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
AUGUST 7, 2026

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 a.m. on Friday, August 7, 2026 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.

Reasonable Accommodations for Remote Participation by Members of this Brown Act Body
All public meetings held pursuant to the Brown Act must adhere to certain procedures to assist in processing requests for reasonable accommodations for remote participation by Board and Committee Members, and Members of other Brown Act bodies, consistent with the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12132) and Government Code section 54953.8. Specifically, Board and Committee Members, or other Members of a Brown Act body, who have a disability within the meaning of the ADA, may request a reasonable accommodation to participate remotely in a public meeting in lieu of in-person attendance. Such requests must be made pursuant to the procedure set forth in South Coast AQMD Administrative Code Section 30.17 (Policy for Reasonable Accommodation and Remote Participation) and must be submitted in writing to the Chair of the Board or Committee, or Chair of the other Brown Act Body, copying the Clerk of the Boards and the Deputy Executive Officer of Administrative and Human Resources. In the event that the Chair requests an accommodation, that request must also be submitted to the Vice Chair for approval.

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: Michael A. Cacciotti, 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 and 27)

Note: Consent and Board Calendar items held for discussion will be moved to Item No. 28.

1. Approve Minutes of June 5, 2026 Board Meeting **Thomas/3268**

2. Approve Minutes of July 2, 2026 Special Board Meeting **Thomas/3268**

3. Set Public Hearings September 4, 2026 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations: **Nastri/3131**

   A. Determine That Proposed Amended Rule 461 – Gasoline Transfer and Dispensing, Is Exempt from CEQA; Amend Rule 461; and Submit for Inclusion Into State Implementation Plan **Krause/2706**

   Rule 461 reduces emissions of VOC and toxic air contaminants by establishing operational requirements for gasoline dispensing facilities. Proposed amendments to Rule 461 will include an alternative recordkeeping pathway for daily fuel dispensing records at non-retail gasoline dispensing facilities exclusively serving motor vehicles equipped with onboard refueling vapor recovery systems. The proposed amendments will also include administrative changes. This action is to adopt the Resolution: 1) Determining that Proposed Amended Rule 461 – Gasoline Transfer and Dispensing is exempt from the California Environmental Quality Act; 2) Amending Rule 461 – Gasoline Transfer and Dispensing; and 3) Directing staff to submit Proposed Amended Rule 461 for inclusion into the State Implementation Plan. (Reviewed: Stationary Source Committee, June 26, 2026)

B. Determine That Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate and Related Operations, Is Exempt From CEQA; and Amend Rule 1157 **Krause/2706**

Rule 1157 reduces emissions of PM10 by establishing operational requirements and general performance standards for all permanent and temporary aggregate and related operations. Proposed Amended Rule 1157 will further reduce PM10 emissions by strengthening existing requirements as well as expanding the applicability to include demolition and construction transfer stations, and enhancing recordkeeping and housekeeping provisions. This action is to adopt the Resolution: 1) Determine that PAR 1157 – PM10 Emission Reductions from Aggregate and Related Operations is exempt from the California Environmental Quality Act; and 2) Amending Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations. (Reviewed: Stationary Source Committee, June 26, 2026)

Item 4 – Action Item/No Fiscal Impact

4. Approve Appointment by South Coast Air Quality Management District Building Corporation of Barbara Queen to Building Corporation's Board of Directors **Jain/2804**

A vacancy exists on the Board of Directors of the South Coast Air Quality Management District Building Corporation. The Building Corporation's bylaws require that its appointment of a member to its Board of Directors be approved by the South Coast AQMD's Governing Board. This action is to approve appointment of Barbara Queen to the Building Corporation's Board of Directors. (No Committee Review)

Items 5 through 12 – Budget/Fiscal Impact

5. Approve Additional Funds for Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program **Katzenstein/2219**

Since 2017, South Coast AQMD has implemented the Commercial Electric Lawn and Garden (eL&G) Equipment Incentive and Exchange Program to accelerate the transition from gasoline- or diesel-powered commercial lawn and garden equipment to zero-emission alternatives. In September 2025, the Board approved a $5,000,000 allocation to the Program, which is nearly depleted due to high participation. Additional funds from the Carl Moyer Program are needed to continue implementation of the Commercial eL&G Program. This action is to: 1) allocate up to $10,000,000 from the Carl Moyer Program SB 1107 Fund (32) to the Commercial eL&G Program; 2) authorize the Executive Officer to approve vouchers of up to $10,000,000; and 3) authorize the Executive Officer to reassign vouchers between

funding years, as needed, in order to expeditiously meet program funding liquidation requirements. (Reviewed: Technology Committee, June 26, 2026; Recommended for Approval)

6. Execute Contract to Demonstrate Bi-Directional Charging and Grid Resiliency Through Mobile Battery Energy Storage Systems **Katzenstein/2219**

Mobile battery energy storage systems can provide flexible zero-emission power to reduce peak demand, provide power to areas with no grid power, or serve as temporary power solutions. This action is to execute a contract with the University of California, Riverside College of Engineering - Center for Environmental Research and Technology to demonstrate bi-directional charging and grid resiliency using a mobile battery energy storage system, in an amount not to exceed $300,000 from the Clean Fuels Program Fund (31). (Reviewed: Technology Committee, June 26, 2026; Recommended for Approval)

7. Execute Contract to Demonstrate Modular Hydrogen Vehicle Refueling Station **Katzenstein/2219**

Hydrogen refueling technology continues to need improvements to reduce boil-off gas losses, increase hydrogen dispensing capacity, and improve reliability. Clear Skies Hydrogen Corporation (CSH2) will develop and demonstrate a modular, deployable hydrogen vehicle refueling station at SunLine Transit Agency using an advanced cryogenic pump technology. This action is to execute a contract with CSH2, in an amount not to exceed $700,000 from the Clean Fuels Program Fund (31). (Reviewed: Technology Committee, June 26, 2026; Recommended for Approval)

8. Recognize Funds for Clean Cars 4 All, Enhanced Fleet Modernization, and Carl Moyer State Reserve Programs, Reimburse General Fund and Transfer Funds for Replace Your Ride Portal Enhancements **Katzenstein/2219**

Since 2015, South Coast AQMD has implemented California Air Resources Board's (CARB) Enhanced Fleet Modernization Program (EFMP) and Clean Cars 4 All (CC4A), branded as Replace Your Ride (RYR) in the South Coast Air Basin. For FY 25-26, CARB allocated $17.9 million to continue implementation of RYR. Also, in May 2026, CARB approved an allocation of $5.2 million for the FY 2025-26 Carl Moyer State Reserve Program Year 28 for the RYR program or other Moyer eligible zero-emission projects. These actions are to: 1) Recognize, upon receipt, up to $1,400,000 from EFMP grant G25-EFMP-01, $16,516,484 from CC4A grant G25-CC4A-01, and $5,244,081 from Carl Moyer State Reserve Year 28 grant G25-MSR-20 into (HEROS II) Special Revenue Fund (56); 2) Reimburse the General Fund up to $4,562,112 from the HEROS II Special Revenue Fund (56) for administrative costs necessary to

implement EFMP and CC4A; 3) Approve RYR vouchers and other alternative mobility options until all available funds are exhausted; and 4) Transfer and appropriate up to $100,000 from the administrative portion of the HEROS II Special Revenue Fund (56) into Information Management's FY 2026-27 Budget for RYR Portal enhancements. (Reviewed: Technology Committee, June 26, 2026; Recommended for Approval)

9. Amend Agreement with Phillips 66 Company for Continued Fenceline Air Monitoring at Phillips 66 Wilmington Refinery Using Optical Tent, Recognize Revenue, Appropriate Funds and Amend Contract **Low/2269**

Phillips 66 Wilmington Refinery has adopted an optical tent air monitoring system as part of their fenceline air monitoring network for Rule 1180 implementation. Air monitoring oversight, quality control, quality assurance and data reporting are provided by the Regents of University of California, Los Angeles (UCLA) through a contract with South Coast AQMD. These actions are to amend an existing agreement with Phillips 66 Company to continue fenceline air monitoring at the Phillips 66 Wilmington Refinery using an optical tent, recognize revenue, appropriate funds and amend the contract with UCLA for one additional year. (Reviewed: Administrative Committee, June 12, 2026; Recommended for Approval)

10. Authorize Purchase of OnBase Software Support **Moskowitz/3329**

South Coast AQMD uses OnBase software for its electronic document management system to manage critical documents and to support South Coast AQMD's Record Retention Policy. The software subscription for OnBase expired on July 31, 2026. This action is to obtain approval for renewal of OnBase software subscription for a period of three years at a cost not to exceed $660,000. Funds for the first year's purchase are included in Information Management's FY 2026-27 Budget. (Reviewed: Administrative Committee, June 12, 2026; Recommended for Approval)

11. Approve Continued Leasing of South Bay Field Office Through April 2027 **Olvera/2309**

In October 2019, the Board approved a seven-year lease extension and expansion for the South Bay field office, located in Long Beach, used by staff for inspection and monitoring activities relating to refinery and other facilities in the area. Specifically, Board action was for a lease through September 30, 2026. However, due to upgrades and modifications to the space, full occupancy began May 2020. This action is to approve continuing the lease with GFC Long Beach, LLC through April 30, 2027, which completes the seven-year term. Sufficient funds for the continued lease are available in the FY 2026-27 Budget.

(Reviewed: Administrative Committee, June 12, 2026; Recommended for Approval)

12. Approve Modified MOU, Change in Co-Funding for Allocation, Contract Modification, and Fund Transfer for Miscellaneous and Direct Expenditures Costs in FY 2026-27 as Approved by MSRC **McCallon**

The MSRC approved modifications to an MOU for the Port of Long Beach to provide funding to heavy-duty zero emission drayage truck charging infrastructure projects. Additionally, the MSRC approved a change in the co-funding source for the agreement with Pilot Travel Centers, LLC for installation of hydrogen fueling, as well as a value increase to the contract with Exemplifi, LLC for hosting and maintenance of the MSRC's website, as part of the FYs 2024-27 Work Program. Additionally, every year the MSRC adopts an Administrative Budget which includes transfer of funds to the South Coast AQMD Budget to cover administrative expenses. The MSRC seeks Board approval of the modified MOU and contract modifications. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, June 18, 2026; Recommended for Approval)

Items 13 through 19 – Information Only/Receive and File

13. Legislative, Public Affairs and Media Report **Tanaka/3327**

This report highlights the May and June 2026 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 May 1 through June 30, 2026. (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 May 1, 2026 through May 31, 2026. An Index of South Coast AQMD Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, June 26, 2026)

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 May 1, 2026 and June 30, 2026, and

proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, June 26, 2026 for the May 1 to May 31, 2026 portion of the report; No Committee Review for the June 1 to June 30, 2026 portion of the report)

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

This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2026. (No Committee Review)

18. Report of RFQs/RFPs Scheduled for Release in August **Jain/2804**

This report summarizes the RFQs/RFPs for budgeted services over $100,000 scheduled to be released for advertisement for the month of August. (Reviewed: Administrative Committee, June 12, 2026)

19. 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, June 12, 2026)

Items 20 through 27 – Reports for Committees, MSRC, and CARB

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

21. Investment Oversight Committee (Receive & File) Chair: Hagman **Jain/2804**

22. Legislative Committee (Receive & File) Chair: Perez **Tanaka/3327**

Agenda Item	Recommendation/Action
SB 1213 (Reyes) Zero-and near-zero-emission medium-and-heavy-duty vehicles: incentives: transparency.	SUPPORT
SB 1295 (Stern) Electrical corporations: distributed energy storage systems and nonwire alternatives.	SUPPORT IF AMENDED

23. Mobile Source Committee (Receive & File) Chair: Delgado **Rees/2856**

24. Stationary Source Committee (Receive & File) Chair: McCallon **Aspell/2491**

25. Technology Committee (Receive & File) Chair: Rodriguez **Katzenstein/2219**

26. Mobile Source Air Pollution Reduction Review Committee (Receive & File) Board Rep.: Cacciotti **Katzenstein/2219**

27. California Air Resources Board Monthly Report (Receive & File) — Board Rep.: Lock Dawson — **Thomas/3268**

28. Items Deferred from Consent and Board Calendar

STAFF PRESENTATION/BOARD DISCUSSION/RECEIVE & FILE

29. Status Update on South Coast AQMD's Efforts for Fire and Recovery Phase of Lineage Warehouse in Boyle Heights (Presentation in Lieu of Board Letter) — **Nastri/3131**

    Executive Officer Wayne Nastri will provide an overview of staff's work during the Lineage warehouse fire in Boyle Heights and efforts during the recovery phase. (No Committee Review).

PUBLIC HEARINGS

30. Make CEQA Determinations for Proposed Addendum to Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles; and Authorize Execution of Addendum to Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles — **Rees/2856**

    South Coast AQMD, Port of Long Beach, and Port of Los Angeles entered into a Cooperative Agreement on December 17, 2025, for zero-emission port infrastructure planning and development. The three parties have since jointly developed a proposed Addendum to the Cooperative Agreement that would require responsible parties to implement additional measures that are expected to result in emission reductions from certain port sources. This action is to adopt the Resolution: 1) Determining that the additional measures in the proposed Addendum to the Cooperative Agreement qualify as a later activity within the scope of the 2022 and 2016 AQMPs, and the Final Program Environmental Impact Reports for the 2022 and 2016 AQMPs adequately describe the activity for the purposes of CEQA such that no new environmental document is required; 2) Determining that the cost recovery provision in the proposed Addendum to the Cooperative Agreement is exempt from CEQA; 3) Determining that nothing in the proposed Addendum to the Cooperative Agreement changes the prior determination that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not a project within the meaning of CEQA; and 4) Authorizing the Executive Officer to execute the Addendum to the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles. (Reviewed: Mobile Source Committee, March 20, May 15, and June 26, 2026)

31. Determine That South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS Are Exempt from CEQA; Adopt South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS; and Submit for Inclusion Into State Implementation Plan **Rees/2856**

The South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS include the redesignation requests and maintenance plans for the 1997 annual and 24-hour PM2.5 NAAQS, and the second maintenance plan for the 1987 PM10 NAAQS for the South Coast Air Basin (Basin). The Basin is in "moderate" nonattainment for the 1997 annual and 24-hour PM2.5 NAAQS. Over the past two decades, air quality in the Basin has significantly improved, and current PM2.5 levels now meet these standards. This plan requests that U.S. EPA redesignate the Basin to attainment for the 1997 PM2.5 NAAQS and includes maintenance plans demonstrating continued attainment through 2039. In addition, U.S. EPA approved the Basin's first maintenance plan for the 1987 24-hour PM10 standard in 2013. This plan includes the required second maintenance plan to ensure continued attainment of the PM10 standard through 2033. This action is to adopt the Resolution: 1) Determining that the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS are exempt from the requirements of the California Environmental Quality Act; 2) Adopting the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS; and 3) Directing staff to submit to U.S. EPA via CARB the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS for inclusion into the State Implementation Plan. (Reviewed: Mobile Source Committee, May 15, 2026)

32. Determine That Proposed Amended Rule 1302 – Definitions, Is Exempt from CEQA; Amend Rule 1302; and Submit for Inclusion Into State Implementation Plan **Krause/2706**

Rule 1302 defines terms used in Regulation XIII – New Source Review, which sets forth the federal and state mandated pre-construction review program for new, modified, or relocated sources for non-RECLAIM air contaminants. Proposed Amended Rule 1302 will amend the definition of Essential Public Service to include composting operations under specific circumstances, thus allowing qualified operations to draw from credits in the Priority Reserve. This action is to adopt the Resolution: 1) Determining that Proposed Amended Rule 1302 – Definitions, is exempt from the requirements of the California Environmental Quality Act; 2) Amending Rule 1302 Definitions; and 3) Directing staff to submit Proposed Amended Rule 1302 - Definitions to CARB and U.S. EPA for inclusion into the State Implementation Plan. (Reviewed: Stationary Source Committee, June 26, 2026)

33. Determine That Proposed Amended Rule 1401 – New Source Review of Toxic Air Containments, Is Exempt from CEQA; and Amend Rule 1401 **Krause/2706**

Proposed amendments to Rule 1401 will update the list of toxic air containments to reflect new compounds identified by OEHHA or existing compounds with new risk thresholds. This action is to adopt the Resolution: 1) Determining that Proposed Amended Rule 1401 – New Source Review of Toxic Air Containments, is exempt from the requirements of the California Environmental Quality Act; and 2) Amending Rule 1401. (Reviewed: Stationary Source Committee, June 26, 2026)

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); challenge to federal efficiency standards for automobiles and claim that they preempt ZEV rules;

- 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;

- Western States Trucking Association, Inc. v. EPA, et al., 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); challenge to Rule 1146.2 requiring transition to zero-emission boilers and process heaters;

- 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); regarding feasibility of contingency measures;

- Jason Konopisos and Tara Norris v. South Coast Air Quality Management District, et al., United States Court of Appeals, Ninth Circuit, Case No. 26-2117 (appealing U.S. District Court for the Central District of California, Case No. 2:25-cv-05683); appeal of order dismissing case with prejudice;

- Cruz Lopez Parra v. South Coast Air Quality Management District & John David Eckert, Los Angeles Superior Court, Case No. 25NNCV00710;

- American Public Health Association v. EPA, United States Court of Appeals, D.C. .Circuit, Case No. 26-1037 (and consolidated cases) (amicus brief); regarding repeal of all greenhouse gas standards for motor vehicles; and

- Center for Biological Diversity v. South Coast Air Quality Management District, Governing Board of the South Coast Air Quality Management District and Does 1 through 10, inclusive, Defendants; Harbor Commission of the Port of Los Angeles; Harbor Commission of the Port of Long Beach; Does 11-20, inclusive, Real Parties in Interest, Los Angeles Superior Court, Case No. 25STCP04685; challenge to Ports Cooperative Agreement.

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 (three 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 (three 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
OEHHA = 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: August 7, 2026 AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the June 5, 2026 Meeting

RECOMMENDED ACTION:
Approve the June 5, 2026 Board Meeting Minutes.

Faye Thomas
Clerk of the Boards

FT

FRIDAY, JUNE 5, 2026

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:

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

Councilmember Larry McCallon, Vice Chair
Cities of San Bernadino County

Mayor Patricia Lock Dawson
Cities of Riverside County

Senator Vanessa Delgado (Ret.)
Senate Rules Committee Appointee

Councilmember Adrin Nazarian
City of Los Angeles

Supervisor Janet Nguyen
County of Orange

Mayor Brenda Olmos
Cities of Los Angeles County – Western Region

Board Member Veronica Padilla-Campos
Speaker of the Assembly Appointee

Supervisor V. Manuel Perez
County of Riverside

Mayor Carlos Rodriguez (Arrived at 9:18 a.m.)
Cities of Orange County

Absent: Supervisor Curt Hagman
County of San Bernardino

Supervisor Holly J. Mitchell
County of Los Angeles

Cedric Jamie Rutland, MD FCCP
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 Cacciotti called the meeting to order at 9:03 a.m.

- Pledge of Allegiance: Led by Supervisor Perez
- Roll Call

Mayor Rodriguez was absent at roll call.

- Opening Comments

Chair Cacciotti opened with a tribute to Dr. William A. Burke, former Chair of the South Coast AQMD Governing Board, who passed away on May 28, 2026. Chair Cacciotti and Vice Chair McCallon highlighted Dr. Burke's 27-year tenure on the Board, including 23 years as Chair, and recognized his legacy and pioneering contributions to environmental justice. A video presentation, featuring an excerpt from South Coast AQMD's signature film *The Right to Breathe*, was shown in honor of Dr. Burke's life and accomplishments, followed by a moment of silence.

Board Members Perez, McCallon, and Rodriguez shared personal reflections on Dr. Burke's leadership, his collaborative approach to working with others, and his ability to build consensus with fairness and integrity. They also recognized his legacy in advancing environmental justice and shared personal memories. For additional details, please refer to the Webcast beginning at 17:10, 22:14, & 31:14.

Vice Chair McCallon reported that he represented the South Coast AQMD at the 41st Annual ATHENA of Riverside Award luncheon on May 28, 2026, and invited everyone to join him in congratulating Mayor Lock Dawson as the 2026 ATHENA award recipient. For additional details, please refer to the Webcast beginning at 23:13.

Supervisor Nguyen expressed appreciation to South Coast AQMD staff for their partnership and response to the chemical leak at GKN Aerospace in Garden Grove during the Memorial Day weekend. She commended staff for their support, technical expertise, leadership, professionalism, and commitment to protecting public health. Supervisor Nguyen also thanked her fellow Board members for offering their assistance and support. For additional details, please refer to the Webcast beginning at 24:25.

Mayor Rodriguez commended the coordinated response of local, state, and federal agencies, the Orange County Board of Supervisors and Supervisor Nguyen for their strong leadership, and South Coast AQMD staff for their commitment and service throughout the GKN incident. He also reported on the Leaders in Energy Summit held in Ontario, California on June 4, 2026, which he and Supervisor Hagman attended. For additional details, please refer to the Webcast beginning at 33:03.

Chair Cacciotti thanked South Coast AQMD staff for working throughout the Memorial Day holiday in response to the GKN incident and for their efforts to protect the community. He also described and shared photos of recent events he attended. For additional details, please refer to the Webcast beginning at 37:11.

Executive Officer Nastri thanked Supervisor Nguyen for her leadership and support during the GKN incident response. He also reported that South Coast AQMD staff responded to several incidents over the Memorial Day weekend and made several announcements regarding upcoming events, including the start of the Summer Student Internship Program, the annual student internship breakfast before the August 7 Board meeting, and that there will be no Board or committee meetings in July. A video was also shown highlighting the May 29 media event featuring technologies to address windblown dust pollution in the Coachella Valley. For additional details, please refer to the Webcast beginning at 42:34.

Supervisor Perez expressed appreciation for the May 29 Coachella Valley media event and efforts to address windblown dust concerns. He commented on the importance of collaborating on new technologies designed to better identify where the dust is coming from, understand its impacts, and to develop strategies to mitigate windblown dust. For additional details, please refer to the Webcast beginning at 49:37.

Throughout the meeting, several speakers made remarks about Dr. Burke and offered their condolences.

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

The General Public Comment Period for matters not on the agenda was opened. The following individuals addressed the Board.

Carmen Martinez, Riverside resident (via Spanish interpreter)
Mari Nishitani, Pomona resident
Maria Galvan, Ontario resident
Marven Norman, Center for Community Action and Environmental Justice (CCAEJ) and San Bernardino resident
Maria Velasquez, CCAEJ and Rialto resident (via Spanish interpreter)
Luz Maria Hernandez, Ontario resident (via Spanish interpreter)
Jennifer De Tejada, CCAEJ, SoCal Clean Manufacturing Coaltion, and San Bernardino resident
Anna Gutierrez, Ontario resident
Marcela Contreras, Community Member (via Spanish interpreter)
Claudia Cuevas, CCAEJ (via Spanish interpreter)
Patty Tewell, Jurupa Valley resident (via Spanish interpreter)
Marty McBride, Ontario resident
Erik Morden, Community Member
Alec Aragon, CCAEJ and Ontario resident

Mari, Fontana resident and CCAEJ
Celes, CCAEJ
Ashley Avila, Perris resident
Stephanie Munson, Ontario resident
Tomas Castro, Orange County resident
Ediberto Torres, Jurupa Valley resident
Juanita Chavez, Sierra Club – (refer to Webcast at 1:49:59)

The above speakers discussed the following:

- Health impacts of air pollution on communities in San Bernardino and Riverside counties from warehouses, industrial sources, and fires;
- Urged South Coast AQMD to continue promoting cleaner technologies;
- Advocated for industrial decarbonization efforts, including support for strengthening Rules 1146 and 1146.1;
- Reduction of emissions from industrial equipment
- Need to protect communities disproportionately impacted by pollution; and
- Expressed support for the GO Zero Incentive Program, recommending additional funding to expand the program.

For additional details, please refer to the Webcast beginning at 57:15.

Joel Berman, Health Science Associates
Jon G. Dickason, Quantum Environmental Testing, Inc.

The above speakers expressed concerns regarding South Coast AQMD staff's implementation and enforcement of Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. For additional details, please refer to the Webcast beginning at 1:19:33 & 1:45:38.

Abril Villanueva, Compton resident and Compton Golden Block Club, expressed concerns regarding health impacts from the recent fire at the World Oil Recycling facility in Compton and the complaint process. She requested that air monitors be installed at Jefferson Elementary School in Compton. For additional details, please refer to the Webcast beginning at 1:28:00.

Theral Golden, West Long Beach Association, commented on public health concerns in West Long Beach related to methyl bromide emissions and urged that the use of methyl bromide be eliminated. For additional details, please refer to the Webcast beginning at 1:31:08.

Magali Sanchez Hall, EMeRGE Wilmington, expressed concern with the Port of Los Angeles' continued use of diesel for its operations, stated that South Coast AQMD is perceived as easing its regulations, and asked for the closure of the World Oil Recycling facility. For additional details, please refer to the Webcast beginning at 1:32:51.

Harvey Eder, Public Solar Power Coalition, provided notice of his intent to litigate against the South Coast AQMD, expressed concern that solar energy was not evaluated in the AQMP, called for artificial intelligence equity, and referenced a pending Supreme Court ruling related to the authority of states on climate policies. For additional details, please refer to the Webcast beginning at 1:36:58.

Olivia Goldstein, Enery Holdings [moved under the Public Comment Period for Agenda Item No. 31.] For additional details, please refer to the Webcast beginning at 1:38:44.

There being no further requests to speak, the General Public Comment Period for matters not on the agenda was closed.

Written Comments Submitted Supporting Rules 1146 & 1146.1

- Nora Lewis, Nipomo, CA
- R. Mallory, Los Angeles

Written Comments Submitted Opposing Proposed Data Center and Battery Storage Project in City of Industry

- Simon Liu, Hacienda Heights

Written Comments Submitted Regarding Rule 1403 Enforcement and Lack of Written Authority (May 11 & May 28, 2026)

- Jon G. Dickason, Quantum Environmental Testing, Inc.

Written Comments Submitted Supporting PR Rule 1495 – Commodity Fumigation

- One letter signed by the following organizations: Alison Hahm, Natural Resources Defense Council; Nathan Vu, Boston University School of Law; Sylvia Betancourt, Long Beach Alliance for Children with Asthma; Paola Vargas, East Yard Communities for Environmental Justice; Theral Golden, West Long Beach Association; and Peter Warren, San Pedro Homeowners Association

Written Comments Submitted Regarding CAAP Plus Measures Recommendations for Ports Cooperative Agreement

- Davina Hurt/Cristhian Tapia-Delgado/Reemah Bzeih, Pacific Environment

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CONSENT AND BOARD CALENDAR

Items 1 and 2 – Action Items/No Fiscal Impact

1. Approve Minutes of May 1, 2026 Board Meeting
2. Set Public Hearings August 7, 2026 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations:

   A. Determine That South Coast Air Basin Redesignation Requests and

Maintenance Plans for PM2.5 and PM10 NAAQS Are Exempt from CEQA; Adopt South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS; and Submit for Inclusion Into State Implementation Plan

B. Determine That Proposed Amended Rule 1302 - Definitions, Is Exempt from CEQA; and Amend Rule 1302

C. Determine That Proposed Amended Rule 1401 – New Source Review of Toxic Air Containments, Is Exempt from CEQA; and Amend Rule 1401

Items 3 through 14 – Budget/Fiscal Impact

3. Execute Contract to Evaluate Emissions of Hydrogen-Fueled Internal Combustion Engines
4. Adopt Resolution and Accept Terms and Conditions, Execute Agreement, Recognize Revenue, Transfer Funds, and Reimburse General Fund to Deploy Zero-Emission Municipal Vehicles
5. Execute Contracts to Develop and Demonstrate Two Repowered Class 6/7 Medium-Duty Battery Electric Trucks
6. Execute Contracts to Implement INVEST CLEAN Program
7. Execute Contracts to Deploy Supporting Infrastructure for Zero-Emission Trucks
8. Appropriate Funds, Issue Solicitation, Execute and/or Amend Contracts for Continued Implementation of Inflation Reduction Act Grant
9. Authorize Purchase of Oracle PeopleSoft Software and Support
10. Approve New and Revised Class Specifications; Amend Salary Resolution and Teamsters MOU to Establish New and Revised Class Specifications and, as Needed, to Revise Salaries; Amend FY 2025-26 Budget By Adding and Deleting Positions
11. Amend Administrative Code to Revise Board Member Assistant and Board Member Consultant Policy and Executive Officer's Settlement Authority
12. Authorize Cooperative Purchasing Agreement for Printing Equipment and Multi-Function Devices
13. Establish List of Prequalified Agencies for Temporary Employment Services
14. Approve Allocation of Funds 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. Report of RFQs/RFPs Scheduled for Release in June
21. Status Report on Major Ongoing and Upcoming Projects for Information Management

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

22. Administrative 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 Resource Board Monthly Report *(was not available for inclusion)*
29. Items Deferred from Consent and Board Calendar

There were no items deferred.

General Counsel Bayron Gilchrist reported that the Splash Transport Inc. project listed in Table 2 of Agenda Item No. 6 was removed from consideration for a battery electric cargo handling equipment award under the U.S. EPA Climate Pollution Reduction Grant program because the company did not complete the required campaign contribution disclosure form. For additional details, please refer to the Webcast beginning at 1:40:06.

Disclosures

Mayor Lock Dawson reported that she does not have a financial interest in Agenda Item. No. 4 but is required to identify for the record that she is a Board Member for CARB, which is involved in this item.

Supervisor Nguyen reported that she does not have a financial interest in Agenda Item. No. 6 but is required to identify for the record that she is a County Supervisor for the County of Orange, which is involved in this item.

Vice Chair McCallon reported that he does not have a financial interest in Agenda Item Nos. 4 or 14 but is required to identify for the record that he is Chair of the Mobile Source Air Pollution Reduction Review Committee, which is involved in these items.

Chair Cacciotti reported that he does not have a financial interest in Agenda Item No. 4 but is required to identify for the record that he is a Councilmember for the City of South Pasadena and a Member of the Mobile Source Air Pollution Reduction Review Committee, which may be involved in this item. Chair Cacciotti also reported that he does not have a financial interest in Agenda Item No.14 but is required to identify for the record that he is a Member of the Mobile Source Air Pollution Reduction Review Committee, which is involved in this item.

Supervisor Nguyen expressed support for recognizing composting operations as an essential public service and for PAR 1302 moving forward for Board consideration at the August meeting. She thanked South Coast AQMD staff for their collaboration and efforts on the issue and expressed appreciation to colleagues on the Board 1:41:17 & 1:43:08

The public comment period was opened for Agenda Item Nos. 1-28. The following individual addressed the Board.

Jon G. Dickason, Quantum Environmental Testing, Inc. [moved under the General Public Comments section] For additional details, please refer to the Webcast beginning at 1:45:38.

Agenda Item Nos. 2, 6, & 7

Harvey Eder commented on his experience requesting information for the Public Consultation meeting held on May 20, 2026 regarding the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS. He expressed concerns about the health impacts and mortality rate associated with PM2.5, as well as regulatory and administrative matters. For additional details, please refer to the Webcast beginning at 1:48:02.

Juanita Chavez, Sierra Club [moved under the General Public Comments section] For additional details, please refer to the Webcast beginning at 1:49:59.

Agenda Item No 6

Lupe Valdez, Union Pacific Railroad, expressed support for the staff and Technology Committee's recommendations to approve Agenda Item No. 6. She also offered condolences on the passing of Dr. Burke. For additional details, please refer to the Webcast beginning at 1:51:46

Mike DiBernardo, Port of Los Angeles
Martin Yarnall, Alameda Belt Line
Christopher Allen, APM Terminals

The above speakers expressed support for the Invest Clean grant awards and highlighted the significance of investments that help move toward the goal of cleaner technologies at the ports. For additional details, please refer to the Webcast beginning at 1:53:07, 1:56:24, & 1:59:03

Adrian Martinez, Earthjustice, commented on the increase in "dirty air days" in the region this year compared to the last decade and expressed appreciation for investments to support clean air and zero-emission initiatives. He also urged the Board to pass strong regulations that address industrial equipment. For additional details, please refer to the Webcast beginning at 1:54:55

There being no further requests to speak, the public comment period was closed for Agenda Item Nos. 1-28.

Written Comments Submitted Regarding Agenda Item No. 25, Go Zero Incentive Program

- Thomas Iorio, Hot Swap USA
- One letter signed by the following organizations: Adrian Martinez, Earthjustice; Yassi Kavezade, Building Decarbonization Coalition; Kim Orbe, Sierra Club; Ana Gonzalez, Center for Community Action and Environmental Justice, Andrea Vidaurre and Gen Montes, People's Collective for Environmental Justice; Lauren Weston, Acterra; David Diaz, Active SGV; Sean Armstrong, Redwood Energy; Isabel Ebiner, Sustainable Claremont

Board Action (Items 1-28)

MOVED BY LOCK DAWSON AND SECONDED BY MCCALLON TO APPROVE AGENDA ITEM NOS. 1 THROUGH 28 AS RECOMMENDED, INCLUDING THE MODIFICATION TO AGENDA ITEM NO. 6 BY DELETING THE AWARD FOR SPLASH TRANSPORT INC. FROM TABLE 2, AND TO:

ADOPT RESOLUTION NO. 26-13 AND ACCEPT THE GRANT TERMS AND CONDITIONS FOR TRANSPORTATION ELECTRIFICATION ADVANCEMENT FOR MUNICIPALITIES (TEAM) PER THE CARB ADVANCED TECHNOLOGY DEMONSTRATION AND PILOT PROJECTS PROGRAM SOLICITATION);

RECEIVE AND FILE THE REPORTS FOR THE BOARD COMMITTEES, MSRC, AND CARB; AND

APPROVE THE RECOMMENDATION ON LEGISLATION AS SET FORTH BELOW.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, McCallon, Nazarian, Nguyen, Olmos, Padilla-Campos, Perez, and Rodriguez

NOES: None

ABSENT: Hagman, Mitchell, and Rutland

Legislation/Agenda Item	Recommendation
AB 2647 (Calderon) Energy: nuclear powerplants: assessment.	Watch
SB 1075 (Reyes) Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs: local community emissions reduction plan.	Work with Author

PUBLIC HEARINGS

30. Determine That Proposed Amended Rule 1136 – Wood Products Coatings, Is Exempt from CEQA; Amend Rule 1136; and Submit for Inclusion Into State Implementation Plan (This item was continued from the May 1, 2026 Board Meeting by operation of Governing Board Procedures, Administrative Code §30.10)

Heather Farr, Planning and Rule Manager/Planning, Rule Development, and Implementation, gave the staff presentation. For additional details, please refer to the Webcast beginning at 2:01:18.

Michael Krause, Assistant Deputy Executive Officer/Planning, Rule Development, and Implementation presented proposed language to include in the resolution language that directs staff to evaluate the level and form of the one-gallon exemption and report back by the January 1, 2029 technology check-in to address stakeholder requests for a low-use exemption. For additional details, please refer to the Webcast beginning at 2:07:50.

The public comment period was opened for Agenda Item No. 30. The following individuals addressed the Board.

Rita Loof, RadTech, expressed concerns with the lack of transparency in the Rule 1136 rulemaking process as staff had not provided evidence to support their position about high-VOC coatings used with UV/EB/LED curing technologies. She also acknowledged staff's proposed modification to the resolution language, which addresses a request from her organization. For additional details, please refer to the Webcast beginning at 2:08:47.

Harvey Eder supported the previous speaker's comments regarding issues with staff evaluating technologies. [Mr. Eder was interrupted as his subsequent comments were not relevant to Agenda Item No. 30.] For additional details, please refer to the Webcast beginning at 2:10:32.

Chris Chavez, Coalition for Clean Air, thanked the Board for approving Agenda Item No. 6. He expressed support for PAR 1136, including the removal of pCBtF and t-Bac and for including the high-VOC exemption technology review. He encouraged staff to work with stakeholders to address the UV/EB/LED industry's ongoing issues. For additional details, please refer to the Webcast beginning at 2:11:11.

Bill Quinn, California Council for Environmental and Economic Balance (CCEEB), expressed support for the staff proposal, as well as the accompanying resolution language. He acknowledged that reformulating coatings requires time and resources but that the proposal provides a workable solution. For additional details, please refer to the Webcast beginning at 2:12:47.

Howard Weigand, UV coating manufacturer, expressed concern that the proposal regulates product usage volume instead of actual emission reductions. He also questioned staff's position that UV coating generates high VOC emissions and that staff has not provided the material safety data sheet requested by industry to support that information. For additional details, please refer to the Webcast beginning at 2:14:05.

Doug Raymond, consultant for Waterlox Coatings Corporation, expressed support for PAR 1136 and highlighted the sound science of a reactivity-based approach to reducing VOCs. Waterlox currently uses pCBtF and plans to reformulate its products to meet the proposed reactivity limits. For additional details, please refer to the Webcast beginning at 2:15:52.

Bill LaMarr, California Alliance of Small Business Associations, expressed support for PAR 1136 to phase out pCBtF and t-BAc while maintaining the one-gallon per day low-use exemption and commended staff's response to issues raised during the public process. He requested that the Board approve the PAR 1136 package. For additional details, please refer to the Webcast beginning at 2:17:25.

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

Written Comments Submitted Regarding Proposed Modification to PAR 1136 Resolution Language

- Rita Loof, RadTech

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Vice Chair McCallon acknowledged that the Stationary Source Committee reviewed PAR 1136 twice and forwarded the staff proposal to the full Board for consideration without any changes. He expressed support for maintaining the one-gallon per day exemption, noting that any changes should occur after coatings are reformulated and through a public process involving all stakeholders. He urged the Board to approve the staff recommendations. For additional details, please refer to the Webcast beginning at 2:18:58.

Board Action (Item 30)

MOVED BY MCCALLON AND SECONDED BY PEREZ TO APPROVE AGENDA ITEM NO. 30 AS RECOMMENDED, INCLUDING MODIFICATION TO THE RESOLUTION AS SET FORTH BELOW, AND ADOPT RESOLUTION 26-14:

1. DETERMINING THAT PROPOSED AMENDED RULE 1136 – WOOD PRODUCTS COATINGS, IS EXEMPT FROM THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT;
2. AMENDING RULE 1136 – WOOD PRODUCTS COATINGS; AND

3. DIRECTING STAFF TO SUBMIT PROPOSED AMENDED RULE 1136 – WOOD PRODUCTS COATINGS TO CARB AND U.S. EPA FOR INCLUSION INTO THE STATE IMPLEMENTATION PLAN.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, McCallon, Nazarian, Nguyen, Olmos, Padilla-Campos, Perez, and Rodriguez

NOES: None

ABSENT: Hagman, Mitchell, and Rutland

Modifications to Page 4, paragraph 8 of the Resolution are shown in underline and strikethrough text:

BE IT FURTHER RESOLVED, the South Coast AQMD Governing Board directs staff to conduct a technology status update on the progress of the pCBtF and t-BAc phase-out, including an update on the reformulation progress for Clear Primers, Sealers, and Undercoats; Pigmented Primers, Sealers, and Undercoats; Clear Topcoats; Pigmented Topcoats; High-Solids Stains; Low-Solids Stains; Toners, and Washcoats; and Strippers, and **evaluate the one-gallon ~~per day~~ exemption where staff will evaluate the level and form of the exemption such as mass emissions, VOC content, and usage;** and report to the Stationary Source Committee by January 1, 2029; and

31. Determine That Proposed Amended Rule 2011 – Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (SOx) Emissions, Proposed Amended Rule 2012 – Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions, and Proposed Amended Rule 2015 – Backstop Provisions, Are Exempt from CEQA; and Amend Rules 2011, 2012, and 2015

Michael Krause, Assistant Deputy Executive Officer/Planning, Rule Development, and Implementation gave the staff presentation on Agenda Item No. 31. For additional details, please refer to the Webcast beginning at 2:21:30.

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

Harvey Eder expressed concerns about CARB's proposed changes to its Cap-and-Invest Program that could reduce the state's Greenhouse Gas Reduction Fund revenue by half and commented on the number of premature deaths related to air pollution. [Mr. Eder was interrupted as his subsequent comments were not related to Agenda Item No. 31.] For additional details, please refer to the Webcast beginning at 2:25:07.

Bill Quinn reported that CCEEB reviewed the proposed amendments and supports the staff proposal. For additional details, please refer to the Webcast beginning at 2:25:52.

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

Mr. Krause provided the total number of facilities that remain in the RECLAIM NOx program, in response to Mayor Olmos' inquiry. For additional details, please refer to the Webcast beginning at 2:26:15.

Olivia Goldstein, Enery Holdings, requested that staff review and approve the use of laser-based CEMS and establish a clear process for stakeholders to submit such requests, citing challenges her facility has experienced. For additional details, please refer to the Webcast beginning at 1:38:44.

Board Action (Item 31)

MOVED BY MCCALLON AND SECONDED BY PEREZ TO APPROVE AGENDA ITEM NO. 31 AS RECOMMENDED AND ADOPT RESOLUTION 26-15:

1. DETERMINING THAT PROPOSED AMENDED RULE 2011 – REQUIREMENTS FOR MONITORING, REPORTING, AND RECORDKEEPING FOR OXIDES OF SULFUR (SOX) EMISSIONS, PROPOSED AMENDED RULE 2012 – REQUIREMENTS FOR MONITORING, REPORTING, AND RECORDKEEPING FOR OXIDES OF NITROGEN (NOX) EMISSIONS, AND PROPOSED AMENDED RULE 2015 – BACKSTOP PROVISIONS, ARE EXEMPT FROM THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND
2. AMENDING RULES 2011, 2012, AND 2015.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, McCallon, Nazarian, Nguyen, Olmos, Padilla-Campos, Perez, and Rodriguez

NOES: None

ABSENT: Hagman, Mitchell, and Rutland

32. Determine That Proposed Rule 444.1 – Particulate Matter Emission Reductions from Forestry and Agricultural Waste, Proposed Amended Rule 401 – Visible Emissions, Proposed Amended Rule 404 – Particulate Matter - Concentration, Proposed Amended Rule 405 – Solid Particulate Matter - Weight, Proposed Amended Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II, and Proposed Amended Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II, Are Exempt from CEQA; and Adopt Rule 444.1 and Amend Rules 401, 404, 405, 219, and 222

Michael Krause gave the staff presentation on Agenda Item No. 32. For additional details, please refer to the Webcast beginning at 2:27:00.

Chair Cacciotti inquired about the Open Burn Program. Staff explained the protocols for the Open Burn Program, how requests are processed, exceptions, and associated compliance activities. For additional details, please refer to the Webcast beginning at 2:35:05.

Mayor Rodriguez asked for clarification on the origins of the proposal and emphasized the importance of proactive fire mitigation measures in light of the impacts of wildfires. He urged support for the proposal and made a motion to approve the staff recommendation. For additional details, please refer to the Webcast beginning at 2:37:14.

Mayor Lock Dawson inquired about the California Fuel Reduction Plan, commented on vegetation management efforts in Riverside County, and asked for clarification on the CEQA exemption for the proposals. Executive Officer Nastri provided a brief overview of factors that have elevated the rulemaking for this issue and explained the overall goal. Mr. Krause explained the justification for the CEQA exemption. For additional details, please refer to the Webcast beginning at 2:39:18 & 2:41:34.

Chair Cacciotti asked whether fire agencies are receptive to using the air curtain incinerators. Mr. Krause outlined the availability of the incinerators, which agencies are aware of them, and the potential for expanding their use moving forward. For additional details, please refer to the Webcast beginning at 2:43:01.

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

Harvey Eder recommended converting to alcohol fuels. [Mr. Eder was interrupted as his subsequent comments were not related to Agenda Item No. 32.] For additional details, please refer to the Webcast beginning at 2:44:25.

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

Written Comments Submitted Supporting

- Darin Clause, Air Burners, Inc.

Board Action (Item 32)

MOVED BY RODRIGUEZ AND SECONDED BY LOCK DAWSON TO APPROVE AGENDA ITEM NO. 32 AS RECOMMENDED AND ADOPT RESOLUTION 26-16:

1. DETERMINING THAT PROPOSED RULE 444.1 –PARTICULATE MATTER EMISSION REDUCTIONS FROM FORESTRY AND AGRICULTURAL WASTE, PROPOSED AMENDED RULE 401 – VISIBLE EMISSIONS, PROPOSED AMENDED RULE 404 – PARTICULATE MATTER - CONCENTRATION, PROPOSED AMENDED RULE 405 – SOLID PARTICULATE MATTER - WEIGHT, PROPOSED AMENDED RULE 219 – EQUIPMENT NOT REQUIRING A WRITTEN PERMIT PURSUANT TO REGULATION II, AND PROPOSED AMENDED RULE 222 – FILING REQUIREMENTS FOR SPECIFIC EMISSION SOURCES NOT REQUIRING A WRITTEN PERMIT PURSUANT TO REGULATION II, ARE EXEMPT FROM THE REQUIREMENTS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AND
2. ADOPTING RULE 444.1 AND AMENDING RULES 401, 404, 405, 219, AND 222.

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, McCallon, Nazarian, Nguyen, Olmos, Padilla-Campos, Perez, and Rodriguez

NOES: None

ABSENT: Hagman, Mitchell, and Rutland

CLOSED SESSION

The Board recessed to closed session at 11:44 a.m. to discuss the following items.

CONFERENCE WITH LEGAL COUNSEL – INITIATING LITIGATION, It is also necessary to recess to closed session pursuant to Government Code § 54956.9(a) and § 54956.9(d)(4) to consider initiation of litigation (one case):

- Center for American Public Health Association v. EPA, United States Court of Appeals, D.C. Circuit, No. 26-1037 (and consolidated cases) (amicus brief).

Following closed session, General Counsel Bayron Gilchrist announced that a report of any reportable actions taken in closed session will be provided to the Clerk of the Board.

ADJOURNMENT

There being no further business, the meeting was adjourned by General Counsel Gilchrist at 12:08 p.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on June 5, 2026.

Respectfully Submitted,

Faye Thomas
Clerk of the Boards

Date Minutes Approved: _____

_____
Michael A. Cacciotti, Chair

ACRONYMS

CARB = California Air Resources Board
CEMS = Continuous Emission Monitoring System
CEQA = California Environmental Quality Act
FY = Fiscal Year
MSRC = Mobile Source Air Pollution Reduction Review Committee
PAR = Proposed Amended Rule
PR = Proposed Rule
pCBtf = para-Chlorobenzotrifluoride
t-BAc = tert-Butyl Acetate
UV/EB/LED = Ultraviolet/Electron Beam/Light Emitting Diodes

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 2

MINUTES: Special Meeting of the Governing Board

SYNOPSIS: Attached are the Minutes of the July 2, 2026 Special Board Meeting

RECOMMENDED ACTION:
Approve the July 2, 2026 Board Meeting Minutes.

Faye Thomas
Clerk of the Boards

FT

FRIDAY, JULY 2, 2026

Notice having been duly given, a special meeting of the South Coast Air Quality Management District Board was conducted in a virtual format via videoconferencing and telephone. The following members participated via videoconference from the posted teleconference locations listed on the meeting agenda.

Members Present:

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

Councilmember Larry McCallon, Vice Chair
Cities of San Bernadino County

Mayor Patricia Lock Dawson
Cities of Riverside County

Senator Vanessa Delgado (Ret.)
Senate Rules Committee Appointee

Supervisor Curt Hagman
County of San Bernardino

Councilmember Adrin Nazarian
City of Los Angeles

Supervisor Janet Nguyen (Arrived at 9:05 a.m.)
County of Orange

Supervisor Holly J. Mitchell
County of Los Angeles

Mayor Brenda Olmos
Cities of Los Angeles County – Western Region

Board Member Veronica Padilla-Campos
Speaker of the Assembly Appointee

Cedric Jamie Rutland, MD FCCP
Governor's Appointee

Absent: Supervisor V. Manuel Perez
County of Riverside

Mayor Carlos Rodriguez
Cities of Orange County

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

CALL TO ORDER: Vice Chair McCallon called the meeting to order at 9:02 a.m.

- Roll Call

At roll call, Chair Cacciotti had audio issues and Supervisor Nguyen was absent.

Executive Officer Wayne Nastri announced that one vendor, Cuckoo Electronics America Inc., was removed from consideration because they did not provide the required campaign contribution disclosure form in a timely manner.

DISCUSSION/ACTION ITEM

1. Modify Existing Contracts for AB 617 Residential Air Filtration Program

   Executive Officer Wayne Nastri presented background information and the staff recommendation to provide air filtration units and a three-year supply of replacement filters to residents in the East Los Angeles, Boyle Heights, West Commerce (ELABHWC) Community under the AB 617 Residential Air Filtration Program. For additional details, please refer to the Webcast beginning at 6:20.

Supervisor Mitchell thanked staff for bringing this item forward and commented on the urgency of getting the air filtration units distributed to residents, including streamlining the application process. Executive Officer Nastri acknowledged the urgency to distribute the units quickly and noted the importance of complying with applicable requirements to ensure appropriate use of funding. For additional details, please refer to the Webcast beginning at 7:48.

Mayor Olmos asked whether residents in surrounding cities outside of the ELABHWC AB 617 communities can also apply for the air filtration units. Executive Officer Nastri noted the current funding limitations. For additional details, please refer to the Webcast beginning at 10:29.

Councilmember Nazarian thanked staff for their response and onsite engagement in the Lineage cold storage warehouse incident. He noted that smoke from the fire extended for many miles, affecting areas beyond the immediate community. For additional details, please refer to the Webcast beginning at 11:35.

Senator Delgado expressed support for a direct distribution method and recommended partnering with local nonprofit organizations or council offices. She also referenced prior discussions about establishing an emergency stockpile to help ensure

that air filtration units are readily available for future emergencies. For additional details, please refer to the Webcast beginning at 13:10.

Staff discussed the concept of establishing an emergency stockpile, including potential funding mechanisms through proposed legislation. Staff also shared their plan to work closely with community resources and the approved vendors to support the expedited distribution and supply of air filtration units for the ELABHWC communities. For additional details, please refer to the Webcast beginning at 14:20.

Supervisor Mitchell acknowledged that the ELABHWC AB 617 Community Steering Committee prioritized funds for air filtration units through its participatory budgeting process. She suggested that local governments at all levels contribute funding toward a shared stockpile, if established, to support future emergency needs. For additional details, please refer to the Webcast beginning at 16:25.

Board Member Padilla Campos expressed support for collaborating with nonprofit organizations to facilitate the timely and effective distribution of air filtration units. For additional details, please refer to the Webcast beginning at 18:04.

Supervisor Nguyen asked if air filters have an expiration. Staff described the typical lifespan of the air filters. For additional details, please refer to the Webcast beginning at 18:55.

The public comment period was opened for Agenda Item No. 1. Board Members confirmed that no one was in the room with them at their respective remote locations. There being no requests to speak, the public comment period was closed.

Board Action

MOVED BY NAZARIAN AND SECONDED BY DELGADO TO APPROVE AGENDA ITEM NO. 1 AS RECOMMENDED, INCLUDING TO DELETE CUCKOO ELECTRONICS AMERICA INC., FROM THE VENDOR LIST, TO AUTHORIZE THE EXECUTIVE OFFICER TO MODIFY EXISTING CONTRACTS AS NEEDED WITH VENDORS SELECTED UNDER RFP #P2023-04 AND SHOWN BELOW FOR AN AMOUNT NOT TO EXCEED A TOTAL OF $5,000,000 FROM THE COMMUNITY AIR PROTECTION AB 134 FUND (77) TO PROVIDE RESIDENTIAL AIR FILTRATION UNITS AND A THREE-YEAR SUPPLY OF REPLACEMENT FILTERS.

VENDORS: 1) IQAIR FOUNDATION; 2) MEDIFY AIR LLC;
3) ORANSI LLC; AND 4) US AIR PURIFIERS, LLC

THE MOTION PASSED BY THE FOLLOWING VOTE:

AYES: Cacciotti, Lock Dawson, Delgado, Hagman McCallon, Mitchell, Nazarian, Nguyen, Olmos, Padilla-Campos, and Rutland

NOES: None

ABSENT: Perez and Rodriguez

ADJOURNMENT

There being no further business, the meeting was adjourned by Chair Cacciotti at 9:20 a.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on July 2, 2026.

Respectfully Submitted,

Faye Thomas
Clerk of the Boards

Date Minutes Approved: _____

_____
Michael A. Cacciotti, Chair

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 3

PROPOSAL: Set Public Hearings September 4, 2026 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations:

A. Determine That Proposed Amended Rule 461 – Gasoline Transfer and Dispensing, Is Exempt from CEQA; Amend Rule 461; and Submit for Inclusion Into State Implementation Plan

Rule 461 reduces emissions of VOC and toxic air contaminants by establishing operational requirements for gasoline dispensing facilities. Proposed amendments to Rule 461 will include an alternative recordkeeping pathway for daily fuel dispensing records at non-retail gasoline dispensing facilities exclusively serving motor vehicles equipped with onboard refueling vapor recovery systems. The proposed amendments will also include administrative changes. This action is to adopt the Resolution: 1) Determining that Proposed Amended Rule 461 – Gasoline Transfer and Dispensing is exempt from the California Environmental Quality Act; 2) Amending Rule 461 – Gasoline Transfer and Dispensing; and 3) Directing staff to submit Proposed Amended Rule 461 for inclusion into the State Implementation Plan. (Reviewed: Stationary Source Committee, June 26, 2026)

B. Determine That Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate and Related Operations, Is Exempt From CEQA; and Amend Rule 1157

Rule 1157 reduces emissions of PM10 by establishing operational requirements and general performance standards for all permanent and temporary aggregate and related operations. Proposed Amended Rule 1157 will further reduce PM10 emissions by strengthening existing requirements as well as expanding the applicability to include demolition and construction transfer stations, and enhancing recordkeeping

and housekeeping provisions. This action is to adopt the Resolution: 1) Determine that PAR 1157 – PM10 Emission Reductions from Aggregate and Related Operations is exempt from the California Environmental Quality Act; and 2) Amending Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations. (Reviewed: Stationary Source Committee, June 26, 2026)

The complete text of the proposed amended rules, and other supporting documents will be made available from the South Coast AQMD's Public Information Center at (909) 396-2001, or Lisa Tanaka – Deputy Executive Officer/Public Advisor, South Coast AQMD, 21865 Copley Drive, Diamond Bar, CA 91765, (909) 396-3327, publicadvisor@aqmd.gov and on the Internet (www.aqmd.gov) as of August 4, 2026.

RECOMMENDED ACTIONS:
Set Public Hearings September 4, 2026 to: 1) Determine that Proposed Amended Rule 461 is exempt from CEQA, amend Rule 461, and submit for inclusion into the SIP; and 2) Determine that Proposed Amended Rule 1157 is exempt from CEQA and amend Rule 1157.

Wayne Nastri
Executive Officer

FT

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 4

PROPOSAL: Approve Appointment by South Coast Air Quality Management District Building Corporation of Barbara Queen to Building Corporation's Board of Directors

SYNOPSIS: A vacancy exists on the Board of Directors of the South Coast Air Quality Management District Building Corporation. The Building Corporation's bylaws require that its appointment of a member to its Board of Directors be approved by the South Coast AQMD's Governing Board. This action is to approve appointment of Barbara Queen to the Building Corporation's Board of Directors.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Approve the South Coast AQMD Building Corporation's appointment of Barbara Queen to its Board of Directors.

Wayne Nastri
Executive Officer

SJ:gp

Background
The South Coast AQMD Building Corporation (Building Corporation) is a non-profit corporation created pursuant to Internal Revenue Service Code Section 501(c)(4) and provides a means for South Coast AQMD to finance the acquisition and improvement of property to accommodate South Coast AQMD's space needs. The Building Corporation has three director positions. The Building Corporation's bylaws provide that appointments to its Board of Directors be approved by the Governing Board. The Building Corporation recommends, subject to approval of the Governing Board, that Barbara Queen be appointed to the Building Corporation's Board of Directors. Ms. Queen currently works for California State University, Los Angeles as the Associate Vice President of Facilities Planning, Design, and Construction. She has over 20 years

of leadership experience in facilities management, capital planning, and construction oversight. During her time with the university, Ms. Queen has managed department operations, administered $500 million capital improvement plan, managed and implemented the campus Master Plan and lead strategic and operational direction for capital construction.

Proposal
Appoint Ms. Barbara Queen to the South Coast AQMD Building Corporation Board of Directors.

Resource Impact
No fiscal impact.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 5

PROPOSAL: Approve Additional Funds for Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program

SYNOPSIS: Since 2017, South Coast AQMD has implemented the Commercial Electric Lawn and Garden (eL&G) Equipment Incentive and Exchange Program to accelerate the transition from gasoline- or diesel-powered commercial lawn and garden equipment to zero-emission alternatives. In September 2025, the Board approved a $5,000,000 allocation to the Program, which is nearly depleted due to high participation. Additional funds from the Carl Moyer Program are needed to continue implementation of the Commercial eL&G Program. This action is to: 1) allocate up to $10,000,000 from the Carl Moyer Program SB 1107 Fund (32) to the Commercial eL&G Program; 2) authorize the Executive Officer to approve vouchers of up to $10,000,000; and 3) authorize the Executive Officer to reassign vouchers between funding years, as needed, in order to expeditiously meet program funding liquidation requirements.

COMMITTEE: Technology, June 26, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Allocate up to $10,000,000 from the Carl Moyer Memorial Air Quality Standards Attainment (Carl Moyer) Program SB 1107 Fund (32) between the Grant Years 25, 26, and 27, for the Commercial Electric Lawn and Garden (eL&G) Equipment Incentive and Exchange Program;
2. Authorize the Executive Officer to approve vouchers up to $10,000,000 for the Commercial eL&G Program; and
3. Authorize the Executive Officer to reassign vouchers 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.

Wayne Nastri
Executive Officer

AK:MW:SC:YJT

Background
Since 2017, the South Coast AQMD has spent $15,687,500 implementing the Commercial (eL&G) Equipment Incentive and Exchange Program, which has resulted in the replacement of over 13,000 pieces of equipment. The program replaces gasoline- or diesel-powered commercial lawn and garden equipment with zero-emission, battery-electric equipment. Local governments, school districts, nonprofit organizations and commercial gardeners and landscapers have participated in the Commercial eL&G Program. In September 2025, the Board allocated an additional $5,000,000 from the Carl Moyer Program SB 1107 Fund (32) to continue implementing the Commercial eL&G Program. These funds are nearly exhausted and additional funding is needed to continue implementing the program. The Carl Moyer Program provides incentive funds to reduce the incremental cost of purchasing cleaner-than-required engines, vehicles, and equipment.

Proposal
Staff recommends allocating up to $10,000,000 from the Carl Moyer Program SB 1107 Fund (32) to continue the Commercial eL&G Program. This funding is expected to support the Commercial eL&G Program for a year and will align with the requirements in the Carl Moyer Program guidelines.

In addition, to ensure program funding liquidation targets are met, staff recommends the Board authorize the Executive Officer flexibility to reassign vouchers between funding years.

Benefits to South Coast AQMD
Since its inception in 2017, the Commercial eL&G Program has replaced over 13,000 gasoline- or diesel-powered commercial lawn and garden equipment with zero-emission equipment. The program is estimated to achieve annual reductions equivalent to removing approximately 8,600 light-duty vehicles from the road.

Resource Impacts
There are sufficient funds in the Carl Moyer Program SB 1107 Fund (32) Year 25, 26, and 27 to support the Commercial eL&G Program.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 6

PROPOSAL: Execute Contract to Demonstrate Bi-Directional Charging and Grid Resiliency Through Mobile Battery Energy Storage Systems

SYNOPSIS: Mobile battery energy storage systems can provide flexible zero-emission power to reduce peak demand, provide power to areas with no grid power, or serve as temporary power solutions. This action is to execute a contract with the University of California, Riverside College of Engineering - Center for Environmental Research and Technology to demonstrate bi-directional charging and grid resiliency using a mobile battery energy storage system, in an amount not to exceed $300,000 from the Clean Fuels Program Fund (31).

COMMITTEE: Technology, June 26, 2026; Recommended for Approval

RECOMMENDED ACTION:
Authorize the Executive Officer to execute a contract with the University of California, Riverside College of Engineering - Center for Environmental Research and Technology (UCR/CE-CERT) to demonstrate bi-directional charging and grid resiliency through mobile battery energy storage systems, in an amount not to exceed $300,000 from the Clean Fuels Program Fund (31).

Wayne Nastri.
Executive Officer

AK:MW:VP:SC:HL

Background
The transition to battery electric equipment and heavy-duty electric vehicles is increasingly constrained by inadequate charging infrastructure, utility interconnection delays, and limited electrical grid capacity. Commercial fleets are limited by insufficient depot charging capacity and the lack of widely available heavy-duty public charging stations. Similarly, battery electric equipment that

operates at temporary sites typically have no access to the electrical grid. To address these limitations, such sites sometimes rely on diesel generators for supplemental or off-grid charging, which can undermine the emissions benefits of zero-emission technologies. In addition, California's electrical grid is facing increasing strain from transportation electrification, data centers, and climate driven events such as wildfires and extreme heat. Localized, small-scale distributed energy storage solutions can enhance grid resiliency, better utilize onsite solar electricity, and help balance electrical demand.

Mobile battery energy storage systems (MBESS) may provide quick charging solutions by providing flexible onsite electrical loads. MBESS can provide off-grid charging capability while also enhancing microgrids and supporting distribution networks through energy storage, peak shaving, and vehicle-to-grid applications.

Proposal

UCR/CE-CERT proposes to leverage its existing microgrid and MBESS platform to further evaluate the capability, cost-effectiveness, and environmental impacts of an MBESS as both an alternative off-grid charging solution and a distributed energy resource integrated with UCR/CE-CERT's microgrid.

For the microgrid integration, UCR/CE-CERT was awarded $292,736 through the CEC's EnergIIZE infrastructure incentive program to establish a new public EV charging station at its facility. The station will consist of two Level 3 bidirectional DC fast chargers and six Level 2 chargers capable of supporting Class 2b through Class 4 electric trucks. Funding from South Coast AQMD will support construction activities, Vehicle-to-Everything (V2X) energy management capabilities, and connection of the MBESS to the charging network to help facilitate charging utilizing onsite solar as much as possible.

To demonstrate the MBESS's V2X capabilities, UCR/CE-CERT will modify the existing MBESS with a universal EV charger controller and charging port, allowing the unit to mimic the electrical profile of a medium-duty electric vehicle, and recharge using existing DC fast charging infrastructure. This modification will enable V2X research by interfacing with UCR/CE-CERT's bi-directional chargers to test grid stabilization, peak shaving, and energy arbitrage strategies. In addition, UCR/CE-CERT will add two DC fast chargers to the MBESS, enabling it to serve as a mobile Level 3 DC fast charging station for off-grid charging research. UCR/CE-CERT is requesting $300,000 from South Coast AQMD to accomplish the research goals in this proposal.

Sole Source Justification
Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for sole source award is made under provision B.2.d.: Other circumstances exist which in the determination of the Executive Officer require such waiver in the best interests of the South Coast AQMD. Specifically, these circumstances are B.2.d.(8): Research and development efforts with educational institutions or nonprofit organizations.
The request for sole source award is also made under provision B.2.d.(1): Project involving cost-sharing by multiple sponsors. The proposed project includes CEC awards contributed to the hardware of the MBESS and the bi-directional chargers which allows for this unique opportunity for the proposed research work.

Benefits to South Coast AQMD
Projects supporting the development and demonstration of Medium- and Heavy-Duty zero-emission vehicle technologies and supporting infrastructure are included in the Technology Advancement Office Clean Fuels Program 2026 Plan Update under the Zero Emission Infrastructure category, including the effort to "Develop and Demonstrate Innovative Charging Solutions for Grid Support." This project will include a cost benefit analysis of an MBESS compared to alternative off-grid charging solutions. It will also demonstrate the dual-purpose capabilities of the modified BESS by conducting vehicle-to-grid experiments to support grid resiliency. Implementation of this project is consistent with the 2022 AQMP, which relies on the transition to Medium- and Heavy-Duty zero-emission vehicle technologies to help achieve the NAAQS for ozone and PM2.5 in the South Coast Air Basin.

Resource Impacts
South Coast AQMD's support for advancing electrification and grid resiliency through MBESS with UCR/CE-CERT shall not exceed $300,000 from the Clean Fuels Program Fund (31).

Sufficient funds are available from the Clean Fuels Program Fund (31), 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.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 7

PROPOSAL: Execute Contract to Demonstrate Modular Hydrogen Vehicle Refueling Station

SYNOPSIS Hydrogen refueling technology continues to need improvements to reduce boil-off gas losses, increase hydrogen dispensing capacity, and improve reliability. Clear Skies Hydrogen Corporation (CSH2) will develop and demonstrate a modular, deployable hydrogen vehicle refueling station at SunLine Transit Agency using an advanced cryogenic pump technology. This action is to execute a contract with CSH2, in an amount not to exceed $700,000 from the Clean Fuels Program Fund (31).

COMMITTEE: Technology, June 26, 2026; Recommended for Approval

RECOMMENDED ACTION:
Authorize the Chair, or on the Chair's behalf, the Executive Officer, to execute a contract with Clear Skies Hydrogen Corporation (CSH2). to demonstrate a full-scale commercial modular Hydrogen refueling station in an amount not to exceed $700,000 from the Clean Fuels Program Fund (31).

Wayne Nastri
Executive Officer

AK:MW:VP:MH

Background
Hydrogen boil-off is one of the primary technical and economic barriers to scaling liquid hydrogen refueling infrastructure. Because liquid hydrogen must be stored at cryogenic temperatures, even small amounts of environmental heat leakage can cause a portion of the fuel to evaporate into gas, resulting in continuous losses during storage, transport, and station operation. Industry reports indicate that boil-off losses at hydrogen refueling stations can range from roughly 10 to 50 percent, significantly increasing fuel costs and reducing station profitability. Reducing boil-off through measures such as

improved insulation, zero boil off storage systems, advanced cryogenic pumps, and pre-cooling strategies can improve the economic viability of hydrogen. Lower boil off losses, will improve fuel utilization, reduce emissions associated with hydrogen leakage, and support more reliable long-distance transport and storage. These improvements are critical to expanding a commercially sustainable hydrogen refueling network.

CSH2 will demonstrate a modular hydrogen vehicle refueling station designed for flexible deployment, streamlined permitting and reduced construction timelines. The modular platform is enabled by a proprietary cryopump designed to reduce liquid hydrogen boil-off losses through integrated thermal management features and a direct fill architecture, eliminating costly equipment from station design. Together, these innovations address two primary cost drivers limiting hydrogen adoption at scale, high boil-off gas losses and excessive capital expenditure.

Proposal

CSH2 proposes to demonstrate a modular refueling system at SunLine Transit Agency (SunLine) in Thousand Palms, California. The demonstration will seek to validate the system's ability to reduce boil off gas losses through a structured partnership with the University of California, Irvine (UCI), while demonstrating fueling rates, reliability and maintenance metrics, such as repair labor hours and wear rates, critical for commercial readiness and technology advancement. CHS2 is requesting $700,000 from South Coast AQMD to deploy, commission, and demonstrate the unit, as well as to contract with UCI for performance modeling, data analysis, and verification.

CSH2 will lead the primary project activities. UCI will lead performance modeling data analysis and verification. SunLine will provide the demonstration site, support permitting and setup activities, and supply buses and drivers for refueling operations. Hyundai Motor Company (Hyundai) will support the demonstration by providing at least two XCIENT Fuel Cell electric trucks and driver labor. Air Liquide USA LLC will provide the hydrogen fuel supply.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for a sole source award is made under provision B.2.d.: Other circumstances which, in the determination of the Executive Officer, require such a waiver in the best interest of South Coast AQMD. Specifically, these circumstances are B.2.d.(1): Project involving cost-sharing by multiple sponsors. The proposed projects will include in-kind contributions and cost-share by CSH2, SunLine, Hyundai, and Air Liquide.

Benefits to South Coast AQMD
Projects to support the development and demonstration of zero-emission vehicle technologies and supporting infrastructure are included in the Technology Advancement Office Clean Fuels Program 2026 Plan Update under the category Zero Emission Infrastructure category under "Develop and Demonstrate Hydrogen Production and Fueling Stations." This project will develop a modular hydrogen refueling station designed to reduce boil-off losses and capital cost, thereby supporting the advancement of hydrogen fuel cell electric trucks and transit buses. Implementation of the project is consistent with the 2022 AQMP, which relies on zero-emission technologies to achieve NAAQS for ozone and PM2.5. By reducing boil-off gas losses and station development costs, the modular hydrogen refueling station addresses two critical barriers to expanding a commercially sustainable hydrogen refueling network.

Resource Impacts
The total cost for the proposed project is $2,958,000, of which South Coast AQMD's proposed contribution will not exceed $700,000 from the Clean Fuels Program Fund (31), as summarized below.

Proposed Zero Emission Demonstration Project Costs

Source	Funding Amount	% of Total Project Cost
Clear Skies Hydrogen Corporation and Partners*	$2,258,000	76
South Coast AQMD *(requested)*	$700,000	24
Total	**$2,958,000**	**100**

*Cash and in-kind contribution from CSH2, Sunline, Hyundai, and Air Liquide

Sufficient funds are available in the Clean Fuels Program Fund (31) for this proposed project. The Clean Fuels Program Fund (31) is established as a special revenue fund resulting from the state mandated Cleans 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.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 8

TITLE: Recognize Funds for Clean Cars 4 All, Enhanced Fleet Modernization, and Carl Moyer State Reserve Programs, Reimburse General Fund and Transfer Funds for Replace Your Ride Portal Enhancements

SYNOPSIS: Since 2015, South Coast AQMD has implemented California Air Resources Board's (CARB) Enhanced Fleet Modernization Program (EFMP) and Clean Cars 4 All (CC4A), branded as Replace Your Ride (RYR) in the South Coast Air Basin. For FY 25-26, CARB allocated $17.9 million to continue implementation of RYR. Also, in May 2026, CARB approved an allocation of $5.2 million for the FY 2025-26 Carl Moyer State Reserve Program Year 28 for the RYR program or other Moyer eligible zero-emission projects. These actions are to: 1) Recognize, upon receipt, up to $1,400,000 from EFMP grant G25-EFMP-01, $16,516,484 from CC4A grant G25-CC4A-01, and $5,244,081 from Carl Moyer State Reserve Year 28 grant G25-MSR-20 into (HEROS II) Special Revenue Fund (56); 2) Reimburse the General Fund up to $4,562,112 from the HEROS II Special Revenue Fund (56) for administrative costs necessary to implement EFMP and CC4A; 3) Approve RYR vouchers and other alternative mobility options until all available funds are exhausted; and 4) Transfer and appropriate up to $100,000 from the administrative portion of the HEROS II Special Revenue Fund (56) into Information Management's FY 2026-27 Budget for RYR Portal enhancements.

COMMITTEE: Technology, June 26, 2026; Recommended for Approval

RECOMMENDED ACTION:

1. Recognize upon receipt, up to $16,516,484 from CC4A grant G25-CC4A-01 and $1,400,000 from EFMP grant G25-EFMP-01, and up to $5,244,081 from Carl Moyer State Reserve Year 28 grant G25-MSR-20 into the HEROS II Special Revenue Fund (56);
2. Authorize the Executive Officer to approve Replace Your Ride (RYR) vouchers and other alternative mobility options until all available funds are exhausted;

3. Reimburse the General Fund up to $3,303,296 from G25-CC4A-01, up to $210,000 from G25-EFMP-01, and up to $1,048,816 from G25-MSR-20 pending execution of the State Reserve Year 28 grant amendment, from the HEROS II Special Revenue Fund (56) for administrative costs necessary to implement RYR; and
4. Transfer and appropriate up to $100,000 from the administrative portion of the HEROS II Special Revenue Fund (56) to the Information Management FY 2026-27 Budget for Replace Your Ride Portal enhancements.

Wayne Nastri
Executive Officer

AK:MW:TL:VJ

Background

Since 2015, South Coast AQMD has been implementing Replace Your Ride (RYR), which provides incentives to lower-income motorists to scrap and replace their older, high-emitting vehicles with newer, cleaner hybrid or zero-emission models. In lieu of a replacement vehicle, participants can select an e-Bike or an alternative mobility voucher, which can be used for public transportation or car sharing.

Since its inception in 2015, RYR has replaced over 15,000 older passenger vehicles with newer, higher-fuel-efficiency or zero-emission vehicles, resulting in annual reductions of 45 tons of NOx and 2.4 tons of Particulate Matter (PM). Replacement vehicle technologies in the program so far are 43.4 percent plug-in hybrids, 26.9 percent electric vehicles, and 29.7 percent high-efficiency conventional gasoline and hybrids. The scrapped vehicles have an average mileage of 180,360 and are approximately 23 years old. Over 88 percent of the vouchers have been issued to participants at the lowest poverty level.

RYR is a very popular program and typically has more applications than funding available. In the past year, the program has seen an increase in applications due to the sunsetting of Federal EV incentives and factors such as the rising price of gasoline. Funds from G25-EFMP-01, G25-CC4A-01, and G25-MSR-20 will allow the program to continue without interruption. An amendment for G25-MSR-20 is currently being processed and is expected to be executed in August 2026. The amendment designates that administration funds will be up to 20% of the grant amount, instead of 12.5%, if G25-MSR-20 is utilized for CC4A projects.

The RYR program utilizes an online application portal that was developed eight years ago and is in dire need of enhancements to improve the application process, provide automated data reports required by CARB and enhance user experience. The upgrades

to the RYR portal will improve system speed and functionality, enabling streamlined processes for voucher approval and State reporting.

Proposal
Staff proposes to recognize up to $17,916,484 from CC4A and EFMP grants and up to $5,244,081 from Carl Moyer State Reserve Year 28 grant into the HEROS II Special Revenue Fund (56) to continue implementation of RYR. In addition, to reimburse the General Fund up to $4,562,112, $1,048,816 of which is pending execution of an amendment for State Reserve Year 28, from the HEROS II Special Revenue Fund (56) for the administrative costs needed for the program. To improve an aged program portal, staff also proposes to transfer and appropriate up to $100,000 from the administrative portion of the HEROS II Special Revenue Fund (56) to Information Management FY 2026-27 Budget for RYR Portal enhancements.

Benefits to South Coast AQMD
RYR will continue to administer without interruption light duty clean vehicle incentives to low-income vehicle owners, including those residing in underserved communities. Emission reductions from the vehicle replacements will also continue throughout the South Coast region. Upgrades to the RYR portal will help with application and reporting processes which will benefit both applicants and staff.

Resource Impacts
CARB grants G25-CC4A-01, G25-EFMP-01, and G25-MSR-20 will provide an additional $23.2 million for program implementation and administrative cost. Administrative costs to implement these programs will not exceed $4,562,112. The administrative funds to upgrade the RYR portal will not exceed $100,000.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 9

PROPOSAL: Amend Agreement with Phillips 66 Company for Continued Fenceline Air Monitoring at Phillips 66 Wilmington Refinery Using Optical Tent, Recognize Revenue, Appropriate Funds and Amend Contract

SYNOPSIS: Phillips 66 Wilmington Refinery has adopted an optical tent air monitoring system as part of their fenceline air monitoring network for Rule 1180 implementation. Air monitoring oversight, quality control, quality assurance and data reporting are provided by the Regents of University of California, Los Angeles (UCLA) through a contract with South Coast AQMD. These actions are to amend an existing agreement with Phillips 66 Company to continue fenceline air monitoring at the Phillips 66 Wilmington Refinery using an optical tent, recognize revenue, appropriate funds and amend the contract with UCLA for one additional year.

COMMITTEE: Administrative, June 12, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Executive Officer to amend the current agreement with the Phillips 66 Company to continue operation of the optical tent at their Wilmington Refinery;
2. Recognize revenue up to $175,000 upon receipt from the Phillips 66 Company into the General Fund;
3. Appropriate up to $175,000 from the General Fund Undesignated (Unassigned) Fund Balance for the Monitoring and Analysis (MAD) FY 2026-27 and/or 2027-28 Budgets (Org 46), Services & Supplies Major Object; and
4. Authorize the Executive Officer to use these funds to amend the current contract with the Regents of University of California, Los Angeles (UCLA) to continue to provide oversight, quality control, quality assurance, and reporting on the operation of the optical tent air monitoring system at the Phillips 66 Wilmington Refinery for one additional year.

Wayne Nastri
Executive Officer

JCL:SD:OP:ld:ir:kdl:rb

Background
In 2018-2019, South Coast AQMD conducted the fifth Multiple Air Toxics Exposure Study (MATES V) to collect information on air toxics and their associated health risks based on long-term monitoring at ten fixed locations throughout the South Coast Air Basin. In October 2017, to complement the fixed site monitoring, the Board authorized several Advanced Monitoring projects using state-of-the-art technologies to conduct enhanced air toxics monitoring in communities near refineries. As part of this advanced monitoring, the Board authorized staff to execute a contract with UCLA to design, build, and deploy an optical tent air monitoring system.

The optical tent system was developed and then installed at the Phillips 66 Wilmington Refinery in 2020 to demonstrate its ability to detect fugitive emissions of VOCs and other gaseous species from storage tanks. The advanced scanning capability of the optical tent allowed for a much larger area of coverage compared to simple open path fenceline systems. In addition to its coverage of storage tanks, the optical tent system also monitored portions of the refinery fenceline. After the MATES V advanced monitoring study ended, the optical tent system was adopted by the refinery as part of their fenceline air monitoring system used to satisfy Rule 1180 fenceline monitoring requirements.

Phillips 66 refinery has idled operations since end of 2025. However, storage tanks at the facility continue to be used to store products. The current contract with Phillips 66 to fund operations of the optical tent, expires October 15, 2026. Phillips 66 agreed to fund operations of the optical tent for one additional year through October 15, 2027, and to continue use of this system as part of their fenceline monitoring to satisfy Rule 1180 requirements. The continued operation of the optical tent is mutually beneficial to South Coast AQMD, the Phillips 66 Company, and neighboring communities.

Proposal
This action is to amend the current agreement with the Phillips 66 Company for operation of the optical tent at its refinery in Wilmington for one additional year. Additionally, this action is to recognize anticipated revenue up to $175,000 from Phillips 66 Company into the General Fund and, upon receipt, to appropriate up to $175,000 from the General Fund Undesignated (Unassigned) Fund Balance to MAD's FY 2026-27 and/or 2027-28 Budget (Org 46), Services & Supplies Major Object. Finally, this action is to use these funds to amend the current contract with the Regents of University of California, on behalf of UCLA, to continue providing oversight, quality control, quality assurance, and reporting on the operation of the optical tent air monitoring system.

Benefits to South Coast AQMD
Funding for the optical tent system will allow South Coast AQMD to continue to evaluate the effectiveness and long-term operational feasibility of the optical tent system, which has several advantages for early detection and source identification of

VOC emissions inside a refinery; and to fulfill the requirements of Rule 1180, and the legislative directives of AB 1647, which will result in benefits to those who reside and work near refineries.

Resource Impacts

The Phillips 66 Company will fully support the continued operation of the optical tent system at the Phillips 66 Wilmington Refinery for one additional year.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 10

PROPOSAL: Authorize Purchase of OnBase Software

SYNOPSIS South Coast AQMD uses OnBase software for its electronic document management system to manage critical documents and to support South Coast AQMD's Record Retention Policy. The software subscription for OnBase expired on July 31, 2026. This action is to obtain approval for renewal of OnBase software subscription for a period of three years at a cost not to exceed $660,000. Funds for the first year's purchase are included in Information Management's FY 2026-27 Budget.

COMMITTEE: Administrative, June 12, 2026; Recommended for Approval

RECOMMENDED ACTION:
Authorize the Procurement Manager to purchase a renewal of OnBase software subscription and to execute all documents for this purchase for a period of three years, at a cost not to exceed $660,000, with an annual cost of $220,000.

Wayne Nastri
Executive Officer

RMM:HL;mf

Background
South Coast AQMD uses OnBase software as its electronic document management system, which has maintained South Coast AQMD documents and other critical records since 1990. Total storage to date is over ten million multi-page documents. OnBase is used by many of South Coast AQMD's mission critical web applications including Online Application Filing, Asbestos Notifications, and Oil and Gas Well Electronic Notification and Reporting. OnBase is a Windows-based, menu-driven, document management system designed to store and retrieve critical documents in electronic format. The system provides concurrent information to multiple workstations simultaneously. It has a flexible compound document structure where black-and-white

or color images co-exist with text and data within a single document. It stores various types of documents such as Microsoft Word documents, Outlook emails, PDFs, videos and data files.

The system includes document routing and ad-hoc, scheduled point-to-point, and broadcast distribution of documents. It contains a complete set of markup and annotation tools that allow users to add notes, comments and drawings to pages without compromising the original document's integrity. The system has full network support so information can be distributed rapidly within an organization regardless of system architecture. Finally, the system has an extensive number of features to allow the secure display of documents on South Coast AQMD's internal and external websites and on iPhone, iPad and Android mobile applications. The OnBase software subscription expired on July 31, 2026.

Proposal
Hyland Software is the sole manufacturer and provider of OnBase software and is, therefore, the only source for its maintenance support licensing agreements. Staff recommends the purchase of OnBase software subscription for a period of three years from Hyland Software at a cost not to exceed $660,000, with an annual cost of $220,000.

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) and (3). The products and services are available from only Hyland Software; involves the use of proprietary technology; and uses key contractor-owned assets for project performance. The cost of these support services reflects General Services Administration pricing.

Resource Impacts
Sufficient funds are available in Information Management's FY 2026-27 Budget. Funding for subsequent fiscal years will be requested and budgeted appropriately.

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 11

PROPOSAL: Approve Continued Leasing of South Bay Field Office Through April 2027

SYNOPSIS: In October 2019, the Board approved a seven-year lease extension and expansion for the South Bay field office, located in Long Beach, used by staff for inspection and monitoring activities relating to refinery and other facilities in the area. Specifically, Board action was for a lease through September 30, 2026. However, due to upgrades and modifications to the space, full occupancy began May 2020. This action is to approve continuing the lease with GFC Long Beach, LLC through April 30, 2027, which completes the seven-year term. Sufficient funds for the continued lease are available in the FY 2026-27 Budget.

COMMITTEE: Administrative, June 12, 2026; Recommended for Approval

RECOMMENDED ACTION:
Approve continuing the lease with GFC Long Beach, LLC, for the South Bay field office, through April 30, 2027, and authorize the Executive Officer to execute any lease documents required to implement the continuation.

Wayne Nastri
Executive Officer

AJO:vl

Background
Since 1995, South Coast AQMD has maintained an office in Long Beach, serving the South Bay area, for the purpose of providing staff strategic access to petroleum refining facilities and industrial and port operations. A lease agreement for the office space was approved in July 2016, with property owners Circle Racquetball Courts, LP. The South Bay field office, located in Long Beach, provided 4,093 square feet of office space and was assigned to twelve staff to work from this location. The workspace provided enforcement and monitoring that was in close proximity to refineries and other facilities in the South Bay for quicker response times and better access to refinery fenceline and community monitors.

In October 2019, based on the need to expand South Coast AQMD's presence in the South Bay area to implement Rule 1180 for fenceline and community monitoring, an expansion of the leased space was initiated. The additional space would allow staff to install, operate, maintain and repair air monitoring equipment, as well as to conduct mobile optical remote sensing community surveys, data analysis and reporting. Locating this workspace in the South Bay provided a nearby location where staff could repair equipment to minimize downtime for monitoring equipment and was more efficient than hauling equipment and staff more than 30 miles to Diamond Bar.

The expansion of the leased space took seven months to be completed. It involved refurbishing and reconfiguring the work areas to increase the office space from 4,093 square feet to 11,997 square feet, allowing 45 additional compliance and monitoring staff to work at the South Bay field office. The construction included the creation of two workshops for monitoring equipment and systems, installation of new flooring, and reconfiguration of two small conference rooms into one large conference space. In addition, the allocation of parking spaces increased from 15 to 47, and two additional parking spaces were allocated where South Coast AQMD built an enclosed structure to secure monitoring equipment. Full occupancy of the expanded space began May 2020.

In May 2022, the South Bay field office was sold to GFC Long Beach, LLC. All obligations from the lease with Circle Racquetball Courts, LP were assigned and transferred to GFC Long Beach, LLC. The current lease term expires April 30, 2027.

Proposal

This action is to approve continuing the South Bay field office lease through April 30, 2027, in order to align prior Board approval of a 7-year term with the current agreement. The lease covers the base rent and Common Area Maintenance fees. Common Area Maintenance fees cover costs for general building operating expenses, such as utilities, taxes, insurance, and janitorial and landscape services. The Long Beach location has functioned very well as a center for compliance and monitoring activities relating to petroleum refining facilities and industrial and port operations.

Staff is currently exploring options for a new lease extension for this South Bay field office location. A proposal would be presented to the Board for approval.

Resource Impacts

The cost for the remainder of the South Bay field office lease term is $236,402, to cover base rent and CAM fees. Funding was approved in the FY 2026-27 Budget, allocated from the Office of Compliance and Enforcement and the Monitoring and Analysis Division department budgets, and includes, but is not limited to, Rule 1180 Refinery-Related Community Air Monitoring System Annual Operating and Maintenance Fees pursuant to Rule 301(aa).

Clean Transportation Funding from the MSRC
Mobile Source Air Pollution Reduction Review Committee

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 12

PROPOSAL: Approve Modified MOU, Change in Co-Funding for Allocation, Contract Modification, and Fund Transfer for Miscellaneous and Direct Expenditures Costs in FY 2026-27 as Approved by MSRC

SYNOPSIS: The MSRC approved modifications to an MOU for the Port of Long Beach to provide funding to heavy-duty zero emission drayage truck charging infrastructure projects. Additionally, the MSRC approved a change in the co-funding source for the agreement with Pilot Travel Centers, LLC for installation of hydrogen fueling, as well as a value increase to the contract with Exemplifi, LLC for hosting and maintenance of the MSRC's website, as part of the FYs 2024-27 Work Program. Additionally, every year the MSRC adopts an Administrative Budget which includes transfer of funds to the South Coast AQMD Budget to cover administrative expenses. The MSRC seeks Board approval of the modified MOU and contract modifications.

COMMITTEE: Mobile Source Air Pollution Reduction Review, June 18, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve modified MOU with Port of Long Beach (POLB) to provide funding to heavy-duty zero emission drayage truck charging infrastructure projects to be administered by the MSRC, to modify descriptions of work, as described in this Board Letter;
2. Approve change in co-funding source, from Carl Moyer Program to California State Transportation Agency (CalSTA) Port and Freight Infrastructure Program (PFIP), for allocation to Pilot Travel Center for installation of hydrogen fueling station in Rialto, as part of approval of the FYs 2024-27 Work Program, as described in this Board Letter;
3. Approve a $30,000 contract value increase to existing Contract #MS27003 with Exemplifi, LLC, the MSRC's current website maintenance contractor, to upgrade the software platform, as part of approval of the FYs 2024-27 Work Program, as described in this Board Letter;

4. Recognize up to $56,000 in revenue in the General Fund from the AB 2766 Discretionary Fund, Special Fund 23, and appropriate up to $56,000 to the FY 2026-27 Technology Advancement Office Budget, Services and Supplies Major Object, to facilitate the payment of MSRC Miscellaneous Direct and Travel Costs, as provided in Table 1 of this Board Letter; and
5. 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 subvened 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 June 18, 2026 meeting, the MSRC considered recommendations from its MSRC-TAC and approved the following:

<u>MOU with Port of Long Beach</u>
In August 2024, the MSRC approved MOUs with the Port of Los Angeles (POLA) and POLB. These MOUs establish frameworks that allow POLA and POLB to provide their Clean Truck Fund rate proceeds to particular heavy-duty zero-emission drayage truck charging infrastructure projects that would be administered by the MSRC. Eight total projects, to be implemented by four project implementers, were identified. Subsequent to the execution of the MOUs, the parties were notified of changes in some of the projects to be funded, and the MSRC and Board approved modifications to the MOUs in November and December 2025, respectively.

It was noted in January 2026 that some changes had occurred to the 4 Gen Logistics project. The number and type of charging units planned for each of the two 4 Gen Logistics locations had changed. Given advances in technology and changes in the expectations of fleets, a lower total number of megawatt charging system chargers can provide a greater charging capacity than the original number of combined charging system chargers. Both locations would have fewer chargers than originally specified but would be able to charge a greater number of trucks per day. The proposed MOU modifications would account for these changes with no change to the total funding

amount for the project. Due to a slight difference in language between the POLA and POLB MOUs, these changes only require amendments to the approved POLB MOU. The MSRC considered and approved the proposed MOU modifications, contingent on receiving approval(s) required by the Port of Long Beach.

Funding Allocation to Pilot Travel Center

In January 2024, the MSRC approved a funding allocation to partner with Pilot Travel Center in their application under the South Coast AQMD Carl Moyer Program for a project to install a hydrogen fueling station in Rialto. The MSRC made an award of $3,000,000, with funding conditioned on successful project selection by South Coast AQMD. The application was successful. Subsequently, an opportunity arose for the project to receive co-funding from the CalSTA PFIP award to South Coast AQMD instead of the original Carl Moyer funding. There would be no change to the project or the MSRC's funding contribution. The MSRC considered and approved the change in co-funding source from Carl Moyer to CalSTA PFIP.

MSRC Website Hosting and Maintenance

The MSRC's www.CleanTransportationFunding.org website is a critical tool for the operation of the MSRC's programs. Under Contract #MS27003, Exemplifi, LLC provides routine maintenance and minor revisions to the site. The website is currently operating on a Drupal 8 content management system, which no longer receives security patches or module and theme updates. In addition, the outdated software is preventing upgrades recommended by the MSRC's Programmatic Outreach 2 Coordinator. As a result, the platform faces increasing risks related to security vulnerabilities, reduced stability, and potential functionality issues. Exemplifi has provided a quote of $30,000 to update the site from Drupal 8 to the fully supported Drupal 10.6 platform. The MSRC considered and approved a $30,000 increase to the Exemplifi contract for these efforts as part of the FYs 2024-27 Work Program.

FY 2026-27 Administrative Budget

Every year the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within the limitation, currently 6.25 percent. For FY 2026-27, the MSRC adopted an Administrative Budget in the amount of $1,031,034, which is $12,031 below the 6.25 percent cap. Administrative expenditures such as postage and office supplies are not directly drawn from the MSRC fund account, but instead from South Coast AQMD's budget. To cover these expenses, the MSRC approved up to a $56,000 fund transfer to South Coast AQMD (see Table 1 for further details).

Table 1.
Estimated FY 2026-27 MSRC Miscellaneous and Direct Expenditures Proposed to be Allocated to South Coast AQMD Technology Advancement Office FY 2026-27 Budget

	Work Program Code	**Account**	**Amount**
Professional & Special Services	44003	67450	$9,000
Public Notice	44003	67500	$8,000
Communications	44003	67900	$5,000
Postage	44003	68060	$7,500
Office Expense/Supplies	44003	68100	$10,000
Miscellaneous Expense	44003	69700	$7,000
Conference-Related Expense	44003	69700	$5,000
Travel Costs	44003	67800	$4,500
Total			**$56,000**

Appropriations and revenues for staff salaries have previously been approved by the South Coast AQMD Governing Board.

The MSRC requests that the Board approve the modified MOU, change in co-funding source, modification and fund transfer 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: August 7, 2026 AGENDA NO. 13

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the May and June 2026 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:AL:PC:jl:cb:fc

Background
This report summarizes the activities of the Legislative, Public Affairs and Media Office for May and June. 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.

Southern California Association of Governments
On May 7, South Coast AQMD sponsored the 2026 Southern California Association of Governments Regional Conference and General Assembly, the largest gathering of elected and industry leaders in Southern California. South Coast AQMD's resource table featured information on our ELECTRIC and INVEST CLEAN programs to transition the freight sector to zero-emission technologies. Staff also provided information about South Coast AQMD, how to file an air quality complaint, and incentive programs for residents and businesses.

2026 Solutions Celebration
On June 4, South Coast AQMD sponsored the 2026 Solutions Celebration in San Pedro, hosted by Coalition for Clean Air. The event brought together industry leaders and community advocates to learn about California's zero-emission future. Staff hosted a resource table to highlight technology advancement projects that support the transition to zero-emission vehicles and equipment, including ELECTRIC and INVEST CLEAN. Staff also shared information about South Coast AQMD, how to file an air quality complaint, and the Mobile App.

2026 Leaders in Energy Summit
On June 4, South Coast AQMD sponsored the 2026 Leaders in Energy Summit, which brought together industry leaders, experts, innovators, and enthusiasts to explore the future of sustainable energy in the Inland Empire. Topics included workforce development, U.S Department of Energy initiatives, the future of hydrogen, power generation and microgrid development, and the use of drone technology. Staff hosted a resource booth to share information on INVEST CLEAN, ELECTRIC, Commercial and Residential Electric Lawn and Garden (eL&G) programs, Replace Your Ride (RYR), how to file an air quality complaint, and the Mobile App.

2026 General Assembly & Leadership Address
On June 18, South Coast AQMD sponsored the 35th Annual General Assembly & Leadership Address hosted by Western Riverside Council of Governments. Staff hosted a resource booth to share information on INVEST CLEAN, ELECTRIC, RYR, Residential EV Charging Program, Electric Lawn and Garden programs, wildfire preparedness, how to file an air quality complaint, and the Mobile App.

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 an air quality complaint;
- Clean air technologies and their deployment;
- Invitations to 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; and
- Assistance in resolving air pollution-related problems.

Staff attended and/or provided information and updates at the following May and June events and meetings:

Southeast Los Angeles Climate Careers & Resources Expo
On May 2, staff participated in Southeast Los Angeles Climate Careers & Resources Expo to provide general information on air pollution, how to report an air quality complaint, and Residential EV Charging Program.

City of South Pasadena Sustainability Fair
On May 2, staff participated in the City of South Pasadena Sustainability Fair to provide information on the Mobile App, how to report an air quality complaint, and Commercial and Residential eL&G programs.

San Gabriel Valley Council of Governments
On May 12, staff participated in the San Gabriel Valley Council of Governments Energy Work Group meeting to provide information on the Mobile App and how to report an air quality complaint.

Council District 5 (CD5) Community Conversation: Park La Brea
On May 12, staff participated in a CD5 Community Conversation to provide Park La Brea residents with a presentation on South Coast AQMD, how to report an air quality complaint and the Mobile App.

Upland Chamber of Commerce
On May 14, staff participated in the Upland Chamber of Commerce Government Affairs Council (GAC) meeting to provide information on South Coast AQMD's Small Business Assistance program, how to report an air quality complaint, and incentive programs for residents and businesses.

Bear Valley Electric Service, Inc.'s Annual 2026 Earth Day Expo
On May 15, staff participated in the Bear Valley Electric Service Inc.'s Annual 2026 Earth Day Expo to share information about South Coast AQMD, how to file an air quality complaint, and other incentive programs for residents and businesses.

Fernangeles Elementary School Career Day
On May 15, staff participated in the Fernangeles Elementary School (Los Angeles) Career Day to provide students with information about South Coast AQMD careers, how to report an air quality complaint, and the Mobile App.

4th Annual The Art of Breathing
On May 16, staff participated in the 4th Annual The Art of Breathing, an environmental art exhibit and community gathering in San Bernardino. Staff provided information on the AB 617 Community Air Protection Program, how to report an air quality complaint, the Mobile App, and other incentive programs for residents and businesses.

Garden of Health Open House
On May 17, staff participated in the Garden of Health Open House in San Bernardino to provide information on the AB 617 Community Air Protection Program, how to report an air quality complaint, and other incentive programs for residents and businesses.

San Bernardino 4th Supervisorial District Summer Open House
On May 20, staff participated in the 4th Supervisorial District Summer Open House in Chino Hills to share information about South Coast AQMD, how to file an air quality complaint, and other incentive programs for residents and businesses.

Rancho Cucamonga Chamber of Commerce
On May 21, staff participated in the Rancho Cucamonga Chamber of Commerce GAC meeting to provide information about South Coast AQMD's Small Business Assistance program, how to report an air quality complaint, and discussed the Rancho Cucamonga Fire Department's EV Fire Truck displayed at South Coast AQMD's Technology Showcase.

Orange County Council of Governments
On May 28, staff participated in the Orange County Council of Governments Board of Directors meeting to provide an update on the Garden Grove Hazardous Materials Incident.

South Bay Association of Chambers of Commerce
On June 2, staff participated in the South Bay Association of Chambers of Commerce Board of Directors meeting to share information on how to file an air quality complaint, the Mobile App, and other incentive programs for residents and businesses.

Community Farm Grand Opening
On June 8, staff participated in the Center for Community Action and Environmental Justice Community Farm Grand Opening in Jurupa Valley to provide information on how to file an air quality complaint, the Mobile App, Commercial and Residential eL&G programs, RYR, and Residential EV Charging program.

Pomona Activated for Community Transformation and Sustainability (ACTS)
On June 10, staff participated in the Pomona ACTS/The Energy Coalition meeting to provide how to file an air quality complaint, Commercial and Residential eL&G programs, the Mobile App, Clean Air Program for Elementary Students (CAPES), and Why Healthy Air Matters (WHAM).

Crest Forest Senior Citizens' Club
On June 10, staff participated in the Crest Forest Senior Citizens' Club's "Experiment" Science Group meeting to provide information about South Coast AQMD, how to file an air quality complaint, and other incentive programs for residents and businesses.

Corona del Mar Chamber of Commerce
On June 11, staff participated in the Corona del Mar Chamber of Commerce meeting to provide information on how to file an air quality complaint, the Mobile App, and other incentive programs for residents and businesses.

Orange County Business Council (OCBC)
On June 12, staff participated in the Orange County Business Council GAC meeting to provide information on incentive programs for residents and businesses.

El Segundo Environmental Committee
On June 12, staff participated in the El Segundo Environmental Committee meeting to provide information on how to file an air quality complaint and the Mobile App.

Los Angeles County 2nd Supervisorial District 6th Annual Juneteenth Celebration
On June 13, staff participated in Los Angeles County 2nd Supervisorial District's 6th Annual Juneteenth Celebration by hosting a resource booth to share information on how to file an air quality complaint and the Mobile App.

Lawndale's Annual Family and Pet Resource Fair
On June 13, staff hosted a resource booth in the city of Lawndale's Annual Family and Pet Resource Fair to share air quality information such as how to file an air quality complaint, the Mobile App, and Commercial and Residential eL&G programs.

Carson Chamber of Commerce
On June 16, staff participated in the Carson Chamber of Commerce GAC meeting to provide information on how to file an air quality complaint, the Mobile App, and other incentive programs for residents and businesses.

Harbor Association of Industry & Commerce
On June 18, staff participated in the Harbor Association of Industry & Commerce meeting to provide public comment on the Voucher Incentive Program (VIP).

Healthy Chino
On June 18, staff participated in the Healthy Chino's quarterly meeting to provide information on local Warehouse Actions and Investments to Reduce Emissions (WAIRE) and incentive programs for residents and businesses.

Los Angeles Council District 12
On June 22, staff participated in the Los Angeles Council District 12 Conversations with Councils to provide information on how to file an air quality complaint, the Mobile App, and available incentive programs for residents and businesses.

Whittier Chamber of Commerce
On June 25, staff participated in the Whittier Chamber of Commerce Coffee Collab and Contacts Networking event to provide information on how to report an air quality complaint and Mobile App.

Orange County Council of Governments (OCCOG)
On June 25, staff participated in the Orange County Council of Governments Board meeting to share VIP and the National EV Infrastructure Formula program incentive opportunities.

Sun Valley Community Clean Up and Tree Care
On June 27, staff participated in the Sun Valley Community Clean Up and Tree Care event to provide information on how to file an air quality complaint, the Mobile App, and Residential and Commercial eL&G programs.

Specialized Outreach
The Community Relations and Small Business Assistance units have been collaborating to expand outreach with local cities and counties to share South Coast AQMD resources throughout our jurisdiction. Staff are meeting with city manager offices, permitting staff, and other stakeholders to highlight how Small Business Assistance can help determine whether a permit is required prior to occupancy using the Air Quality Permit Checklist, and to clarify the distinction between asbestos and demolition notifications. Staff have also shared how community members can file air quality complaints and provided information on current funding opportunities, such as AB 2766 and MSRC.

- Anaheim – Wednesday, May 6, 2026
- Jurupa Valley – Tuesday, May 12, 2026
- Santa Ana – Tuesday, May 12, 2026
- Lawndale – Wednesday, May 20, 2026
- Paramount – Wednesday, June 3, 2026
- El Monte – Thursday, June 4, 2026
- West Covina – Thursday, June 4, 2026
- South Gate – Thursday, June 11, 2026

- Fullerton – Wednesday, June 17, 2026
- Inglewood – Wednesday, June 24, 2026

Environmental Justice Update
The following are key EJ-related activities in which staff participated during May and June. These events and meetings involve communities affected disproportionately by adverse air quality impacts.

Esperanza High School, Mendez Fundamental Intermediate School, Bassett High School, James A. Whitaker School, and Sato Academy
On May 5, staff visited Esperanza High School (Anaheim), Mendez Fundamental Intermediate School (Santa Ana), Bassett High School (La Puente), James A. Whitaker School (Buena Park), and Sato Academy (Long Beach) to provide information regarding WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Breed Street Elementary School, Walnut Park Elementary School, and Environmental Charter High School
On May 12, staff visited Breed Street Elementary School (Los Angeles), Walnut Park Elementary School (Huntington Park), and Environmental Charter High School (Gardena) to share information regarding CAPES, WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Saul Martinez Elementary School, Coachella Valley Unified School District, Palm View Elementary School, and William G. Jehue Middle School
On May 13, staff visited Saul Martinez Elementary School (Mecca), Coachella Valley Unified School District (Thermal), Palm View Elementary School (Coachella), and William G. Jehue Middle School (Colton) to provide information regarding CAPES, WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Narbonne High School, Bell Gardens High School, and Sierra Vista High School
On May 26, staff visited Narbonne High School (Harbor City), Bell Gardens High School (Bell Gardens), and Sierra Vista High School (Baldwin Park) to share information regarding WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Heritage High School and Orangewood High School
On May 27, staff visited Heritage High School (Menifee) and Orangewood High School (Redlands) to provide information regarding WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Sato Academy of Math and Science, Richard N. Slawson Occupational Center, Santiago High School, and Mission Viejo High School

On June 2, staff visited Sato Academy of Math and Science (Long Beach), Richard N. Slawson Occupational Center (Bell), Santiago High School (Garden Grove), and Mission Viejo High School (Mission Viejo), to share information regarding WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint

Benjamin Franklin High School, Public Safety Academy, and Sylmar Charter High School

On June 9, staff visited Benjamin Franklin High School (Los Angeles), Public Safety Academy (San Bernardino), and Sylmar Charter High School (Sylmar), to share information regarding WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Pacoima Community Initiative's (PCI)

On June 12, staff attended PCI's monthly meeting to share information on CAPES, WHAM, and how to report air quality issues.

Boys & Girls Club of Fontana and Youth Build Inland Empire

On June 16, staff visited the Boys & Girls Club of Fontana and Youth Build Inland Empire (San Bernardino) to provide information on WHAM, wildfire safety, the Mobile App, and how to file an air quality complaint.

Girl Scouts of Orange County and YMCA East Valley

On June 23, staff visited the Girl Scouts of Orange County and YMCA East Valley (San Bernardino) to provide information on CAPES, WHAM, wildfire safety, the 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.

Mt. San Antonio College (Mt. SAC)

On May 29, students from Mt. SAC visited South Coast AQMD Headquarters to learn about air quality management related to windblown dust and wildfire smoke and to take a tour of the lab.

Cal Poly Pomona

On June 24, staff visited Cal Poly Pomona to speak with Environmental Engineering students about South Coast AQMD and to share information about career pathways.

Communication Center Statistics
The Communication Center handles 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 May and June are summarized below:

Calls to South Coast AQMD's Main Line and 1-800-CUT-SMOG®	3,986
Calls to South Coast AQMD's Spanish Line	94
Clean Air Connections	6
Total Calls	4,086

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 May and June is summarized below:

Calls Received by PIC	59
Calls to Automated System	284
Total Calls	343
Visitor Transactions	189
Email Advisories Sent	107,066

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, as summarized below for May and June.

- Provided permit application assistance to 438 companies, and
- Processed 238 Air Quality Permit Checklists.

Types of businesses assisted:

Architecture Firms
Auto Body Shops
Beauty Salons
Construction Firms
Engineering Firms
Manufacturing Facilities
Offices
Restaurants
Retail Facilities
Warehouses

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 May and June report is listed below:

Major Media Interactions	629
Press Releases	52
News Carousel	21

Major Media Topics:

- **Riverside County Air Quality**: Participated in an interview with NBC Palm Springs to discuss air quality in Riverside County, in relation to the American Lung Association's State of the Air report and dust pollution in the Coachella Valley.
- **Dust pollution**: Participated in an interview with the University of Southern California Annenberg Media to discuss the air quality during the Coachella Festival and impacts of dust pollution in Riverside County.
- **Wildfires**: Participated in an interview with ABC7, KTLA, and FOX 11 to discuss air quality concerns and precautions due to multiple wildfires (Sandy/Verona/Bain/Santa Rosa Island fires) in the region.
- **1-800-Cut-Smog Hotline**: Inside Climate News requested data and breakdown of complaints received through this hotline from 2015-2026. Advised reporter to submit a Public Records Request.
- **Hydrogen Fuel Cell Electric Refuse Truck**: Waste Dive requested information on the Symbio pilot project of hydrogen fuel cell electric refuse truck. Written response was provided.
- **Smoke Advisory Extension**: CBS inquired whether the active smoke advisory will be extended. Response was provided.
- **Garden Grove Chemical Incident**:
    - Associated Press, ABC 7, CalMatters, CBS, CNN, FOX, Inside Climate News, KTLA, Los Angeles Times, NBC, NBC Sacramento, OC Register, Reuters, SCNG, Spectrum, and Voice of OC inquired about GKN chemical leak in Garden Grove, including air monitoring efforts, notices of violation, settlement details as well as other compliance and enforcement actions related to the facility. Responses were provided.
    - NBC, OC Register and Reuters had follow-up questions about the notice of violation, inspection process, and details of the settlement. Responses were provided. Inside Climate News and CalMatters had multiple rounds of follow-up questions related to air monitoring, compliance and enforcement. Follow-up responses were provided.

    - OC Register, KTLA, and CalMatters inquired about the cleanup and removal of methyl methacrylate, settlement details, and notices of violation at the GKN Aerospace site. CalMatters had additional follow up questions. Responses were provided.
    - ABC, KTLA, and Spectrum News 1 inquired about GKN inspections and air monitoring. Reponses were provided.
- **Facility Penalties**: NBC requested settlement agreement documents for various facilities facing penalties. Working on a response.
- **July 4th Fireworks**: Participated in an interview with ABC to discuss air quality both before and after the fireworks.

- **Palos Fire, Boyle Heights (Lineage Warehouse)**:
    - 6/17: CBS, ABC 7, KTLA, Spectrum, KNBC, LA Local, and LA Times were looking for air quality information on the fire in Boyle Heights. Statement was sent. Capital and Main requested historical documents for the facility. Response was provided. Reporter was referred to public records request for historical information.
    - 6/18 - 6/23: ABC, LAist, CBS, Fox, LA Times, NBC4, Telemundo, Univision, Associated Press, Bloomberg News, USA Today, The Atlantic, Daily Signal, SCNG, LA Materials, iHeart Radio, Audacy, KFI, and Boyle Heights Beat inquired about air quality impacts from the fire. Updated statement was provided.
    - 6/24: CalMatters requested information regarding Lineage facility in relation to the Boyle Heights Palos Fire. Response was provided.
- **World Oil Recycling**: LAist requested details on the World Oil NOVs press release. Response was provided.
- **East Los Angeles Oil Spill**: LA Public Press requested information regarding air quality complaints in response to the East LA oil spill. Response was provided. KCBS inquired about copies of NOVs. Copies provided.
- **World Cup**: Grist inquired about air quality notification plans for the upcoming World Cup matches in LA area. Response was provided.
- **AQI Data Request**: The Guardian submitted a data request through our Monitoring & Analysis Division's Pacoima community dashboard, seeking AQI data for comparison with other air districts. Response was provided.
- **Marine Tank Vessel Operations (R1142)**: Capital & Main had follow-up questions regarding the pollutants and emissions threshold under the rule. Response was provided.
- **Camp Pendleton Fire**: SoCal News Group inquired about air quality effects from the fire. Response was provided.
- **AI-Generated Comments**: Bloomberg News requested information regarding the alleged AI-generated comments in relation to the Proposed Amended Rules 1111/1121 last year. Response was provided.

- **Coachella Valley Dust Event**: El Informador inquired about the final press release of the CV Dust media event. Response was provided.
- **Cathedral City**: KESQ inquired about a blowing dust issue in Cathedral City. Response was provided.
- **Wildfires**: NBC Palm Springs asked about the Shore fire and how it is affecting the air quality in Riverside County. Response was provided.
- **Chevron Refinery**: Data Desk inquired about a "methane" plume in relation to the refinery in May. Response was provided.
- **Palos Fire Particulate Pollution Advisories**: Pitched to media outlets.
- **INVEST CLEAN Press Release**: Pitched to media outlets.
- **World Oil NOVs Press Releases**: Pitched to media outlets.
- **East LA Oil Spill NOV Press Release**: Pitched to media outlets.
- **CV Dust Event Media Advisory**: Pitched to media outlets.
- **Smog Season Press Release**: Pitched to media outlets resulting in media coverage.
- **Smoke Advisories**: Pitched to media outlets resulting in media coverage.
- **Windblown Dust Advisories**: Pitched to media outlets resulting in media coverage.

News Releases:

- Press Release:
    - Summer Smog Season is Here. To view, click the following: 5/1.
    - South Coast AQMD Deploys New Tools and Technology to Tackle Coachella Valley Dust Pollution. To view, click the following: 5/29.
    - South Coast AQMD Approves Largest-Ever Award for Zero-Emission Switcher Locomotives: To view, click the following: 6/5.
    - South Coast AQMD Issues Five Violations to World Oil Recycling in Compton. To view, click the following: 6/16.
    - South Coast Issues Violations to Three Companies Following East Los Angeles Oil Spill. To view, click the following: 6/18.

- Air Quality Advisory:
    - Windblown Dust Advisory issued. To view, click the following: 5/2 , 5/16 & 5/25.
    - Smoke Advisory issued. To view, click the following: 5/18, 5/19, 5/19 (Updated) & 5/20.
    - South Coast AQMD Issues & Extends Wildfire Smoke Advisory. To view, click the following: 6/16, 6/16 (extended).
    - South Coast AQMD Issues & Extends Windblown Dust Advisory. To view, click the following: 6/17, 6/18, 6/27 & 6/29.
    - South Coast AQMD Issues Particle Pollution Advisory Due to Structure Fire in Boyle Heights. To view, click the following 6/17, 6/18 extended.

- South Coast AQMD Extends Particle Pollution Advisory Due to Structure Fire in Boyle Heights. To view, click the following: 6/19, 6/20, 6/21, 6/22 & 6/23.

- Media Advisory:
  - Tackle Coachella Valley Dust Pollution. To view, click the following: 5/27.

Social Media Posts:
Ports Meeting Reminder (5/1): 1,140 LinkedIn Views
AQ Forecast (5/12): 2,762 Instagram Views
Verona/Bain/Sandy/Santa Rosa Fire Smoke Advisory (5/20): 21,008 Instagram Views
Garden Grove Hazmat (5/22): 3,431 X Views
AQ Forecast (5/24): 4,997 Instagram Views
GKN Update (6/5): 4,003 Instagram Views
Smoke Advisory (6/16): 6,536 Instagram Views
Boyle Heights Advisory (6/20): 63,148 Instagram Views
Smoke Advisory Tips (6/20) : 7,960 Instagram Views
AQI Tutorial Video (6/20): 4,619 Instagram Views
Boyle Heights Advisory (6/21): 50,136 Instagram Views

News Carousel:
- **On World Asthma Day, breathe easier with these helpful tips to reduce asthma triggers in your home (5/5)** – Linked to video on asthma triggers.
- **Small fleets (20 or fewer): Apply for our Voucher Incentive Program to replace older, polluting vehicles with zero-emission models. First come, first served (5/5)** – Linked to the Voucher Incentive Program webpage.
- **Join our WAIRE Mitigation Program webinar on May 13 to learn how fees will fund projects reducing warehouse emissions and review stakeholder feedback (5/6)** – Linked to the WAIRE Mitigation Program webpage.
- **Join us for a virtual public meeting on May 14 to receive an update on potential new measures for our Cooperative Agreement with the Ports (5/7)** – Linked to Ports Cooperative Agreement webpage.
- **Keep up with the latest news from South Coast AQMD, view the May-Jun-Jul edition of the Advisor newsletter (5/12)** – Linked to Advisor webpage.
- **Join us for a Public Consultation Meeting on May 20 regarding proposed updates to air quality plans for fine particle pollution (PM2.5 and PM10) (5/13)** – Linked to Events Calendar.
- **Join us for a virtual office hour on May 19 to ask questions and share input on potential additional measures for our Cooperative Agreement with the Ports (5/14)** – Linked to **Ports Cooperative Agreement.**

- **Stay informed! Join CARB for a virtual community meeting on May 19 to learn about updates on Clean Transportation Incentives (5/15)** – Linked to meeting invite webpage.
- **Transit agencies: Apply for MSRC funding to help transition your fleet to zero-emission buses. Deadline: Jun. 30 (5/20)** – Linked to Zero Emission Transit Bus Incentive Program webpage.
- **$30 million available through the MSRC Electric Vehicle Charging Infrastructure Resiliency Program. Apply by Jun. 2 (5/26)** – Linked to MSRC Electric Vehicle Charging Infrastructure Resiliency Program webpage.
- **Transit agencies: Apply for MSRC funding to help transition your fleet to zero-emission buses. Deadline: Jun. 30 (5/28) –** Linked to Zero Emission Transit Bus Incentive Program webpage.
- **Join us for a virtual public meeting on Jun.16 to receive an update on potential new measures for our Cooperative Agreement with the Ports (6/2)** – Linked to Ports Cooperative Agreement webpage.
- **Join us for a virtual office hour on Jun. 17 to ask questions and share input on potential additional measures for our Cooperative Agreement with the Ports (6/3)** – Linked to Ports Cooperative Agreement webpage
- **Celebrate World Environment Day by taking action for cleaner air and a healthier future for all. (6/5)** – Linked to World Environment Day.
- **Stay informed! Join CARB for a virtual community meeting on Jun. 16 to learn about updates on Clean Transportation Incentives (6/9)** – Linked to community meeting sign-up.
- **Join us for a virtual public meeting on Jun. 16 to receive an update on potential new measures for our Cooperative Agreement with the Ports (6/11)** – Linked to Ports Cooperative Agreement Page.
- **Join us for a virtual office hour on Jun. 17 to ask questions and share input on potential additional measures for our Cooperative Agreement with the Ports (6/16)** – Linked to Ports Cooperative Agreement webpage.
- **Small fleets (20 or fewer): Apply for our Voucher Incentive Program to replace older, polluting vehicles with zero-emission models. First come, first served! (6/18)** – Linked to Voucher Incentive Program webpage.
- **Commercial fleets: $90 million in funding available for zero-emission trucks and buses—apply now. (6/30)** – Linked to the Clean Truck and Bus Voucher Incentive Project webpage.

Outreach to Community Groups and Federal, State and Local Governments
Communication was conducted in May and June with elected officials and/or staff from the following state and federal offices:

- U.S. Senator Alex Padilla
- U.S. Senator Adam Schiff
- U.S. Representative Pete Aguilar
- U.S. Representative Nanette Diaz Barragán

- U.S. Representative Julia Brownley
- U.S. Representative Ken Calvert
- U.S. Representative Judy Chu
- U.S. Representative Gil Cisneros
- U.S. Representative Lou Correa
- U.S. Representative Laura Friedman
- U.S. Representative Robert Garcia
- U.S. Representative Jimmy Gomez
- U.S. Representative Sydney Kamlager-Dove
- U.S. Representative Young Kim
- U.S. Representative Ted Lieu
- U.S. Representative Dave Min
- U.S. Representative Jay Obernolte
- U.S. Representative Luz Rivas
- U.S. Representative Dr. Raul Ruiz
- U.S. Representative Linda Sánchez
- U.S. Representative Brad Sherman
- U.S. Representative Mark Takano
- U.S. Representative Norma Torres
- U.S. Representative Derek Tran
- U.S. Representative Maxine Waters
- U.S. Representative George Whitesides
- Senate President Pro Tempore Monique Limón
- Senator Ben Allen
- Senator Bob Archuleta
- Senator Catherine S. Blakespear
- Senator Sabrina Cervantes
- Senator Steven Choi
- Senator María Elena Durazo
- Senator Lena A. Gonzalez
- Senator Shannon Grove
- Senator Caroline Menjivar
- Senator Rosilicie Ochoa Bogh
- Senator Steve Padilla
- Senator Sasha Renée Pérez
- Senator Eloise Gómez Reyes
- Senator Laura Richardson
- Senator Susan Rubio
- Senator Kelly Seyarto
- Senator Lola Smallwood-Cuevas
- Senator Henry Stern
- Senator Tom Umberg
- Assembly Speaker Robert Rivas
- Assemblymember Steve Bennett
- Assemblymember Mia Bonta
- Assemblymember Isaac G. Bryan
- Assemblymember Lisa Calderon
- Assemblymember Jessica M. Caloza
- Assemblymember Juan Carrillo
- Assemblymember Leticia Castillo
- Assemblymember Phillip Chen
- Assemblymember Laurie Davies
- Assemblymember Diane B. Dixon
- Assemblymember Sade Elhawary
- 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. Corey 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, Jr.
- Assemblymember Tri Ta
- Assemblymember Avelino Valencia
- Assemblymember Greg Wallis
- Assemblymember Rick Chavez Zbur

Outreach was conducted personally and virtually in May and June to communicate with elected officials or staff from the following cities:

Agoura Hills
Alhambra
Aliso Viejo
Anaheim
Arcadia
Artesia
Avalon
Azusa
Baldwin Park
Banning
Beaumont
Bell
Bell Gardens
Bellflower
Beverly Hills
Big Bear Lake
Bradbury
Brea
Buena Park
Burbank
Calabasas
Calimesa
Canyon Lake
Carson
Cathedral City
Cerritos
Chino
Chino Hills
City of Industry
Claremont
Coachella
Colton
Commerce
Compton
Corona
Costa Mesa
Covina
Cudahy
Culver City
Cypress
Dana Point
Desert Hot Springs
Diamond Bar
Downey
Duarte
Eastvale
El Monte
El Segundo
Fontana
Fountain Valley
Fullerton
Garden Grove
Gardena
Glendale
Glendora
Grand Terrace
Hawaiian Gardens
Hawthorne
Hemet
Hermosa Beach
Hidden Hills
Highland
Huntington Beach
Huntington Park
Indian Wells
Indio
Inglewood
Irvine
Irwindale
Jurupa Valley
La Cañada Flintridge
La Habra
La Habra Heights
La Mirada
La Palma
La Puente
La Quinta
La Verne
Laguna Beach
Laguna Hills
Laguna Niguel
Laguna Woods
Lake Elsinore
Lake Forest
Lakewood
Lawndale
Loma Linda
Lomita
Long Beach
Los Alamitos
Los Angeles
Lynwood
Malibu
Manhattan Beach
Maywood
Menifee

Mission Viejo
Monrovia
Montclair
Montebello
Monterey Park
Moreno Valley
Murrieta
Newport Beach
Norco
Norwalk
Ontario
Orange
Palm Desert
Palm Springs
Palos Verdes Estates
Paramount
Pasadena
Perris
Pico Rivera
Placentia
Pomona
Rancho Cucamonga
Rancho Mirage
Rancho Palos Verdes
Rancho Santa Margarita
Redlands
Redondo Beach
Rialto
Riverside
Rolling Hills
Rolling Hills Estates
Rosemead
San Bernardino
San Clemente
San Dimas
San Fernando
San Gabriel
San Jacinto
San Juan Capistrano
San Marino
Santa Ana
Santa Clarita
Santa Fe Springs
Santa Monica
Seal Beach
Sierra Madre
Signal Hill
South El Monte
South Gate
South Pasadena
Stanton
Temecula
Temple City
Torrance
Tustin
Upland
Vernon
Villa Park
Walnut
West Covina
West Hollywood
Westlake Village
Westminster
Whittier
Yorba Linda
Yucaipa

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

Big Bear Chamber of Commerce
Burbank Chamber of Commerce
Carson Chamber of Commerce
Charter Communications, West Region
Chino Valley Chamber of Commerce
Coachella Valley Association of Governments
Colton Chamber of Commerce
Corona del Mar Chamber of Commerce
Crestline Chamber of Commerce
Disneyland Resort
Electric Vehicle Association of Southern California
Fontana Chamber of Commerce
Gardena Valley Chamber of Commerce
Gateway Cities Council of Governments
Glendale Chamber of Commerce

Grand Terrace Chamber of Commerce
Harbor Association of Industry and Commerce
Hermosa Beach Chamber of Commerce
Highland Area Chamber of Commerce
Inglewood Airport Area Chamber of Commerce
Inland Empire Regional Chamber of Commerce
Inland Regional Energy Network
Inland Valley Development Agency
Lake Arrowhead Communities Chamber of Commerce
League of California Cities
Loma Linda Chamber of Commerce
Lomita Chamber of Commerce
Los Angeles Area Chamber of Commerce
Los Angeles County Metropolitan Transportation Authority
Los Angeles Department of Water and Power
Manhattan Beach Chamber of Commerce
Mojave Desert Air Quality Management District
Montclair Chamber of Commerce
Omnitrans
Ontario International Airport Authority
Orange County Business Council
Orange County Transportation Authority
Palos Verdes Peninsula Chamber of Commerce
Rancho Cucamonga Chamber of Commerce
Redlands Chamber of Commerce
Redondo Beach Chamber of Commerce
Rialto Chamber of Commerce
San Bernardino Area Chamber of Commerce
San Bernardino County
San Bernardino County Transportation Authority
San Bernardino International Airport Authority
San Fernando Valley Council of Governments
Santa Clarita Valley Chamber of Commerce
South Bay Association of Chambers of Commerce
Southern California Association of Governments
Torrance Area Chamber of Commerce
Valley Industry and Commerce Association
Western Riverside Council of Governments
Yucaipa Chamber of Commerce

In May and June, staff represented South Coast AQMD and/or provided updates or a presentation to the following community and educational groups and organizations:

California State University, San Bernardino
Coalition for Clean Air
Center for Community Action and Environmental Justice
IMPACT Project
Inland Action
Legacy LA
Loma Linda University
Los Angeles Unified School District
Peoples Collective for Environmental Justice
Rio Hondo College
Riverside County Office of Education
San Bernardino County Superintendent of Schools
San Bernardino Valley College
University of California, Riverside
Watts Clean Air & Energy Committee

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 14

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of May 1 through June 30, 2026.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Micah Ali
Hearing Board Chair

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Attached are the following summaries: **May and June 2026 Hearing Board Cases,** and **Rules From Which Variances and Orders for Abatement Were Requested from January 1, 2026 through June 30, 2026**. A **Rule Index** with the applicable South Coast AQMD Rules and Regulations for **May and June 2026** are also attached.

There were no appeals filed during the period of May 1, 2026 to June 30, 2026.

Report of May 2026 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. Amazon.com Services, LLC – POC 2 Case No. 6267-2 (M. Reichert)	203(b) 1110.2(c)(19)	A variance was requested to operate temporary internal combustion engines past their legal time limit due to a delayed permanent utility connection.	Not Opposed/Granted	RV granted commencing 5/14/2026 and continuing through 12/20/2026.	CO: 0.86 lbs/day HC: 1.22 lbs/day NOx: 8.64 lbs/day PM10: 0.86 lbs/day SOx: 0.50 lbs/day
2. City of Riverside, Water Quality Control Plant Case No. 5674-10 (Consent Calendar)	203(b)	A SV was sought to handle temporary operational disruptions or maintenance at the municipal water treatment facility.	Not Opposed/Granted	SV granted commencing 5/14/2026 and continuing through 6/3/2026.	TBD
3. ReConserve of California – Los Angeles, Inc. Case No. 2876-8 (M. Reichert)	203(b) 1147(d) 2004(f)(1)	An IV was requested to bridge a scheduling gap while awaiting a formal permit modification for emissions limitations.	Opposed/Granted	IV granted commencing 5/27/2026 and continuing for 90 days or until the RV hearing scheduled for 7/21/2026, whichever comes first.	CO: 162.3 lbs/day NOx: 12.6 lbs/day
4. South Coast AQMD vs. Lalo Onsurez Individually and dba FixCarNow, Inc. Case No. 6286-1 (K. Roberts)	203(a)	An O/A was petitioned to force the automotive shop to correct outstanding permitting violations.	Not Stipulated/Issued (Respondent did not appear)	O/A issued commencing 5/12/2026; the Hearing Board shall retain jurisdiction until 5/31/2027.	N/A
5. South Coast AQMD vs. Laser Industries, Inc. Case No. 6288-1 (D. Hsu)	203(a) 219(d)(5)(H)	South Coast AQMD sought an abatement order because the facility was operating unpermitted high-power laser cutting equipment.	Stipulated/Issued	O/A issued commencing 5/13/2026 and continuing through 5/13/2027; the Hearing Board shall retain jurisdiction until 5/13/2027.	N/A
6. South Coast AQMD vs. Southern California Edison – Pebbly Beach Case No. 1262-115 (Consent Calendar)	1470(c)(4)(A)	This hearing modified an active abatement order to grant additional time for compliance at the island power plant.	Stipulated/Modified	Mod. O/A issued commencing 5/27/2026; the Hearing Board shall retain jurisdiction until 9/30/2027.	N/A

Report of May 2026 Hearing Board Cases

7. Torrance Refining Company, LLC Case No. 6060-22 (Consent Calendar)	203(b) 1189(e)(1) 2004(f)(1) 3002(c)(1)	The refinery sought a variance to safely perform infrastructure maintenance without violating standard emission limits.	Not Opposed/Granted	SV & AOC granted commencing 5/12/2026 and continuing through 7/29/2026.	None
8. University of California Irvine Medical Center Case No. 5843-2 (J. Jones II)	203(b)	An EV was filed to run essential backup equipment that temporarily exceeded normal concentration caps.	Not Opposed/Granted	Ex Parte EV granted commencing 5/6/2026 and continuing through 6/5/2026.	NOx: 15.83 ppm CO: 96.32 ppm
9. Verizon Wireless – Sierra Peak #602 Case No. 6139-10 (M. Reichert)	203(b)	The emergency generator ran for 211.4 hours due to Southern California Edison power outages. This exceeded its annual operating limit of 200 hours under Permit Condition 4.	Not Opposed/Granted	Ex Parte EV granted commencing 5/21/26 and continuing through 6/16/26.	VOC: 12.61 lbs/day CO: 16.81 lbs/day NOx: 12.61. lbs/day

Acronyms

CO: Carbon Monoxide
EV: Emergency Variance
HC: Hydrocarbons
IV: Interim Variance
Mod. O/A: Modification Order for Abatement
N/A: Not Applicable
NOx: Oxides of Nitrogen
O/A: Order for Abatement
PPM: Parts Per Million
PM10: Particulate Matter 10
RV: Regular Variance
SOx: Sulfur Dioxide
SR: Status Report
SV: Short Variance
TBD: To Be Determined
VOC: Volatile Organic Compound

Report of June 2026 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. City of Glendale – Glendale Water & Power Case No. 3478-28 (D. Hsu)	203(b) 3002(c)(1)	Petitioned for a short variance to conduct commissioning operations on replacement internal combustion engines at the Grayson Power Plant, which temporarily exceeded monthly NOx and CO mass limits.	Opposed/Granted	SV granted commencing 6/17/26 and continuing through 7/31/26	TBD
2. County of Riverside Case No. 6229-4 (Consent Calendar)	203(b)	Requested a variance to run a public safety communications backup generator past its annual 200-hour limit after criminals vandalized the site's main power system grid connections.	Not Opposed/Granted	IV granted commencing 6/3/26 and continuing for 90 days or until the RV hearing scheduled for 7/28/26, whichever comes first.	TBD
3. South Coast AQMD vs Chiquita Canyon, LLC Case No. 6177-4 (K. Roberts)	203 402 431.1 1150 3002 H&S §41700	Convened for a Modification Order for Abatement to enforce stricter containment rules regarding ongoing landfill gas leaks, liquid spills, and public odor nuisances.	Stipulated/Issued	Mod. O/A issued commencing 06/03/26. The Hearing Board shall retain jurisdiction over this matter until 10/31/2026.	N/A
4. South Coast AQMD vs. Electrode Tech Inc. dba Reid Metal Finishing Case No. 6289-1 (D. Hsu)	1469(k)(2)(C) 1469(w)(2)(B) 1469(x)(1)	Enforced a Stipulated Order for Abatement after source testing proved a chromic acid anodizing tank exceeded permissible hexavalent chromium emission standards under Rule 1469.	Stipulated/Issued	O/A issued commencing 06/23/26. The Hearing Board shall retain jurisdiction until Respondent has fully complied with the terms of the Stipulated O/A.	N/A

Report of June 2026 Hearing Board Cases

5. Southern California Gas Company Case No. 137-83 (J. Lee)	203(b) 2004(f)(1) 3002(c)(1)	Applied for a short variance to temporarily operate three internal combustion engines and associated catalytic reduction units at its Playa Del Rey facility outside of standard rule limitations.	Not Opposed/Granted	SV granted commencing 6/23/26 and continuing through 9/21/2026	None
6. Verizon Wireless – Sierra Peak #602 Case No. 6139-10 (Consent Calendar)	203(b) 1304(a)(4)	Petitioner sought relief to run its cell tower generator past its 200-hour permit limit due to extended utility blackouts.	Not Opposed/Granted	IV granted commencing 6/16/26 and continuing for 90 days or until the RV hearing scheduled for 7/28/26, whichever comes first.	VOC: 12.61 lbs./day CO: 16.81 lbs./day NOx: 12.61 lbs./day
7. Vernon Public Utilities Case No. 4957-8 (Consent Calendar)	203(b) 2004(f)(1) 3002(c)(1)	Requested a variance to operate its natural gas peaking units at a more efficient water-to-fuel ratio following recent equipment upgrades, ensuring local electric grid stability during peak summer demand without creating excess emissions.	Not Opposed/Granted	RV granted commencing 7/1/2026 and continuing through 7/1/2027	None

Acronyms

CO: Carbon Monoxide
EV: Emergency Variance
HC: Hydrocarbons
IV: Interim Variance
Mod. O/A: Modification Order for Abatement
N/A: Not Applicable
NOx: Oxides of Nitrogen
O/A: Order for Abatement
PPM: Parts Per Million
PM10: Particulate Matter 10
RV: Regular Variance
SOx: Sulfur Dioxide
SR: Status Report
SV: Short Variance
TBD: To Be Determined

Rules from which Variances and Orders for Abatement were Requested in 2026													
Rules	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total Actions
202(a)				1									1
203	1					1							2
203(a)					2								2
203(b)	4	3	4	4	6	5							26
218.1(b)(4)(C)			1										1
219(d)(5)(H)					1								1
401(b)(2)				1									1
402	1			1		1							3
407(a)				1									1
430				1									1
431.1	1					1							2
1110.2(c)(19)					1								1
1135(d)(1)(B)		1											1
1147(d)					1								1
1147(d)(5)				1									1
1147(d)(7)				1									1
1147(e)(2)(A)(i)				1									1
1147(h13)(A)				1									1
1150	1					1							2
1153.1	1												1
1189(e)(1)					1								1
1196(d)(1)			1										1
1303(a)(1)			1										1
1303(a)(2)			1										1
1304(a)(4)						1							1
1402(d)(2)				1									1
1407.1(d)(1)				1									1
1407.1(d)(5)(C)													0
1420	1												1
1469(k)(2)(C)						1							1
1469(w)(2)(B)						1							1
1469(x)(1)						1							1
1470(c)(4)(A)					1								1
1703(a)(2)			1										1
2004(f)(1)	1	1	3	1	2	2							10
2005(b)(1)(A)			1										1
3002	1					1							2
3002(c)(1)	1	2	2	1	1	3							10
CA H&S §41700				1		1							2
CA H&S §41701	1			1									2

SOUTH COAST AQMD RULES AND REGULATIONS INDEX FOR 2026 HEARING BOARD CASES AS OF JUNE 30, 2026

REGULATION II – PERMITS

Rule 202 Temporary Permit to Operate

Rule 219 Equipment Not Requiring a Written Permit Pursuant to Regulation II

Rule 203 Permit to Operate

REGULATION IV - PROHIBITIONS

Rule 401 Visible Emissions

Rule 402 Nuisance

Rule 407 Liquid and Gaseous Air Contaminants

Rule 431.1 Sulfur Content of Gaseous Fuels

REGULATION XI – SOURCE SPECIFIC STANDARDS

Rule 1110.2 Emissions from Gaseous - and Liquid-Fueled Engines

Rule 1135 Emissions of Oxides of Nitrogen from Electricity Generating Facilities

Rule 1147 NOx Reductions from Miscellaneous Sources

Rule 1150 Excavation of Landfill Sites

Rule 1153.1 Emissions of Oxides of Nitrogen from Commercial Food Ovens

Rule 1189 Emission from Hydrogen Plant Process Vents

Rule 1196 Clean On-Road Heavy-Duty Public Fleet Vehicles

REGULATION XIII – NEW SOURCE REVIEW

Rule 1303 Requirements

Rule 1304 Exemptions

REGULATION XIV - TOXICS AND OTHER NON-CRITERIA POLLUTANTS

Rule 1402 Control of Toxic Air Contaminants from Existing Sources

Rule 1407.1 Control of Toxic Air Contaminant Emissions from Chromium Allow Melting Operations

Rule 1420 Emissions Standard for Lead

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 XVII – PREVENTION OF SIGNIFICANT DETERIORATION (PSD)

Rule 1703 PSD Analysis

REGULATION XX – REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements

Rule 2005 New Source Review for RECLAIM

REGULATION XXX – TITLE V PERMITS

Rule 3002 Requirements

CALIFORNIA HEALTH & SAFETY CODE

§41700 Prohibited Discharges

§41701 Restricted Discharges

Back to Agenda

BOARD MEETING DATE: August 7, 2026 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 May 1 through May 31, 2026. An Index of South Coast AQMD Rules is attached with the penalty report.

COMMITTEE: Stationary Source, June 26, 2026, Reviewed

RECOMMENDED ACTION:
Receive and file.

Bayron T. Gilchrist
General Counsel

BTG:sh

	CIVIL FILINGS	VIOLATIONS
1.	Equipment Company of Los Angeles County of Orange Superior Court – Small Claims Case No. 30-2026-01571502-SC-SC-CJC; Filed 5.8.26 (VB) NOV No.: P78722 Rule 203 - Permit to Operate California Health and Safety Code § 42402	1
2.	DHL Genesis Santa Fe Springs County of Los Angeles Superior Court – Civil Case No. 26BFSC00700; Filed 5.22.26 (VB) NOV No.: O15323 Rule 2305 - Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program California Health and Safety Code § 42402	1

	CIVIL FILINGS	VIOLATIONS
3.	Yecov Serazi	1
	County of Los Angeles Superior Court – Small Claims Case No. 26VESC01193; Filed 5.22.26 (VB) NOV No.: P76234 Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities California Health and Safety Code § 42402	
		3 Violations

Attachments
May 2026 Penalty Report
Index of South Coast AQMD Rules and Regulations

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office

Settlement Penalty Report (05/01/2026 - 05/31/2026)

Total Penalties

Civil Settlement: $433,495.11
Hearing Board Settlement: $171,961.30
MSPAP Settlement: $219,765.00

Total Cash Settlements: $825,221.41
Total SEP Value: 0.00

Fiscal Year through 05/31/2026 Cash Total: $8,466,790.04
Fiscal Year through 05/31/2026 SEP Value Only Total: 0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
206790	AGRON, INC.	2305	05/05/2026	GML	O15454	$11,000.00
3417	AIR PROD & CHEM INC	221,1118, 3002	05/19/2026	ND	P62701, P78813	$3,882.00
169937	ASHKAN CORP DBA WOODLAKE SHELL	461	05/15/2026	VB	P77730	$2,842.00
206362	BARBARAS DEVELOPMENT INC.	2305	05/08/2026	RM	O15546	$5,250.00
800022	CALNEV PIPE LINE, LLC	463, 1178, 3002	05/05/2026	SP	P80743	$13,600.00
7411	DAVIS WIRE CORP	2004, 2012	05/08/2026	NS	P73187	$7,764.00
143741	DCOR LLC	1173, 2004	05/01/2026	SH	P79914, P79918	$15,000.00
180908	ECO SERVICES OPERATIONS CORP.	2004, 2011 APPENDIX A	05/01/2026	SH	P73837	$5,000.00
199389	GAF MATERIALS, LLC	1113	05/22/2026	RM	P65663	$80,250.00
201492	GLENDORA DIGESTIVE DISEASE INSTITUTE	201, 203	05/05/2026	SH	P73175, P73192	$12,000.00
152645	JACKIE SERVICE STATION	461, H&S 41960.2	05/13/2026	CL	P74841	$4,211.11
800170	LA CITY, DWP HARBOR GENERATING STATION	2004, 2012	05/19/2026	DH	P81063	$2,070.00
45643	O'DONNELL OIL CO	203, 463, 1173	05/01/2026	SP	P78151, P78152, P78162, P79672, P79673, P80731, P80735	$43,715.00

202637	OFFICE STAR PRODUCTS	2305	05/19/2026	DH	O15287	$28,600.00
171327	PHILLIPS 66 PIPELINE LLC	462, 3002	05/22/2026	ND	P74539, P75673	$9,999.00
169754	SO CAL HOLDING, LLC	1173, 2004	05/12/2026	SH	P80672	$8,000.00
5973	SOCAL GAS CO	1110.2, 2004, 3002, 17 CCR 95669	05/05/2026	JL	P74550, P78155, P78158, P78160, P78167, P80673, P80678, P80681, P80685, P80746, P80747, P80749	$72,900.00
203635	STARBUCKS CORPORATION	1403, 40 CFR 61.145	05/08/2026	JJ	P75772, P75773	$12,940.00
196911	STEWART FILMSCREEN CORP	203, 1147	05/08/2026	ND	P76269	$7,764.00
201987	SUKUT CONSTRUCTION, LLC	403, 1150	05/15/2026	RM	P79954	$33,000.00
105277	SULLY MILLER CONTRACTING CO	2004	05/22/2026	NW	P66064, P73186	$7,764.00
174711	TESORO LOGISTICS, HATHAWAY TERMINAL	463, 1149, 1178, 3002	05/15/2026	GML	P79910, P81059	$1,294.00
167140	UNIVERSAL WAREHOUSES	2305	05/05/2026	JL	O15455	$28,600.00
191677	VORTEQ PACIFIC	2004	05/08/2026	NW	P78926	$1,750.00
193314	ZENITH ENERGY WEST COAST TERMINALS LLC	463, 3002	05/12/2026	JL	P80663, P80666	$14,300.00

Total Civil Settlements: $433,495.11

Hearing Board

119219	CHIQUITA CANYON LLC	431.1, 3002	05/01/2026	KER	6177-4	$171,961.30

Total Hearing Board Settlements: $171,961.30

MSPAP

203362	ACC CA INC	403	05/05/2026	CL	P73732	$5,176.00
207706	AMERICAS RECYCLING COMPANY INC.	403	05/05/2026	CL	P79896	$4,184.00
174321	BELFOR ENVIRONMENTAL	1403	05/08/2026	CR	P79794	$1,941.00
90302	BEVERLY HILLS CUSTOM CLNRS	201, 203	05/15/2026	SW	P82402	$714.00
161900	BEVERLY HILLS OIL INC	461, H&S 41960.2	05/12/2026	CL	P82456	$1,791.00
1824	BUDDY BAR CASTING	1147, 1147.2	05/12/2026	CL	P73683, P80407	$12,089.00
208648	CAMBRIDGE FARMS	1415.1	05/19/2026	VB	P79817	$15,735.00
203553	CARVANA RIVERSIDE	203	05/05/2026	LT	P81376	$4,376.00
800380	CERTIFIED ENAMELING INC	3002	05/12/2026	CL	P67134	$3,297.00
169731	CIRCLE K #2709445, CIRCLE K STORES, INC.	461	05/19/2026	CL	P80983	$1,873.00
111625	CIRCLE K STORES INC., SITE #5659	203, 461	05/19/2026	CL	P64877	$1,648.00
169289	CIRCLE K STORES, INC., ROSE VALLEY, INC.	461	05/19/2026	CL	P64876	$1,573.00
172250	CORONA FUELING & ELECTRIC, INC	1166	05/19/2026	CL	P82461	$7,764.00
161733	COUNTY OF RIVERSIDE (MV1241) BCTC	461	05/05/2026	CR	P81364	$949.00
209862	DOUGWALL CONSTRUCTION, INC.	403	05/12/2026	SW	P74238	$3,282.00

205967	FURNITURE OF AMERICA	2305	05/05/2026	CL	O15511	$5,000.00
192594	G&M OIL CO. #195	201, 203	05/05/2026	SW	P64885	$1,941.00
203940	GIGACLOUD TECHNOLOGY (USA) INC.	2305	05/15/2026	LT	O15536	$5,000.00
145828	LAKE FOREST GOLF & PRACTICE CENTER/AMERI	461	05/05/2026	CR	P80181	$549.50
206404	LOS DUROS AUTO COLLISION	201, 203	05/05/2026	VB	P73585	$2,098.00
201431	NORDSTROM INC.	2305	05/15/2026	CR	O15544	$14,234.00
2946	PACIFIC FORGE INC	2004	05/05/2026	CL	P77910	$1,416.00
208682	PARK LA BREA	1403, 40 CFR 61.145	05/05/2026	CR	P79800	$1,941.00
159758	PETRO BRASS	461, H&S 41960.2	05/12/2026	SW	P82451	$2,911.00
13920	PROVIDENCE SAINT JOSEPH HOSPITAL	1146.1	05/08/2026	CL	P81411	$7,867.50
85845	RED HILL COUNTRY CLUB	203, 461	05/22/2026	LT	P69143, P82552	$4,430.00
209725	RESIDENT	445	05/05/2026	CR	W15081	$50.00
209582	RESIDENT	445	05/22/2026	CR	W15077	$50.00
209357	RESIDENT	445	05/22/2026	CR	W15060	$50.00
209483	RESIDENT	445	05/22/2026	CR	W15063	$50.00
206612	SAFELITE FULFILLMENT INC	2305	05/12/2026	CL	O15539	$28,600.00
119135	SCI CALIFORNIA FUNERAL SERVICES, INC	461	05/05/2026	VB	P81869	$549.00
206890	SF MARKETS LLC	1403, 40 CFR 61.145	05/05/2026	VB	P81152	$3,147.00
201550	SPL GROUP	2305	05/19/2026	LT	O15348	$13,000.00
177409	ST REGIS GOLF MAINTENANCE FACILITY	461	05/15/2026	SW	P80182	$647.00
207646	TRG FULLFILLMENT	2305	05/08/2026	VB	O15490	$37,000.00
187791	TRINIDAD FUEL CO	461, H&S 41960.2	05/05/2026	CL	P65246	$824.00
201510	VERIZON (KUENHE & NAGEL)	2305	05/15/2026	LT	O15599	$19,800.00
13662	CITY OF WHITTIER, (LANDFILL DEPT)	201	05/05/2026	SW	P78136	$2,218.00

Total MSPAP Settlements: $219,765.00

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX
FOR MAY 2026 PENALTY REPORT

REGULATION II - PERMITS

Rule 201	Permit to Construct
Rule 203	Permit to Operate
Rule 221	Plans

REGULATION IV - PROHIBITIONS

Rule 403	Fugitive Dust
Rule 431.1	Sulfur Content of Gaseous Fuels
Rule 445	Wood-Burning Devices
Rule 461	Gasoline Transfer and Dispensing
Rule 462	Organic Liquid Loading
Rule 463	Storage of Organic Liquids

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1110.2	Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines
Rule 1113	Architectural Coatings
Rule 1118	Emissions from Refinery Flares
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 1147.2	NOx Reductions from Metal Melting and Heating Furnaces
Rule 1149	Storage Tank Degassing
Rule 1150	Excavation of Landfill Sites
Rule 1166	Volatile Organic Compound Emissions from Decontamination of Soil
Rule 1173	Fugitive Emissions of Volatile Organic Compounds
Rule 1178	Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

REGULATION XIV - TOXICS

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

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX
FOR MAY 2026 PENALTY REPORT

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004	Requirements
Rule 2011	
Appendix A	Protocol for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (SOx) Emissions
Rule 2012	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions

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 § 41960.2	Gasoline Vapor Recovery
H&S § 42402	Violation of Emission Limitations – Civil Penalty

CALIFORNIA CODE OF REGULATIONS

17 CCR 95669	Leak Detection and Repair

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BOARD MEETING DATE: August 7, 2026 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 May 1, 2026 and June 30, 2026, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, June 26, 2026, Reviewed the May 1 to May 31, 2026 portion of the report; No Committee Review for the June 1 to June 30, 2026 portion of the report

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SR:MK:BR:SW:DN:SG: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 review[1] of environmental documents for the current reporting period for Attachments A and B combined[2]:

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[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 May 1, 2026 to June 30, 2026	
Attachment A: Environmental Documents Prepared by Other Public Agencies and Status of Review	134
Attachment B: Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the March and April 2026 report)	11
Total Environmental Documents Listed in Attachments A & B	**145**
Comment letters sent	*23*
Environmental documents reviewed, but no comments were made	*118*
Environmental documents currently undergoing review	*4*

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 three air permit projects during May and June 2026.

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
May 1, 2026 to June 30, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Goods Movement **LAC260514-09** Terminal Island Maritime Support Facility Project#	The project consists of developing and operating a chassis support facility on an 89-acre site, including construction and installation of office trailers, maintenance and repair facilities, chassis stalls, supporting office space, and appurtenant water and electrical infrastructure, with operations assumed for up to 25 years and a revised opening year of 2029 and full build-out year of 2049. The project is located at 740 Terminal Way in San Pedro within the designated AB 617 Wilmington, Carson, and West Long Beach community. 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/2025/october-2025/lac250916-01-deir-terminal-island-maritime-support-facility-project.pdf 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 References: LAC260127-03; LAC250916-01; and LAC231212-04 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Port of Los Angeles	Document reviewed - No comments sent
Goods Movement **LAC260528-03** Port of Los Angeles Port Master Plan Draft Amendment No. 31 – Berths 187-194#	The project consists of Draft Amendment No. 31 to the Port of Los Angeles Certified Port Master Plan to change the Planning Area 2 map for 32 acres of land near Slip 5 and the East Basin at Berths 187-194 to reflect existing conditions and the proposed Berths 191-194 Ecocem Low-Carbon Cement Processing Facility Project. The project is located at Berths 187-194 at the Port of Los Angeles in Wilmington within the designated AB 617 Wilmington, Carson, and West Long Beach community. Comment Period: N/A Public Hearing: 6/25/2026	Other	Port of Los Angeles	Document reviewed - No comments sent

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Goods Movement **LAC260528-05** John S. Gibson Truck and Chassis Parking Lot Project (Application for Port Permit No. 230315-056)#	The project consists of developing a truck and chassis parking lot at the Port of Los Angeles. The project is located at the John S. Gibson facility in Wilmington within the designated AB 617 Wilmington, Carson, and West Long Beach community. 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/2025/january-2025/lac241120-05-draft-eir-john-s-gibson-truck-and-chassis-parking-lot-project.pdf References: LAC260212-02; LAC250115-05; and LAC231101-01 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Port of Los Angeles	Document reviewed - No comments sent
Goods Movement **SBC260506-08** Minor Use Permit PROJ-2023-00130 – Truck Terminal Facility	The project consists of a Minor Use Permit to establish a truck terminal facility with truck parking within the Limited Industrial land use category and Community Industrial zoning district. The project is located at 8695 Calabash Avenue in Fontana. Comment Period: 4/27/2026 - 5/27/2026 Public Hearing: N/A	Other	County of San Bernardino	Document reviewed - No comments sent
Goods Movement **SBC260528-09** Whittram Avenue Truck Terminal	The project consists of a Minor Use Permit which seeks to modify an existing land use from a contractor's equipment storage yard to a truck terminal with truck and trailer parking, an office (3,000 square feet), and a truck maintenance building (4,500 square feet) within the Limited Industrial land use category. The project is located at 14044 Whittram Avenue in Fontana. Comment Period: 5/29/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of San Bernardino	Document reviewed - No comments sent

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Warehouse & Distribution Centers **LAC260505-02** CRP IV Valley Center, LLC	The project consists of constructing a tilt-up concrete industrial building (130,720 square feet of warehouse space and 10,000 square feet of office space) at 48 feet in height on a 6.47-acre site, a truck yard with dock-high doors, truck parking, and annexation of one parcel. The project is located at 184 South 6th Avenue in City of Industry. Comment Period: 5/6/2026 - 5/22/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Industry	Document reviewed - No comments sent
Warehouse & Distribution Centers **LAC260507-02** Walnut Business Park	The project consists of demolishing an existing business park (357,544 square feet) and constructing four concrete tilt-up warehouse and distribution buildings totaling 414,778 square feet (392,490 square feet of warehousing and 22,290 square feet of office/retail space), with cold storage uses in two buildings, 1,097 parking stalls, and landscaping (115,026 square feet) on a 25-acre site. The project is located north of Paseo Del Prado, south of Valley Boulevard, and west of South Lemon Avenue in Walnut. Staff previously provided comments on the Draft Supplemental Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/april-2025/lac250219-05.pdf Staff previously provided comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/september-2023/LAC230823-09.pdf References: LAC250219-05 and LAC230823-09 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	City of Walnut	Document reviewed - No comments sent

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Warehouse & Distribution Centers **ORC260521-02** IPT Enterprise Business Center LLC Project	The project consists of demolishing an existing building (144,906 square feet) and constructing a new tilt-up concrete industrial building (165,803 square feet) at 35 feet in height with a gated truck loading area, parking, landscaping, and off-site improvements at five intersections. The project is located at 26200 Enterprise Way in Lake Forest. 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/2025/september-2025/orc250711-02-deir-ipt-enterprise-business-center-llc-project.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/2024/april-2024/ORC240326-05.pdf References: ORC250711-02 and ORC240326-05 Comment Period: N/A Public Hearing: 6/4/2026	Other	City of Lake Forest	Document reviewed - No comments sent
Warehouse & Distribution Centers **RVC260506-07** Trumble and Watson Warehouse Project – Plot Plan No. PLN22-0190	The project consists of constructing a warehouse building (328,227 square feet) including an office space (15,000 square feet) with 33 dock-high doors, 422 parking spaces (126 trailers and 296 automobile), two driveways off of Trumble Road, landscaping, on-site walls and fencing, and frontage and roadway improvements on a 17.19-acre site. The project is located at 25710 Trumble Road in Menifee. Staff previously provided comments on the Initial Study/Draft Mitigated Negative Declaration for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/november-2025/rvc251009-10-mnd-trumble-and-watson-warehouse-project.pdf Reference: RVC251009-10 Comment Period: N/A Public Hearing: 5/13/2026	Other	City of Menifee	Document reviewed - No comments sent

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Warehouse & Distribution Centers **RVC260507-04** Coachella Airport Business Park#	The project consists of developing a business park on a 47.96-acre site adjacent to the Coachella Airport, including warehouse, distribution, and commercial uses with a gas station and associated infrastructure improvements. The project is located adjacent to Coachella Airport along Airport Boulevard in Coachella within the designated AB 617 Eastern Coachella Valley community. 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/2025/september-2025/rvc250722-01-deir-coachella-airport-business-project.pdf 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: RVC250722-01; RVC230901-09; and RVC230412-06 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	City of Coachella	Document reviewed - No comments sent
Warehouse & Distribution Centers **RVC260512-02** Beaumont Heights Business Centre Project - Orbis	The project consists of a General Plan Amendment, Pre-Zone to Manufacturing, Tentative Parcel Map to: 1) subdivide 382.29 gross acres into eight numbered parcels and seven lettered lots and construct four warehouse and distribution buildings (5,275,306 square feet); and 2) annex 383.74 acres into the City of Beaumont. The project is located on the east side of Beaumont Avenue (Highway 79) and south of First Street in Beaumont. 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/2024/june-2024/rvc240507-01-nop-beaumont-heights-business-centre-project.pdf References: RVC260212-04; RVC240910-06; and RVC240507-01 Comment Period: N/A Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent

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Warehouse & Distribution Centers **SBC260512-03** Etiwanda Commerce Center Project	The project consists of site clearing, grading, and constructing five warehouse and distribution buildings totaling 1,214,131 square feet of new building floor area on 28 acres of a 63-acre site, including office space, loading docks, surface parking, internal vehicle circulation, water quality basins, utility infrastructure, and 10 acres of landscaping. The project is located at 8996 Etiwanda Avenue in Rancho Cucamonga. 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/2023/november-2023/SBC231108-05.pdf Reference: SBC231108-05 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/sbc260512-03-draft-eir-etiwanda-commerce-center-project.pdf Comment Period: 5/11/2026 - 6/25/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Rancho Cucamonga	Comment letter sent on 6/25/2026
Airports **SBC260512-04** ONT BOLD Program	The project consists of the following improvements at Ontario International Airport on 143 acres: 1) constructing a new three-level Terminal 3 (650,000 square feet) with five aircraft contact gates; 2) modernizing existing Terminals 2 and 4; 3) constructing a six-story parking garage and three-story Rental Car Support Facility; 4) constructing a Central Utility Plant, 4.6-million-gallon Thermal Energy Storage tank, and new Airport Substation; 5) installing 85,000 linear feet of transmission lines; 6) constructing a fuel farm with 10.7 million gallons of aviation fuel storage capacity; and 7) roadway, taxiway, and utility improvements. The project is located at 200 East North Way in Ontario. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/sbc260512-04-nop-ontario-international-airport-bold-program.pdf Comment Period: 5/7/2026 - 6/5/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	Ontario International Airport Authority (OIAA)	Comment letter sent on 5/28/2026
Industrial and Commercial **LAC260506-02** Development Plan Approval Case No. 1018 – LeFiell Manufacturing Company	The project consists of constructing a concrete industrial building (9,943 square feet) within the Heavy Manufacturing-Freeway Overlay zone. The project is located at 13772 Firestone Boulevard in Santa Fe Springs. Comment Period: N/A Public Hearing: 5/11/2026	Other	City of Santa Fe Springs	Document reviewed - No comments sent

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Industrial and Commercial **LAC260514-01** 9000 Airport Boulevard Industrial Center Project	The project consists of demolishing an existing commercial/industrial floor area (37,860 square feet) and developing an industrial center on an 18-acre site with either one building (435,390 square feet) at 50 feet in height or two buildings (410,056 square feet) at 46 feet in height, both including warehouse and ancillary office uses. The project is located at 9000–9160 South Airport Boulevard and 5801–5881 West Arbor Vitae Street in Los Angeles. 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/2025/december-2025/lac251030-01-deir-9000-airport-blvd-project.pdf 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/september-2024/lac240821-07-nop-env-2023-6757-eir-9000-airport-boulevard-project.pdf References: LAC251030-01 and LAC240821-07 Comment Period: N/A Public Hearing: 6/3/2026	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
Industrial and Commercial **LAC260519-04** 9000 Airport Boulevard Industrial Center Project	The project consists of demolishing an existing commercial/industrial floor area (37,860 square feet) and developing an industrial center on an 18-acre site with either one building (435,390 square feet) at 50 feet in height or two buildings (410,056 square feet) at 46 feet in height, both including warehouse and ancillary office uses. The project is located at 9000–9160 South Airport Boulevard and 5801–5881 West Arbor Vitae Street in Los Angeles. 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/2025/december-2025/lac251030-01-deir-9000-airport-blvd-project.pdf 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/september-2024/lac240821-07-nop-env-2023-6757-eir-9000-airport-boulevard-project.pdf References: LAC260514-01; LAC251030-01; and LAC240821-07 Comment Period: N/A Public Hearing: 6/3/2026	Responses to South Coast AQMD Comments	City of Los Angeles	Document reviewed - No comments sent

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Industrial and Commercial **LAC260526-01** 2436 N. Gates Street Project (DIR-2025-4-CLQ)	The project consists of a First Addendum to the adopted 2021 Negative Declaration to modify the approved Original Project, including correcting the existing building floor area from 17,318 to 18,864 square feet, reconfiguring 10,000 square feet of additional office floor area across four new buildings (8,514 square feet) and modifications to existing buildings (1,486 square feet), and updating parking requirements per Assembly Bill 2097. The project is located at 2417–2455 North Thomas Street and 2428–2436 North Gates Street in Los Angeles. Comment Period: N/A Public Hearing: N/A	Addendum to the Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
Industrial and Commercial **RVC260501-03** Quick Crete Products Facility (PPT250012)	The project consists of establishing a concrete batch plant and manufacturing facility for concrete products such as benches, containers, and tables on a 19.01-acre site, including an 88,400-square-foot building (83,700 square feet for manufacturing and warehouse, 1,900 square feet for offices, and 2,800 square feet for employee support), 106 parking spaces, a water retention basin, an outdoor storage area (40,000 square feet), and a mold storage area (55,700 square feet). The project is located on the south side of 54th Avenue, east of Harrison Street, and west of Shady Lane in the unincorporated Thermal community in Riverside County within the designated AB 617 Eastern Coachella Valley community. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260501-03-mnd-quick-crete-products-facility-(ppt250012).pdf Comment Period: 4/23/2026 - 5/13/2026 Public Hearing: 5/18/2026	Draft Mitigated Negative Declaration	County of Riverside	Comment letter sent on 5/13/2026
Industrial and Commercial **RVC260506-06** Amended Conditional Use Permit PEN25-0009 – Two-Story Multipurpose Building	The project consists of an Amended Conditional Use Permit to construct a two-story multipurpose building on a 1.72-acre site in the Office Commercial zone. The project is located at 25873 Alessandro Boulevard in Moreno Valley. Comment Period: N/A Public Hearing: 5/14/2026	Other	City of Moreno Valley	Document reviewed - No comments sent

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Industrial and Commercial **RVC260519-05** MA23090 Fleetwood Industrial Project	The project consists of developing an industrial building (81,500 square feet) on a 9.70-acre site for a tire recycling business, including manufacturing space (55,000 square feet), fabrication space (20,000 square feet), office space (3,250 square feet), and mezzanine space (3,250 square feet), with three driveways off Fleetwood Drive. The project is located at 2240 Fleetwood Drive in Jurupa Valley. Reference: RVC250521-06 Comment Period: 5/20/2026 - 6/19/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Jurupa Valley	Document reviewed - No comments sent
Waste and Water-related **LAC260501-17** Arroyo Seco Water Reuse Project	The project consists of constructing two regional stormwater capture and treatment facilities (man-made treatment wetlands and infiltration basins) on 3.6 acres at two sites along the Lower Arroyo Seco Channel, providing 320 acre-feet of annual water supply benefit including 258 acre-feet of groundwater recharge and 30 acre-feet of golf course irrigation reuse, along with native landscaping, trail improvements, and educational signage. The project is located along the Lower Arroyo Seco Channel in Pasadena, South Pasadena, and Los Angeles. 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/2025/june-2025/lac250514-02.pdf References: LAC250514-02 and LAC231201-12 Comment Period: 5/4/2026 - 7/2/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Pasadena	Document reviewed - No comments sent
Waste and Water-related **LAC260506-03** Atlas Iron and Metal Company, Inc.#	The project consists of installing soil vapor extraction (SVE) wells and an SVE system along the southern border of a three-acre former metals recycling facility to address volatile organic compound contamination in soil vapor, including a pilot test SVE well to determine the number of wells required for full-scale interim measures. The project is located at 10019 South Alameda Street in Los Angeles within the designated AB 617 South Los Angeles community. Comment Period: 5/4/2026 - 6/5/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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Waste and Water-related **LAC260514-02** Northrop Grumman – Airport Hangars 41 and 42 Site Interim Measures Workplan	The project consists of implementing an Interim Measures Workplan to address residual soil vapor contamination near future Hangars 41 and 42, including installation of passive vapor intrusion mitigation systems, permanent soil vapor probes, and contingency soil vapor extraction. The project is located at 12101 Crenshaw Boulevard in Hawthorne. Comment Period: 5/13/2026 - 6/12/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **LAC260514-03** Granada Trunk Line Replacement Project	The project consists of replacing 26,411 feet of the existing Granada Trunk Line with 48-inch-diameter Earthquake Resistant Ductile Iron Pipe in two units along Rinaldi Street - Unit 1 (13,228 feet) from Balboa Boulevard to Yolanda Avenue and Unit 2 (13,183 feet) from Yolanda Avenue to the De Soto Reservoir Regulator Station, including replacement of manholes and associated valves, with the existing trunk line abandoned in place. The project is located along Rinaldi Street from Balboa Boulevard in Granada Hills to De Soto Avenue in Porter Ranch in Los Angeles. Comment Period: 5/14/2026 - 6/16/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Los Angeles Department of Water and Power	Document reviewed - No comments sent
Waste and Water-related **LAC260519-02** San Rafael Elementary School Removal Action Workplan	The project consists of implementing a Removal Action Workplan to excavate and replace arsenic and lead contaminated soil in landscape areas, planters, and the southwest playfield on the 3.2-acre San Rafael Elementary School campus. The project is located at 1090 Nithsdale Road in Pasadena. Staff previously provided comments on the Draft Removal Action Workplan for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260408-02-draw-pusd-school-sites-exterior-soil-cleanup.pdf Reference: LAC260408-02 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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Waste and Water-related **LAC260519-03** Longfellow Magnet School Removal Action Workplan	The project consists of implementing a Removal Action Workplan to excavate and replace lead-contaminated soil in the front lawn and eastern portion of the 6.99-acre Longfellow Magnet School campus. The project is located at 1065 East Washington Boulevard in Pasadena. Reference: LAC260408-02 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **LAC260527-01** Phillips 66 Los Angeles Refinery Wilmington Plant – Master Work Plan Addendum#	The project consists of an addendum to the existing Master Work Plan to enhance remedies and provide long-term containment at the 424-acre Phillips 66 Wilmington Refinery site, including installation of 34 new groundwater recovery wells, conveyance piping, and a new groundwater and vapor phase treatment system, as the site transitions from idled refinery operations to redevelopment. The project is located at 1660 West Anaheim Street in Wilmington in Los Angeles within the designated AB 617 Wilmington, Carson, and West Long Beach community. References: LAC251009-04; LAC250827-01; LAC210629-05; LAC180911-07; and LAC170801-09 Comment Period: 5/25/2026 - 7/24/2026 Public Hearing: N/A	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent
Waste and Water-related **LAC260528-04** Phillips 66 Los Angeles Refinery Carson Plant – Master Workplan Addendum#	The project consists of environmental investigation and cleanup activities at the Phillips 66 Los Angeles Refinery Carson Plant site under a Master Workplan Addendum. The project is located at 1520 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community. Comment Period: N/A Public Hearing: N/A	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent

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Waste and Water-related **ORC260514-08** Pico Pavilion Shopping Center (Former Reeves Rubber, Inc.) Interim Remedial Measures Workplan	The project consists of implementing interim remedial measures to address soil and soil vapor contamination at the former Reeves Rubber Company/Fluorocarbon manufacturing site, including soil vapor extraction and vapor intrusion mitigation on a 2.7-acre commercial site. The project is located at 415 Avenida Pico in San Clemente. Staff previously provided comments on the Environmental Cleanup Plan for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/orc260325-03-former-reeves-rubber-inc---pico-pavilion-shopping-center.pdf Reference: ORC260325-03 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **ORC260528-06** Ellis Avenue Condos Removal Action Workplan	The project consists of remediating a 0.96-acre site involving excavation of arsenic-impacted shallow soil and installation of a vapor intrusion mitigation system beneath a proposed mixed-use commercial and residential building. The project is located at 8041 Ellis Avenue in Huntington Beach. Staff previously provided comments on the Draft Removal Action Workplan for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/orc250917-04-draw-ellis-avenue-condos.pdf References: ORC250917-04 and ORC250220-03 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **RVC260501-10** DWA/CVWD Interconnection No. 2	The project consists of constructing and operating potable water pipeline (1,450 linear feet) beneath the Whitewater River Channel connecting an existing Coachella Valley Water District 12-inch waterline to an existing Desert Water Agency 12-inch waterline of up to 2,500 gallons per minute, including associated valves, piping, and appurtenances. The project is located at 67684 Ramon Road in Cathedral City. Comment Period: 4/28/2026 - 5/27/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Desert Water Agency	Document reviewed - No comments sent

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Waste and Water-related **RVC260514-06** JCSD 2020 Water Master Plan and 2020 Wastewater Master Plan Facilities	The project consists of constructing and operating six water and wastewater facilities including: 1) a 12-inch diameter emergency pump bypass connection near Microlite Drive and Scenic Drive; 2) a potable water booster pump station (10,000 gallons per minute) near Granite Hill Drive and Pedley Road; 3) replacing a sewer pipeline (5,200 feet) along Pedley Road and Mission Boulevard; 4) a water transmission pipeline (4,250 linear feet) along 68th Street; 5) a water transmission pipeline (24,350 linear feet) crossing Interstate 15 along Schleisman Road; and 6) upsizing a sewer pipeline (1,000 linear feet) between Kirby Drive and Jurupa Road. The project is located within the cities of Eastvale and Jurupa Valley. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/rvc260514-06-mnd-jcsd-2020-water-master-plan-and-2020-wastewater-master-plan-facilities.pdf Comment Period: 5/14/2026 - 6/12/2026 Public Hearing: 6/22/2026	Initial Study/Draft Mitigated Negative Declaration	Jurupa Community Services District	Comment letter sent on 6/10/2026
Waste and Water-related **RVC260528-08** Menifee and Watson Road II Booster Pump Station and Matthews Transmission Pipeline Project	The project consists of constructing two new booster pump stations (12,600 square feet) on a 1.96-acre site, decommissioning the existing Romoland booster pump station, and constructing 1.85 miles of transmission pipeline (36-inch and 30-inch diameter) along Antelope Road and Watson Road. The project is located at 27866 Washington Avenue in Menifee. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/rvc260528-08-mnd-menifee-and-watson-road-ii-booster-pump-station-and-matthews-transmission-pipeline-project.pdf Comment Period: 5/29/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Eastern Municipal Water District (EMWD)	Comment letter sent on 6/25/2026
Waste and Water-related **SBC260519-07** Benson Reservoir Replacement and Improvements Project	The project consists of constructing a concrete, cylindrical reservoir (172 feet in diameter and 58.25 feet in height) with a capacity of 7.85 million gallons on a 4.5-acre site, connecting it to the City's water system, and demolishing the existing 1.5-million-gallon reservoir within the Benson Water Treatment Plant complex. The project is located at 11840 South Benson Avenue in Chino. Staff previously provided comments on the Draft Initial Study/Mitigated Negative Declaration for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/april-2026/sbc260326-10-mnd-benson-reservoir-replacement-and-improvements-project.pdf Reference: SBC260326-10 Comment Period: N/A Public Hearing: 5/20/2026	Responses to South Coast AQMD Comments	City of Chino	Document reviewed - No comments sent

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Utilities **RVC260501-04** Cook Street Substation#	The project consists of constructing a new 2.3-acre electrical substation including a centralized control building, relay protection panels, battery room, perimeter wall, and off-site improvements including secondary roadway access via Cook Street and sewer infrastructure in Varner Road to serve 8,000 residential and commercial customers. The project is located at 1280 Grapefruit Boulevard in Coachella within the designated AB 617 Eastern Coachella Valley community. Comment Period: 4/17/2026 - 5/15/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Imperial Irrigation District (IID)	Document reviewed - No comments sent
Utilities **SBC260526-03** Roadhouse Energy Storage Project	The project consists of a Specific Plan Amendment, Development Agreement, Development Plan, Conditional Use Permit, and Temporary Use Permit to construct and operate a battery energy storage system (300 megawatts) with lithium-ion battery containers, a 220-kilovolt collector substation, a generation transmission line (600 feet) connecting to the Southern California Edison Mira Loma Substation, and an off-site temporary construction staging yard at 8254 East Chino Avenue on a 20-acre site. The project is located at 13699 South Twinkle Avenue in Ontario. 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/april-2023/SBC230301-08.pdf 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/2022/november/SBC221018-15.pdf References: SBC230613-10; SBC230301-08; and SBC221018-15 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/sbc260526-03-nop-roadhouse-energy-storage-project.pdf Comment Period: 5/22/2026 - 6/19/2026 Public Hearing: N/A	Notice of Preparation of a Draft Subsequent Environmental Impact Report	City of Ontario	Comment letter sent on 6/17/2026
Transportation **LAC260512-01** San Jose Creek Multi-Use Bikeway Project	The project consists of developing a 3.5-mile off-road, multi-use bike and pedestrian path along San Jose Creek which will include 15 access points, six at-grade street crossings, stormwater capture treatment, trailhead gateways, and signage. The project is located along San Jose Creek between Temple Avenue and Murchison Avenue in Pomona. Comment Period: 5/11/2026 - 6/11/2026 Public Hearing: 7/20/2026	Draft Mitigated Negative Declaration	City of Pomona	Document reviewed - No comments sent

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Transportation **LAC260528-01** Eastside Transit Corridor Phase 2 Project#	The project consists of constructing a 4.7-mile electric-powered light rail transit extension of the Metro E Line from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade station at Washington Boulevard in Montebello, including 3.1 miles of underground guideway, 0.9 mile of aerial guideway, 0.7 mile of at-grade guideway, one relocated underground station, three new stations, and a maintenance and storage facility. The project is located along the Metro E Line corridor through East Los Angeles, Commerce, and Montebello. The project also includes two designated AB 617 communities: 1) East Los Angeles, Boyle Heights, and West Commerce; and 2) Southeast Los Angeles. References: LAC250123-03; LAC240501-04; LAC220809-01; LAC140819-04; LAC100518-02; and LAC100305-02 Comment Period: 5/27/2026 - 6/26/2026 Public Hearing: 6/8/2026	Draft Environmental Assessment	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
Transportation **ORC260521-01** SR-241/SR-133 Multi Asset Project	The project consists of rehabilitating pavement, restoring drainage systems, upgrading lighting to LED, installing rumble strips and curve warning signs, and completing street upgrades including Americans with Disabilities Act-compliant curb ramps and crosswalk restriping along State Route 241 (Post Mile 15.1 to Post Mile 27.8) and State Route 133 (Post Mile 12.8 to Post Mile 13.6). The project is located along State Route 241 and State Route 133 in the cities of Irvine, Lake Forest, Mission Viejo, Rancho Santa Margarita, and unincorporated Orange County. Comment Period: 5/20/2026 - 6/18/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	California Department of Transportation	Document reviewed - No comments sent
Transportation **RVC260526-04** Interstate 10 Minor Pavement Rehabilitation Project	The project consists of rehabilitating pavement along Interstate 10 (Post Mile 32.6 to Post Mile 44.4) by cold planning and overlaying with Rubberized Asphalt Concrete, upgrading guardrails, culverts, Americans with Disabilities Act curb ramps, transportation management and ramp metering systems, installing trash capture devices, erosion control measures, and landscape improvements. The project is located along Interstate 10 in Riverside County. Reference: RVC260326-08 Comment Period: N/A Public Hearing: N/A	Final Negative Declaration	California Department of Transportation	Document reviewed - No comments sent

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Institutional (schools, government, etc.) **LAC260505-03** UCLA Research Park Project	The project consists of reusing the existing Westside Pavilion shopping center into a multidisciplinary research and innovation hub of a scientific program space (800,000 gross square feet), open space (29,000 square feet) and outdoor amenities, and 1,100 parking spaces, for a total of 1.35 million gross square feet of research park uses on a 9.3-acre site, including interior improvements, limited new construction, building systems upgrades, and seismic retrofits. The project is located at 10800–10850 West Pico Boulevard in Los Angeles. Comment Period: 5/4/2026 - 6/3/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	University of California, Los Angeles	Document reviewed - No comments sent
Institutional (schools, government, etc.) **LAC260528-02** Centennial High School Modernization Project#	The project consists of: 1) demolishing existing permanent and portable school buildings; and 2) constructing new academic, administrative, athletic, and support facilities including a performing arts center, gymnasium, aquatic center, dining and career technical education building, field house, parking lots, athletic facilities, outdoor courts; and 3) upgrading landscaping, utilities and stormwater infrastructure. The project is located at 2606 North Central Avenue in Compton within the designated AB 617 South Los Angeles community. Comment Period: 5/29/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Compton Unified School District	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ODP260501-07** San Clemente Island Training and Testing Environmental Impact Statement	The project consists of expanding on-going military readiness activities on 36,480 acres which include: 1) conducting land-based training, research and development, testing and evaluation; 2) making range improvements and performing maintenance; and 3) implementing a new Wildland Fire Management Plan. The project is located at San Clemente Island, the southernmost island in the Channel Islands located 68 nautical miles northwest of San Diego. Comment Period: 4/24/2026 - 5/22/2026 Public Hearing: N/A	Draft Environmental Impact Statement	Department of the Navy	Document reviewed - No comments sent

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Institutional (schools, government, etc.) **ORC260501-02** East Campus Student Apartments Phase 5	The project consists of constructing two student apartment buildings providing up to 1,100 beds across two sites, Site A (137,000 gross square feet) and Site B (155,000 gross square feet), both seven stories tall, including demolition of existing structures and parking lots, common areas, courtyards, bike storage, laundry facilities, and a secured surface parking lot for the University of California, Irvine Police Department, along with a Long Range Development Plan amendment to change both sites from Academic and Support to Student Housing. The project is located at 11222 Adobe Circle Road in Irvine. Comment Period: 4/23/2026 - 5/22/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	University of California	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ORC260501-09** Fairview Park Master Plan Update	The project consists of updating the original 1998 Master Plan for the 208-acre Fairview Park to reflect current conditions and concepts for restoring and preserving park resources, including a Long-Term Management Plan to safeguard cultural resources, conserve biological resources and vernal pool habitat, and maintain recreational and public uses. The project is located at 2525 Placentia Avenue in Costa Mesa. Comment Period: 4/29/2026 - 5/29/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Costa Mesa	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ORC260514-05** Talbert Regional Park Master Plan	The project consists of adopting a Master Plan for Talbert Regional Park including expanding restroom facilities to a nature center (500 square feet), Balboa Boulevard entrance improvements, raised trails, and maintenance yard lighting. The project is located at 1298 Victoria Avenue in Costa Mesa. Comment Period: 5/14/2026 - 6/12/2026 Public Hearing: 8/25/2026	Draft Mitigated Negative Declaration	County of Orange	Document reviewed - No comments sent
Institutional (schools, government, etc.) **RVC260528-07** Beaumont Early Childhood Education Center	The project consists of constructing two single-story buildings on 3.07 acres of the Anna M. Hause Elementary School campus for the Beaumont Early Childhood Education Center, housing eight classrooms, work rooms, offices, a conference room, staff lounge, nurse's office, and restrooms, along with a new play area, lunch shelter, bus drop-off zone, parking areas, a solar photovoltaic structure, and circulation improvements. The project is located at 1015 Carnation Lane in Beaumont. Comment Period: 5/28/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Beaumont Unified School District	Document reviewed - No comments sent

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Medical Facility **LAC260519-01** Los Angeles County General Hospital Campus Master Plan#	The project consists of a Master Plan for redeveloping 30.8 acres of the Los Angeles County General Hospital Campus, to be comprised of: new uses (8,060,978 square feet), a 450-bed hospital, 3,200 housing units, a medical office, retail and community facilities, 8,588 parking spaces, and with the adaptive reuse of the General Hospital Building (1.2 million square feet) and utility improvements over 25 years. The project is located at 1200 State Street in Los Angeles within the designated AB 617 East Los Angeles, Boyle Heights, and West Commerce community. Staff previously provided comments on the Revised Notice of Preparation of a Draft Subsequent Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/november-2025/lac251029-03-nop-los-angeles-county-general-hospital-plan.pdf References: LAC251029-03; LAC251001-01; and LAC140909-08 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/lac260519-01-dseir-los-angeles-county-general-hospital-campus-master-plan.pdf Comment Period: 5/15/2026 - 6/26/2026 Public Hearing: N/A	Draft Subsequent Environmental Impact Report	County of Los Angeles	Comment letter sent on 6/26/2026
Medical Facility **ORC260506-04** Tentative Parcel Map No. 2025-151 – Clearwater Living	The project consists of subdividing one existing lot into two lots to construct a new senior living development with two buildings including 172 active adult units, 75 assisted living units, and 28 memory care units on a 6.14-acre site. The project is located at the southeast corner of Warner Avenue and Armstrong Avenue in Tustin. Reference: ORC250911-02 Comment Period: 5/1/2026 - 5/15/2026 Public Hearing: N/A	Site Plan	City of Tustin	Document reviewed - No comments sent
Medical Facility **RVC260521-06** RUHS Medical Center Master Plan and Phase I Development Project	The project consists of two components: 1) adopting the RUHS Medical Center Master Plan to guide expansion through 2055, including future inpatient medical care facilities, medical office buildings, and parking structures; and 2) Phase I construction of an Emergency Department Expansion/Inpatient Medical Care Facility (55,000 square feet, one-story) and a Medical Office Building (58,000 square feet, two-story) on a 78.94-acre site. The project is located at 14375 Nason Street in Moreno Valley. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260521-06-draft-eir-ruhs-medical-center-master-plan-and-phase-i-development-project.pdf Comment Period: 5/21/2026 - 7/3/2026 Public Hearing: N/A	Draft Environmental Impact Report	County of Riverside	Comment letter sent on 7/2/2026

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Retail **LAC260506-01** Alcohol Sales Conditional Use Permit No. 95 – Puro Guanatos 100% (Tacos La Wera, LLC)	The project consists of a Conditional Use Permit to allow on-sale beer and wine in conjunction with a public eating establishment within the Mixed-Use zone. The project is located at 8039 Norwalk Boulevard in Whittier. Comment Period: N/A Public Hearing: 5/11/2026	Other	City of Santa Fe Springs	Document reviewed - No comments sent
Retail **RVC260501-11** Winchester U-Stor-It Project	The project consists of a General Plan Amendment, Change of Zone, and Conditional Use Permit to construct the following on an 11.12-acre site:1) a self-storage facility with seven buildings (113,915 square feet); 2) outdoor recreational vehicle storage area for 165 recreational vehicles with five parking spaces; and 3) an above-ground water tank. The project is located at 33890 Winchester Road in unincorporated Riverside County. Comment Period: 5/1/2026 - 5/29/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
Retail **RVC260507-03** Weaver Commercial Retail Center (PLAN2026-0076)	The project consists of demolishing three existing buildings and constructing a new five-unit retail plaza (8,679 square feet) with 17 parking stalls including two Americans with Disabilities Act (ADA) accessible parking spaces on a 0.48-acre site requiring a parcel merger. The project is located at 1201 and 1205 Beaumont Avenue in Beaumont. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
Retail **RVC260527-05** Menifee Boardwalk	The project consists of an appeal of the Planning Commission's approval of a Tentative Parcel Map to subdivide 6.02 acres into five lots, a Plot Plan to construct five commercial buildings (38,560 square feet) with 278 parking spaces, and a Conditional Use Permit for two quick-serve drive-thru restaurants. The project is located south of Newport Road and west of Menifee Road in Menifee. References: RVC260317-03 and RVC240702-06 Comment Period: N/A Public Hearing: 6/3/2026	Other	City of Menifee	Document reviewed - No comments sent

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General Land Use (residential, etc.) **LAC260501-12** Sky Castle (333 Flower – World Trade Center Adaptive Reuse)	The project consists of adaptively reusing two concourse levels of the existing World Trade Center building into 241 affordable housing units (179 one-bedroom, 57 two-bedroom, and five three-bedroom units) serving households earning between 30% and 80% of the Los Angeles County Area Median Income, including basement foundation work and utility upgrades. The project is located at 333 South Figueroa Street in Los Angeles. Comment Period: 4/28/2026 - 5/13/2026 Public Hearing: N/A	Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds	California Housing Finance Agency (CalHFA)	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260507-01** Bassett Villas Project	The project consists of constructing 20 two-story, 27-foot-tall multi-family residential buildings totaling 104 townhome units with private two-car garages, a leasing office, recreation building with pool and jacuzzi, open space (37,693 square feet), a privately owned public park, dog park, and 243 parking spaces on a vacant site, including a rezoning from Open Space to High Density Multi-Family Residential (R-3). The project is located at 1314 Le Borgne Avenue in Baldwin Park. Comment Period: 5/4/2026 - 6/3/2026 Public Hearing: 6/10/2026	Initial Study/Draft Mitigated Negative Declaration	City of Baldwin Park	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260526-02** Villages at Fruit Street Project	The project consists of two components: 1) demolishing the former Lutheran High School and developing 121 residential units (51 two-story single-family homes and 70 three-story townhomes) on 9.55 acres at 3960 Fruit Street, retaining and deeding the existing gymnasium to the city; and 2) constructing two affordable housing units on two parcels (0.15 acre) at 1816 First Street. The project is located at 3960 Fruit Street and 1816 First Street in La Verne. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/lac260526-02-nop-villages-at-fruit-street-project.pdf Comment Period: 5/28/2026 - 6/26/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of La Verne	Comment letter sent on 6/23/2026
General Land Use (residential, etc.) **ORC260501-08** 9822 Russell Avenue Townhome Project	The project consists of demolishing an existing church, preschool, wireless facility, and daycare facility and constructing 26 two-story townhome residences (1,442 to 1,800 square feet) with three or four bedrooms and two-car garages on a 1.81-acre site at a density of 14.4 dwelling units per acre, including open space, landscaping, parking, and associated infrastructure, along with a General Plan Amendment, Zone Change, Site Plan, and Vesting Tentative Tract Map. The project is located at 9822 Russell Avenue in Garden Grove. Comment Period: 5/1/2026 - 5/20/2026 Public Hearing: 5/21/2026	Draft Mitigated Negative Declaration	City of Garden Grove	Document reviewed - No comments sent

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General Land Use (residential, etc.) **ORC260501-14** North Tustin Street Small Lot Residential Project	The project consists of redeveloping an existing 4.23-acre commercial site (former Best Buy) with 71 three-story single-family small lot homes, open space recreation area, guest parking, and related site improvements, including a General Plan Amendment and Zone Change to change the land use from General Commercial to Medium Density Residential (15–24 dwelling units per acre). The project is located at 2375 North Tustin Street in Orange. Reference: ORC260204-06 Comment Period: N/A Public Hearing: 5/26/2026	Other	City of Orange	Document reviewed - No comments sent
General Land Use (residential, etc.) **ORC260505-05** First and Mountain View Project	The project consists of demolishing an existing commercial/industrial building (11,300 square feet) and constructing 61 three-story for-sale townhome units (1,318 to 2,154 square feet) including three live/work units, common open space (10,024 square feet), and 135 parking spaces on a 3.3-acre site, along with a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, and Density Bonus Agreement. The project is located at 4320 West First Street and 201 South Mountain View Street in Santa Ana. Comment Period: 5/5/2026 - 6/4/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Santa Ana	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260506-05** Plot Plan PEN25-0008 – 5-Unit Multi-Family Residential Project	The project consists of developing a five-unit, two-story multi-family residential project with two attached accessory dwelling units on a 0.35-acre site in the Village Specific Plan 204 Village Residential zone. The project is located at 24681 Fir Avenue in Moreno Valley. Comment Period: N/A Public Hearing: 5/14/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260512-05** Waring Church Tract Project – Plot Plan PLN26-0076, TTM 39494 PLN26-0059 (SB330 Project)	The project consists of constructing a 90-unit multi-family development in 16 buildings with 209 parking spaces (including 29 guest spaces) on one existing parcel, including a condominium map and one point of access from Menifee Road. The project is located on Menifee Road in Menifee. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Menifee	Document reviewed - No comments sent

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General Land Use (residential, etc.) **RVC260519-06** GPA250004_CZ2500010_TTM39146_PPA260007, Temescal Valley-Lawson Residential Project	The project consists of a General Plan Amendment, Change of Zone, Tentative Tract Map, and Plot Plan to develop 85 two-story single-family homes (1,905-2,150 square feet) at a height of 27 feet on 10 acres, including open space (122,006 square feet), a stormwater basin (9,134 square feet), and off-site utility and roadway improvements. The project is located at the southwest corner of Lawson Drive and Temescal Canyon Road in the unincorporated Temescal Valley area of Riverside County. Comment Period: 5/19/2026 - 6/18/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260520-02** Sunrise Townhomes	The project consists of a General Plan Amendment to develop a 16-unit townhome complex comprised of: 1) constructing two buildings with each unit (2,220 square feet) having two bedrooms, two bathrooms, a den, private patio, pool (96 square feet), two-car garage, and access to four guest parking spaces and bicycle racks; and 2) creating outdoor recreational areas and installing drought-tolerant landscaping. The project is located at 294 North Sunrise Way in Palm Springs. Comment Period: 5/18/2026 - 6/5/2026 Public Hearing: 6/23/2026	Draft Mitigated Negative Declaration	City of Palm Springs	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260520-03** Cottonwood Apartments	The project consists of developing 9.39 acres by: 1) constructing 23 two-story multifamily residential buildings containing 184 apartment units with 334 parking spaces, a clubhouse, swimming pool and spa; and 2) installing recreational areas and landscaping. The project is located at 25115 Watson Way in Moreno Valley. Comment Period: 5/21/2026 - 6/22/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Moreno Valley	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260521-03** Brodiaea Avenue	The project consists of: 1) a General Plan Amendment, Change of Zone, Tentative Tract Map to subdivide a 14.4-acre site into 134 single-family lots; and 2) a Conditional Use Permit for a Planned Unit Development with associated amenities and public improvements. The project is located at 14273 Annadale Drive in Moreno Valley. Comment Period: 5/22/2026 - 6/19/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Moreno Valley	Document reviewed - No comments sent

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General Land Use (residential, etc.) **RVC260521-04** Pacific Lantana Residential Development	The project consists of 1) a Planned Development Overlay Zone, Tentative Tract Map to subdivide 12.8 acres into 91 detached single-family residential lots (3,769-6,703 square feet); and 2) a Development Plan Review for site plan and building elevations. The project is located at 501 West Metz Road in Perris. Comment Period: 5/22/2026 - 6/19/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Perris	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260521-05** Kasbergen Single Family Subdivision - TTM 34271	The project consists of annexing three parcels totaling 43.68 acres into the City of San Jacinto and subdividing the site into 152 single-family residential lots (7,200 square feet) and seven lettered lots to provide 4.13 acres of park space, drainage easements, public dedications and one- and two-story homes (1,600-3,000 square feet at a height of 25 feet). The project is located at 275 Burton Street in San Jacinto. Comment Period: 5/20/2026 - 6/23/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of San Jacinto	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260527-04** The Oasis at Indio	The project consists of a Specific Plan, General Plan Amendment, Zone Change, Financial Parcel Map, and Development Agreement for a 183-acre mixed-use development with two potential buildout scenarios: 1) up to 3,240 multi-family residential units, commercial uses (20,000 square feet), and light industrial uses (1,806,290 square feet); or 2) up to 1,237 multi-family residential units, commercial uses (71,600 square feet) including a 128-key hotel, and industrial uses. The project is located north of Interstate 10, south of Avenue 42, east of the Thousand Palms Stormwater Channel, and west of Monroe Street in Indio. 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/2024/august-2024/rvc240627-01-deir-the-oasis-at-indio-project.pdf 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/june-2024/rvc240514-01-nop-the-oasis-at-indio-project.pdf References: RVC240627-01 and RVC240514-01 Comment Period: N/A Public Hearing: 5/27/2026	Other	City of Indio	Document reviewed - No comments sent

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General Land Use (residential, etc.) **SBC260501-05** Maple and Foothill Residential Project	The project consists of constructing a 265-unit multi-family residential development on 8.43 acres, including six buildings (two four-story and four three-story), two community courtyards with a pool and spa, lounge areas, green space, associated parking, drive aisles, landscaping, and utilities. The project is located at 18230 Foothill Boulevard in Fontana. Comment Period: 4/29/2026 - 5/15/2026 Public Hearing: 5/19/2026	Draft Mitigated Negative Declaration	City of Fontana	Document reviewed - No comments sent
General Land Use (residential, etc.) **SBC260501-15** Buffalo Grove Specific Plan Project	The project consists of developing 72 detached multi-story residential condominium units under a Specific Plan on a 4.42-acre site, including a General Plan Amendment and Zone Change from Commercial/Industrial Mixed Use to Specific Plan designation, along with internal circulation, parking, landscaping, and utility infrastructure. The project is located at 1812-1816 West Foothill Boulevard in Upland. Comment Period: 5/6/2026 - 6/4/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Upland	Document reviewed - No comments sent
Plans and Regulations **ALL260501-16** Replacement Tire Efficiency Program (RTEP) (24-TIRE-01)#	The project consists of adopting a statewide program and regulations establishing minimum energy efficiency performance standards and a consumer-facing efficiency rating system for replacement tires sold in California for passenger cars and light-duty trucks, with Phase I standards applying to tires manufactured on or after January 1, 2028 and Phase II standards going into effect on January 1, 2031. The project applies statewide throughout California. The project also includes six designated AB 617 communities: 1) East Los Angeles, Boyle Heights, and West Commerce; 2) Eastern Coachella Valley; 3) San Bernardino and Muscoy; 4) Southeast Los Angeles; 5) South Los Angeles; and 6) Wilmington, Carson, and West Long Beach. Reference: ALL241001-07 Comment Period: 4/24/2026 - 6/9/2026 Public Hearing: N/A	Draft Environmental Impact Report	California Energy Commission (CEC)	Document reviewed - No comments sent

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Plans and Regulations **LAC260501-01** FY 2026-2027 CDBG, ESG and HOME Program	The project consists of the Fiscal Year 2026-2027 Action Plan for the Community Development Block Grant, Emergency Solutions Grant, and HOME Programs administered by the City of Glendale Community Services and Parks Department. The project encompasses the entire incorporated boundary of Glendale. Comment Period: 4/15/2026 - 5/15/2026 Public Hearing: N/A	Draft Negative Declaration	City of Glendale	Document reviewed - No comments sent
Plans and Regulations **LAC260501-13** Local Coastal Program Amendment No. 26-002 and Zoning Text Amendment No. 26-002 – Beachfront Definition	The project consists of amending Chapter 2 (Definitions) of the Local Coastal Program Local Implementation Plan and Title 17 (Zoning) of the Malibu Municipal Code to add a definition of "Beachfront." The project encompasses the entire incorporated boundary of Malibu. Comment Period: N/A Public Hearing: 5/18/2026	Other	City of Malibu	Document reviewed - No comments sent
Plans and Regulations **LAC260505-01** City of La Puente Mixed-Use Places Project	The project consists of applying a Mixed-Use overlay zone to General Commercial (C-2) zoned parcels citywide to enable medium to high density residential and mixed-use redevelopment, accommodating 3,128 additional dwelling units over 20 years through 2046, consistent with the City's Housing Element Update and Regional Housing Needs Allocation. The project encompasses the entire incorporated boundary of La Puente. Comment Period: 5/5/2026 - 6/3/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of La Puente	Document reviewed - No comments sent

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Plans and Regulations **LAC260505-04** Clearwater Specific Plan Project	The project consists of adopting the Clearwater Specific Plan to guide future development and redevelopment within a north-central planning area bound by Rosecrans Avenue, Paramount Boulevard, Somerset Boulevard, and a Union Pacific Railroad line. The project is located at 7910 All America City Way in Paramount. 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/2025/december-2025/lac251105-07-deir-clearwater-specific-plan-project.pdf 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/2025/february-2025/lac250106-02-nop-clearwater-specific-plan.pdf References: LAC260324-04; LAC251105-07; and LAC250106-02 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	City of Paramount	Document reviewed - No comments sent
Plans and Regulations **LAC260520-01** City of San Fernando Housing Element Implementation Program	The project consists of an addendum to the previously adopted Housing Element IS/MND to implement a Housing Element Implementation Program including citywide Residential Objective Design Standards, a Density Bonus Ordinance, Zoning Code updates, Mixed-Use overlay replacements with two new zoning districts, and San Fernando Corridors Specific Plan 5 updates. The project encompasses the entire incorporated boundary of San Fernando. Comment Period: N/A Public Hearing: N/A	Addendum to the Initial Study/Draft Mitigated Negative Declaration	City of San Fernando	Document reviewed - No comments sent

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Plans and Regulations **ORC260514-04** Fairview Developmental Center Specific Plan	The project consists of adopting a Specific Plan to guide mixed-income, mixed-use development on 95 acres of the former Fairview Developmental Center, allowing up to 4,000 dwelling units, nonresidential uses (35,000 square feet), publicly accessible open space (14 acres), and a multiuse trail (4,650-linear-foot), including 200 units of Permanent Supportive Housing. The project is located at 2501 Harbor Boulevard in Costa Mesa. 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/2025/december-2025/orc251030-03-nop-fairview-developmenta-center-specific-plan.pdf Reference: ORC251030-03 Comment Period: 5/14/2026 - 7/1/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Costa Mesa	Document reviewed - No comments sent
Plans and Regulations **RVC260514-07** Logistics Facilities Mitigation Measures Ordinance (PEN26-0055)	The project consists of adopting a Municipal Code Amendment to codify air quality mitigation measures for logistics use facilities negotiated with the California Attorney General's Office, consistent with the 2024 General Plan Update. The project encompasses the entire incorporated boundary of Moreno Valley. Comment Period: N/A Public Hearing: 5/28/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
Plans and Regulations **RVC260527-02** City of Calimesa Annexation Project	The project consists of annexing 313.4 acres into the City of Calimesa with a General Plan Amendment, Pre-Zoning, Zone Text Amendment, and two Conditional Use Permits for two existing warehouse buildings, applying Light Industrial, Open Space Residential, Community Commercial, and Residential Estate zoning designations and a Warehouse Overlay Zone over 138.7 acres. The project is located at 36244 Cherry Valley Boulevard in Calimesa. Reference: RVC260421-05 Comment Period: N/A Public Hearing: 6/22/2026	Other	City of Calimesa	Document reviewed - No comments sent

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Plans and Regulations	The project consists of a Specific Plan Amendment to Village Specific Plan 204 to implement the City's Housing Element programs and align the zoning framework with the MoVal 2040 General Plan, including zone changes, updated development standards, housing incentives, and provisions to facilitate lot consolidation and improve development feasibility. The project encompasses the Village Specific Plan 204 area 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 previously provided comments on the Notice of Preparation of a Revised Draft Program Environmental Impact Report for the project, which can be accessed 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: RVC260408-06; RVC251112-06; RVC251007-02; RVC250919-01; RVC250708-02; RVC240807-16; RVC210527-01; RVC210406-01; and RVC200310-01 Comment Period: N/A Public Hearing: 5/28/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC260527-03 Village Specific Plan 204 Amendment (PEN26-0019)				

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Plans and Regulations **SBC260501-06** City of Barstow General Plan Update and Barstow International Gateway (BIG) Project	The project consists of a comprehensive General Plan update (2023–2048) and adoption of the Barstow International Gateway Specific Plan on 4,300 acres, including a large-scale intermodal rail facility, warehouse and logistics uses, a solar facility, annexation of unincorporated lands, and a Development Agreement with Burlington Northern Santa Fe. The project is located west of Barstow bounded by the Mojave River, Main Street/Route 66, Lenwood Road, and Hinkley Road in Barstow. 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/2026/january-2026/odp251113-08-deir-city-of-barstow-proposed-general-plan-update-and-barstow-international-gateway-project.pdf 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/march-2024/ODP240322-01.pdf References: ODP251113-08 and ODP240322-01 Comment Period: N/A Public Hearing: 5/16/2026	Other	City of Barstow	Document reviewed - No comments sent

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Goods Movement **LAC260603-01** Terminal Island Maritime Support Facility Project#	The project consists of constructing and operating a chassis support and container storage facility (89.2 acres) at the Port of Los Angeles on Terminal Island, including paving 73 acres, installing 3,600 chassis stalls, up to four roadability canopies (16,000 square feet each), 40 high mast light poles, 7,000 linear feet of chain-link fencing, and modifying an existing office building (2,900 square feet) at 750 Eldridge Street. The project is located at 740 Terminal Way in San Pedro within the designated AB 617 Wilmington, Carson, and West Long Beach community. 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/2025/october-2025/lac250916-01-deir-terminal-island-maritime-support-facility-project.pdf 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 References: LAC260514-09; LAC260127-03; LAC250916-01; and LAC231212-04 Comment Period: N/A Public Hearing: N/A	Final Environmental Impact Report	Port of Los Angeles	Document reviewed - No comments sent
Warehouse & Distribution Centers **RVC260623-07** ASM Investors - PP2026-0008	The project consists of constructing an industrial building (450,000 square feet). The project is located southwest of State Route 60 and Potrero Boulevard in Beaumont. Comment Period: 6/18/2026 - 7/2/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent

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Warehouse & Distribution Centers **ORC260618-01** IPT Enterprise Business Center LLC Project	The project consists of: 1) demolishing an existing two-story office and industrial building (144,906 square feet); 2) constructing a new tilt-up concrete industrial building (165,803 square feet, 35 feet in height) with office, manufacturing, and warehouse space, 23 dock-high doors, and 262 parking spaces; and 3) making off-site intersection improvements at five locations. The project is located at 26200 Enterprise Way in Lake Forest. 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/2025/september-2025/orc250711-02-deir-ipt-enterprise-business-center-llc-project.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/2024/april-2024/ORC240326-05.pdf References: ORC260521-02; ORC250711-02; ORC240424-10; and ORC240326-05 Comment Period: N/A Public Hearing: 7/7/2026	Final Environmental Impact Report	City of Lake Forest	Document reviewed - No comments sent
Warehouse & Distribution Centers **RVC260603-09** Heritage Valley Business Center	The project consists of constructing a concrete tilt-up warehouse and office building (829,755 square feet total, including 10,000 square feet of office and 819,755 square feet of warehouse space) approximately 60 feet tall on a 41-acre site, with 503 automobile parking spaces, 258 truck trailer parking spaces, and 111 dock doors. The project is located at 26300 Trumble Road in Menifee. 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/2026/may-2026/rvc260318-05-deir--heritage-valley-business-center.pdf 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/2025/june-2025/rvc250522-03.pdf References: RVC260318-05 andRVC250522-03 Comment Period: 3/18/2026 - 5/1/2026 Public Hearing: 6/17/2026	Final Environmental Impact Report	City of Menifee	Document reviewed - No comments sent

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Warehouse & Distribution Centers **RVC260610-06** Murrieta Road Warehouse Project	The project consists of constructing a warehouse building (517,720 square feet, 55 feet tall) with ground floor office space (20,320 square feet), mezzanine office space (7,000 square feet), 90 dock-high doors, four grade-level truck doors, 409 passenger car parking spaces, and 192 trailer parking spaces. The project is bounded north by Floyd Avenue, east by Murrieta Road, west by Geary Street, and south by McLaughlin Road in Menifee. Staff previously provided comments on the Notice of Availability 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/june-2024/rvc240604-05-draft-eir-murrieta-road-warehouse-project.pdf References: RVC241126-01; RVC241016-19; RVC240604-05; and RVC231108-01 Comment Period: N/A Public Hearing: 6/17/2026	Other	City of Menifee	Under review, may submit comments
Warehouse & Distribution Centers **RVC260616-04** Santa Fe Gateway Project	The project consists of constructing an industrial building (358,653 square feet) on an 18.4-acre site, including office space (19,088 square feet), warehouse and manufacturing space (339,565 square feet), 54 dock-high doors, 181 auto parking stalls, and 104 trailer parking stalls. The project is located at the southwest corner of North Santa Fe Street and Midway Street in Hemet. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260616-04-nop-santa-fe-gateway-project.pdf Comment Period: 6/16/2026 - 7/15/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of Hemet	Comment letter sent on 7/2/2026
Warehouse & Distribution Centers **RVC260624-02** Hemet Logistics West Project	The project consists of subdividing a 60.86-acre site and constructing four single-story industrial warehouse buildings (1,129,894 square feet total, maximum height of 51.5 feet) with 793 standard parking stalls, 312 electric vehicle parking stalls, and 210 trailer parking stalls. The project is located at 4198 Cypress Road in Hemet. 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/rvc240618-02-nop-hemet-logistics-west-project.pdf References: RVC240618-02 and RVC240605-13 Comment Period: 6/24/2026 - 8/7/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Hemet	Under review, may submit comments

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Industrial and Commercial **RVC260609-02** Plot Plan No. 230008 (PPT230008)	The project consists of constructing a three-story medical office shell building (23,550 square feet) over a ground floor parking level with additional exterior parking on a 1.10-acre site. The project is located on the west side of Temescal Canyon Road between 21653 and 21705 Temescal Canyon Road in the unincorporated Temescal Valley area of the County of Riverside. Comment Period: 6/9/2026 - 7/8/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
Industrial and Commercial **SBC260611-03** Application ORA 24-011	The project consists of: 1) constructing a vehicle maintenance operation building (6,000 square feet) with a modular restroom (160 square feet); 2) widening the south side of 3rd Street by 18 feet; 3) constructing new driveway approaches; 4) installing a retaining wall; and 5) merging two parcels on a 1.22-acre site. The project is located at 27417 3rd Street in Highland. Comment Period: 6/11/2026 - 6/30/2026 Public Hearing: N/A	Site Plan	City of Highland	Document reviewed - No comments sent
Industrial and Commercial **LAC260610-02** DeMenno-Kerdoon, dba as World Oil Recycling (Class 1 Permit Modification)#	The project consists of repairing or replacing ancillary equipment in Vacuum Distillation Unit 7, which is located at an existing hazardous waste storage, treatment, recycling, and transfer facility in response to an incident on May 21, 2026, with identical or functionally equivalent components. The project is located at 2000 North Alameda Street in Compton within the designated AB 617 South Los Angeles community. Staff previously provided comments on the Class 2 Permit Modification for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/june/LAC210415-06.pdf Staff previously provided comments on the Class 1 Permit Modification for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2021/february/LAC201215-04.pdf; https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/December/LAC201117-11.pdf; and https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/July/LAC200623-08.pdf References: LAC251002-02; LAC241224-08; LAC241204-05; LAC240612-03; LAC230111-06; LAC210415-06; LAC201215-04; LAC201117-11; LAC200623-08; and LAC190924-05 Comment Period: N/A Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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Waste and Water-related **LAC260610-03** Newcrow#	The project consists of implementing a Draft Removal Action Workplan and institutional controls at a 20-acre commercial/industrial site contaminated with 1,4-dioxane, hexavalent chromium, and volatile organic compounds (VOCs), including a Land Use Covenant, Soil Management Plan, Operation and Maintenance Plan, maintenance of the existing building slab cap, and periodic protectiveness reviews. The project is located at 6141 to 6241 Randolph Street in Commerce. The project also includes six designated AB 617 communities: 1) East Los Angeles, Boyle Heights, and West Commerce; and 2) Southeast Los Angeles. Reference: LAC241001-05 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/lac260610-03-draw-newcrow-project.pdf Comment Period: 6/8/2026 - 7/8/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Comment letter sent on 6/26/2026
Waste and Water-related **LAC260617-01** Rho-Chem, LLC – Class 1 Permit Modification	The project consists of updating the ownership information in the Hazardous Waste Facility Permit for an existing commercial and industrial waste storage and treatment facility in response to the acquisition of Rho-Chem's parent entity by Veolia Environnement S.A. The project is located at 425 Isis Avenue in Inglewood. Reference: LAC251203-17 Comment Period: N/A Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **LAC260617-02** Phibro-Tech, Inc. – Class 1 Permit Modification (Administrative Clarifications)	The project consists of making the following administrative changes to the existing Hazardous Waste Facility Permit for an existing chemical manufacturing and recycling facility: 1) updating the tank designation from S-6 to S-3; and 2) clarifying that compatible waste may be consolidated in permitted storage areas for safer transport. The project is located at 8851 Dice Road in Santa Fe Springs. Staff previously provided comments on the Proposed Interim Measure Work Plan for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/february/otherphibro-tech.pdf References: LAC220823-12; LAC190409-04; LAC180920-05; LAC180711-03; LAC180220-07; LAC170502-13; LAC170119-04; LAC160609-01; and LAC151215-02 Comment Period: N/A Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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Waste and Water-related **ORC260603-05** Orange County Sand Compatibility and Opportunistic Use Program	The project consists of obtaining regulatory approvals and environmental clearances to allow beach nourishment projects at 25 beach receiving sites and 10 stockpile sites to restore beaches and protect against coastal erosion along the Orange County coast. The project is located at various sites along the Orange County coastline in the cities of Seal Beach, Huntington Beach, Costa Mesa, Newport Beach, Irvine, Dana Point, and San Clemente. Comment Period: 6/1/2026 - 6/30/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Orange	Document reviewed - No comments sent
Waste and Water-related **ORC260610-01** Carbon Canyon Dam Safety Modification Study	The project consists of six components to address dam safety risk at Carbon Canyon Dam: 1) placing a downstream filter blanket; 2) abandoning and grouting an existing wastewater line; 3) constructing a new berm, toe drain system and relocating an existing access road; 4) converting a portion of the open channel outlet works conduit to a closed channel conduit; 5) relocating the operations storage area; and 6) implementing nonstructural measures including improved risk communication plans. The project is located at Carbon Canyon Dam in Orange County. References: ORC100831-07 and ORC100105-03 Comment Period: 6/8/2026 - 7/8/2026 Public Hearing: N/A	Draft Environmental Assessment with a Draft Finding of No Significant Impact	United States Army Corps of Engineers	Document reviewed - No comments sent
Waste and Water-related **RVC260609-01** Beaumont Master Drainage Plan Line 2, Stage 1	The project consists of constructing 5,000 linear feet of reinforced concrete pipe (84 inches to 102 inches in diameter) along 6th Street, Pennsylvania Avenue, and East 1st Street, including manholes, inlets, and outlets to handle anticipated future drainage flows. The project is located at 560 Pennsylvania Avenue in Beaumont. Comment Period: 6/9/2026 - 7/9/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Beaumont	Document reviewed - No comments sent

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Waste and Water-related **SBC260609-04** Arrow Commerce Center Project	The project consists of constructing five two-story industrial warehouse distribution buildings (1,830,729 square feet total) on a 94-acre site, with 968 vehicle parking spaces, 444 truck trailer parking spaces, loading docks, six new public streets, and water quality basins. The project is located at 12451 Arrow Route Road in Rancho Cucamonga. 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/2025/november-2025/sbc251001-07-deir-arrow-commerce-center-project.pdf 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/2023/november-2023/SBC231108-04.pdf References: SBC251105-13; SBC251001-07; and SBC231108-04 Comment Period: N/A Public Hearing: 7/15/2026	Responses to South Coast AQMD Comments	City of Rancho Cucamonga	Document reviewed - No comments sent
Transportation **SBC260609-03** Euclid Avenue Bridge Project	The project consists of constructing a new four-lane viaduct structure (maximum height of 28 feet) over Chino Creek and Pomona Rincon Road within the Prado Basin, raising Euclid Avenue above the 50-year inundation pool elevation, and adding bicycle and pedestrian lanes on a 24.2-acre project site. The project is located along Euclid Avenue where it crosses the Prado Basin in Chino. Reference: SBC260108-04 Comment Period: 6/9/2026 - 7/23/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Chino	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ALL260623-01** Addendum to the 2019 Environmental Document Regarding Bighorn Sheep Hunting	The project consists of amending bighorn sheep hunting regulations for the 2026 season, including establishing three new hunt zones in and around the Mojave National Preserve, increasing total tag allocations from 30 to 33, and adjusting tag quotas in existing zones based on current population data. The project applies to bighorn sheep hunt zones throughout California. Comment Period: N/A Public Hearing: N/A	Addendum to the Negative Declaration	California Fish and Game Commission	Document reviewed - No comments sent

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Institutional (schools, government, etc.) **RVC260617-04** Stoneridge Towne Centre Charter School Resource Center - Conditional Use Permit PEN25-0183	The project consists of operating a charter school resource center in a vacant tenant space within the existing Stoneridge Towne Centre. The project is located at 27140 Eucalyptus Avenue in Moreno Valley. Comment Period: N/A Public Hearing: 6/25/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
Institutional (schools, government, etc.) **RVC260623-06** Beaumont Corporate Yard Project	The project consists of developing a 6.15-acre city yard with an Administration Building, Fleet Garage, Welding Bay Canopy, Wash Bay Canopy, Warehouse, Hydrogen Fueling Station, Compressed Natural Gas fueling station, Electric Vehicle charging infrastructure, and parking for up to 200 spaces accommodating up to 100 employees. The project is located at 4 Veile Avenue in Beaumont. Comment Period: 6/15/2026 - 7/17/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Beaumont	Under review, may submit comments
Institutional (schools, government, etc.) **SBC260623-08** Summit High School Stadium Improvements Project	The project consists of improving the existing track and field at Summit High School (6.1 acres), including replacing and adding bleachers, installing six new 80-foot Musco field lights, constructing a new press box, home and visitor team rooms, a cheer and wrestling team building, an entry building, and fire access and landscaping improvements. The project is located at 15551 Summit Avenue in Fontana. Comment Period: 6/23/2026 - 7/23/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Fontana Unified School District	Document reviewed - No comments sent
Retail **LAC260603-03** Development Plan Approval Case No. 1019, Conditional Use Permit Case No. 859, Zone Variance Case Nos. 94 & 95 (Dutch Bros Drive-Through)	The project consists of constructing a new drive-through beverage service building (1,025 square feet) within the Mixed Use-Design Zone. The project is located at 11701 Telegraph Road in Santa Fe Springs. Comment Period: N/A Public Hearing: 6/8/2026	Other	City of Santa Fe Springs	Document reviewed - No comments sent

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Retail **LAC260623-02** Whittier - Go Store It	The project consists of consolidating two parcels into a single 1.70-acre lot and constructing a five-story self-storage facility (998 units) along with a Specific Plan Amendment to the Lincoln Specific Plan. The project is located at 12090 Whittier Boulevard in Whittier. Comment Period: 6/19/2026 - 7/17/2026 Public Hearing: 7/20/2026	Draft Mitigated Negative Declaration	City of Whittier	Document reviewed - No comments sent
Retail **RVC260602-02** Desert Hills Premium Outlets Improvement Project	The project consists of expanding the Desert Hills Premium Outlets regional commercial retail center (70.43 acres) by constructing up to 15 new buildings (47,915 square feet) of additional commercial retail and storage space. The project is located in the unincorporated community of Cabazon in the County of Riverside. Comment Period: 5/29/2026 - 6/17/2026 Public Hearing: 6/24/2026	Draft Negative Declaration	County of Riverside	Document reviewed - No comments sent
Retail **RVC260602-03** Marketplace at Oak Valley	The project consists of constructing six commercial buildings (66,130 square feet) including a grocery store (47,000 square feet), convenience store and gas station (5,000 square feet), car wash (3,600 square feet), multi-tenant retail space (6,000 square feet), and two drive-thru restaurant buildings (5,931 square feet) on a 20-acre parcel. The project is located at the southwest corner of Beaumont Avenue and Oak Valley Parkway in Beaumont. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
Retail **RVC260602-04** Beaumont Hardware and BLDG Supply Accessory Structure	The project consists of a pre-application review to: 1) construct a steel-covered accessory structure (26,880 square feet) for outdoor material storage on a 6.21-acre site with an existing hardware store without changing the existing primary land use; and 2) add an asphalt storage bay; and 3) relocate the existing material storage bays. The project is located at 1538 East Sixth Street in Beaumont. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/rvc260602-04-sp-beaumont-hardware-and-bldg-supply-accessory-structure.pdf Comment Period: N/A Public Hearing: N/A	Site Plan	City of Beaumont	Comment letter sent on 6/10/2026

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Retail **RVC260603-06** Public Storage Moreno Valley	The project consists of changing the zoning from Neighborhood Commercial to Community Commercial and issuing a Conditional Use Permit for a public self-storage facility with 1,134 storage units within a three-story building (130,764 square feet) and 52 recreational vehicle (RV) outdoor parking spaces on a three-acre vacant parcel. The project is located at 13921 Pheasant Knoll Lane in Moreno Valley. Reference: RVC260416-02 Comment Period: 4/21/2026 - 5/21/2026 Public Hearing: 6/11/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
Retail **RVC260603-07** "Prime Storage" Major Plot Plan No. PLN25-0050 and Conditional Use Permit No. PLN25-0082	The project consists of expanding an existing self-storage facility (116,830 square feet) on a 10.88-acre site by constructing a three-story, climate-controlled self-storage building (69,266 square feet) with seven additional loading and unloading parking spaces on 1.3 acres. The project is located at the northwest corner of Normandy Road and Berea Road in Menifee. Comment Period: N/A Public Hearing: 6/10/2026	Other	City of Menifee	Document reviewed - No comments sent
Retail **RVC260616-05** Chipotle Drive-Through – Conditional Use Permit	The project consists of operating a Chipotle Mexican Grill with a drive-through at an existing commercial shell building (9,000 square feet). The project is located at 1758 Oak Valley Parkway in Beaumont. Comment Period: 6/15/2026 - 7/2/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
Retail **RVC260617-03** Master Plot Plan PEN25-0098 and Conditional Use Permit PEN25-0100	The project consists of constructing a convenience store (5,000 square feet), a fueling station canopy (2,478 square feet) with 10 fuel dispensers, a drive-through car wash tunnel (2,524 square feet) with eight vacuum stalls, a retail building (7,000 square feet) for future development, and 85 vehicular parking stalls. The project is located at the southwest corner of Cactus Avenue and Indian Street in Moreno Valley. Comment Period: N/A Public Hearing: 6/25/2026	Other	City of Moreno Valley	Document reviewed - No comments sent

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General Land Use (residential, etc.) **LAC260602-01** Centennial Specific Plan Project	The project consists of developing a master planned community (12,323 acres) comprised of: 1) 19,333 residential units, business park uses (7,363,818 square feet) on 597 gross acres, commercial uses (1,034,550 square feet) on 102 acres; 2) institutional/civic uses (1,568,160 square feet) on 110 acres; 3) recreation/entertainment uses (130,680 square feet) on 75 acres; and 4) open space on 5,624 acres. The project is located in the northwestern portion of the Antelope Valley in unincorporated Los Angeles County. 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/2017/deir-centennial-071317.pdf Staff previously provided comments on the Revised Notice of Preparation for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2015/october/nopcentennial.pdf References: ODP240402-10; LAC180522-12; LAC180425-03; LAC180313-03; LAC180220-08; LAC170705-01; and LAC151001-10 Comment Period: 5/28/2026 - 7/10/2026 Public Hearing: N/A	Recirculated Draft Environmental Impact Report	County of Los Angeles	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260603-02** Bassett Villas Project	The project consists of developing 20 two-story multi-family residential buildings (27 feet tall) totaling 104 townhome units with private two-car garages, a leasing office, recreational building, privately owned public park, and common open spaces on a vacant site. The project is located at 1314 Le Borgne Avenue in Baldwin Park. Reference: LAC260507-01 Comment Period: 5/4/2026 - 6/30/2026 Public Hearing: 7/22/2026	Initial Study/Draft Mitigated Negative Declaration	City of Baldwin Park	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260603-04** Tentative Tract Map No. 84935	The project consists of subdividing an 8-acre site for a 159-unit condominium development, including eight live-work units and eight affordable units. The project is located at 601 Potrero Grande Drive – 2100 Saturn Street in Monterey Park. Comment Period: 5/20/2026 - 5/28/2026 Public Hearing: N/A	Site Plan	City of Monterey Park	Document reviewed - No comments sent

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ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to June 30, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
General Land Use (residential, etc.) **LAC260610-04** 638 South Berendo Street Affordable Housing Project	The project consists of constructing an eight-story multi-family affordable housing building with 163 units (77 studios and 86 one-bedroom units) over one level of subterranean parking (39 spaces) on a currently paved parking lot site. The project is located at 638 South Berendo Street in Los Angeles. Comment Period: 6/5/2026 - 7/9/2026 Public Hearing: N/A	Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds	California Housing Finance Agency	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260611-01** Tentative Tract Map No. 85191	The project consists of developing 18 condominium units. The project is located at 224-234 North Lincoln Avenue in Monterey Park. Comment Period: 6/5/2026 - 6/16/2026 Public Hearing: N/A	Site Plan	City of Monterey Park	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260616-01** 9001-9019 Long Beach Boulevard Habitat for Humanity Project#	The project consists of demolishing all existing on-site improvements and constructing 14 two- and three-story attached affordable townhomes (18,656 square feet total) in four buildings with a height of 33 feet on a 0.66-acre site. The project is located at 9001-9019 Long Beach Boulevard in South Gate. The project is also within the designated AB 617 Southeast Los Angeles community. Comment Period: 6/18/2026 - 7/17/2026 Public Hearing: 7/21/2026	Draft Mitigated Negative Declaration	City of South Gate	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260616-02** Belcaro at Sand Canyon Project	The project consists of: 1) developing 341 age-restricted single-family homes (height of 28 feet) with a private recreation facility (3.1 acres); 2) constructing a new million-gallon water storage tank; 3) making off-site improvements including constructing a roundabout, bridge, railroad undercrossing, and road extensions; and 4) dedicating 30 acres to the City of Santa Clarita for a trailhead and equestrian staging area. The project is located south of State Route 14, north of Oak Spring Canyon Road, and east of Lost Canyon Road in Santa Clarita. 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/2025/july-2025/lac250702-03.pdf Reference: LAC250702-03 Comment Period: 6/16/2026 - 6/26/2026 Public Hearing: 7/7/2026	Other	City of Santa Clarita	Document reviewed - No comments sent

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General Land Use (residential, etc.) **ORC260611-02** TTM 17847 Project	The project consists of demolishing all existing site improvements on a 7.4-acre site and: 1) constructing 30 two-story single-family homes (2,949 to 3,174 square feet each), including six affordable units; 2) creating a private internal street with sidewalk network; and 3) developing an equestrian trail and making improvements to Nicky Way. The project is located at 6146 East Santiago Canyon Road in Orange. Comment Period: 6/11/2026 - 7/1/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Orange	Document reviewed - No comments sent
General Land Use (residential, etc.) **ORC260623-03** Aliso Creek Residential Development Project	The project consists of demolishing three existing office buildings and constructing a 137-unit, three-story attached townhome community (8.44 acres) with two- to four-bedroom floor plans, enclosed garages, 80 guest parking spaces, two community amenity areas, and landscaped open spaces. The project is located at 27081 Aliso Creek Road in Aliso Viejo. Comment Period: 6/18/2026 - 7/8/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Aliso Viejo	Document reviewed - No comments sent
General Land Use (residential, etc.) **ORC260623-04** Paseo Espada	The project consists of demolishing 14 existing commercial and office buildings (305,304 square feet) and redeveloping a 15.6-acre site with 247 residential units, including 62 single-family detached homes, 129 townhomes, and 56 deed-restricted senior affordable rental units, with 481 parking spaces for single-family and townhome units and 56 parking spaces for the senior apartments. The project is located at 27122-27136 Paseo Espada and 27121-27131 Calle Arroyo in San Juan Capistrano. Comment Period: 6/18/2026 - 7/17/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of San Juan Capistrano	Document reviewed - No comments sent

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General Land Use (residential, etc.) **ORC260623-05** Specific Plan 3.0 Buildout Project	The project consists of developing 134 acres within the Cypress Town Center and Commons Specific Plan 3.0 area by: 1) constructing 1,791 residential units and 440,000 square feet of non-residential uses; 2) dedicating 18.2 acres of land for park and recreational improvements; and 3) making backbone circulation improvements including extending Moody Street and Vessels Circle. The project is located at 4961 Siboney Street in Cypress. 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/2025/april-2025/lac250407-02.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/2026/may-2026/orc260318-03-draft-eir-specific-plan-3-0-buildout-project.pdf References: ORC260318-03 and LAC250407-02 Comment Period: N/A Public Hearing: N/A	Final Environmental Impact Report	City of Cypress	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260616-03** Del Oro Townhomes Tract 39395 Project	The project consists of subdividing a site into 104 attached townhomes at a density of 20.1-24 dwelling units per acre, with a main access point on Palomar Road and an exit-only access point on Holland Road. The project is located at the northwest corner of Holland Road and Palomar Road in Menifee. Reference: RVC251125-05 Comment Period: 6/10/2026 - 6/30/2026 Public Hearing: 7/8/2026	Draft Mitigated Negative Declaration	City of Menifee	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260616-06** PLN26-0072 – SDBL Thornton Avenue Tentative Tract Map No. 39490	The project consists of subdividing 39.23 acres into 237 single-family residential lots (3,100 square feet per lot), including 10 affordable units, three water quality basin lots, and two open space lots. The project is located north of Thornton Avenue, south of McLaughlin Road, east of White Quartz Way, and west of Byers Road in Menifee. Comment Period: 6/16/2026 - 7/2/2026 Public Hearing: N/A	Site Plan	City of Menifee	Document reviewed - No comments sent

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General Land Use (residential, etc.) **SBC260609-05** Pioneer Park Specific Plan Project	The project consists of developing a 35.3-acre site with up to 255 single-family residential lots (2,006 to 6,256 square feet) and one multi-family lot (0.41 acre) for a total of 282 dwelling units, along with 13 open space and stormwater treatment lots (4.54 acres) and 8.62 acres of public right-of-way dedication. The project is located at 1000 West San Bernardino Avenue in Redlands. Comment Period: 6/9/2026 - 7/9/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Redlands	Document reviewed - No comments sent
General Land Use (residential, etc.) **SBC260624-04** Little Mountain Project#	The project consists of subdividing 5.82 acres into 68 two-story single-family detached residential units (1,435 to 1,728 square feet each) at a density of 11.68 dwelling units per acre, with access via Little Mountain Drive and Miramonte Drive. The project is located east of Little Mountain Drive and west of Miramonte Drive in San Bernardino. The project is also within the designated AB 617 San Bernardino and Muscoy community. Comment Period: 6/20/2026 - 7/17/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of San Bernardino	Document reviewed - No comments sent
Plans and Regulations **ORC260618-02** Neighborhoods Where We All Belong Zoning Updates and Housing Element Implementation	The project consists of implementing comprehensive zoning updates and Housing Element programs across 1,079 parcels (1,353.4 acres) citywide, including rezoning of Measure K sites, amendments to the Mixed-Use Overlay District, General Plan amendments, and Zoning Code updates to accommodate capacity for 21,522 dwelling units and 17,306,003 square feet of commercial uses at full buildout in 2056. The project is located at various sites throughout the City of Costa Mesa. 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/2025/december-2025/orc251119-02-nop-neighborhoods-where-we-all-belong-zoning-updates-and-housing-element-implementation.pdf Reference: ORC251119-02 Comment Period: 6/16/2026 - 7/31/2026 Public Hearing: N/A	Draft Program Environmental Impact Report	City of Costa Mesa	Document reviewed - No comments sent

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Plans and Regulations **ORC260624-01** Zone Text Amendment ZTA26-0002 – Accessory Dwelling Unit and Junior Accessory Dwelling Unit Regulations	The project consists of adopting a Zone Text Amendment establishing Accessory Dwelling Unit and Junior Accessory Dwelling Unit regulations citywide, excluding the Coastal Zone. The project applies citywide in Dana Point. Comment Period: N/A Public Hearing: 7/13/2026	Other	City of Dana Point	Document reviewed - No comments sent
Plans and Regulations **RVC260610-05** 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 amending Village Specific Plan 204 to implement housing element programs, including zone changes, updated development standards, and provisions to facilitate lot consolidation for Village Residential parcels. The project is bounded north by State Route 60, west by Frederick Street and Heacock Street, east by Perris Boulevard, and south by Dracaea Avenue 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 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/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: RVC260527-03; RVC260408-06; RVC251112-06; RVC251007-02; RVC250919-01; RVC250708-02; RVC240807-16; RVC210527-01; RVC210406-01; and RVC200310-01 Comment Period: N/A Public Hearing: 6/16/2026	Other	City of Moreno Valley	Document reviewed - No comments sent

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Plans and Regulations **RVC260624-03** Mesa Verde Specific Plan Area 2 Amendment 2	The project consists of amending the Mesa Verde Specific Plan across a 1,463.1-acre area to: 1) provide for residential uses (549 lots on 100 acres), business park and warehouse uses (4,133,800 square feet on 223 acres); 2) establish, zones for mixed-uses, open space, and public facilities; 3) make General Plan amendments and adopt a Development Agreement to subdivide the site into 57 lots via Tentative Tract Map 33931 Revision 2. The project is located west of Interstate 10, generally between Sandalwood Drive and County Line Road in Calimesa. Staff previously provided comments on the Notice of Preparation of a Draft Subsequent Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/june-2024/rvc240509-01-nop-mesa-verde-specific-plan-area-2-amendment-2.pdf Reference: RVC240509-01 Comment Period: 6/19/2026 - 7/10/2026 Public Hearing: 7/13/2026	Other	City of Calimesa	Document reviewed - No comments sent
Plans and Regulations **SBC260603-10** The Ontario Plan 2050 Policy Plan Amendment	The project consists of amending The Ontario Plan (TOP) 2050 Policy Plan to modify the land use patterns across 1,300 acres in southern Ontario and establish the Eucalyptus Business Park Specific Plan (189 acres) to be comprised of 137.9 acres of business park uses (2,939,000 square feet), 35.88 acres of open space parkland, and 15.24 acres of roadway improvements. The project is located in the southern portion of the City of Ontario. Staff previously provided comments on the Draft Subsequent Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/april-2026/sbc260305-02-dseir-the-ontario-plan-policy-plan-amendment.pdf Reference: SBC260305-02 Comment Period: N/A Public Hearing: N/A	Final Supplemental Environmental Impact Report	City of Ontario	Document reviewed - No comments sent

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Plans and Regulations **SBC260616-07** City of San Bernardino General Plan Update, Development Code Update, and Downtown Specific Plan#	The project consists of three components: 1) updating the City's General Plan with a 2050 horizon covering 11 elements; 2) updating the Development Code (SBMC Title 19) including a new zoning map; and 3) adopting a Downtown Specific Plan (621 acres) establishing nine Land Use Districts. The project encompasses all of San Bernardino (39,680 acres) plus its Sphere of Influence in San Bernardino. The project is also within the designated AB 617 San Bernardino and Muscoy 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/2022/july/SBC220712-04.pdf and https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/sbc250718-04-nop-city-of-san-bernardino-general-plan-update-development-code-update-and-downtown-specific-plan.pdf References: SBC250718-04 and SBC220712-04 Comment Period: 6/16/2026 - 7/31/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of San Bernardino	Document reviewed - No comments sent

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SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Goods Movement **LAC260312-04** Berths 121-131 Container Terminal Redevelopment Project	The project consists of redeveloping the container terminal located in West Basin portion of the Port of Los Angeles at Berths 121-131, by: 1) dredging and disposing dredged material; 2) demolishing and reconstructing the wharf at Berths 126-129; 3) relocating the existing cranes and adding new, larger cranes; 4) expanding on-dock rail with electrically-powered rail-mounted gantry cranes; and 5) issuing a new 30-year entitlement. The project is located at Berths 121-131, West Basin, at 425 South Palos Verdes Street in San Pedro. Reference: LAC140415-01 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260312-04-deis-eir-berths-121-131-container-terminal-redevelopment-project.pdf Comment Period: 3/13/2026 - 5/8/2026 Public Hearing: N/A	Draft Environmental Impact Statement/Draft Environmental Impact Report	Port of Los Angeles	Comment letter sent on 5/8/2026
Warehouse & Distribution Centers **LAC260401-01** Prologis Del Amo and Prairie Center Project	The project consists of developing a speculative Class A warehouse building (403,033 square feet) with an office space (15,000 square feet) on 31.3 acres of vacant land, including 56 dock doors, with road improvements on an additional 7.79 acres, allowing for industrial uses including warehousing, distribution, high-cube fulfillment, and up to 10% high-cube cold storage. The project is located at 3422 Del Amo Boulevard in Torrance. 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/2025/april-2025/lac250402-02.pdf Reference: LAC250402-02 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260401-01-deir-prologis-del-amo-and-prairie-center-project.pdf Comment Period: 4/1/2026 - 5/15/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Torrance	Comment letter sent on 5/14/2026

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Warehouse & Distribution Centers **LAC260415-01** Diamond Gateway#	The project consists of demolishing the Phillips 66 Los Angeles Refinery Carson Plant, including 16 buildings, 45 storage tanks, and associated equipment, and redeveloping the 222.9-acre site with six industrial buildings (3,913,419 square feet) for general warehousing, high-cube fulfillment, and transload uses, along with two on-site parking lots for truck/trailer parking and electric vehicle charging, and associated infrastructure improvements. The project is located at 1520 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260415-01-nop--diamond-gateway.pdf Comment Period: 4/13/2026 - 6/11/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of Carson	Comment letter sent on 5/8/2026
Warehouse & Distribution Centers **ORC260414-01** 2411 North Glassell Street Warehouse Project	The project consists of demolishing three existing buildings and redeveloping a 12.1-acre site with a one-story industrial building (298,988 square feet) with a mezzanine for manufacturing and warehousing uses at a floor area ratio of 0.57, including landscaping, utility connections, stormwater facilities, fencing, paved parking, loading areas, and driveways. The project is located at 2411 North Glassell Street in Orange. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/orc260414-01-draft-mnd--2411-north-glassell-street-warehouse-project.pdf Comment Period: 4/16/2026 - 5/6/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Orange	Comment letter sent on 5/6/2026

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Warehouse & Distribution Centers **RVC260318-05** Heritage Valley Business Center	The project consists of a General Plan Amendment, Specific Plan Amendment, Change of Zone, Vesting Tentative Parcel Map, and Plot Plan for the construction of one concrete tilt-up warehouse building totaling 829,755 square feet, including an office (10,000 square feet) and a ground floor warehouse space (819,755 square feet) at 60 feet in height, with 503 automobile parking spaces, 258 truck trailer parking spaces, and 111 dock doors on a 41-acre site. The project is located at 26300 Trumble Road in Menifee. 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/2025/june-2025/rvc250522-03.pdf References: RVC250522-03 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260318-05-deir--heritage-valley-business-center.pdf Comment Period: 3/18/2026 - 5/1/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Menifee	Comment letter sent on 5/1/2026
Airports **RVC260421-03** Hemet-Ryan Air Attack Base Replacement Project	The project consists of replacing existing Hemet-Ryan Air Attack Base facilities with a modern fire-response base on 15.25 acres by: 1) constructing a two-story air operations building, landing pads and retardant loading pits, a 32-bed barracks/mess hall, a helicopter/OV-10 hangar, two aircraft storage canopies, a helicopter training tower, a fire retardant mixing station, a vehicle storage building, and a generator/electrical yard; 2) demolishing existing outdated structures; and 3) installing new sewer connections, fencing, paving, landscaping, and associated utilities. The project is located at 4710 Walden Weaver Road in Hemet. Reference: RVC251125-07 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/rvc260421-03-draft-focused-eir-hemet-ryan-air-attack-base-replacement-project.pdf Comment Period: 4/24/2026 - 6/5/2026 Public Hearing: N/A	Draft Focused Environmental Impact Report	California Department of Forestry and Fire Protection (CAL FIRE)	Comment letter sent on 6/3/2026

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SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related **LAC260408-02** PUSD School Sites Exterior Soil Cleanup	The project consists of removing and replacing wildfire-impacted exterior soil exceeding regulatory guidelines for lead or arsenic at three Pasadena Unified School District campuses, with excavation to varying depths, confirmation sampling, and backfill with clean soil conducted during summer break. The project is located at 1065 East Washington Boulevard in Pasadena, 1090 Nithsdale Road in Pasadena, and 527 Ventura Street in Altadena. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260408-02-draw-pusd-school-sites-exterior-soil-cleanup.pdf Comment Period: 4/3/2026 - 5/1/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Comment letter sent on 5/1/2026
Waste and Water-related **RVC260401-05** Quail Valley Subarea 4 Project	The project consists of constructing a comprehensive wastewater collection and conveyance system serving 1,368 lots in Quail Valley Subarea 4, including 10 miles of eight-inch and 12-inch polyvinyl chloride gravity main pipe, 1.1 miles of force mains, 247 manholes, 24 connector pipes, one regional lift station, and four smaller lift stations, to be constructed in eight phases over 20 years. The project is located at 23736 Kennedy Lane in Menifee. Staff previously provided comments on the Notice of Preparation of a Draft Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/rvc250902-04-nop-quail-valley-subarea-4-project.pdf Reference: RVC250902-04 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260401-05-draft-eir-quail-valley-subarea-4-project.pdf Comment Period: 4/3/2026 - 5/15/2026 Public Hearing: N/A	Draft Program Environmental Impact Report	Eastern Municipal Water District (EMWD)	Comment letter sent on 5/14/2026

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:
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 TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related **SBC260421-07** Inland Empire Utilities Agency Chino Basin Program	The project consists of adopting a regional water supply program which will include advanced water purification, groundwater storage, injection and extraction wells, and conveyance facilities to produce and manage up to 15,000 acre-feet per year of new water supply, supporting water exchanges and environmental pulse flows. The project is located throughout the Chino Basin and connected regional systems in Southern California. 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/2021/october/SBC210921-08.pdf References: SBC211102-10 and SBC210921-08 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/sbc260421-07-recirculated-draft-peir-inland-empire-utilities-agency-chino-basin-program.pdf Comment Period: 4/21/2026 - 6/5/2026 Public Hearing: N/A	Recirculated Draft Program Environmental Impact Report	Inland Empire Utilities Agency	Comment letter sent on 5/28/2026
Plans and Regulations **LAC260409-04** Los Angeles County San Fernando Valley Area Plan	The project consists of a General Plan Amendment, Zone Change, and Ordinance to establish the San Fernando Valley Area Plan as a long-range policy document guiding land use regulation in the unincorporated communities of Kagel and Lopez Canyons, Sylmar Island, Oat Mountain, West Chatsworth, and West Hills, including areawide and community-specific goals and policies addressing land use, mobility, conservation, safety, economic development, and historic preservation, along with updated land use policy maps and new Planning Area development standards. The project encompasses the unincorporated communities of the San Fernando Valley Planning Area in unincorporated Los Angeles County. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260409-04-nop--los-angeles-county-san-fernando-valley-area-plan.pdf Comment Period: 4/6/2026 - 5/6/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	County of Los Angeles	Comment letter sent on 5/6/2026

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:
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 TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Plans and Regulations	The project consists of amending the previously approved Euclid Mixed Use Specific Plan to expand the plan area to include an adjacent 36.5-acre site, business park uses (376,881 square feet), office use (54,306 square feet), 935 dwelling units, commercial uses (46,548 square feet), 4.25 acres of open space, and associated on-site and off-site infrastructure improvements. The project is located at 7444 Edison Avenue in Ontario. 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/2024/february/SBC240103-01.pdf 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/2023/march-2023/SBC230214-07.pdf References: SBC240807-09; SBC240724-10; SBC240724-06; SBC240103-01; and SBC230214-07 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/sbc260407-01-nop-euclid-mixed-use-specific-plan-amendment.pdf Comment Period: 4/3/2026 - 5/1/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of Ontario	Comment letter sent on 5/1/2026
SBC260407-01 Euclid Mixed Use Specific Plan Amendment				

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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 June 30, 2026

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Ecobat Resources California Inc. (formerly Quemetco) Quemetco Capacity Upgrade Project	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
Tesoro Refining & Marketing Company, LLC (Tesoro) Marathon Los Angeles Refinery Modernization Projects	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 hydrodesulfurization unit, the fluidized catalytic cracking unit, and the alkylation units. 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. 2025110170	Notice of Preparation of a Draft Environmental Impact Report and Initial Study (NOP/IS)	The NOP/IS was released for a 34-day public review and comment period from November 5, 2025 to December 9, 2025 and six comment letters were received. A CEQA Scoping meeting was held on November 18, 2025. The consultant is preparing a preliminary Draft EIR, which will include responses to the comment letters received and comments made during the CEQA Scoping meeting.	Environmental Audit, Inc.

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 June 30, 2026

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
San Diego Gas and Electric Company (SDG&E) <u>Moreno Compressor Modernization Project</u>	SDG&E is proposing to modify their South Coast AQMD permit (Facility ID: 4242) for various equipment at the Moreno Compressor Station, a 13.76-acre natural gas compressor station. The facility is owned by SDG&E and operated by Southern California Gas Company (SoCalGas). The project seeks to: 1) install two new natural gas-fired compressor gas turbines (each rated at 5,825 horsepower (hp)) equipped with selective catalytic reduction systems (SCR), oxidation catalysts, and continuous emissions monitoring systems, and two new electric reciprocating compressors (each rated at 4,250 hp); 2) install two natural gas-fired emergency generator engines (each rated at 824 hp) with associated emission control systems; 3) decommission existing equipment including four turbine-driven compressors, five reciprocating compressors, and four emergency generators; and 4) make ancillary improvements. The following upgrades to the electric utilities operated by Southern California Edison will also be required: a) installation of temporary construction power infrastructure to provide sufficient electricity for the project, b) installation of a new 12-kilovolt (kV) super circuit with approximately three miles of additional circuitry, and c) installation of new overhead conductor on up to 35 poles and one new 12-kV switch. The project is located in Los Angeles County at 14601 Virginia Street in Moreno Valley. Reference: State Clearinghouse No. 2016071006	Addendum to the Final Subsequent Environmental Assessment for Proposed Amended Rule 1134, the Final Subsequent Environmental Assessment for Proposed Amended Rules 1110.2 and 1100, and the Final Program Environmental Impact Report for the 2016 Air Quality Management Plan	The consultant has prepared a draft Addendum which South Coast AQMD staff is reviewing.	Dudek, Yorke Engineering, LLC, and Rincon

Key: # = Project has potential environmental justice concerns due to the nature and/or location of the project.

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 17

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2026.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SLR:MK:IM:JA:ZS

2026 MASTER CALENDAR

The 2026 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, Air Toxics, AB 617 (for BARCT) or measures identified in an AB 617 Community Emission Reduction Plan (CERP) or to address an issue related to an AB 617 Consistently Nominated Community, 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, Air 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.

1106	**Marine and Pleasure Craft Coatings**
Proposed Amended Rule 1106 is being moved from October to November 2026 to allow additional time to work with stakeholders.	
1143	**Consumer Paint Thinners and Multi-Purpose Solvents**
Proposed Amended Rule 1143 is being moved from TBD to October 2026 as staff has been working with stakeholders on proposed amendments.	

* *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*

2026 MASTER CALENDAR

Month September	Title and Description	Type of Rulemaking
461	**Gasoline Transfer and Dispensing** Amendments to Rule 461 may be needed to provide an alternative recordkeeping provision for certain facilities that meet specific criteria. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
1157	**PM10 Emission Reductions From Aggregate and Related Operations** Proposed Amended Rule 1157 seeks to further reduce PM emissions from aggregate and related operations, as well as expand applicability to include transfer stations. *Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Other
October	**Title and Description**	**Type of Rulemaking**
1143	**Consumer Paint Thinners and Multi-Purpose Solvents** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
November	**Title and Description**	**Type of Rulemaking**
1106	**Marine and Pleasure Craft Coatings** Proposed amendments will seek to phase out two toxic compounds, pCBtF and tBAc, as well as other amendments to improve clarity. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
4th Quarter	**Title and Description**	**Type of Rulemaking**
1110.4	**Emissions from Emergency Generators** Proposed Rule 1110.4 will establish and revise rule provisions to reduce NOx, CO, and PM emissions from emergency generators. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Other / 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*

2026 MASTER CALENDAR *(Continued)*

Month 4th Quarter *(Continued)*	Title and Description	Type of Rulemaking
1113	**Architectural Coatings** Proposed amendments will seek to phase out two toxic compounds, pCBtF and tBAc, and as well as other amendments to improve clarity. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Other
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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Other
1168	**Adhesive and Sealant Applications** Proposed Amended Rule 1168 will propose amendments, if needed, in light of a recent Technology Check-In regarding technology-forcing emission limits. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Other / AB 617 CERP
1180 1180.1	**Fenceline and Community Air Monitoring for Petroleum Refineries and Related Facilities** **Fenceline and Community Air Monitoring for Other Refineries** Proposed Amended Rules 1180 and 1180.1 will consider requirements for those facilities seeking to cease operations. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
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. *Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 MASTER CALENDAR *(Continued)*

Month 4th Quarter *(Continued)*	Title and Description	Type of Rulemaking
1460	**Control of Particulate Emissions from Metal Recycling and Shredding Operations** Proposed Amended Rule 1460 seeks to comply with AB 2851 which requires fenceline monitoring of metal toxic air contaminants at metal shredding facilities and public notification when emissions exceed certain thresholds. *Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
1495	**Commodity Fumigation** Proposed Rule 1495 will reduce methyl bromide and other toxic air contaminant emissions by establishing requirements for commodity fumigation operations. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP
Regulation XX	**RECLAIM** Amendments to Regulation XX rules to address NOx and SOx requirements at RECLAIM facilities if there is consideration to transition RECLAIM to command-and-control regulatory structure, and address any other issues or changes to comply with requirements, or facilitate implementation of current program or transition to command and control. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	RECLAIM / 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*

2026 To-Be-Determined

2026	Title and Description	Type of Rulemaking
102	**Definition of Terms** Proposed amendments may be needed to update and add definitions, and potentially modify exemptions. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
219	**Equipment Not Requiring a Written Permit Pursuant to Regulation II** Proposed Amended Rule 219 may be needed to address certain allowances for sources not required to submit for a permit. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
222	**Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II** Amendments to Rule 222 will need to align with the proposed changes in Rule 219 and may include other editorial revisions. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
403	**Fugitive Dust** Proposed Amended Rule 403 will seek to remove outdated provisions and clarify existing provisions to enhance compliance. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
407#	**Liquid and Gaseous Air Contaminants** Proposed Amended Rule 407 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. *Shawn Wang 909.396.3319; CEQA and Socio: Bara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
425	**Odors from Cannabis Processing** Proposed Rule 425 will establish requirements for control of odors from cannabis processing. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	AB 617 BARCT / AB 617 CERP
441	**Research Operations** Amendments may be needed to consider more flexibility. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
444	**Open Burning** Amendments may be needed to clarify existing provisions. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
468#	**Sulfur Recovery Units** Proposed Amended Rule 468 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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1109.1	**Petroleum Refineries** Amendments to consider requirements for facilities seeking to cease operations and possibly other provisions. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
1110.2*+#	**Emissions from Gaseous- and Liquid-Fueled Engines** Proposed amendments will address use of emergency standby engines and linear generators, incorporate possible comments by U.S. EPA for approval into the SIP, and address monitoring provisions for new engines. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / AB 617 BARCT
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
1119#	**Petroleum Coke Calcining Operations – Oxides of Sulfur** Proposed Amended Rule 1119 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	AB 617 BARCT / AB 617 CERP
1122	**Solvent Degreasers** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1125	**Metal Container, Closure, and Coil Coating Operations** Proposed amendments 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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1126	**Magnet Wire Coating Operations** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
1128	**Paper, Fabric, and Film Coating Operations** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1130	**Graphic Arts** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1130.1	**Screen Printing Operations** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1133.2	**Emission Reductions from Co-Composting Operations** Proposed amendments to consider alternatives to enclosure requirements and update emission factors. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
1145	**Plastic, Rubber, Leather, and Glass Coatings** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
1150.1	**Control of Gaseous Emissions from Municipal Solid Waste Landfills** Proposed amendments may be needed to update or add monitoring requirements and enhance compliance. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
1157.1	**Control of Particulate Matter Emissions from Non-Aggregate Operations** Proposed Rule 1157.1 will address concerns with PM and other emissions from facilities operating with non-aggregate material. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Other
1162	**Polyester Resin Operations** Proposed amendments 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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	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). *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Other
1179	**Publicly Owned Treatment Works Operations** Proposed amendments seek to further reduce VOC, PM, and ammonia emissions as well as odors from publicly owned treatment works. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Other
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Other
1315	**Federal New Source Review Tracking System** Proposed amendments to consider extending the ability to issue permits for major sources to obtain offset credits from the Priority Reserve beyond the current 2030 sunset date. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
1420.3	**Emissions Standards for Lead from Firing Ranges** Proposed Rule 1420.3 will establish requirements to address lead emissions from firing ranges. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / Other
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / AB 617 CERP
1450*	**Control of Methylene Chloride Emissions** Proposed Rule 1450 will reduce methylene chloride emissions from furniture stripping and establish monitoring, reporting, and recordkeeping requirements. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	Title and Description	Type of Rulemaking
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. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics / AB 617 CERP
1466	**Control of Particulate Emissions from Soils with Toxic Air Contaminants** Amendments may be needed for residential cleanup projects. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP / Toxics
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. *Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716*	Toxics
1901	**General Conformity** Proposed Amended Rule 1901 will establish a new General Conformity determination process for applicable projects receiving federal funding or approval. *Shawn Wang 909.396.3319; CEQA and Socio: Barbara Radlein 909.396.2716*	AQMP
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. *Elaine Shen 909.396.2715; CEQA and Socio: Barbara Radlein 909.396.2716*	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*

2026 To-Be-Determined *(Continued)*

2026	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, or the 2024 PM Plan. 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. Rule adoption or amendments may be needed if there is an agreement or memorandum of understanding where the Board directed that staff pause rulemaking, and the Board provides new direction to re-initiate rulemaking.	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*

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 18

PROPOSAL: Report of RFQs/RFPs Scheduled for Release in August

SYNOPSIS: This report summarizes the RFQs/RFPs for budgeted services over $100,000 scheduled to be released for advertisement for the month of August.

COMMITTEE: Administrative, June 12, 2026, Reviewed

RECOMMENDED ACTION:
Approve the release of RFQs/RFPs for the month of August.

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 would no longer be required to obtain individual Board approval. However, 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 August 7, 2026.

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 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 August 2026

August 7, 2026 Board Meeting
Report on RFQs/RFPs Scheduled for Release on August 7, 2026

(For detailed information visit South Coast AQMD's website at
http://www.aqmd.gov/nav/grants-bids
following Board approval on August 7, 2026)

SPECIAL TECHNICAL EXPERTISE

RFQ #Q2027-01	Issue RFQ for Qualifications to Establish List of Prequalified Vendors for Automotive Mechanical Repair and Service South Coast AQMD's vehicle fleet periodically requires mechanical repairs and services. This action is to issue an RFQ to establish a list of prequalified vendors for a three-year period. Funds for this service are included in the FY 26-27 Budget and will be requested in subsequent fiscal years.	Olvera/2309
RFQ #Q2027-02	Issue RFQ for Qualifications to Establish List of Prequalified Vendors for Mailing Services South Coast AQMD requires mailing services on a daily basis for the continuity of operations. This action is to issue an RFQ to establish a list of prequalified vendors for a three-year period. Funds for this service are approved by the Board as part of South Coast AQMD's annual budget process.	Olvera/2309
RFP #P2027-01	Issue RFP for Janitorial Services for South Coast AQMD Headquarters The current contract to provide janitorial services for South Coast AQMD Headquarters expires on December 31, 2026. This action is to issue an RFP to solicit bids from firms interested in providing this service to South Coast AQMD for a 42-month period, from December 31, 2026, through June 30, 2030. Funds for this service are included in the FY 2026-27 Budget and will be requested each fiscal year for the remainder of the contract term.	Olvera/2309

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 19

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, June 12, 2026, 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
August 7, 2026 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

Agenda Tracking System	
Brief description:	Develop a 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	90%
LAST 30 days	• User Acceptance Testing and Training
NEXT 30 days	• Working on Going Live
Original estimated go-live date	11/15/24
Current estimated go-live date	9/8/26
Go-live date	N/A
Notes	The schedule has been extended to incorporate additional user enhancements and to allow for additional training and testing. The parallel testing is ongoing with a plan to mirror board meeting cycles for two months prior to go-live.

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	65%
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	10/15/26
Go-live date	N/A
Notes	The schedule has been extended to incorporate new system requirements and design changes. Next-phase functionality development is in progress.
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	• User Acceptance Testing and Training
NEXT 30 days	• Training and Working on Going Live
Original estimated go-live date	2/28/25
Current estimated go-live date	9/11/26
Go-live date	N/A
Notes	The schedule has been extended to accommodate new system requirements, design changes, and additional time for user adoption and testing.

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	75%
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	9/24/26
Go-live date	N/A
Notes	Additional enhancements were requested by the users.

CLASS Database Migration Phase I	
Brief description:	Migrate the CLASS database from Ingres to SQL Server, focusing on the database layer and ensuring

	compatibility with existing web and client-server applications.
Estimated project cost	$450,000
Overall project status	In Progress
Percentage complete	65%
LAST 30 days	• Data Migration Implementation
NEXT 30 days	• Data Migration Implementation
Original estimated go-live date	9/18/26
Current estimated go-live date	9/18/26
Go-live date	N/A
Notes	Project is on schedule.

Rule 1113 & Rule 314 Application Modernization	
Brief description:	Modernize the legacy system to enhance user experience, improve efficiency, and ensure seamless readiness for CLASS database migration.
Estimated project cost	$66,664
Overall project status	In Progress
Percentage complete	60%
LAST 30 days	• System Development in Progress
NEXT 30 days	• Project is on hold
Original estimated go-live date	8/14/26
Current estimated go-live date	10/23/26
Go-live date	N/A
Notes	Project is on hold pending development of a dependent infrastructure component.

ATTACHMENT
August 7, 2026 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

WAIRE Mitigation Program GMS	
Brief description:	Develop a fully electronic and integrated Grant Management System (GMS) to support Rule 2305 requirements for managing projects related to mitigation funds.
Estimated project cost	$ 250,000
Overall project status	Completed
Percentage complete	100%
LAST 30 days	• Working on Going Live
NEXT 30 days	• System is Live, Post-Production Support
Original estimated go-live date	7/21/26
Current estimated go-live date	7/21/26
Go-live date	7/21/26
Notes	Project is live.

ATTACHMENT
August 7, 2026 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
Carl Moyer Program GMS Phase IV	May 5, 2026
Enterprise Address Verification	April 21, 2026
Annual Emissions Reporting System Enhancements	March 12, 2026
Carl Moyer Program GMS Phase III	March 10, 2026
Finance Receivable Portal Enhancements	March 10, 2026
AB 617 Clean Community School Package Initiative Phase I	February 10, 2026
Annual Emissions Reporting for Reporting Year 2025	December 31, 2025
WAIRE POP Enhancement for Reporting Year 2025	December 26, 2025
Peoplesoft Financials 9.2 Upgrade	November 11, 2025
Zoom for Government	October 31, 2025
Prop 1B GMS - 2025 Solicitation	October 28, 2025
Ingres Upgrade	October 27, 2025
AB2766 FY 24-25	October 21, 2025
ELECTRIC - Clean Heavy-Duty Vehicles (CHDV) Grant Program Phase 1.2	September 30, 2025
AirNet Upgrade	August 17, 2025
ELECTRIC - Clean Heavy-Duty Vehicles (CHDV) Grant Program Phase 1.1	August 15, 2025
Invest Clean	August 15, 2025

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 20

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee held a hybrid meeting on Friday, June 12, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Michael A. Cacciotti, Chair
Administrative Committee

SN:cb

Call to Order
Chair Michael Cacciotti called the meeting to order at 10:00 a.m.

Roll Call

Committee Members
Present: Chair Michael Cacciotti, Committee Chair
Senator (Ret.) Vanessa Delgado
Supervisor Curt Hagman
Vice Chair Larry McCallon, Committee Vice Chair
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:** No travel was reported.

4. **Review August 7, 2026 Governing Board Agenda:** Executive Officer Wayne Nastri commented that there is no July Board meeting and that the next Board meeting is in August. For additional information, please refer to the Webcast at 4:08.

   Vice Chair McCallon inquired about the South Coast AQMD Building Corporation. Chief Deputy Counsel Barbara Baird provided background information about the South Coast AQMD Building Corporation. For additional information, please refer to the Webcast at 4:43.

   Chair Cacciotti asked how much money is left in the Electric Lawn and Garden Program. Dr. Aaron Katzenstein, Deputy Executive Officer, Technology & Advancement stated there was just over $2,000,000 in the commercial program about a month ago and would follow up later with the Chair regarding the residential program. For additional information, please refer to the Webcast at 7:25.

5. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** This item was moved to Action Items as approval from the Administrative Committee is needed. For additional information, please refer to the Webcast at 8:22.

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 Cherri Foytlin for Fabulous Female Friday. For additional information, please refer to the Webcast at 9:05.

   Supervisor Perez requested to highlight women veterans. For additional information, please refer to the Webcast at 13:28.

7. **Pre-Audit Conference (Presenter: Joseph Moussa, Audit Partner):** Joseph Moussa, Audit Partner, Simpson & Simpson, provided a pre-audit conference which outlined the financial statement audit for fiscal year 2025-26. For additional information, please refer to the Webcast at 14:36.

   Chair Cacciotti asked to confirm staff's responsibility throughout the year for the audit. Mr. Moussa confirmed it is to prepare the documents correctly. For additional information, please refer to the Webcast at 21:26.

8. **Report of RFQs/RFPs Scheduled for Release in August:** Sujata Jain, Chief Financial Officer, stated that this item is to request the release of two RFQs and one RFP for automotive mechanical, repairs and services, milling services, and janitorial services at headquarters.

Chair Cacciotti reminded staff to ensure products used by janitorial services are clean air products and meet CARB standards. For additional information, please refer to the Webcast at 23:32.

9. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Howard Lee, Information Management Manager, reported on the status of various Information Management projects.

   Vice Chair McCallon inquired if we are on schedule for the permit workflow automation. Mr. Lee confirmed that we are working to go live in October. Senator (Ret) Delgado supported this schedule. For additional information, please refer to the Webcast at 25:40.

ACTION ITEMS:

5. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** There were 5 new contract proposals for fiscal year 2026/27 contracts for July 1, 2026 through June 30, 2027. For additional information, please refer to the Webcast at 8:22.

   Moved by McCallon; seconded by Hagman, unanimously approved.

Ayes:	Cacciotti, Hagman McCallon, Perez
Noes:	None
Absent:	Delgado

10. **Authorize Purchase of OnBase Software:** Mr. Lee reported that this item is to obtain approval for the renewal of OnBase Software subscription which expires July 31, 2026 for a period of three years at a cost not to exceed $660,000. Funds for the first year's purchase are included in the Information Management's fiscal year 2026-27 budget and will be requested for subsequent years. For additional information, please refer to the Webcast at 28:05.

    Moved by Hagman; seconded by McCallon, unanimously approved.

Ayes:	Cacciotti, Delgado, Hagman McCallon, Perez
Noes:	None

11. **Amend Agreement with Phillips 66 Company for Continued Fenceline Air Monitoring at Phillips 66 Wilmington Refinery Using Optical Tent, Recognize Revenue, Appropriate Funds and Amend Contract:** Dr. Jason Low, Deputy Executive Officer, Monitoring & Analysis, reported that this item is to amend an existing agreement with Philips 66 to continue fenceline air monitoring using the optical tent, recognize revenue of up to $175,000, appropriate those funds into the

Monitoring & Analysis budget, and amend a contract with UCLA for up to one year. For additional information, please refer to the Webcast at 20:13.

Vice Chair McCallon inquired if this program with Philips 66 is ongoing under Rule 1180 why does it require a contract of only one year. Dr. Low explained that the contract is with UCLA for quality assurance and data reporting. Chair Cacciotti asked what is being stored at Philips 66 with the pending closure. Dr. Low and Executive Officer Nastri stated the storage tanks contain petroleum products. For additional information, please refer to the Webcast at 30:05.

Moved by Hagman; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, Hagman McCallon, Perez
Noes: None

12. **Approve Lease of South Bay Field Office through April 2027:** John Olvera, Deputy Executive Officer, Administrative & Human Resources, reported that this item is to realign the Board's approval for the lease of the Long Beach office. The prior approval for a seven-year lease was through September of this year, but due to upgrades and modifications to the space, staff is now seeking Board approval to continue the lease through April 2027. For additional information, please refer to the Webcast at 31:47.

Moved by Hagman; seconded by McCallon, unanimously approved.

Ayes: Cacciotti, Delgado, Hagman McCallon, Perez
Noes: None

WRITTEN REPORTS:

No written reports.

OTHER MATTERS:

13. **Other Business:** There was no other business to report.

14. **Public Comment:** Mr. Eder provided public comment unrelated to this Committee. For additional information, please refer to the Webcast at 34:36.

15. **Next Meeting Date:** The next regular Administrative Committee meeting is scheduled for Friday, August 14, 2026 at 10:00 a.m.

Adjournment

The meeting was adjourned at 10:34 a.m.

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 21

REPORT: Investment Oversight Committee

SYNOPSIS: The Investment Oversight Committee held a hybrid meeting on Friday, June 12, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Curt Hagman,
Committee Chair
Investment Oversight Committee

SJ:gs

Call to Order
Committee Chair Hagman called the meeting to order at 8:00 a.m.

Roll Call

Committee Members
Present: Supervisor Curt Hagman, Committee Chair
Supervisor Janet Nguyen
Mayor Brenda Olmos
Richard Dixon
Jill Whynot

Absent: Board Member Veronica Padilla-Campos
Sarah Meacham

For additional details of the Investment Oversight Committee Meeting, please refer to the Webcast.

ACTION ITEM:
1. **Vote About Whether to Allow Non-Elected Committee Members to Participate Remotely Without Using the Traditional Brown Act Requirements Pursuant to SB 707**

Erika Chavez, Principal Deputy District Counsel, Legal, presented on Senate Bill 707, which significantly amends and modifies key provisions of the Ralph M. Brown Act. SB 707 is intended to increase participation in public meetings. This action is to conduct a vote on whether to allow Non-Elected Committee Members to participate remotely without using the traditional Brown Act requirements pursuant to SB 707. For additional details, please refer to the Webcast beginning at 00:04:06.

Moved by Dixon; seconded by Olmos; unanimously approved.

Ayes:	Nguyen, Olmos, Dixon, Whynot, Hagman
Noes:	None
Abstain:	None
Absent:	Padilla-Campos, Meacham

DISCUSSION ITEMS:

2. **Quarterly Report of Investments**
   Sujata Jain, Chief Financial Officer, presented the quarterly investment report. For additional details, please refer to the Webcast beginning at 00:06:40.

3. **Cash Flow Forecast**
   Ms. Jain reported on the cash flow forecast for the current and next three years. For additional details, please refer to the Webcast beginning at 00:07:45.

4. **Financial Market Update**
   Robert Montoya, PFM Asset Management, gave the financial market update for the quarter ending March 31, 2026. Mr. Montoya discussed energy pricing and spending, inflation trends, demands for goods and services, gross domestic product, unemployment and consumer spending. For additional details, please refer to the Webcast beginning at 00:08:49.

OTHER MATTERS:

5. **Other Business**
   There was no other business to report.

6. **Public Comment Period**
   There were no public comments to report.

7. **Next Meeting Date**
   The next regular Investment Oversight Committee meeting is scheduled for Friday, December 11, 2026. There is no Investment Oversight Committee in September due to the Governing Board Retreat.

Adjournment

The meeting adjourned at 8:23 a.m.

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 22

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a hybrid meeting on Friday, June 12, 2026. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
SB 1213 (Reyes) – Zero-and near-zero-emission medium-and-heavy-duty vehicles: incentives: transparency.	**SUPPORT**
SB 1295 (Stern) – Electrical corporations: distributed energy storage systems and nonwire alternatives.	**SUPPORT IF AMENDED**

Receive and file this report and approve agenda items as specified in this letter.

V. Manuel Perez, Committee Chair
Legislative Committee

LT:CG:PC:EV:MC:MC

Call to Order
Committee Chair V. Manuel Perez called the meeting to order at 9:00 a.m.

Roll Call

Committee Members
Present: V. Manuel Perez, Committee Chair
Mayor Patricia Lock Dawson
Supervisor Curt Hagman
Councilmember Adrin Nazarian
Supervisor Janet Nguyen
Mayor Brenda Olmos

Absent: None

For additional details of the Legislative Committee Meeting, please refer to the Webcast.

ACTION/DISCUSSION ITEMS:

1. **Update on South Coast AQMD Sponsored and Position Bills**
   Carlos Gonzalez, Assistant Deputy Executive Officer, Legislative, Public Affairs and Media provided an update on South Coast AQMD's sponsored bills.
   - AB 2349 (Solache) would establish a statewide network of regional air quality incident response centers, including South Coast AQMD. The bill passed the Assembly floor unanimously with a 78-0 vote. The bill has been referred to the Senate Environmental Quality Committee and is scheduled to be heard by the Committee on June 24.
   - AB 907 (Solache) would provide air district representatives serving on the CARB Board the same level of compensation as other voting members. The bill's author changed from Assemblymember Phillip Chen to Assemblymember Jose Solache. The bill is scheduled to be heard in Senate Environmental Quality on June 17.
   - AB 1338 (Solache) is no longer a South Coast AQMD sponsored measure. The bill would have enabled air districts to recover costs associated with supporting new fenceline requirements at metal shredding facilities.

   There was no public comment.

   For additional details, please refer to the Webcast beginning at 4:58.

2. **Recommended Position on State Bills**
   Matthew Ceja, Federal Legislative Analyst, Legislative, Public Affairs and Media presented on SB 1213 (Reyes): Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency. This bill would create new transparency requirements for medium-and heavy-duty vehicle incentive programs administered by CARB and the California Energy Commission (CEC). Additionally, the bill would require CARB to determine on a yearly basis if it should increase the number of state vouchers available under the Clean Truck and Bus Voucher Incentive Project, known as HVIP. For additional details, please refer to the Webcast beginning at 6:33.

   There was no public comment.

   Staff recommended a SUPPORT position on SB 1213.

   Moved by: Lock Dawson, Seconded by Olmos
   Ayes: Lock Dawson, Hagman, Nguyen, Olmos, Perez
   Noes: None
   Abstain: None
   Absent: Nazarian

   For additional details, please refer to the Webcast beginning at 8:55.

Erika Valle, State Legislative Analyst, Legislative, Public Affairs and Media presented SB 1295 (Stern): Electrical corporations: distributed energy storage systems and non-wire alternatives. This bill would require electrical utilities to consider distributed energy storage systems, specifically batteries, before building major new electrical infrastructure. For additional details, please refer to the Webcast beginning at 9:24.

Supervisor Nguyen commented that she likes the bill; however, she expressed concerns that it could create delays for electrical infrastructure projects.

Supervisor Perez asked for clarification on why private utilities oppose the bill and expressed interest in including publicly owned utilities in the bill. Ms. Valle responded that private utilities are opposed to increased regulation that they perceive may cause project delays. Supervisor Perez suggested replacing the staff recommendation of "Support" to "Support if Amended" position instead to potentially include publicly owned utilities within the scope of the bill.

Based on Committee discussion, a recommended position on SB 1295 of SUPPORT IF AMENDED to potentially include publicly owned utilities within the scope of the bill was proposed.

Moved by: Hagman, Seconded by Olmos
Ayes: Lock Dawson, Hagman, Nazarian, Olmos, Perez
Noes: None
Abstain: Nguyen
Absent: None

For additional details, please refer to the Webcast beginning at 19:03.

3. CARB Cap-and-Invest Amendments

Alfredo Arredondo, Resolute, provided an update regarding CARB's recently adopted amendments to the Cap-and-Invest Program. Mr. Arredondo reported that on May 29, 2026, CARB approved amendments to regulations governing the Cap-and-Invest Program. Mr. Arredondo also provided an update regarding the Legislature's response through the budget process to CARB's actions. For additional details, please refer to the Webcast beginning at 20:26.

Mayor Lock Dawson emphasized the difficulty CARB faced in balancing Cap-and-Investment policies that reduced greenhouse gas emissions while addressing affordability issues and concerns that industry will leave California, given her role as a member of the CARB board.

Wayne Nastri, Executive Officer, expanded on CARB's hearing. Concerns were raised by stakeholders regarding the limited engagement and review time on the amendments to the Cap-and-Invest Program. Representatives from seven air

districts, including South Coast AQMD, emphasized the importance of fulfilling commitments under SB 840 to fully fund programs, including AB 617. Assemblymember Solache is leading a sign-on letter, and our staff are engaged.

There was no public comment.

DISCUSSION ITEMS:

4. **Update and Discussion on Federal Legislative Issues**
South Coast AQMD's federal legislative consultants (Cassidy & Associates, Kadesh & Associates and Holland & Hart) provided written reports on key Washington D.C. issues.

Jed Dearborn, Cassidy & Associates, provided an update on Fiscal Year 2027 Appropriations to fund the federal government. For additional information, please refer to the Webcast beginning at 34:21.

Mark Kadesh, Kadesh & Associates, reported on H.R. 8870, the "BUILD America Act" which would reauthorize surface transportation programs. For additional information, please refer to the Webcast beginning at 35:58.

Amelia Jenkins Morales, Holland & Hart, provided an overview on the Congressional Calendar for the rest of 2026. For additional information, please refer to the Webcast beginning at 39:40.

There was no public comment.

5. **Update and Discussion on State Legislative Issues**
South Coast AQMD's state legislative consultants (Joe A. Gonsalves & Son, Resolute, and Buckley Government Affairs) provided written reports on key Sacramento issues.

Paul Gonsalves, Joe A. Gonsalves & Son, provided an overview of the remaining legislative calendar and deadlines. For additional information, please refer to the Webcast beginning at 42:34.

Alfredo Arredondo, Resolute, provided an update on the results of the June primary election. For additional information, please refer to the Webcast beginning at 44:13.

Ross Buckley, Buckley Government Affairs, provided an update on the state budget. For additional information, please refer to the Webcast beginning at 46:56.

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, August 14, 2026 at 9:00 a.m.

Adjournment

The meeting was adjourned at 9:49 a.m.

Attachments

1. Attendance
2. SB 1213 (Reyes)– Bill Analysis
3. SB 1213 (Reyes) – Bill Language
4. SB 1295 (Stern) – Bill Analysis
5. SB 1295 (Stern) – Bill Language
6. Update on Federal Legislative Issues – Written Reports
7. Update on State Legislative Issues – Written Reports

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
LEGISLATIVE COMMITTEE MEETING
ATTENDANCE RECORD – June 12, 2026

Supervisor V. Manuel Perez .....South Coast AQMD Board Member
Supervisor Curt Hagman ..... South Coast AQMD Board Member
Mayor Patricia Lock Dawson .....South Coast AQMD Board Member
Mayor Brenda Olmos ..... South Coast AQMD Board Member
Councilmember Adrin Nazarian ..... South Coast AQMD Board Member
Supervisor Janet Nguyen .....South Coast AQMD Board Member

Marisela Santana ..... Board Consultant (Olmos)
Guillermo Gonzalez ..... Board Consultant (Perez)

Ross Buckley .....Buckley Government Affairs, LLC
Jed Dearborn .....Cassidy & Associates
Amelia Jenkins ..... Holland and Heart
Paul Gonsalves ..... Joe A. Gonsalves & Son
Mark Kadesh ..... Kadesh & Associates
Alfredo Arredondo ..... Resolute

Nate H ..... Public Member
Bill LaMarr ..... Public Member
Shane Osaki ..... Public Member
Ramine Ross ..... Public Member
Petter Whittingham ..... Public Member

Jason Aspell .....South Coast AQMD Staff
Cesar Ayala ..... South Coast AQMD Staff
Barbara Baird ..... South Coast AQMD Staff
Cathy Bartels ..... South Coast AQMD Staff
Lara Brown .....South Coast AQMD Staff
Cindy Bustillos .....South Coast AQMD Staff
Maria Corralejo ..... South Coast AQMD Staff
Matthew Ceja ..... South Coast AQMD Staff
Philip Crabbe .....South Coast AQMD Staff
Scott Gallegos .....South Coast AQMD Staff
Bayron T. Gilchrist…… .South Coast AQMD Staff
Carlos Gonzalez ..... South Coast AQMD Staff
De Groeneveld .....South Coast AQMD Staff
Alex Han .....South Coast AQMD Staff
Anissa Cessa Heard- Johnson .....South Coast AQMD Staff
Sheri Hanizavareh ..... South Coast AQMD Staff
Aaron Katzenstein ..... South Coast AQMD Staff
Angela Kim ..... South Coast AQMD Staff
Grace Leblanc .....South Coast AQMD Staff

Howard Lee ..... South Coast AQMD Staff
Jocelyn Lee ..... 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
Wayne Nastri ..... South Coast AQMD Staff
Sarah Rees ..... South Coast AQMD Staff
Mary Reichert ..... South Coast AQMD Staff
Aisha Reyes ..... South Coast AQMD Staff
Alberto Silva ..... South Coast AQMD Staff
Lisa Tanaka ..... South Coast AQMD Staff
Brian Tomasovic ..... South Coast AQMD Staff
Elizabeth Vega ..... South Coast AQMD Staff
Erika Valle ..... South Coast AQMD Staff
Mei Wang ..... South Coast AQMD Staff
Victor Yip ..... South Coast AQMD Staff

ATTACHMENT 2A

South Coast Air Quality Management District
Legislative Analysis Summary – SB 1213 (Reyes)
Version: As Amended – 5/14/2026
Analyst: MC/PC

SB 1213 (Reyes)

Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.

Summary: This bill would create new transparency requirements for medium- and heavy-duty vehicle incentive programs administered by the California Air Resources Board (CARB) and the California Energy Commission (CEC).

The bill would also require CARB to determine on a yearly basis if it should increase the number of state vouchers available under the Clean Truck and Bus Voucher Incentive Project (HVIP). The goal of increasing the number of vouchers would be to deploy more zero-emission vehicles (ZEVs) that provide a direct benefit to disadvantaged communities.

Background: The California Air Resources Board (CARB), in partnership with the California Energy Commission (CEC), administers several programs that help fund cleaner trucks, buses, and off-road equipment. These programs provide financial support for developing, testing, and deploying new zero-emission and near-zero-emission technologies, helping manufacturers and fleets bring cleaner vehicles and equipment to market more quickly.

One of the state's primary funding programs is the Alternative and Renewable Fuels and Vehicle Technology Program, also known as the Clean Transportation Program. Administered by the CEC, the program supports projects that expand clean transportation infrastructure, increase the use of alternative and renewable fuels, and encourage the adoption of cleaner vehicle technologies throughout California.

CARB also administers the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), which provides vouchers that reduce the upfront cost of purchasing eligible zero-emission commercial vehicles. HVIP helps businesses, public agencies, and other fleet operators transition to cleaner vehicles by making them more affordable. The program is funded primarily through the state's Greenhouse Gas Reduction Fund, Air Quality Improvement Program, and General Fund.

Together, these programs help improve air quality, reduce greenhouse gas emissions, and support California's transition to cleaner transportation technologies.

Status: 6/1/26: Referred to Assembly Transportation and Assembly Natural Resources Committees.

Specific Provisions: This bill would require the California Air Resources Board (CARB) and the California Energy Commission (CEC) to collect vehicle pricing information from manufacturers as a condition of a vehicle's eligibility for certain state incentive programs, including the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). The requirements would apply to programs funded through the Greenhouse Gas Reduction Fund (GGRF), the Clean Transportation Program (CTP), and the California Clean Fuel Reward Program.

To improve transparency, manufacturers seeking state incentives for zero-emission vehicles (ZEVs) would be required to submit quarterly Manufacturer's Suggested Retail Price (MSRP) information for eligible vehicles. In addition, a final purchase order would be required for each incentivized vehicle, clearly identifying the vehicle's base price before incentives and itemizing any additional

charges or fees. CARB and CEC would also be authorized to collect information necessary to monitor vehicle pricing and evaluate pricing practices within covered incentive programs.

The bill establishes enforcement provisions for noncompliance, including suspension from participation in state incentive programs and recovery of previously awarded incentive funds if a manufacturer is found to have provided false information or engaged in anticompetitive pricing or sales practices. CARB would also be authorized to coordinate with the Attorney General on any necessary investigations.

The bill would further require CARB to annually evaluate whether additional HVIP vouchers should be made available to increase the deployment of zero-emission vehicles, particularly in disadvantaged communities. Finally, by January 1, 2028, CARB, in coordination with the Governor's Office of Business and Economic Development (GO-Biz) and the California Infrastructure and Economic Development Bank (IBank), would be required to examine alternative financing options to support medium- and heavy-duty zero-emission vehicle deployment and report its findings to the Legislature.

Impacts on South Coast AQMD's Mission, Operations or Initiatives: According to the author, California leads in promoting medium and heavy-duty ZEV's to support clean transportation goals and reduce harmful air pollutants such as PM2.5 and NOx that endanger the health of disadvantaged communities in our state. The state uses incentive programs such as HVIP to speed up the deployment of these ZEVs. However, there is concern that the price of electric trucks in the United States increased by 32% even as battery costs have declined and electric truck prices in the European Union have fallen by 27% over the same period. The author argues that the rise in prices in the United States is proof that more needs to be done to ensure that incentives to transition to cleaner fleets are transparent and competitive. Providing ZEV incentives only to manufacturers willing to disclose price-related information, as required by this bill, will increase transparency and competitiveness. In the end, transparency in actual vehicle costs may help lower prices of medium- and heavy-duty ZEVs in California.

The bill also seeks to encourage the expansion of HVIP by requiring CARB to annually reevaluate if it should increase the number of state vouchers available under the program. HVIP vouchers reduce the upfront cost of purchases or leases of medium- and heavy-duty ZEVs through a point-of-sale discount. Vouchers, which are processed through ZEV dealerships, are limited in number and are available on a first-come first-served basis. Please note that HVIP does not require scrappage of an older vehicle. The goal of increasing the number of HVIP vouchers would be to deploy more ZEVs that provide a direct benefit to disadvantaged communities. These additional ZEVs would help create additional emissions reductions for communities most in need.

SB 1213 is consistent with South Coast AQMD's priorities to support the development and deployment of the cleanest commercially available technologies with prioritization for zero-emission infrastructure, equipment, and vehicles to protect public health and facilitate attainment of clean air standards within the South Coast region.

Recommended Position: SUPPORT

SUPPORT

Apen Action
California Environmental Voters
Coalition for Clean Air
Federation of American Scientists
Natural Resources Defense Council (NRDC)
Sierra Club

OPPOSITION

N/A

ATTACHMENT 2B

AMENDED IN SENATE MAY 14, 2026

AMENDED IN SENATE MARCH 25, 2026

SENATE BILL **No. 1213**

Introduced by Senator Reyes

February 19, 2026

An act to amend Section 39719.2 of, and to add Sections 43215, 43216, and 44274.16 to, the Health and Safety Code, relating to greenhouse gases.

LEGISLATIVE COUNSEL'S DIGEST

SB 1213, as amended, Reyes. Zero- and near-zero-emission medium- and heavy-duty vehicles: incentives: transparency.

(1) Existing law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, to be administered by the State Air Resources Board in conjunction with the State Energy Resources Conservation and Development Commission (Energy Commission). The program funds eligible projects, including, among others, projects for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. Existing law establishes the Clean Transportation Program, administered by the Energy Commission, to provide, among other things, competitive grants and revolving loans to specified entities for those entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies.

This bill would require, within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, the state board and the Energy Commission, beginning January 1, 2027, to condition

the inclusion of any medium- or heavy-duty vehicle model in specified incentive programs, including the Clean Transportation Program, on the receipt of the pricing data specified below.

(2) Existing law establishes the state board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The state board, in this capacity, administers the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project under which the agency issues a limited number of vouchers to incentivize the purchase and use of zero-emission commercial vehicles.

This bill would require the state board, in order to support the deployment of zero-emission heavy-duty vehicles through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, to annually reevaluate the cap on the purchase of unredeemed state vouchers issued through the project, as ~~specified, and allow for vouchers to be used to cover up to 90% of the total cost of the purchase of a vehicle, as provided.~~ *specified.*

This bill, beginning January 1, 2027, would require a state agency administering any medium- or heavy-duty vehicle incentive program that receives funding from the Greenhouse Gas Reduction Fund, including, but not limited to, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, and any program that receives funding through the California Clean Fuel Reward administered by the state board through the Low-Carbon Fuel Standard regulations, or through the Clean Transportation Program, to condition the inclusion of any medium- or heavy-duty vehicle model in that program upon certain transparency requirements. The bill would require these transparency requirements to include, among other things, the original equipment manufacturer providing the manufacturer suggested retail price for all zero-emission vehicle models offered for sale in California that may be funded by the above-described incentive programs and receipt by the administering agency of a final itemized purchase order, as provided.

This bill would require the state board, in coordination with the Energy Commission, to compile and make publicly available on its internet website the data provided pursuant to these requirements. The bill would also authorize the state board to recover previously dispersed incentive funds that are found to be dispersed based on false data that was knowingly provided or through anticompetitive pricing or sales behavior, as provided. The bill would require immediate suspension of a vehicle model's eligibility for the above-described incentive programs for failure to comply with the reporting requirements.

(3) Existing law establishes the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles.

The bill would require the state board, on or before January 1, 2028, and in coordination with the Governor's Office of Business and Economic Development and the *California* Infrastructure and Economic Development Bank, to explore alternative financing opportunities to encourage the deployment of zero-emission medium- and heavy-duty vehicles and report its findings regarding these alternative financing opportunities to the Legislature. The bill would require this report to include, but not be limited to, incentives with a specific focus on encouraging new entries into the market, spurring market competition, and prioritizing manufacturing within the state, and an evaluation of ways to de-risk and scale up the participation of private investors in the market for affordable zero-emission medium- and heavy-duty vehicles, including used vehicles.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares both of the following:

(a) Robust competition and fair pricing are essential to the successful deployment of zero-emission heavy-duty vehicles that are necessary to achieve California's climate and public health goals.

(b) To ensure the integrity of the state's climate programs, the receipt of state funding should be conditioned upon full pricing transparency.

SEC. 2. Section 39719.2 of the Health and Safety Code is amended to read:

39719.2. (a) The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program is hereby created, to be administered by the state board in conjunction with the State Energy Resources Conservation and Development Commission. The program, from moneys appropriated from the fund for the

purposes of the program, shall fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. Priority shall be given to projects benefiting disadvantaged communities pursuant to the requirements of Sections 39711 and 39713.

(b) Projects eligible for funding pursuant to this section include, but are not limited to, the following:

(1) Technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, including projects that help to facilitate clean goods movement corridors. This includes peer-to-peer truck sharing platform demonstration. Until December 31, 2021, no less than 20 percent of funding made available for purposes of this paragraph shall support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology.

(2) Zero- and near-zero-emission bus technology development, demonstration, precommercial pilots, and early commercial deployments, including pilots of multiple vehicles at one site or region.

(3) Zero- and near-zero-emission off-road vehicle and equipment technology development, demonstration, precommercial pilots, and early commercial deployments, including vehicles and equipment in the port, agricultural, marine, construction, and rail sectors.

(4) Purchase incentives, which may include point-of-sale, for commercially available zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and fueling infrastructure to support early market deployments of alternative technologies and to increase manufacturer volumes and accelerate market acceptance.

(5) Projects that support greater commercial motor vehicle and equipment freight efficiency and greenhouse gas emissions reductions, including, but not limited to, advanced intelligent transportation systems, autonomous vehicles, grid integration and integrated storage solutions, charging management demonstration and analytics, and other freight information and operations technologies.

(c) The state board, in consultation with the State Energy Resources Conservation and Development Commission, shall develop guidance through the existing Air Quality Improvement Program funding plan process for the implementation of this section that is consistent with the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500)) and this chapter.

(d) The guidance developed pursuant to subdivision (c) shall do all of the following:

(1) Outline performance criteria and metrics for deployment incentives. The goal shall be to design a simple and predictable structure that provides incentives for truck, bus, and off-road vehicle and equipment technologies that provide significant greenhouse gas reduction and air quality benefits.

(2) (A) Ensure that program investments are coordinated with funding programs developed pursuant to the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Chapter 8.9 (commencing with Section 44270) of Part 5).

(B) The State Energy Resources Conservation and Development Commission shall advise the state board on how to allocate money for vehicle charging infrastructure consistent with the commission's investment plan strategies on charging infrastructure.

(3) Promote projects that assist the state in reaching its climate goals beyond 2030, consistent with Section 38566.

(4) Promote investments in medium- and heavy-duty trucking, including, but not limited to, vocational trucks, short-haul and long-haul trucks, buses, and off-road vehicles and equipment, including, but not limited to, port equipment, agricultural equipment, marine equipment, and rail equipment.

(5) Implement purchase incentives for eligible technologies to increase the use of the cleanest vehicles in disadvantaged communities.

(6) Allow for remanufactured and retrofitted vehicles to qualify for purchase incentives if those vehicles meet warranty and emissions requirements, as determined by the state board.

(7) Establish a competitive process for the allocation of moneys for projects funded pursuant to this section.

(8) Leverage, to the maximum extent feasible, federal or private funding.

(9) Ensure that the results of emissions reductions or benefits can be measured or quantified.

(10) Ensure that activities undertaken pursuant to this section complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

(e) In evaluating potential projects to be funded pursuant to this section, the state board shall give priority to projects that demonstrate one or more of the following characteristics:

(1) Benefit disadvantaged communities pursuant to Sections 39711 and 39713 or communities with a community emissions reduction program implemented pursuant to Section 44391.2.

(2) The ability to leverage additional public and private funding.

(3) The potential for cobenefits or multiple-benefit attributes.

(4) The potential for the project to be replicated.

(5) Regional benefit, with focus on collaboration between multiple entities.

(6) Support for technologies with broad market and emissions reduction potential.

(7) Support for projects addressing technology and market barriers not addressed by other programs.

(8) Support for enabling technologies that benefit multiple technology pathways.

(f) In implementing this section, the state board, in consultation with the State Energy Resources Conservation and Development Commission, shall create an annual framework and plan. The framework and plan shall be developed with public input and may use existing investment plan processes and workshops as well as existing state and third-party research and technology roadmaps. The framework and plan shall do all of the following:

(1) Articulate an overarching vision for technology development, demonstration, precommercial pilot, and early commercial deployments, with a focus on moving technologies through the commercialization process.

(2) Outline technology categories and performance criteria for technologies and applications that may be considered for funding pursuant to this section. This shall include technologies for medium- and heavy-duty trucking, including, but not limited to, vocational trucks, short-haul and long-haul trucks, buses, and off-road vehicles and equipment, including, but not limited to, port

equipment, agricultural equipment, construction equipment, marine equipment, and rail equipment.

(3) Describe the roles of the relevant agencies and the process for coordination.

(g) For purposes of this section, "zero- and near-zero-emission" means vehicles, fuels, and related technologies that reduce greenhouse gas emissions and improve air quality when compared with conventional or fully commercialized alternatives, as defined by the state board in consultation with the State Energy Resources Conservation and Development Commission. "Zero- and near-zero-emission" may include, but is not limited to, zero-emission technology, enabling technologies that provide a pathway to emissions reductions, advanced or alternative fuel engines for long-haul trucks, and hybrid or alternative fuel technologies for trucks and off-road equipment.

(h) (1) In addition to the requirements of Section 44258.4, commencing with the funding plan for the 2019–20 fiscal year of the Air Quality Improvement Program (Article 3 (commencing with Section 44274) of Chapter 8.9 of Part 5), the state board shall include a three-year investment strategy that includes the immediate fiscal year and a forecast of estimated funding needs for the subsequent two fiscal years for zero- and near-zero-emission heavy-duty vehicles and equipment commensurate with meeting the goals of this chapter and the goals of the state.

(2) The three-year investment strategy shall do all of the following:

(A) Describe the role of public investments in supporting the demonstration and deployment of advanced technologies.

(B) Provide an assessment of available funding and the investment needed.

(C) Provide a description of the state board's portfolio of investments.

(3) The state board, in consultation with the State Energy Resources Conservation and Development Commission, shall include in the investment strategy information related to milestones achieved by the state's schoolbus incentive programs and the projected need for funding taking into consideration the state's schoolbus inventory, turnover, and useful life.

(i) Beginning January 1, 2027, the state board and the State Energy Resources Conservation and Development Commission

shall condition the inclusion of any medium- or heavy-duty vehicle model in any incentive program that receives funding from the Greenhouse Gas Reduction Fund, created pursuant to Section 16428.8 of the Government Code, including, but not limited to, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, and in any program that receives funding through the California Clean Fuel Reward administered by the state board through the Low-Carbon Fuel Standard regulations (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations) or through the Clean Transportation Program (Article 2 (commencing with Section 44272) of Chapter 8.9 of Part 5) on receipt of the pricing data specified in Section 43216.

SEC. 3. Section 43215 is added to the Health and Safety Code, to read:

43215. *(a)* The state board, in order to support the deployment of zero-emission heavy-duty vehicles through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, shall ~~do both of the following:~~ *annually reevaluate the cap on the purchase of unredeemed state vouchers issued through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project with the goal of increasing the cap to the extent feasible to maximize the benefits of zero-emission vehicles deployed.*

~~(a) (1) Annually reevaluate the cap on the purchase of unredeemed state vouchers issued through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project with the goal of increasing the cap to the extent feasible to maximize the benefits of zero-emission vehicles deployed.~~

~~(2)~~

(b) An increase to the voucher cap shall be provided on the purchase of electric medium- and heavy-duty vehicles that provide a direct and meaningful benefit to disadvantaged communities, as identified pursuant to Section 39711. The state board shall establish criteria for determining the eligibility of an applicant and the required nexus between vehicle operation and community benefit.

~~(b) Allow for vouchers to be used to cover up to 90 percent of the total cost of the purchase of a vehicle through the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, including, but not limited to, taxes and delivery fees.~~

SEC. 4. Section 43216 is added to the Health and Safety Code, to read:

43216. (a) Beginning January 1, 2027, the state agency administering any medium- or heavy-duty vehicle incentive program that receives funding from the Greenhouse Gas Reduction Fund, created pursuant to Section 16428.8 of the Government Code, including, but not limited to, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, and any program that receives funding through the California Clean Fuel Reward administered by the state board through the Low-Carbon Fuel Standard regulations (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations) or through the Clean Transportation Program (Article 2 (commencing with Section 44272) of Chapter 8.9 of Part 5), shall condition the inclusion of any medium- or heavy-duty vehicle model in that program upon the following transparency requirements:

(1) The original equipment manufacturer shall provide the manufacturer's suggested retail price for all zero-emission vehicle models offered for sale in California that may be funded by any incentive program described in this subdivision to the administering agency quarterly.

(2) Receipt by the administering agency of a final purchase order for each vehicle for which an incentive is sought that clearly lists the final base unit price of the vehicle, not including incentives, and itemizes any charges for warranty, taxes, fees, service agreements, or additional components not original to the vehicle.

(3) Receipt by the administering agency of any additional data needed to effectively track vehicle pricing behavior in the covered incentive programs, including, but not limited to, vehicle make and model, model year, gross vehicle weight rating, body type, vehicle identification number, and nominal battery capacity of any vehicle for which an incentive is sought.

(b) The state board, in coordination with the State Energy Resources Conservation and Development Commission, shall, every six months, compile and make the data provided pursuant to subdivision (a) publicly available on its internet website in an aggregated format that anonymizes buyers and includes pricing

data shown by vehicle model for each model year in order to provide market certainty and facilitate oversight.

(c) (1) Failure to comply with the reporting requirements set forth in subdivision (a) shall result in the immediate suspension of a vehicle model's eligibility for state incentive programs.

(2) The state board may recover previously dispersed incentive funds that are found to be dispersed based on false data that was knowingly provided or through anticompetitive pricing or sales behavior.

(3) The state board may coordinate with the Attorney General to investigate any violations of this section.

SEC. 5. Section 44274.16 is added to the Health and Safety Code, immediately following Section 44274.15, to read:

44274.16. On or before January 1, 2028, the state board, in coordination with the Governor's Office of Business and Economic Development and the *California* Infrastructure and Economic Development Bank, shall explore alternative financing opportunities to encourage the deployment of zero-emission medium- and heavy-duty vehicles and report, consistent with Section 9795 of the Government Code, its findings regarding these alternative financing opportunities to the Legislature. This report shall include, but not be limited to, all of the following:

(a) Incentives with a specific focus on encouraging new entries into the market, spurring market competition, and prioritizing manufacturing within the state.

(b) An evaluation of ways to de-risk and scale up the participation of private investors in the market for affordable zero-emission medium- and heavy-duty vehicles, including used vehicles.

(c) An evaluation of providing low-cost loans for zero-emission trucks.

(d) An exploration of the development of residual value guarantees for zero-emission trucks.

(e) Recommendations on improving market function to increase deployment and decrease costs.

(f) Other data sources, reporting mechanisms, and disclosures that could be used, including, but not limited to, of data that may be held or generated by the Department of Motor Vehicles, that would further achieve these goals and promote well-functioning markets and capital access for medium- and heavy-duty vehicles.

SEC. 6. The provisions of this act are severable. If any provision of this act or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

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ATTACHMENT 2C

South Coast Air Quality Management District
Legislative Analysis Summary – SB 1295 (Stern)
Version: Amended - 4/28/2026
Analyst: EV

SB 1295 (Stern)

Electrical corporations: distributed energy storage systems and nonwire alternatives.

Summary: This bill would require an electrical corporation, for any proposed distribution or transmission infrastructure investment above a threshold established by the California Public Utilities Commission (CPUC), to evaluate whether distributed energy storage systems or other nonwire alternatives can meet the identified reliability or capacity need.

Background: The California Public Utilities Commission (CPUC) is authorized to establish energy storage procurement targets for load-serving entities, when appropriate, and directs the state's three largest investor-owned utilities to develop programs and investments that support the deployment of distributed energy storage systems.

The bill is based on concerns that California's electric grid is facing increasing challenges related to reliability, affordability, and capacity. In some areas, the local electric system does not have enough capacity to meet growing demand, which can affect reliability and, in some cases, contribute to power shutoffs or other service disruptions. The bill notes that utilities often rely on traditional infrastructure projects, such as new substations and transmission upgrades, which can be expensive and take years to complete.

The bill finds that energy storage systems can help address these challenges by providing additional grid capacity, improving reliability, and supporting the state's growing electricity needs. It also highlights the rapid growth of battery storage in California, which has increased from about 500 megawatts in 2018 to more than 16,900 megawatts in recent years. As the state continues to electrify transportation, buildings, and other sectors, energy storage needs are expected to grow to approximately 52,000 megawatts by 2045.

Status: 5/27/26: Read third time. Passed. Ordered to the Assembly.

Specific Provisions: Specifically, this bill would:

1. Require an electrical corporation, for any proposed distribution or transmission infrastructure investment above a threshold established by the CPUC, to evaluate whether distributed energy storage systems or other nonwire alternatives can meet the identified reliability or capacity need.
2. Prohibit the CPUC from approving rate recovery for a proposed infrastructure investment unless the electrical corporation demonstrates either that nonwire alternatives are not feasible within the required timeframe or that nonwire alternatives are not cost effective.
3. Authorize an electrical corporation to procure, own, or enter into a long-term contract for distributed energy storage systems interconnected at the distribution level to meet identified reliability or capacity needs.
4. Require the CPUC to authorize an electrical corporation to recover the reasonable costs of, and earn a return on, distributed energy storage systems and contracts procured pursuant to this bill.

5. Requires an electrical corporation, if it determines that a nonwire alternative may be feasible, to conduct a competitive solicitation or other transparent process to evaluate third-party solutions.

Impacts on South Coast AQMD's Mission, Operations or Initiatives: SB 1295 could assist in addressing energization needs statewide by encouraging utilities to evaluate distributed energy storage systems and other nonwire alternatives before constructing traditional grid infrastructure. Additionally, the bill could support greater integration of renewable energy resources, reduce reliance on fossil-fuels, facilitate broader electrification efforts, and reduce deenergization events. Also, by addressing energization issues, SB 1295 could ultimately support the deployment of zero-emission vehicles, equipment and infrastructure within the South Coast region and statewide.

Utilities are opposing SB 1295 because they believe the process to evaluate distributed energy storage systems or other nonwire alternatives will require significant time and resources without necessarily providing successful alternative outcomes.

Overall, South Coast AQMD supports legislative efforts to promote energy efficiency and reliable, cost effective and clean energy in the South Coast region, especially in disproportionately impacted environmental justice communities.

Recommended Position: SUPPORT

SUPPORT
Deploy Action

OPPOSITION
Pacific Gas & Electric Company (PG&E)
San Diego Gas and Electric
Southern California Edison

ATTACHMENT 2D

AMENDED IN SENATE APRIL 28, 2026

AMENDED IN SENATE APRIL 9, 2026

SENATE BILL **No. 1295**

Introduced by Senator Stern
(Coauthor: Senator Becker)

February 20, 2026

An act ~~to amend Section 380 of, and~~ to add ~~Sections~~ *Section* 469.5 ~~and 2837.5 to,~~ *to* the Public Utilities Code, relating to electricity.

LEGISLATIVE COUNSEL'S DIGEST

SB 1295, as amended, Stern. ~~Distributed~~ *Electrical corporations: distributed* energy storage ~~systems: procurement.~~ *systems and nonwire alternatives.*

Existing law requires the Public Utilities Commission ~~(PUC)~~ to determine appropriate targets, if any, for each load-serving entity, as defined, to procure viable and cost-effective energy storage systems to be achieved by December 31, 2020. Existing law requires the ~~PUC~~ *commission* to direct the state's 3 largest electrical corporations to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems.

~~This bill would require the PUC, in addition to the requirements described above, on or before January 1, 2030, to consider procurement strategies to support the installation of distributed energy storage systems, as provided. The bill would require the State Energy Resources Conservation and Development Commission, in consultation with the PUC and the Independent System Operator, on or before July 1, 2028, and biennially thereafter, to identify and evaluate constrained distribution areas, as defined, and local capacity areas, as defined, for those purposes, as provided. As part of the procurement strategies~~

~~considered by the PUC, the bill would require the PUC to require each load-serving entity to demonstrate that identified localized reliability vulnerability areas will be addressed within a reasonable planning horizon and using the least-cost portfolio of resources, including distributed energy storage systems and other nonwire alternatives, as specified. If the PUC imposes an energy storage system procurement target on load-serving entities, the bill would authorize each load-serving entity to meet up to 50% of its procurement target through energy storage systems that it owns, that are interconnected at the transmission or distribution level, or that are located on the customer side of the meter, as specified. The bill would require the PUC to reconsider procurement strategies and appropriate targets not less than once every 3 years. The bill would authorize the PUC to approve, or modify and approve, electrical corporation programs to deploy, and investments in, distributed energy storage systems that include appropriate energy storage management systems and reasonable mechanisms for cost recovery. The bill would require the PUC, on or before January 1, 2028, to amend its tariffs that govern the deployment of energy storage systems, as provided. The bill would require the PUC to authorize an electrical corporation to earn a return on investments in and operation of distributed energy storage systems and other nonwire alternatives deployed to address localized reliability vulnerability areas. The bill would require the commission to establish performance-based mechanisms that allow an electrical corporation to earn incentives for achieving measurable outcomes, including, but not limited to, integration of cost-effective distributed energy resources, as provided.~~

~~Existing law requires the PUC to adopt a process for each load-serving entity to file an integrated resource plan, adopt a schedule for periodic updates to the plan, and ensure each load-serving entity take specified actions, as specified.~~

~~This bill would require that the integrated resource plan of each load-serving entity include energy storage systems, as provided.~~

This bill would require an electrical corporation, for any proposed distribution or transmission infrastructure investment above a threshold established by the commission, to evaluate whether distributed energy storage systems or other nonwire alternatives can meet the identified reliability or capacity need, as provided. The bill would require an electrical corporation, if it determines that a nonwire alternative may be feasible, to conduct a competitive solicitation or other transparent process to evaluate third-party solutions. The bill would prohibit the

commission from approving rate recovery for a proposed infrastructure investment unless the electrical corporation demonstrates either that nonwire alternatives are not feasible within the required timeframe or that nonwire alternatives are not cost effective, as provided. The bill would authorize an electrical corporation to procure, own, or enter into a long-term contract for distributed energy storage systems interconnected at the distribution level to meet identified reliability or capacity needs, and would require the commission to authorize an electrical corporation to recover the reasonable costs of, and earn a return on, those distributed energy storage systems, as provided.

Under existing law, a violation of the Public Utilities Act or of any order, decision, rule, direction, demand, or requirement of the ~~PUC~~ *commission* is a crime.

Because ~~certain~~ *the* provisions of this bill would be part of the act, and a violation of a ~~PUC~~ *commission* action implementing the bill's requirements would be a crime, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: yes.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) Energy storage system deployment can provide grid capacity and grid services, and help meet resource adequacy requirements of the California electricity grid.

(b) Front-of-the-meter battery deployment within the service territory of the Independent System Operator is rapidly expanding, with batteries comprising roughly 46 percent of total capacity in the interconnection queue as of mid-2025.

(c) From 2018 through mid-2025, battery storage capacity in California increased from 500 megawatts to more than 16,900 megawatts, with state projections envisioning 52,000 megawatts of battery storage needed by 2045.

(d) Energy storage is increasingly an affordable and attractive resource option for load-serving entities and regulators to consider, in part due to its declining costs, its modularity, and its fast average development timelines.

(e) Distributed energy storage systems of not more than 10 megawatts in capacity are well suited to meet near-term priority grid zones and high-risk grid soft spots, including constrained distribution areas and local capacity areas, areas that have been deemed higher risk for failure, have higher documented history of deenergization event occurrence, or are overly constrained with documented need for a reduction in aggregate demand serving the substation or feeder, and that can help defer traditional grid upgrade investments in the near term.

(f) The inclusion of energy storage, including distributed energy storage systems, in integrated resource planning, distribution resource planning, and rate design can help incentivize load-serving entity and third-party ownership and procurement of these systems while lowering Californian's energy costs and enabling improved grid resiliency and grid services.

(g) The Public Utilities Commission and the State Energy Resources Conservation and Development Commission can leverage lessons learned from previous distributed energy resource deployment programs, including, but not limited to, the locational net ~~benefits~~ *benefit* analysis methodology and subsequent distribution planning frameworks, to inform future distributed energy resource plans and to aid in effective systemwide rollout to address ~~priority or high-risk grid soft spots.~~ *constrained distribution areas.*

~~SEC. 2. Section 380 of the Public Utilities Code is amended to read:~~

~~380. (a) The commission, in consultation with the Independent System Operator, shall establish resource adequacy requirements for all load-serving entities.~~

~~(b) In establishing resource adequacy requirements, the commission shall ensure the reliability of electrical service in California while advancing, to the extent possible, the state's goals for clean energy, reducing air pollution, and reducing emissions of greenhouse gases. The resource adequacy program shall achieve all of the following objectives:~~

~~(1) Facilitate the development of new generating, nongenerating, and hybrid capacity and the retention of existing generating, nongenerating, and hybrid capacity that is economical and needed for reliability and to achieve the state policy specified in Section 454.53.~~

~~(2) Establish new, or maintain existing, demand response products and tariffs that facilitate the economical dispatch and use of demand response that can either meet or reduce an electrical corporation's resource adequacy requirements, as determined by the commission.~~

~~(3) Equitably allocate the cost of generating capacity and demand response in a manner that prevents the shifting of costs between customer classes.~~

~~(4) Minimize enforcement requirements and costs.~~

~~(5) Consideration of mitigation measures, if the commission determines they are needed, to reduce costs to ratepayers.~~

~~(6) Maximize the ability of community choice aggregators to determine the generation resources used to serve their customers.~~

~~(c) Each load-serving entity shall maintain physical generating capacity and electrical demand response adequate to meet its load requirements, including, but not limited to, peak demand and planning and operating reserves. The generating capacity or electrical demand response shall be deliverable to locations and at times as may be necessary to maintain electrical service system reliability, local area reliability, and flexibility.~~

~~(d) Each load-serving entity shall, at a minimum, meet the most recent minimum planning reserve and reliability criteria approved by the board of directors of the Western Systems Coordinating Council or the Western Electricity Coordinating Council.~~

~~(e) The commission shall implement and enforce the resource adequacy requirements established in accordance with this section in a nondiscriminatory manner. Each load-serving entity shall be subject to the same requirements for resource adequacy, the renewables portfolio standard program, and the integrated resource planning process pursuant to Section 454.52 that apply to electrical corporations pursuant to this section, or are otherwise required by law or by order or decision of the commission. The commission shall exercise its enforcement powers to ensure compliance by all load-serving entities.~~

~~(f) (1) The commission shall require sufficient information, including, but not limited to, anticipated load, actual load, and measures undertaken by a load-serving entity to ensure resource adequacy, to be reported to enable the commission to determine compliance with the resource adequacy requirements established by the commission.~~

~~(2) The commission shall calculate and publish annually on its internet website, in a new report or as part of another report, the percentage of each load-serving entity's local and system resource adequacy requirements from the previous calendar year that was met with capacity from eligible renewable energy resources pursuant to the California Renewables Portfolio Standard Program (Article 16 (commencing with Section 399.11)), other zero-carbon resources, including large hydroelectric and nuclear resources, or energy storage resources. In determining the percentage of each load-serving entity's resource adequacy requirements, the commission shall include all directly owned or contracted resources and each load-serving entity's allocation of any centrally procured resources or allocation of resources pursuant to any other mechanism that involves an assignment or allocation of resources purchased or owned by a single buyer, and shall exclude any share of a load-serving entity's resources that were allocated to another load-serving entity.~~

~~(g) An electrical corporation's costs of meeting or reducing resource adequacy requirements, including, but not limited to, the costs associated with system reliability, local area reliability, or flexible resource adequacy, that are determined to be reasonable by the commission, or are otherwise recoverable under a procurement plan approved by the commission pursuant to Section 454.5, shall be fully recoverable from those customers on whose behalf the costs are incurred, as determined by the commission, at the time the commitment to incur the cost is made, on a fully nonbypassable basis, as determined by the commission. The commission shall exclude any amounts authorized to be recovered pursuant to Section 366.2 when authorizing the amount of costs to be recovered from customers of a community choice aggregator or from customers that purchase electricity through a direct transaction pursuant to this subdivision.~~

~~(h) The commission shall determine and authorize the most efficient and equitable means for achieving all of the following:~~

~~(1) Meeting the objectives of this section.~~

~~(2) Ensuring that investment is made in new generating capacity.~~

~~(3) Ensuring that existing generating capacity that is economical is retained to ensure reliability.~~

~~(4) Ensuring that the resource adequacy program can reasonably maintain a standard measure of reliability, such as a one-day-in-10-year loss-of-load expectation or a similarly robust reliability metric adopted by the commission, and use it for planning purposes.~~

~~(5) Ensuring that the cost of generating capacity and demand response is allocated equitably.~~

~~(6) Ensuring that community choice aggregators can determine the generation resources used to serve their customers.~~

~~(7) Ensuring that investments are made in new and existing demand response resources that are cost effective and help to achieve electrical grid reliability and the state's goals for reducing emissions of greenhouse gases.~~

~~(8) Minimizing the need for backstop procurement by the Independent System Operator.~~

~~(i) In making the determination pursuant to subdivision (h), the commission may consider a centralized resource adequacy mechanism among other options.~~

~~(j) The commission shall ensure appropriate valuation of both supply and load modifying demand response resources. The commission, in an existing or new proceeding, shall establish a mechanism to value load modifying demand response resources, including, but not limited to, the ability of demand response resources to help meet distribution needs and transmission system needs and to help reduce a load-serving entity's resource adequacy obligation pursuant to this section. In determining this value, the commission shall consider how these resources further the state's electrical grid reliability and the state's goals for reducing emissions of greenhouse gases. The commission, Energy Commission, and Independent System Operator shall coordinate to jointly ensure that changes in demand caused by load modifying demand response are expeditiously and comprehensively reflected in the Energy Commission's Integrated Energy Policy Report forecast and in planning proceedings and associated analyses, and shall encourage reflection of these changes in demand in the operation of the grid.~~

~~(k) For purposes of this section, "load-serving entity" means an electrical corporation, electric service provider, or community choice aggregator. "Load-serving entity" does not include any of the following:~~

~~(1) A local publicly owned electric utility.~~

~~(2) The State Water Resources Development System commonly known as the State Water Project.~~

~~(3) Customer generation located on the customer's site or providing electric service through arrangements authorized by Section 218, if the customer generation, or the load it serves, meets one of the following criteria:~~

~~(A) It takes standby service from the electrical corporation on a commission-approved rate schedule that provides for adequate backup planning and operating reserves for the standby customer class.~~

~~(B) It is not physically interconnected to the electrical transmission or distribution grid, so that, if the customer generation fails, backup electricity is not supplied from the electrical grid.~~

~~(C) There is physical assurance that the load served by the customer generation will be curtailed concurrently and commensurately with an outage of the customer generation.~~

~~(*l*) It is the policy of the state that energy storage systems procured pursuant to Section 2837.5 satisfy the resource adequacy requirements for load-serving entities established by this section.~~

~~SEC. 3.~~

SEC. 2. Section 469.5 is added to the Public Utilities Code, to read:

~~469.5. (a) For purposes of this section, all of the following definitions apply:~~

~~(1) "Community choice aggregator" has the same meaning as defined in Section 331.1.~~

~~(2) "Constrained distribution area" means a segment of the distribution grid where capacity limits are already delaying, or are anticipated to delay, energization of new loads or the ability to handle load growth from existing customers, as identified by low load-hosting capacity or by locational net benefits analysis, or a similar successor metric, as determined by the commission.~~

~~(3) "Distributed energy storage system" has the same meaning as defined in Section 2838.2.~~

~~(4) "Energy storage system" has the same meaning as defined in Section 2835.~~

~~(5) "High-load-growth area" means a geographic area within the electrical distribution or transmission system where projected load growth exceeds a threshold established by the commission and is expected to result in near-term reliability constraints, infrastructure upgrade requirements, or interconnection delays.~~

~~(6) "Load-serving entity" has the same meaning as defined in Section 380.~~

~~(7) "Localized reliability vulnerability area" means a specific geographic area where a load-serving entity is dealing with a constrained distribution capacity or local capacity challenge, as identified by the Independent System Operator using information at the feeder or substation level using time-resolved load forecasts, hosting capacity analyses, and probabilistic load growth scenarios.~~

~~(b) (1) In addition to the requirements of Section 454.52, the integrated resource plan of each load-serving entity shall include energy storage systems, including distributed energy storage systems procured under Section 2837.5, and those energy storage systems shall be cost effective.~~

~~(2) Each load-serving entity shall, in each integrated resource plan cycle, include all of the following:~~

~~(A) Analysis and projections of no fewer than 10 identified localized reliability vulnerability areas. The analysis and projections shall include discussion of all of the following metrics:~~

~~(i) Reductions in outage risk.~~

~~(ii) Deferred infrastructure investment.~~

~~(iii) Increased hosting capacity.~~

~~(iv) Projected load growth.~~

~~(B) Specific procurement or deployment actions to resolve each identified localized reliability vulnerability area within a reasonable planning horizon not to exceed five years.~~

~~(C) Identification and analysis of high-load-growth areas, including the projected timing and magnitude of load increases, associated grid constraints, and evaluation of nonwire alternatives to meet that demand.~~

~~(D) Processes to document the extent to which the load-serving entity is using the metrics in planning for future investments. All of the following shall apply to this requirement:~~

~~(i) Electrically sensitive, market-sensitive, or security-sensitive information, including feeder-level and substation-level constraints, may be submitted to the commission under seal.~~

~~(ii) Public versions of reports shall include aggregated or anonymized data sufficient to enable transparency and third-party participation without compromising grid reliability or market integrity.~~

~~(iii) The commission shall adopt protocols to allow confidential sharing of detailed locational data with authorized entities, including the Independent System Operator and relevant state agencies, as necessary for planning and reliability purposes.~~

~~(3) (A) An electrical corporation shall identify constrained distribution areas.~~

~~(B) A load-serving entity shall incorporate identified constrained distribution areas into its integrated resource plan and demonstrate how the load-serving entity will contribute to resolving identified reliability needs through procurement, contracting, or coordination with electrical corporation programs.~~

~~(c) In considering distributed energy storage systems under this section, the commission shall prioritize programs and investments that support grid services and resilience for all of the following:~~

~~(1) Constrained distribution areas.~~

~~(2) Local capacity areas.~~

~~(3) High-load-growth areas, including areas experiencing significant new or expanded commercial or industrial electrical demand.~~

~~(d) Energy storage systems procured pursuant to the requirements of Section 2837.5 shall include both electrical corporation and community choice aggregator ownership and third-party ownership and agreement models.~~

~~(e) The commission shall require~~

469.5. (a) For any proposed distribution or transmission infrastructure investment above a threshold established by the commission, an electrical ~~corporation, within any identified localized reliability vulnerability area, to~~ *corporation shall* evaluate *whether* distributed energy storage systems ~~and~~ *or* other nonwire alternatives ~~as the preferred solution. The commission shall not approve rate recovery for traditional distribution or transmission infrastructure investments unless the electrical corporation demonstrates, based on substantial evidence in the record, either~~

~~of the following:~~ *can meet the identified reliability or capacity need.*

(b) The evaluation required pursuant to subdivision (a) shall include a comparison of total system costs, including each of the following:

(1) The cost of the proposed infrastructure investment.

(2) The cost of procuring or deploying distributed energy storage systems or other nonwire alternatives.

(3) Avoided or deferred infrastructure costs.

(4) Reliability and operational benefits.

(c) The commission shall not approve rate recovery for a proposed infrastructure investment unless the electrical corporation demonstrates either of the following:

(1) Nonwire alternatives are not feasible within the required timeframe.

(2) Nonwire alternatives are not cost effective ~~when considering total system benefits, including avoided capacity, avoided transmission and distribution investments, and reliability benefits.~~ *based on the evaluation required pursuant to subdivision (b).*

~~(f) The commission may approve, or modify and approve, electrical corporation programs to deploy, and investments in, distributed energy storage systems that include appropriate energy storage management systems and reasonable mechanisms for cost recovery.~~

~~(g) (1) On or before January 1, 2028, the commission shall amend tariffs that govern the deployment of energy storage systems, including distributed energy storage systems, in order to properly value the cost of the capacity and grid services they provide pursuant to subdivision (b) and pursuant to the resource adequacy requirements in Section 380. The amended tariffs shall include consideration of time-of-use rates.~~

~~(2) When amending energy storage systems tariffs under paragraph (1), the owner of the energy storage system shall receive full compensation for the value and services provided by the energy storage system if it meets the requirements of this section, as determined by the commission.~~

~~(3) An electrical corporation shall not prohibit or unreasonably restrict distributed energy storage system procurement under normal electrical grid conditions except where the electrical corporation demonstrates, based on specific and documented~~

~~technical criteria, that a distributed energy storage system would pose a material risk to public safety or the electrical grid that cannot be mitigated through reasonable operational or design modifications.~~

~~(4) The commission shall require each electrical corporation to quantify the associated avoided costs or system benefits, using commission-approved methodologies if available.~~

~~(5) If an organized market or tariff does not exist for an electrical grid service identified under this subdivision, the commission shall require the electrical corporation to propose a compensation mechanism, which may include a tariff, contract, subscription, or avoided cost credit, that reasonably reflects the value of the electrical grid service to ratepayers.~~

~~(6) If the commission determines that compensation for a specific electrical grid service is not appropriate, the commission shall issue written findings explaining the basis for that determination.~~

~~(h) The commission shall require an electrical corporation, in any high-load-growth area where interconnection of new load would otherwise trigger significant distribution or transmission infrastructure upgrades, to evaluate whether distributed energy storage systems or other nonwire alternatives can do each of the following:~~

~~(1) Enable partial or staged interconnection of new load.~~

~~(2) Reduce or defer the need for traditional infrastructure investments.~~

~~(3) Maintain system reliability at lower total system cost.~~

~~(i) The commission may authorize tariffs, contracts, or other mechanisms that allow new or expanding load customers to participate in or fund nonwire alternative solutions that reduce interconnection costs or timelines.~~

(d) An electrical corporation may procure, own, or enter into a long-term contract for distributed energy storage systems interconnected at the distribution level to meet identified reliability or capacity needs.

~~(j) (1)~~

(e) The commission shall authorize an electrical corporation to *recover the reasonable costs of, and* earn a return ~~on investments in and operation of~~ *on,* distributed energy storage systems and ~~other nonwire alternatives deployed to address localized reliability~~

~~vulnerability areas.~~ *contracts procured pursuant to this section, if those resources are determined to be cost effective.*

~~(2) The commission shall establish performance-based mechanisms that allow an electrical corporation to earn incentives for achieving measurable outcomes, including, but not limited to, all of the following:~~

~~(A) Reduction in peak load within constrained distribution areas.~~

~~(B) Deferral or avoidance of distribution or transmission infrastructure investments.~~

~~(C) Improvement in reliability metrics, including outage frequency and duration.~~

~~(D) Integration of cost-effective distributed energy resources.~~

~~(3) The commission shall ensure that any authorized return or incentive is conditioned on demonstrated net benefits to ratepayers, as determined using commission-approved avoided cost methodologies.~~

~~(k) The commission shall ensure that implementation of this section results in net ratepayer benefits, and shall prioritize solutions that minimize total system costs, including both utility capital expenditures and procurement costs borne by load-serving entities.~~

(f) This section does not limit the ability of third-party providers to propose or develop distributed energy storage systems or other nonwire alternatives to meet identified system needs.

(g) If an electrical corporation determines that a nonwire alternative may be feasible, it shall conduct a competitive solicitation or other transparent process to evaluate third-party solutions.

~~SEC. 4. Section 2837.5 is added to the Public Utilities Code, to read:~~

~~2837.5. (a) For purposes of this section, all of the following definitions apply:~~

~~(1) "Constrained distribution area" means a segment of the distribution grid where capacity limits are already delaying, or are anticipated to delay, energization of new loads or the ability to handle load growth from existing customers, as identified by low load-hosting capacity or by locational net benefits analysis, or a similar successor metric, as determined by the commission.~~

~~(2) "Disadvantaged community" has the same meaning as set forth in Section 39711 of the Health and Safety Code.~~

~~(3) "Distributed energy storage system" has the same meaning as defined in Section 2838.2.~~

~~(4) "Energy storage system" has the same meaning as defined in Section 2835.~~

~~(5) "Local capacity area" means a transmission-constrained load pocket, as identified by the Independent System Operator, where local generation capacity is needed for reliability due to insufficient transmission capacity into the load pocket to meet electricity demand with electricity from outside of the load pocket.~~

~~(6) "Load-serving entity" has the same meaning as defined in Section 380.~~

~~(b) (1) On or before July 1, 2028, and biennially thereafter, the Energy Commission, in consultation with the commission and the Independent System Operator, shall identify and evaluate constrained distribution areas and local capacity areas for purposes of subdivision (c).~~

~~(2) In identifying and evaluating constrained distribution areas and local capacity areas pursuant to paragraph (1), the commission shall establish all of the following:~~

~~(A) Metrics to measure how planned energy storage system procurement and deployment can alleviate constrained distribution areas and local capacity areas.~~

~~(B) Processes to document the extent to which load-serving entities are using the metrics in planning for future investments, impacts on grid capacity and services if those deployments do not occur, and how the commission will make those metrics and documentation available for diligence reviews by third parties of load-serving entities' plans while protecting customer data confidentiality.~~

~~(C) Metrics to track historic net-load forecast error rates to better identify and target distributed energy storage system deployment.~~

~~(D) Metrics for addressing the energy burden for disadvantaged community constrained distribution areas and local capacity areas through energy storage system deployment.~~

~~(E) Processes to implement streamlined permitting and interconnection for distributed energy storage systems, in consultation with local permitting entities and other relevant stakeholders, pursuant to the requirements of this section.~~

~~(c) (1) In addition to the requirements of Sections 2836 and 2838.2, the commission, on or before January 1, 2030, shall~~

~~consider procurement strategies to support the installation of distributed energy storage systems that, individually, are not more than 10 megawatts in capacity, aligned with the goals of Section 469.5.~~

~~(2) As part of the procurement strategies considered by the commission, the commission shall require each load-serving entity to demonstrate, through its integrated resource plan and distribution planning processes, that identified localized reliability vulnerability areas will be addressed within a reasonable planning horizon, using the least-cost portfolio of resources, including distributed energy storage systems and other nonwire alternatives where cost effective.~~

~~(d) The commission shall reconsider procurement strategies and appropriate targets, as described in subdivision (c), not less than once every three years.~~

~~(e) This section does not prohibit the commission from evaluating and approving an application for funding or recovery of costs of any ongoing or new development, trialing, and testing of energy storage system projects or technologies outside of a proceeding required by this chapter.~~

~~(f) If the commission imposes an energy storage system procurement target on a load-serving entity pursuant to this section, the load-serving entity may meet up to 50 percent of its procurement target through energy storage systems, including distributed energy storage systems, owned by the load-serving entity, interconnected at the transmission or distribution level, or located on the customer side of the meter, and may propose an energy storage system in its applicable integrated resource plan, but shall make a showing of the energy storage system's viability and cost-effectiveness in the integrated resource plan. To increase competition, the remaining percentage of procurement targets shall be through third-party agreements that demonstrate cost-effectiveness of third-party ownership.~~

~~SEC. 5.~~

SEC. 3. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within

the meaning of Section 6 of Article XIII B of the California Constitution.

O

ATTACHMENT 3A

To: South Coast Air Quality Management District
From: Cassidy & Associates
Date: May 20, 2026
Re: May Report

HOUSE/SENATE

Congress

The House and Senate are in session this week, with legislators working to process a reconciliation package that would provide substantial funds for immigration enforcement. The House hopes to pass its version of the reconciliation package before the Memorial Day recess. In House Committee activity, the Appropriations Committee will hold subcommittee markups on the FY27 Interior, Environment, and Related Agencies Bill and the FY27 Transportation, Housing, and Urban Development and Related Agencies Bill and a full committee markup of the FY27 Energy and Water Development and Related Agencies Bill. The House Transportation and Infrastructure Committee will also hold a markup of the Highway and Infrastructure bill. Environmental Protection Agency (EPA) Administrator Lee Zeldin appeared in several hearings in both the House and Senate to discuss the FY27 Environmental Protection Agency budget.

EPA

On May 14, the EPA proposed delaying by two years the compliance deadlines for the 2024 Tier 4 emissions standards for light- and medium-duty vehicles, moving the initial implementation from model year 2027 to model year 2029. EPA Administrator Lee Zeldin said the proposal is intended to provide automakers additional time to meet the standards, preserve consumer choice, and reduce vehicle costs, with the agency estimating potential savings of more than $1.7

billion. If finalized, manufacturers would continue complying with the existing Tier 3 standards for model years 2027 and 2028 while EPA undertakes a broader review of the Tier 4 program. The proposal will be subject to a 45-day public comment period. Read more here.

On May 11, the EPA issued guidance intended to streamline the review process for Clean Air Act Title V operating permits for major industrial sources. The guidance clarifies that state, local, and Tribal permitting authorities may conduct public comment periods at the same time as EPA's review and notes that the Clean Air Act does not require EPA to use the full 45-day review period for every permit. EPA Assistant Administrator Aaron Szabo said the changes are designed to reduce administrative delays while maintaining existing requirements for public participation and federal oversight. The guidance does not change underlying legal requirements but is intended to provide permitting authorities with additional flexibility to expedite permit issuance and renewals. Read more here.

On May 11, Administrator Lee Zeldin issued a proposal to clarify preconstruction permitting requirements and bring flexibility to building non-emitting components or structures. The EPA is proposing to redefine "Begin Actual Construction" under the Clean Air Act, allowing builders to begin working on non-emitting components like cement pads, wiring, and piping before obtaining a major air quality permit. The proposal is tied to the Trump Administration's push to accelerate AI infrastructure development and domestic manufacturing, and a 45-day public comment period is now open. Read more here.

On May 6, EPA's internal watchdog released a report warning that the agency's sweeping reorganization under the Trump Administration risks undermining its core environmental protection mission. With more than 4,300 employees gone, roughly a quarter of its workforce, the EPA's Office of Inspector General stated that the loss of institutional knowledge, combined with structural changes across air, enforcement, water, and research offices, could reduce EPA's technical capacity and slow down program execution. The report called on the agency to develop internal controls to monitor the effects of the reorganization and ensure it retains the staffing and expertise needed to function effectively. Read more here.

On May 6, the EPA launched an interactive Permitting Authority Map that allows the user to select a location and instantly see which regulatory agency, whether federal, state, territorial, Tribal, or local, is responsible for issuing environmental permits under EPA's programs. The tool is meant to reduce confusion in the permitting process and increase transparency as part of Administrator Zeldin's broader permitting reform initiative. The agency also released companion

tools to help identify Brownfield and Superfund sites as potential locations for industrial reuse, including data centers. Read more here.

Cassidy and Associates support in May:

- Provided guidance on the FY 27 appropriations process;
- Prepared memorandum on 2026 elections, leadership changes in 2027, and legislative opportunities in the 120th Congress;
- Updated AQMD staff on surface transportation reauthorization;
- Continued conversations on permitting reform efforts in Congress and the Administration; and
- Participated in weekly strategy sessions with SCAQMD staff.

IMPORTANT LEGISLATIVE DATES

February 13, 2026 (expired): Deadline to fund the Department of Homeland Security CBP/ICE.

September 30, 2025 (expired): 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.

September 30, 2026: Deadline to fund the federal government for Fiscal Year 2027.

December 31, 2026: National Defense Authorization Act, which authorizes and funds Department of Defense (DoD) programs and sets the DoD's policy agenda each year.

ATTACHMENT 3B

KADESH & ASSOCIATES

South Coast AQMD Report for the June 2026
Legislative Meeting covering May 2026
Kadesh & Associates

During the May work period, the Senate Republican majority has been reworking their budget reconciliation bill to comply with the parliamentarian's rulings on reconciliation procedure (known as the "Byrd rule"). The budget reconciliation bill is the vehicle to fund ICE/CBP for the next three years, along with funding associated with the White House ballroom project; the majority is using the reconciliation process in order to avoid a filibuster in the Senate and allow for a party-line vote. The plan was for the Senate to vote on a revised bill the week before Memorial Day, with the House quickly following suit, to allow President Trump to sign a bill into law before the scheduled Memorial Day recess.

However, Senate leadership unexpectedly halted consideration of the bill on May 21. The publicly stated issues were vote-counting concerns within the Senate majority with the bill's ballroom funding and the President's newly announced weaponization fund. In light of the Senate decision to pause the bill, the House canceled votes for the rest of the week. As of now the Senate is scheduled to return from the Memorial Day recess on June 1, the House on June 2.

The House Appropriations Committee is working through FY27 appropriations bills, including the FY27 Energy & Water bill (which includes DOE) and the Interior-Environment bill (which includes EPA). The Interior-Environment bill demonstrates continued and much-needed support from Congress on important air quality accounts: Diesel Emission Reduction Act (DERA) grants receive $90m, and Targeted Airshed Grants (TAG) receive $67.8m, representing level funding despite the cuts proposed in the President's budget. In general, the House is using the FY27 President's topline for non-defense accounts, but that may need to change as the House processes the remaining FY27 appropriations bills and meets with the Senate. Any final FY27 appropriations deal is unlikely to come before the midterms.

The House T&I Committee released its long-awaited draft of the surface transportation authorization bill and began its markup despite the changing congressional schedule. The last surface transportation reauthorization carried many other infrastructure programs and became the Bipartisan Infrastructure Law, but this year's bill is a return to a more highway-focused approach. As of this memo, committee votes are still underway, including debate about EV charging funds and other pertinent issues.

Kadesh & Associates Activity Summary-

-Worked with South Coast AQMD and the congressional delegation on FY27 appropriations and other legislative developments.

Contacts: Contacts included staff and Members throughout the CA delegation, Senate offices, and members of key committees.

ATTACHMENT 4A

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
916 441-0597 · FAX 916 441-5061
Email: gonsalves@gonsalvi.com

TO: South Coast AQMD

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – May 2026

DATE: Wednesday, May 21, 2026

During the month of May, the California Legislature is focused heavily on finalizing budget negotiations and advancing major policy priorities as all bills must be out of their house of origin by May 29. Additionally, the Governor released his May Revision to his January budget, providing updated revenue numbers that will be the basis for Budget negotiations between the Legislature and Governor. The Legislature will spend the next few weeks finalizing their spending priorities before the constitutional June 15^{t} budget deadline.

The following will provide you with updates of interest to the District:

MAY REVISE

On May 14, 2026, Governor Gavin Newsom unveiled a revised 2026–27 state budget that proposes approximately $322 billion in total state spending while addressing a projected $12 billion budget deficit and maintains a balanced budget through July 2028 with nearly $30 billion in reserves. The revised plan reduces General Fund spending by $1.8 billion and projects no budget deficit for either the current fiscal year or next year, while also cutting the state's long-term budget deficit by more than half by 2028–29. The proposal also deposits $9.7 billion into the state's Surplus Holding Account to help protect against future economic uncertainty.

Estimated General Fund revenues from the Big Three sources (Personal Income, Corporate, and Sales and Use Taxes) are $16.5 billion higher than projected in January over the three-year budget window. This upgrade to the forecast is driven by personal income tax, accounting for $13.6 billion of this total, and boosted by a 2025 spike in capital gains realizations that has been reflected in $11.9 billion of higher cash receipts through April. The new revenue forecast reflects a slightly upgraded stock market outlook, combined with a relatively unchanged economic outlook.

Despite the tighter fiscal environment, the revised budget continues major investments in healthcare, education, housing, public safety, and affordability initiatives. The

proposal includes a $300 million investment to maintain healthcare affordability following the expiration of federal Affordable Care Act subsidies, a 50% tax cut for hundreds of thousands of small businesses through reduced LLC fees, and a record $5 billion block grant for local education priorities such as teacher training and student support. It also provides the largest special education investment in California history with a $2.4 billion ongoing increase, along with $500 million to expand literacy and math programs in high-need schools. Additional proposals include a new $100 million disaster rebuilding fund for wildfire survivors and new housing reforms aimed at reducing construction costs and accelerating affordable housing development.

One of the most significant proposals is California's Cap-and-Trade program. The program currently generates about $4 billion annually for climate and air quality programs. Under the May Revision, approximately $1.5 billion per year in cap-and-trade revenue would be redirected to CAL FIRE and wildfire resilience efforts, growing to nearly $1.9 billion annually by 2028–29. The administration also proposes dedicating at least $1 billion annually to High-Speed Rail. This funding shift is it means that a larger share of climate revenues may now be unavailable for other air quality programs such as zero-emission truck incentives, transit improvements, AB 617 community air monitoring, and industrial decarbonization initiatives.

The budget continues supporting California's transition to zero-emission transportation. The newly launched California Clean Fuel Reward program will provide $250 million in rebates this year for electric medium- and heavy-duty trucks, with more than $1 billion expected through 2030. Rebates ranging from $7,500 to $120,000 will help fleets purchase electric semis, delivery vans, and freight trucks. California also reported that zero-emission vehicles accounted for nearly 23% of new medium- and heavy-duty vehicle sales in 2024, more than double the state's target.

The May Revision also includes $2.5 million for new research and air monitoring related to toxic pollutants such as acrolein and ethylene oxide after state scientists identified elevated cancer risks associated with those chemicals. Meanwhile, the budget preserves funding for education, housing, homelessness programs, and Medi-Cal, although spending growth in several areas is expected to slow due to ongoing fiscal pressures.

The Legislature and Governor now have until the Constitutional Deadline of June 15 to adopt a balanced budget, or the legislature forfeits their pay.

CALIFORNIA CLEAN FUEL REWARD (CCFR)

On May 13, 2026, Governor Newsom announced that applications are now open for the California Clean Fuel Reward (CCFR) rebate program for electric medium- and heavy-duty trucks, a new initiative designed to accelerate the deployment of zero-emission freight vehicles across the state.

Funded through California's Low Carbon Fuel Standard (LCFS) program, CCFR is expected to become the largest utility-administered electric truck rebate program in the

nation, with $250 million available this year and more than $1 billion in total rebate funding projected through 2030. The program comes as global sales of electric heavy-freight trucks tripled in 2025.

Beginning in June, rebates ranging from $7,500 to $120,000 will be available through authorized retailers to both public and private fleets statewide. Eligible vehicles include electric drayage trucks, semis, box trucks, delivery vans, and other medium- and heavy-duty commercial vehicles.

CANCER RISK ASSESSMENTS

On May 14, 2026, the Office of Environmental Health Hazard Assessment released a new draft health risk assessments for two toxic air pollutants, acrolein and ethylene oxide, finding that both chemicals may pose significantly elevated cancer risks to Californians, particularly in communities with higher levels of exposure.

According to the draft findings, both acrolein and ethylene oxide may present estimated cancer risks exceeding 800 cases per one million people exposed, which is comparable to the health concerns posed by diesel exhaust when it was first identified as a major toxic air contaminant in the late 1990s. Officials noted that the new estimates do not indicate a sudden deterioration in regional air quality but rather reflect improved scientific understanding of the risks associated with long-term exposure.

Acrolein, which was classified as “probably cancer-causing to humans” in 2020, is produced through combustion sources such as wildfire smoke, cigarette and vaping smoke, and fossil fuel combustion from vehicles, ships, and aircraft. It can also form through atmospheric chemical reactions. Short-term exposure may irritate the eyes, nose, and throat, while long-term exposure can damage the respiratory system and worsen conditions such as asthma. Ethylene oxide, which is commonly used to sterilize medical equipment and manufacture chemicals, can also cause irritation, headaches, nausea, fatigue, and reproductive health effects with prolonged exposure.

To reduce exposure, state officials recommend avoiding smoking and vaping, limiting exposure to wildfire smoke and vehicle exhaust, using ventilation while cooking with oils at high temperatures, and utilizing air filtration devices where possible. These precautions are especially important for sensitive populations, including children, seniors, and individuals with respiratory illnesses.

In response to the findings, Governor Gavin Newsom has proposed $2.5 million in the May Budget Revision to support additional research and air monitoring efforts led by the California Air Resources Board (CARB) and OEHHA. The funding would help identify major sources of the pollutants, expand emissions monitoring, improve atmospheric modeling, and guide future policy actions aimed at reducing public health risks.

2026 LEGISLATIVE DEADLINES

May 1 - Last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house.

May 8 - Last day for policy committees to meet prior to June 1.

May 15 - Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 1.

May 26 – 29 - Floor Session only. No committees, other than conference or Rules committees, may meet for any purpose.

May 29 - Last day for each house to pass bills introduced in that house

June 1 - Committee meetings may resume.

June 15 - Budget Bill must be passed by midnight.

June 25 - Last day for a legislative measure to qualify for the Nov. 3 General Election ballot.

July 2 - Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has passed.

Aug. 3 - Legislature reconvenes from Summer Recess.

Aug. 14 - Last day for fiscal committees to meet and report bills to the Floor.

Aug. 17 – 31 - Floor Session only. No committee, other than conference and Rules committees, may meet for any purpose.

Aug. 21 - Last day to amend on the Floor.

Aug. 31 - Last day for each house to pass bills. Final recess begins upon adjournment.

ATTACHMENT 4B

RESOLUTE

South Coast Air Quality Management District

Legislative and Regulatory Update – May 2026

- **Important Upcoming Dates**

May 29, 2026 –	House of Origin Deadline
June 1, 2026 –	Committee Hearings May Resume
June 15, 2026 –	Budget Bill Must be passed by Midnight
June 25, 2026 –	Last Day for a Legislative Measure to Qualify for Nov 3 General Election

- **RESOLUTE Actions on Behalf of South Coast AQMD.** RESOLUTE partners David Quintana, and Alfredo Arredondo continued their representation of SCAQMD before the State's Legislative and Executive branches. Selected highlights of our recent advocacy include:

  - Provided ongoing updates as the legislature reconvened.
  - Followed up on bills for the 2026 legislative session, including for SCAQMD sponsored legislation.

- **AB 907 (Solache).** Assemblymember Philip Chen had introduced AB 907, sponsored legislation for South Coast AQMD dealing with the inequity of pay for AQMD board members appointed to serve on the CA Air Resources Board. The bill is now officially authored by Assemblymember Solache who will continue to carry the legislation forward.

  The bill has been referred to Senate Environmental Quality Committee. The bill will be heard in June.

- **LAO Update on May Revision.** On May 14, the Governor released the May Revision to the proposed budget. Below is the analysis provided by the Legislative Analyst's Office:

  Higher Revenues Improve Budget Condition. Relative to the Governor's budget, the administration's May Revision estimate of revenues across the budget window (2024-25 to 2026-27) are higher by about $16 billion. This upgrade is almost entirely attributable to expectations for income tax collections, which are being driven by enthusiasm around artificial intelligence (AI) and the related stock market boom. This improves the budget's bottom line.

  Higher Spending Somewhat Offsets Higher Revenues. Under two initiatives, the State Constitution requires the state to set aside a share of revenues for schools and community colleges (Proposition 98, 1988) and debt payments and reserve deposits (Proposition 2, 2014). In line with the administration's higher revenue estimates, both these requirements are also up. Across the rest of the budget, however, spending is slightly lower, largely reflecting updated estimates of state employee pension costs, which are driven by a technical correction.

  Full LAO Analysis available here: https://lao.ca.gov/Publications/Report/5187

ATTACHMENT 4C

South Coast AQMD, Legislative Committee Report
Buckley Government Affairs LLC
June 12, 2026

Legislative Session Update

On May 14, the Assembly and Senate Appropriations Committees held their annual "Suspense File" hearings, which is one of the Legislature's most significant days. During the hearing, the fate of hundreds of fiscal measures was determined ahead of the key legislative deadline.

In the Senate Appropriations Committee, 332 measures were considered. Of those, 242 measures were passed out of committee, representing a 73% passage rate, while the remaining 90 measures were held. By comparison, the committee posted a 71% passage rate during its May 2025 Suspense hearing.

The Assembly Appropriations Committee considered a higher number of bills, with 637 measures on file. Of those, 468 measures were passed from committee, representing a 73.5% passage rate, while 169 measures were held. In May 2025, the committee posted a 65% passage rate.

Following the Suspense hearings, the Legislature shifted its focus to the house of origin deadline during the final two weeks of May. This deadline requires bills to pass out of the house in which they were introduced to remain active for the year. Beginning June 1, the committee process resumes as lawmakers begin hearing and considering second-house legislation.

Budget Update

May 14 proved to be a particularly busy day in Sacramento, as Governor Gavin Newsom released his May Revision budget proposal the same morning as the suspense hearings. One of the major highlights of the May Revision was that projected general fund revenues were estimated to be $16.5 billion higher than January projections over the three-year budget window.

The Governor also reaffirmed his commitment to balancing the budget over the next two fiscal years. As part of that proposal, the Administration proposed depositing $9.7 billion of the higher-than-expected revenues into the state's Surplus Money Investment Fund, which will set aside reserve funds for future fiscal years.

To address remaining budgetary pressures, the May Revision called for approximately $3.6 billion in additional revenues. These proposals include a limitation on certain business tax credits, a new tax on digital software services, and continued increase on the Managed Care Organization tax. The proposal also included $411 million in spending-related reductions, primarily associated with Medi-Cal adjustments and premium-related changes.

Following release of the May Revision, the Governor and Legislature entered the final phase of budget negotiations, with a month remaining before the constitutional June 15 budget deadline.

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 23

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee held a hybrid meeting on Friday, June 26, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Senator (Ret) Vanessa Delgado,
Committee Chair
Mobile Source Committee

SLR:ja

Call to Order
Chair Delgado called the meeting to order at 9:00 a.m.

ROLL CALL

Committee Members
Present: Senator (Ret) Vanessa Delgado, Committee Chair
Supervisor Holly J. Mitchell, Committee Vice Chair

Absent: Councilmember Larry McCallon
Supervisor V. Manuel Perez
Mayor Carlos Rodriguez
Board Member Dr. Cedric Jamie Rutland

For additional details, please refer to the Webcast.

INFORMATIONAL ITEM (Item 1):

1. **Update on Development of Proposed Addendum to the Cooperative Agreement with the Ports of Long Beach and Los Angeles**
   Elaine Shen, Planning & Rules Manager, provided an update on Development of the Proposed Addendum to the Cooperative Agreement with the Ports of Long Beach

and Los Angeles. For additional details, please refer to the Webcast beginning at 00:03:36.

Chair Delgado inquired about potential concerns moving forward with the proposed addendum and Committee Vice Chair Mitchell inquired about a potential timeframe for port emission reduction targets. Dr. Shen responded that staff is not aware of concerns. Dr. Sarah Rees, Deputy Executive Officer, Planning, Rule Development and Implementation, explained that the focus over the next five years will be on infrastructure planning and implementation as required in the current Cooperative Agreement and there will be a better understanding of emission reduction potential as that work is completed. For additional details, please refer to the Webcast beginning at 00:19:50.

Natasha Villa, Pacific Merchant Shipping Association, suggested providing incentives for all port sources and on-port infrastructure, requiring timelines from electrical utilities in implementing port infrastructure plans, and foregoing the majority of South Coast AQMD's cost recovery related to the proposed off-port infrastructure measure. She also expressed concern over how the Ports will comply with Tidelands Trust. For additional details, please refer to the Webcast beginning at 00:27:22.

Harvey Eder, Public Solar Power Coalition, commented on the need for public transparency and ownership and control over emerging technologies. For additional details, please refer to the Webcast beginning at 00:30:13.

Artie Mandel, Port of Los Angeles, and Lizeth Chimal, Port of Long Beach, stated that the proposed addendum provides enforceability and accountability and commented on the current work being done by the Ports for Phase 1 infrastructure plans. For additional details, please refer to the Webcast beginning at 00:32:57.

Karl Tussy raised concerns about ammonia as a ship fuel. Dr. Rees responded that shipping lines are investigating different low- and zero-carbon marine fuel options, and among them, methanol is an emerging fuel with fewer potential safety and environmental concerns compared to ammonia. For additional details, please refer to the Webcast beginning at 00:37:18.

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. Mr. Eder commented that he would like solar to be evaluated as a contingency measure for Rule 2305. He mentioned that the cause of

the warehouse fire needs to be evaluated to determine what type of solar was used. For additional details, please refer to the Webcast beginning at 00:39:52.

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**
   Mr. Eder commented about matters that were not under the jurisdiction of this Committee. For additional details, please refer to the Webcast beginning at 00:41:17.

7. **Next Meeting Date**
   The next regular Mobile Source Committee meeting is scheduled for Friday, August 21, 2026 at 9:00 a.m.

Adjournment

The meeting adjourned at 9:40 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 – June 26, 2026

Senator (Ret.) Vanessa Delgado .....South Coast AQMD Board Member
Supervisor Holly J. Mitchell ..... South Coast AQMD Board Member

Aaron Dill .....Board Consultant (Rutland)
Guillermo Gonzalez ..... Board Consultant (Perez)
Sandra Hernandez .....Board Consultant (Delgado)
Loraine Lundquist ..... Board Consultant (Mitchell)
Polash Mukerjee .....Board Consultant (Rutland)
Erin Sheehy ..... Board Consultant (Rodriguez)
Suzette Swallow ..... Board Consultant (McCallon)
Sho Tay .....Board Consultant (Cacciotti)

Lizeth Chimal .....POLB
Curtis Coleman .....Southern CA Air Quality Alliance
Mark Curtis .....Fairwater
Lauren De Valencia .....Stefan/George Associates
Matt Dickinson .....Fenix Marine Services
Harvey Eder .....Public Solar Power Coalition
Leslie Goodbody ..... CARB
Harold Holmes ..... Public Member
Vladimir Karimov ..... Pape Machinery
Bill LaMarr .....CSBA
Francisco Lopez ..... LA County
Artie Mandel .....POLA
Shane Oskai .....OCWR
Ramine Ross .....WSPA
Scott Skinner ..... Public Member
Karl Tussy ..... Public Member
Natasha Villa ..... PMSA
Jacquelyn Zamora .....Public Member

Cesar Ayala ..... South Coast AQMD Staff
Jason Aspell .....South Coast AQMD Staff
Barbara Baird ..... South Coast AQMD Staff
Zoya Banan .....South Coast AQMD Staff
Cindy Bustillos .....South Coast AQMD Staff
Scott Gallegos .....South Coast AQMD Staff
Britney Gallivan ..... South Coast AQMD Staff
Melissa Gamoning .....South Coast AQMD Staff
Bayron Gilchrist ..... South Coast AQMD Staff
Carlos Gonzalez ..... South Coast AQMD Staff
Alex Han .....South Coast AQMD Staff

Sheri Hanizavareh ..... South Coast AQMD Staff
Dillon Harris ..... South Coast AQMD Staff
Calvin Howes ..... South Coast AQMD Staff
Aaron Katzenstein ..... South Coast AQMD Staff
Angela Kim ..... South Coast AQMD Staff
Ricky Lai ..... South Coast AQMD Staff
Cristina Lopez ..... South Coast AQMD Staff
Jason Low ..... South Coast AQMD Staff
Ian MacMillan ..... South Coast AQMD Staff
Terrence Mann ..... South Coast AQMD Staff
Nahal Mogharabi ..... South Coast AQMD Staff
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Ghislain Muberwa ..... South Coast AQMD Staff
Susan Nakamura ..... South Coast AQMD Staff
Wayne Nastri ..... South Coast AQMD Staff
Sarah Rees ..... South Coast AQMD Staff
Elaine Shen ..... 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
Jessica Wei ..... South Coast AQMD Staff
Chris Yu ..... South Coast AQMD Staff

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765
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Rule 2305 Implementation Status Report: Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

May 1, 2026 to May 31, 2026

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)	538	22,595
Views of Compliance Training Videos (outside of webinars)	74	8,756
Notices Sent to Email Subscribers with Information About WAIRE Program Resources	-	135,340
Visits to www.aqmd.gov/waire	1,770	120,692
Warehouse Locations Visited In-Person	30	5,907
Presentations to Stakeholders	-	152

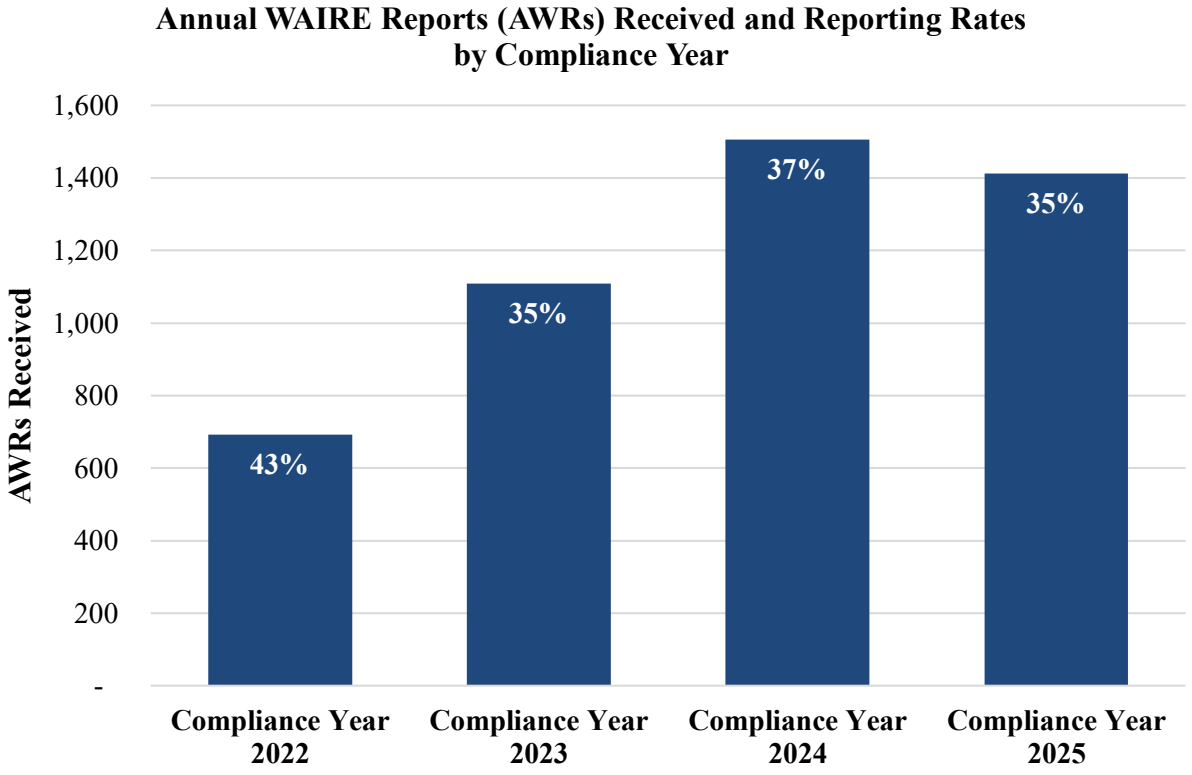
2. Highlights of Recent Implementation and Enforcement Activities

- **WAIRE Reports.** A total of 4,712 Annual WAIRE Reports (AWRs) were submitted by warehouse operators for the 2022-2025 compliance periods as of May 31, 2026. To date, a total of about 2,117,169 WAIRE Points has been earned in AWRs and Early Action AWRs for the 2021-2025 compliance periods, far exceeding the total WAIRE Points Compliance Obligation (WPCO) of about 627,979 points reported by these entities.
- **Estimated Emission Reductions.** The most recent Annual Report, published in January 2026, found that a cumulative total of 1,261,246 WAIRE Points had been earned through compliance year 2024. This resulted in an estimated 1,164 tons of total NOx reductions to date for compliance years 2021 through 2024. If the same ratio of WAIRE Points to NOx 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 1,951 tons of NOx reductions since rule adoption. These estimated emission reductions are consistent with what was anticipated during rulemaking.
- **Mitigation Fees:** As of May 31, 2026, warehouse operators reported approximately $78.9 million in mitigation fees (approximately 78,949 mitigation fee points earned). Mitigation fee points represent about 3.9% of all WAIRE points earned (inclusive of points earned in Early Action AWRs).
- **Enforcement:** Since December 2023, over 950 notices of violations (NOVs) have been issued to warehouse operators for failure to submit required reports by the due date. Approximately 440 warehouses have contacted South Coast AQMD directly in response to the NOVs issued, 425 facilities have subsequently filed the required reports, and 282 of those NOVs have been resolved so far. Staff are available to provide compliance

assistance to all facilities, including the remaining approximately 510 facilities who have not yet responded to their NOVs.

3. Summary of Reporting Rates

The chart below provides the total number of AWRs received and estimated reporting rates (in white) for each compliance year.[1] AWRs are typically due at the end of January in the year following the compliance year. AWRs may also be submitted after their due date to bring a facility into compliance with its reporting obligation.



Graph footnotes:

a – Reporting rates in Compliance Years 2022, 2023, and 2024 do not directly correlate with the height of the bars as the number of warehouse operators required to report increased during each of those years (i.e. Phases 2 and 3 were added in 2023 and 2024, respectively).

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.

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Rule 2202 Summary Status Report

Activity for January 1, 2026 – May 31, 2026

Employee Commute Reduction Program (ECRP)	
# of Submittals:	136

Emission Reduction Strategies (ERS)	
# of Submittals:	40

Air Quality Investment Program (AQIP) Exclusively		
County	**# of Facilities**	**$ Amount**
Los Angeles	24	$ 168,030
Orange	2	$ 20,328
Riverside	0	$ 0
San Bernardino	0	$ 0
TOTAL:	**26**	**$ 188,358**

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 May 31, 2026

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP[1]	AQIP[2]	ERS[3]				
474	9	14	497	82	675	1,254
37.8%	0.7%	1.1%	39.6%	6.6%	53.8%	100%[4]

Total Peak Window Employees as of May 31, 2026

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP[1]	AQIP[2]	ERS[3]				
382,675	3,637	4,282	390,594	16,983	277,208	684,785
55.9%	0.5%	0.6%	57.0%	2.5%	40.5%	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.

June 3, 2026

DRAFT VERSION

BOARD MEETING DATE: August 7, 2026 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 May 1, 2026 and May 31, 2026, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, June 26, 2026, 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 review[1] of environmental documents for the current reporting period for Attachments A and B combined[2]:

[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 May 1, 2026 to May 31, 2026	
Attachment A: Environmental Documents Prepared by Other Public Agencies and Status of Review	82
Attachment B: Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the March and April 2026 report)	12
Total Environmental Documents Listed in Attachments A & B	**94**
Comment letters sent	*14*
Environmental documents reviewed, but no comments were made	*72*
Environmental documents currently undergoing review	*8*

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 three air permit projects during May 2026.

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
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Goods Movement **LAC260514-09** Terminal Island Maritime Support Facility Project#	The project consists of developing and operating a chassis support facility on an 89-acre site, including construction and installation of office trailers, maintenance and repair facilities, chassis stalls, supporting office space, and appurtenant water and electrical infrastructure, with operations assumed for up to 25 years and a revised opening year of 2029 and full build-out year of 2049. The project is located at 740 Terminal Way in San Pedro within the designated AB 617 Wilmington, Carson, and West Long Beach community. 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/2025/october-2025/lac250916-01-deir-terminal-island-maritime-support-facility-project.pdf 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 References: LAC260127-03; LAC250916-01; and LAC231212-04 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Port of Los Angeles	Document reviewed - No comments sent
Goods Movement **LAC260528-03** Port of Los Angeles Port Master Plan Draft Amendment No. 31 – Berths 187-194#	The project consists of Draft Amendment No. 31 to the Port of Los Angeles Certified Port Master Plan to change the Planning Area 2 map for 32 acres of land near Slip 5 and the East Basin at Berths 187-194 to reflect existing conditions and the proposed Berths 191-194 Ecocem Low-Carbon Cement Processing Facility Project. The project is located at Berths 187-194 at the Port of Los Angeles in Wilmington within the designated AB 617 Wilmington, Carson, and West Long Beach community. Comment Period: N/A Public Hearing: 6/25/2026	Other	Port of Los Angeles	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:
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
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Goods Movement **LAC260528-05** John S. Gibson Truck and Chassis Parking Lot Project (Application for Port Permit No. 230315-056)#	The project consists of developing a truck and chassis parking lot at the Port of Los Angeles. The project is located at the John S. Gibson facility in Wilmington within the designated AB 617 Wilmington, Carson, and West Long Beach community. Staff previously provided comments on the Draft Environmental Impact Report, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/june-2024/rvc240522-11-deir-newland-simpson-road-hemet-project.pdf References: RVC260304-05; RVC250709-06; RVC250402-05; RVC241203-04; and RVC240522-11 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Port of Los Angeles	Document reviewed - No comments sent
Goods Movement **SBC260506-08** Minor Use Permit PROJ-2023-00130 – Truck Terminal Facility	The project consists of a Minor Use Permit to establish a truck terminal facility with truck parking within the Limited Industrial land use category and Community Industrial zoning district. The project is located at 8695 Calabash Avenue in Fontana. Comment Period: 4/27/2026 - 5/27/2026 Public Hearing: N/A	Other	County of San Bernardino	Document reviewed - No comments sent
Goods Movement **SBC260528-09** Whittram Avenue Truck Terminal	The project consists of a Minor Use Permit to modify an existing land use approval from a contractor's equipment storage yard to a truck terminal with truck and trailer parking, an office (3,000 square feet), and a truck maintenance building (4,500 square feet) within the Limited Industrial land use category. The project is located at 14044 Whittram Avenue in Fontana. Comment Period: 5/29/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of San Bernardino	Document reviewed - No comments sent

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Project Notes:
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ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers **LAC260505-02** CRP IV Valley Center, LLC	The project consists of constructing a 140,720-square-foot tilt-up concrete industrial building (130,720 square feet of warehouse space and 10,000 square feet of office space) at 48 feet in height on a 6.47-acre site, including a truck yard with dock-high doors, truck parking, and annexation of one parcel. The project is located at 184 South 6th Avenue in City of Industry. Comment Period: 5/6/2026 - 5/22/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Industry	Document reviewed - No comments sent
Warehouse & Distribution Centers **LAC260507-02** Walnut Business Park	The project consists of demolishing an existing business park (357,544 square feet) and constructing four concrete tilt-up warehouse and distribution buildings totaling 414,778 square feet (392,490 square feet of warehousing and 22,290 square feet of office/retail space), with cold storage uses in two buildings, 1,097 parking stalls, and landscaping (115,026 square feet) on a 25-acre site. The project is located north of Paseo Del Prado, south of Valley Boulevard, and west of South Lemon Avenue in Walnut. Staff previously provided comments on the Draft Supplemental Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/april-2025/lac250219-05.pdf Staff previously provided comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report for the project, which can be accessed at: http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/september-2023/LAC230823-09.pdf References: LAC250219-05 and LAC230823-09 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	City of Walnut	Document reviewed - No comments sent

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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 A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers **ORC260521-02** IPT Enterprise Business Center LLC Project	The project consists of demolishing an existing building (144,906 square feet) and constructing a new 35-foot-tall tilt-up concrete industrial building (165,803 square feet) with a gated truck loading area, parking, landscaping, and off-site improvements at five intersections. The project is located at 26200 Enterprise Way in Lake Forest. 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/2025/september-2025/orc250711-02-deir-ipt-enterprise-business-center-llc-project.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/2024/april-2024/ORC240326-05.pdf References: ORC250711-02 and ORC240326-05 Comment Period: N/A Public Hearing: 6/4/2026	Other	City of Lake Forest	Document reviewed - No comments sent
Warehouse & Distribution Centers **RVC260506-07** Trumble and Watson Warehouse Project – Plot Plan No. PLN22-0190	The project consists of constructing a speculative warehouse building (328,227 square feet) including an office space (15,000 square feet) with 33 dock-high doors, 422 parking spaces (126 trailers and 296 automobile), two driveways off Trumble Road, landscaping, on-site walls and fencing, and frontage and roadway improvements on a 17.19-acre site. The project is located at 25710 Trumble Road in Menifee. Staff previously provided comments on the Initial Study/Draft Mitigated Negative Declaration for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/november-2025/rvc251009-10-mnd-trumble-and-watson-warehouse-project.pdf Reference: RVC251009-10 Comment Period: N/A Public Hearing: 5/13/2026	Other	City of Menifee	Document reviewed - No comments sent

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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 A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers **RVC260507-04** Coachella Airport Business Park#	The project consists of developing a business park on a 47.96-acre site adjacent to the Coachella Airport, including warehouse, distribution, and commercial uses with a gas station and associated infrastructure improvements. The project is located adjacent to Coachella Airport along Airport Boulevard in Coachella within the designated AB 617 Eastern Coachella Valley community. 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/2025/september-2025/rvc250722-01-deir-coachella-airport-business-project.pdf 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: RVC250722-01; RVC230901-09; and RVC230412-06 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	City of Coachella	Document reviewed - No comments sent
Warehouse & Distribution Centers **RVC260512-02** Beaumont Heights Business Centre Project - Orbis	The project consists of a General Plan Amendment, Pre-Zone to Manufacturing, Tentative Parcel Map to subdivide 382.29 gross acres into eight numbered parcels and seven lettered lots, and a Plot Plan to construct four warehouse and distribution buildings (5,275,306 square feet), along with annexation of 383.74 acres into the City of Beaumont. The project is located on the east side of Beaumont Avenue (Highway 79) and south of First Street in Beaumont. 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/2024/june-2024/rvc240507-01-nop-beaumont-heights-business-centre-project.pdf References: RVC260212-04; RVC240910-06; and RVC240507-01 Comment Period: N/A Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent

Key:
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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 A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers	The project consists of site clearing, grading, and constructing five warehouse and distribution buildings totaling 1,214,131 square feet of new building floor area on 28 acres of a 63-acre site, including office space, loading docks, surface parking, internal vehicle circulation, water quality basins, utility infrastructure, and 10 acres of landscaping. The project is located at 8996 Etiwanda Avenue in Rancho Cucamonga. 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/2023/november-2023/SBC231108-05.pdf Reference: SBC231108-05 Comment Period: 5/11/2026 - 6/25/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Rancho Cucamonga	Under review, may submit comments
SBC260512-03 Etiwanda Commerce Center Project				
Airports	The project consists of the following improvements at Ontario International Airport on 143 acres: 1) constructing a new three-level Terminal 3 (650,000 square feet) with five aircraft contact gates; 2) modernizing existing Terminals 2 and 4; 3) constructing a six-story parking garage and three-story Rental Car Support Facility; 4) constructing a Central Utility Plant, 4.6-million-gallon Thermal Energy Storage tank, and new Airport Substation; 5) installing 85,000 linear feet of transmission lines; 6) constructing a fuel farm with 10.7 million gallons of aviation fuel storage capacity; and 7) roadway, taxiway, and utility improvements. The project is located at 200 East North Way in Ontario. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/sbc260512-04-nop-ontario-international-airport-bold-program.pdf Comment Period: 5/7/2026 - 6/5/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	Ontario International Airport Authority (OIAA)	Comment letter sent on 5/28/2026
SBC260512-04 ONT BOLD Program				
Industrial and Commercial	The project consists of constructing a concrete industrial building (9,943 square feet) within the Heavy Manufacturing-Freeway Overlay zone. The project is located at 13772 Firestone Boulevard in Santa Fe Springs. Comment Period: N/A Public Hearing: 5/11/2026	Other	City of Santa Fe Springs	Document reviewed - No comments sent
LAC260506-02 Development Plan Approval Case No. 1018 – LeFiell Manufacturing Company				

Key:
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SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Industrial and Commercial **LAC260514-01** 9000 Airport Boulevard Industrial Center Project	The project consists of demolishing an existing commercial/industrial floor area (37,860 square feet) and developing an industrial center on an 18-acre site with either one building (435,390 square feet) at 50 feet in height or two buildings (410,056 square feet) at 46 feet in height, both including warehouse and ancillary office uses. The project is located at 9000–9160 South Airport Boulevard and 5801–5881 West Arbor Vitae Street in Los Angeles. 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/2025/december-2025/lac251030-01-deir-9000-airport-blvd-project.pdf 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/september-2024/lac240821-07-nop-env-2023-6757-eir-9000-airport-boulevard-project.pdf References: LAC251030-01 and LAC240821-07 Comment Period: N/A Public Hearing: 6/3/2026	Final Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
Industrial and Commercial **LAC260519-04** 9000 Airport Boulevard Industrial Center Project	The project consists of demolishing an existing commercial/industrial floor area (37,860 square feet) and developing an industrial center on an 18-acre site with either one building (435,390 square feet) at 50 feet in height or two buildings (410,056 square feet) at 46 feet in height, both including warehouse and ancillary office uses. The project is located at 9000–9160 South Airport Boulevard and 5801–5881 West Arbor Vitae Street in Los Angeles. 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/2025/december-2025/lac251030-01-deir-9000-airport-blvd-project.pdf 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/september-2024/lac240821-07-nop-env-2023-6757-eir-9000-airport-boulevard-project.pdf References: LAC260514-01; LAC251030-01; and LAC240821-07 Comment Period: N/A Public Hearing: 6/3/2026	Responses to South Coast AQMD Comments	City of Los Angeles	Document reviewed - No comments sent

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Industrial and Commercial **LAC260526-01** 2436 N. Gates Street Project (DIR-2025-4-CLQ)	The project consists of a First Addendum to the adopted 2021 Negative Declaration to modify the approved Original Project, including correcting the existing building floor area from 17,318 to 18,864 square feet, reconfiguring 10,000 square feet of additional office floor area across four new buildings (8,514 square feet) and modifications to existing buildings (1,486 square feet), and updating parking requirements per Assembly Bill 2097. The project is located at 2417–2455 North Thomas Street and 2428–2436 North Gates Street in Los Angeles. Comment Period: N/A Public Hearing: N/A	Addendum to the Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
Industrial and Commercial **RVC260501-03** Quick Crete Products Facility (PPT250012)	The project consists of establishing a concrete batch plant and manufacturing facility for concrete products such as benches, containers, and tables on a 19.01-acre site, including an 88,400-square-foot building (83,700 square feet for manufacturing and warehouse, 1,900 square feet for offices, and 2,800 square feet for employee support), 106 parking spaces, a water retention basin, an outdoor storage area (40,000 square feet), and a mold storage area (55,700 square feet). The project is located on the south side of 54th Avenue, east of Harrison Street, and west of Shady Lane in the unincorporated Thermal community in Riverside County within the designated AB 617 Eastern Coachella Valley community. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260501-03-mnd-quick-crete-products-facility-(ppt250012).pdf Comment Period: 4/23/2026 - 5/13/2026 Public Hearing: 5/18/2026	Draft Mitigated Negative Declaration	County of Riverside	Comment letter sent on 5/13/2026
Industrial and Commercial **RVC260506-06** Amended Conditional Use Permit PEN25-0009 – Two-Story Multipurpose Building	The project consists of an Amended Conditional Use Permit to construct a two-story multipurpose building on a 1.72-acre site in the Office Commercial zone. The project is located at 25873 Alessandro Boulevard in Moreno Valley. Comment Period: N/A Public Hearing: 5/14/2026	Other	City of Moreno Valley	Document reviewed - No comments sent

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Industrial and Commercial **RVC260519-05** MA23090 Fleetwood Industrial Project	The project consists of developing an industrial building (81,500 square feet) on a 9.70-acre site for a tire recycling business, including manufacturing space (55,000 square feet), fabrication space (20,000 square feet), office space (3,250 square feet), and mezzanine space (3,250 square feet), with three driveways off Fleetwood Drive. The project is located at 2240 Fleetwood Drive in Jurupa Valley. Reference: RVC250521-06 Comment Period: 5/20/2026 - 6/19/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Jurupa Valley	Under review, may submit comments
Waste and Water-related **LAC260501-17** Arroyo Seco Water Reuse Project	The project consists of constructing two regional stormwater capture and treatment facilities (man-made treatment wetlands and infiltration basins) on 3.6 acres at two sites along the Lower Arroyo Seco Channel, providing 320 acre-feet of annual water supply benefit including 258 acre-feet of groundwater recharge and 30 acre-feet of golf course irrigation reuse, along with native landscaping, trail improvements, and educational signage. The project is located along the Lower Arroyo Seco Channel in Pasadena, South Pasadena, and Los Angeles. 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/2025/june-2025/lac250514-02.pdf References: LAC250514-02 and LAC231201-12 Comment Period: 5/4/2026 - 7/2/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Pasadena	Document reviewed - No comments sent
Waste and Water-related **LAC260506-03** Atlas Iron and Metal Company, Inc.#	The project consists of installing soil vapor extraction (SVE) wells and an SVE system along the southern border of a 3-acre former metals recycling facility to address volatile organic compound contamination in soil vapor, including a pilot test SVE well to determine the number of wells required for full-scale interim measures. The project is located at 10019 South Alameda Street in Los Angeles within the designated AB 617 South Los Angeles community. Comment Period: 5/4/2026 - 6/5/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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Waste and Water-related **LAC260514-02** Northrop Grumman – Airport Hangars 41 and 42 Site Interim Measures Workplan	The project consists of implementing an Interim Measures Workplan to address residual soil vapor contamination near future Hangars 41 and 42, including installation of passive vapor intrusion mitigation systems, permanent soil vapor probes, and contingency soil vapor extraction. The project is located at 12101 Crenshaw Boulevard in Hawthorne. Comment Period: 5/13/2026 - 6/12/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **LAC260514-03** Granada Trunk Line Replacement Project	The project consists of replacing 26,411 feet of the existing Granada Trunk Line with 48-inch-diameter Earthquake Resistant Ductile Iron Pipe in two units along Rinaldi Street - Unit 1 (13,228 feet) from Balboa Boulevard to Yolanda Avenue and Unit 2 (13,183 feet) from Yolanda Avenue to the De Soto Reservoir Regulator Station including replacement of manholes and associated valves, with the existing trunk line abandoned in place. The project is located along Rinaldi Street from Balboa Boulevard in Granada Hills to De Soto Avenue in Porter Ranch in Los Angeles. Comment Period: 5/14/2026 - 6/16/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Los Angeles Department of Water and Power	Document reviewed - No comments sent
Waste and Water-related **LAC260519-02** San Rafael Elementary School Removal Action Workplan	The project consists of implementing a Removal Action Workplan to excavate and replace arsenic and lead contaminated soil in landscape areas, planters, and the southwest playfield on the 3.2-acre San Rafael Elementary School campus. The project is located at 1090 Nithsdale Road in Pasadena. 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/2026/may-2026/rvc260318-05-deir--heritage-valley-business-center.pdf Reference: LAC260408-02 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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Waste and Water-related **LAC260519-03** Longfellow Magnet School Removal Action Workplan	The project consists of implementing a Removal Action Workplan to excavate and replace lead-contaminated soil in the front lawn and eastern portion of the 6.99-acre Longfellow Magnet School campus. The project is located at 1065 East Washington Boulevard in Pasadena. Reference: LAC260408-02 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **LAC260527-01** Phillips 66 Los Angeles Refinery Wilmington Plant – Master Work Plan Addendum#	The project consists of an addendum to the existing Master Work Plan to enhance remedies and provide long-term containment at the 424-acre Phillips 66 Wilmington Refinery site, including installation of 34 new groundwater recovery wells, conveyance piping, and a new groundwater and vapor phase treatment system, as the site transitions from idled refinery operations to redevelopment. The project is located at 1660 West Anaheim Street in Wilmington in Los Angeles within the designated AB 617 Wilmington, Carson, and West Long Beach community. References: LAC251009-04; LAC250827-01; LAC210629-05; LAC180911-07; and LAC170801-09 Comment Period: 5/25/2026 - 7/24/2026 Public Hearing: N/A	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent
Waste and Water-related **LAC260528-04** Phillips 66 Los Angeles Refinery Carson Plant – Master Workplan Addendum#	The project consists of environmental investigation and cleanup activities at the Phillips 66 Los Angeles Refinery Carson Plant site under a Master Workplan Addendum. The project is located at 1520 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community. Comment Period: N/A Public Hearing: N/A	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent

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Waste and Water-related **ORC260514-08** Pico Pavilion Shopping Center (Former Reeves Rubber, Inc.) Interim Remedial Measures Workplan	The project consists of implementing interim remedial measures to address soil and soil vapor contamination at the former Reeves Rubber Company/Fluorocarbon manufacturing site, including soil vapor extraction and vapor intrusion mitigation on a 2.7-acre commercial site. The project is located at 415 Avenida Pico in San Clemente. 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/2026/may-2026/orc260325-03-former-reeves-rubber-inc---pico-pavilion-shopping-center.pdf Reference: ORC260325-03 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **ORC260528-06** Ellis Avenue Condos Removal Action Workplan	The project consists of remediating a 0.96-acre site involving excavation of arsenic-impacted shallow soil and installation of a vapor intrusion mitigation system beneath a proposed mixed-use commercial and residential building. The project is located at 8041 Ellis Avenue in Huntington Beach. Staff previously provided comments on the Draft Removal Action Workplan for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/orc250917-04-draw-ellis-avenue-condos.pdf References: ORC250917-04 and ORC250220-03 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
Waste and Water-related **RVC260501-10** DWA/CVWD Interconnection No. 2	The project consists of constructing and operating potable water pipeline (1,450 linear feet) beneath the Whitewater River Channel connecting an existing Coachella Valley Water District 12-inch waterline to an existing Desert Water Agency 12-inch waterline of up to 2,500 gallons per minute, including associated valves, piping, and appurtenances. The project is located at 67684 Ramon Road in Cathedral City. Comment Period: 4/28/2026 - 5/27/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Desert Water Agency	Document reviewed - No comments sent

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Waste and Water-related **RVC260514-06** JCSD 2020 Water Master Plan and 2020 Wastewater Master Plan Facilities	The project consists of constructing and operating six water and wastewater facilities including: 1) a 12-inch diameter emergency pump bypass connection near Microlite Drive and Scenic Drive; 2) a potable water booster pump station (10,000 gallons per minute) near Granite Hill Drive and Pedley Road; 3) replacing a sewer pipeline (5,200 feet) along Pedley Road and Mission Boulevard; 4) a water transmission pipeline (4,250 linear feet) along 68th Street; 5) a water transmission pipeline (24,350 linear feet) crossing Interstate 15 along Schleisman Road; and 6) upsizing a sewer pipeline (1,000 linear feet) between Kirby Drive and Jurupa Road. The project is located within the cities of Eastvale and Jurupa Valley. Comment Period: 5/14/2026 - 6/12/2026 Public Hearing: 6/22/2026	Initial Study/Draft Mitigated Negative Declaration	Jurupa Community Services District	Under review, may submit comments
Waste and Water-related **RVC260528-08** Menifee and Watson Road II Booster Pump Station and Matthews Transmission Pipeline Project	The project consists of constructing two new booster pump stations (12,600 square feet) on a 1.96-acre site, decommissioning the existing Romoland BPS, and constructing 1.85 miles of transmission pipeline (36-inch and 30-inch diameter) along Antelope Road and Watson Road. The project is located at 27866 Washington Avenue in Menifee. Comment Period: 5/29/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Eastern Municipal Water District (EMWD)	Under review, may submit comments
Waste and Water-related **SBC260519-07** Benson Reservoir Replacement and Improvements Project	The project consists of constructing a replacement concrete cylindrical reservoir (172-foot diameter, 58.25 feet tall) with a capacity of 7.85 million gallons on a 4.5-acre site, connecting it to the City's water system, and demolishing the existing 1.5-million-gallon reservoir within the Benson Water Treatment Plant complex. The project is located at 11840 South Benson Avenue in Chino. Staff previously provided comments on the Draft Initial Study/Mitigated Negative Declaration for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/april-2026/sbc260326-10-mnd-benson-reservoir-replacement-and-improvements-project.pdf Reference: SBC260326-10 Comment Period: N/A Public Hearing: 5/20/2026	Responses to South Coast AQMD Comments	City of Chino	Document reviewed - No comments sent

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Utilities **RVC260501-04** Cook Street Substation#	The project consists of constructing a new 2.3-acre electrical substation including a centralized control building, relay protection panels, battery room, perimeter wall, and off-site improvements including secondary roadway access via Cook Street and sewer infrastructure in Varner Road to serve 8,000 residential and commercial customers. The project is located at 1280 Grapefruit Boulevard in Coachella within the designated AB 617 Eastern Coachella Valley community. Comment Period: 4/17/2026 - 5/15/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Imperial Irrigation District (IID)	Document reviewed - No comments sent
Utilities **SBC260526-03** Roadhouse Energy Storage Project	The project consists of a Specific Plan Amendment, Development Agreement, Development Plan, Conditional Use Permit, and Temporary Use Permit to construct and operate a battery energy storage system (300 megawatts) with lithium-ion battery containers, a 220-kilovolt collector substation, a 600-foot generation transmission line connecting to the Southern California Edison Mira Loma Substation, and an off-site temporary construction staging yard at 8254 East Chino Avenue on a 20-acre site. The project is located at 13699 South Twinkle Avenue in Ontario. 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/april-2023/SBC230301-08.pdf 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/2022/november/SBC221018-15.pdf References: SBC230613-10; SBC230301-08; and SBC221018-15 Comment Period: 5/22/2026 - 6/19/2026 Public Hearing: N/A	Notice of Preparation of a Draft Subsequent Environmental Impact Report	City of Ontario	Under review, may submit comments
Transportation **LAC260512-01** San Jose Creek Multi-Use Bikeway Project	The project consists of developing a 3.5-mile off-road multi-use bike and pedestrian path along San Jose Creek with 15 access points including six at-grade street crossings, stormwater capture treatments, trailhead gateways, and wayfinding and safety signage. The project is located along San Jose Creek between Temple Avenue and Murchison Avenue in Pomona. Comment Period: 5/11/2026 - 6/11/2026 Public Hearing: 7/20/2026	Draft Mitigated Negative Declaration	City of Pomona	Document reviewed - No comments sent

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Transportation **LAC260528-01** Eastside Transit Corridor Phase 2 Project#	The project consists of constructing a 4.7-mile electric-powered light rail transit extension of the Metro E Line from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at Washington Boulevard in Montebello, including 3.1 miles of underground guideway, 0.9 miles of aerial guideway, 0.7 miles of at-grade guideway, one relocated underground station, three new stations, and a maintenance and storage facility. The project is located along the Metro E Line corridor through East Los Angeles, Commerce, and Montebello. The project also includes two designated AB 617 communities: 1) Eastern Coachella Valley; 2) and Southeast Los Angeles. References: LAC250123-03; LAC240501-04; LAC220809-01; LAC140819-04; LAC100518-02; and LAC100305-02 Comment Period: 5/27/2026 - 6/26/2026 Public Hearing: 6/8/2026	Draft Environmental Assessment	Los Angeles County Metropolitan Transportation Authority	Document reviewed - No comments sent
Transportation **ORC260521-01** SR-241/SR-133 Multi Asset Project	The project consists of rehabilitating pavement, restoring drainage systems, upgrading lighting to LED, installing rumble strips and curve warning signs, and completing street upgrades including Americans with Disabilities Act-compliant curb ramps and crosswalk restriping along State Route 241 (Post Mile 15.1 to Post Mile 27.8) and State Route 133 (Post Mile 12.8 to Post Mile 13.6). The project is located along State Route 241 and State Route 133 in the cities of Irvine, Lake Forest, Mission Viejo, Rancho Santa Margarita, and unincorporated Orange County. Comment Period: 5/20/2026 - 6/18/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	California Department of Transportation	Document reviewed - No comments sent
Transportation **RVC260526-04** Interstate 10 Minor Pavement Rehabilitation Project	The project consists of rehabilitating pavement along Interstate 10 (Post Mile 32.6 to Post Mile 44.4) by cold planning and overlaying with Rubberized Asphalt Concrete, upgrading guardrails, culverts, Americans with Disabilities Act curb ramps, transportation management and ramp metering systems, installing trash capture devices, erosion control measures, and landscape improvements. The project is located along Interstate 10 in Riverside County. Reference: RVC260326-08 Comment Period: N/A Public Hearing: N/A	Final Negative Declaration	California Department of Transportation	Document reviewed - No comments sent

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Institutional (schools, government, etc.) **LAC260505-03** UCLA Research Park Project	The project consists of reusing the existing Westside Pavilion shopping center into a multidisciplinary research and innovation hub of a scientific program space (800,000 gross square feet), open space (29,000 square feet) and outdoor amenities, and 1,100 parking spaces, for a total of 1.35 million gross square feet of research park uses on a 9.3-acre site, including interior improvements, limited new construction, building systems upgrades, and seismic retrofits. The project is located at 10800–10850 West Pico Boulevard in Los Angeles. Comment Period: 5/4/2026 - 6/3/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	University of California, Los Angeles	Document reviewed - No comments sent
Institutional (schools, government, etc.) **LAC260528-02** Centennial High School Modernization Project#	The project consists of demolishing existing permanent and portable school buildings and replacing them with new academic, administrative, athletic, and support facilities including a performing arts center, gymnasium, aquatic center, dining and career technical education building, field house, parking lots, athletic facilities, outdoor courts, landscaping, and utility and stormwater infrastructure upgrades, constructed in phases from August 2026 to August 2030. The project is located at 2606 North Central Avenue in Compton within the designated AB 617 South Los Angeles community. Comment Period: 5/29/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Compton Unified School District	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ODP260501-07** San Clemente Island Training and Testing Environmental Impact Statement	The project consists of continuing and expanding military readiness activities at San Clemente Island including land-based training, research, development, testing and evaluation, range improvements and maintenance, and implementation of a new Wildland Fire Management Plan on the 36,480-acre island located 68 nautical miles northwest of San Diego. The project is located at San Clemente Island, the southernmost island in the Channel Islands. Comment Period: 4/24/2026 - 5/22/2026 Public Hearing: N/A	Draft Environmental Impact Statement	Department of the Navy	Document reviewed - No comments sent

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Institutional (schools, government, etc.) **ORC260501-02** East Campus Student Apartments Phase 5	The project consists of constructing two student apartment buildings providing up to 1,100 beds across two sites, Site A (137,000 gross square feet) and Site B (155,000 gross square feet), both seven stories tall, including demolition of existing structures and parking lots, common areas, courtyards, bike storage, laundry facilities, and a secured surface parking lot for the University of California, Irvine Police Department, along with a Long Range Development Plan amendment to change both sites from Academic and Support to Student Housing. The project is located at 11222 Adobe Circle Road in Irvine. Comment Period: 4/23/2026 - 5/22/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	University of California	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ORC260501-09** Fairview Park Master Plan Update	The project consists of updating the original 1998 Master Plan for the 208-acre Fairview Park to reflect current conditions and concepts for restoring and preserving park resources, including a Long-Term Management Plan to safeguard cultural resources, conserve biological resources and vernal pool habitat, and maintain recreational and public uses. The project is located at 2525 Placentia Avenue in Costa Mesa. Comment Period: 4/29/2026 - 5/29/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Costa Mesa	Document reviewed - No comments sent
Institutional (schools, government, etc.) **ORC260514-05** Talbert Regional Park Master Plan	The project consists of adopting a Master Plan for Talbert Regional Park including expanding restroom facilities to a nature center (500 square feet), Balboa Boulevard entrance improvements, raised trails, and maintenance yard lighting. The project is located at 1298 Victoria Avenue in Costa Mesa. Comment Period: 5/14/2026 - 6/12/2026 Public Hearing: 8/25/2026	Draft Mitigated Negative Declaration	County of Orange	Document reviewed - No comments sent
Institutional (schools, government, etc.) **RVC260528-07** Beaumont Early Childhood Education Center	The project consists of constructing two single-story buildings on 3.07 acres of the Anna M. Hause Elementary School campus for the Beaumont Early Childhood Education Center, housing eight classrooms, work rooms, offices, a conference room, staff lounge, nurse's office, and restrooms, along with a new play area, lunch shelter, bus drop-off zone, parking areas, a solar photovoltaic structure, and circulation improvements. The project is located at 1015 Carnation Lane in Beaumont. Comment Period: 5/28/2026 - 6/26/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Beaumont Unified School District	Document reviewed - No comments sent

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Medical Facility **LAC260519-01** Los Angeles County General Hospital Campus Master Plan#	The project consists of a Master Plan to guide the redevelopment of 30.8 acres of the Los Angeles County General Hospital Campus, including of new uses (8,060,978 square feet), a 450-bed hospital, 3,200 housing units, medical office, retail, community facilities, and 8,588 parking spaces, along with adaptive reuse of the General Hospital Building (1.2 million square feet) and utility improvements over 25 years. The project is located at 1200 State Street in Los Angeles within the designated AB 617 East Los Angeles, Boyle Heights, and West Commerce community. Staff previously provided comments on the Revised Notice of Preparation of a Draft Subsequent Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/november-2025/lac251029-03-nop-los-angeles-county-general-hospital-plan.pdf References: LAC251029-03; LAC251001-01; and LAC140909-08 Comment Period: 5/15/2026 - 6/26/2026 Public Hearing: N/A	Draft Supplemental Environmental Impact Report	County of Los Angeles	Under review, may submit comments
Medical Facility **ORC260506-04** Tentative Parcel Map No. 2025-151 – Clearwater Living	The project consists of subdividing one existing lot into two lots to construct a new senior living development with two buildings including 172 active adult units, 75 assisted living units, and 28 memory care units on a 6.14-acre site. The project is located at the southeast corner of Warner Avenue and Armstrong Avenue in Tustin. Reference: ORC250911-02 Comment Period: 5/1/2026 - 5/15/2026 Public Hearing: N/A	Site Plan	City of Tustin	Document reviewed - No comments sent
Medical Facility **RVC260521-06** RUHS Medical Center Master Plan and Phase I Development Project	The project consists of two components: 1) adopting the RUHS Medical Center Master Plan to guide expansion through 2055, including future inpatient medical care facilities, medical office buildings, and parking structures; and 2) Phase I construction of an Emergency Department Expansion/Inpatient Medical Care Facility (55,000 square feet, one-story) and a Medical Office Building (58,000 square feet, two-story) on a 78.94-acre site. The project is located at 14375 Nason Street in Moreno Valley. Comment Period: 5/21/2026 - 7/3/2026 Public Hearing: N/A	Draft Environmental Impact Report	County of Riverside	Under review, may submit comments

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Retail **LAC260506-01** Alcohol Sales Conditional Use Permit No. 95 – Puro Guanatos 100% (Tacos La Wera, LLC)	The project consists of a Conditional Use Permit to allow on-sale beer and wine in conjunction with a bona fide public eating establishment within the Mixed-Use zone. The project is located at 8039 Norwalk Boulevard in Whittier. Comment Period: N/A Public Hearing: 5/11/2026	Other	City of Santa Fe Springs	Document reviewed - No comments sent
Retail **RVC260501-11** Winchester U-Stor-It Project	The project consists of a General Plan Amendment, Change of Zone, and Conditional Use Permit to develop a self-storage facility with seven buildings (113,915 square feet) and an outdoor recreational vehicle storage area for 165 recreational vehicles (RVs) on an 11.12-acre site, including five parking spaces, an above-ground water tank, and associated improvements. The project is located at 33890 Winchester Road in unincorporated Riverside County. Comment Period: 5/1/2026 - 5/29/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
Retail **RVC260507-03** Weaver Commercial Retail Center (PLAN2026-0076)	The project consists of demolishing three existing buildings and constructing a new five-unit retail plaza (8,679 square feet) with 17 parking stalls including two Americans with Disabilities Act (ADA) accessible parking spaces on a 0.48-acre site requiring a parcel merger. The project is located at 1201 and 1205 Beaumont Avenue in Beaumont. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
Retail **RVC260527-05** Menifee Boardwalk	The project consists of an appeal of the Planning Commission's approval of a Tentative Parcel Map to subdivide 6.02 acres into five lots, a Plot Plan to construct five commercial buildings (38,560 square feet) with 278 parking spaces, and a Conditional Use Permit for two quick-serve drive-thru restaurants. The project is located south of Newport Road and west of Menifee Road in Menifee. References: RVC260317-03 and RVC240702-06 Comment Period: N/A Public Hearing: 6/3/2026	Other	City of Menifee	Document reviewed - No comments sent

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General Land Use (residential, etc.) **LAC260501-12** Sky Castle (333 Flower – World Trade Center Adaptive Reuse)	The project consists of adaptively reusing two concourse levels of the existing World Trade Center building into 241 affordable housing units (179 one-bedroom, 57 two-bedroom, and five three-bedroom units) serving households earning between 30% and 80% of the Los Angeles County Area Median Income, including basement foundation work and utility upgrades. The project is located at 333 South Figueroa Street in Los Angeles. Comment Period: 4/28/2026 - 5/13/2026 Public Hearing: N/A	Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds	California Housing Finance Agency (CalHFA)	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260507-01** Bassett Villas Project	The project consists of constructing 20 two-story, 27-foot tall multi-family residential buildings totaling 104 townhome units with private two-car garages, a leasing office, recreation building with pool and jacuzzi, open space (37,693 square feet), a privately owned public park, dog park, and 243 parking spaces on a vacant site, including a rezoning from Open Space to High Density Multi-Family Residential (R-3). The project is located at 1314 Le Borgne Avenue in Baldwin Park. Comment Period: 5/4/2026 - 6/3/2026 Public Hearing: 6/10/2026	Initial Study/Draft Mitigated Negative Declaration	City of Baldwin Park	Document reviewed - No comments sent
General Land Use (residential, etc.) **LAC260526-02** Villages at Fruit Street Project	The project consists of two components: 1) demolishing the former Lutheran High School and developing 121 residential units (51 two-story single-family homes and 70 three-story townhomes) on 9.55 acres at 3960 Fruit Street, retaining and deeding the existing gymnasium to the city; and 2) constructing two affordable housing units on two parcels (0.15 acre) at 1816 First Street. The project is located at 3960 Fruit Street and 1816 First Street in La Verne. Comment Period: 5/28/2026 - 6/26/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of La Verne	Under review, may submit comments
General Land Use (residential, etc.) **ORC260501-08** 9822 Russell Avenue Townhome Project	The project consists of demolishing an existing church, preschool, wireless facility, and daycare facility and constructing 26 two-story townhome residences (1,442 to 1,800 square feet) with three or four bedrooms and two-car garages on a 1.81-acre site at a density of 14.4 dwelling units per acre, including open space, landscaping, parking, and associated infrastructure, along with a General Plan Amendment, Zone Change, Site Plan, and Vesting Tentative Tract Map. The project is located at 9822 Russell Avenue in Garden Grove. Comment Period: 5/1/2026 - 5/20/2026 Public Hearing: 5/21/2026	Draft Mitigated Negative Declaration	City of Garden Grove	Document reviewed - No comments sent

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General Land Use (residential, etc.) **ORC260501-14** North Tustin Street Small Lot Residential Project	The project consists of redeveloping an existing 4.23-acre commercial site (former Best Buy) with 71 three-story single-family small lot homes, open space recreation area, guest parking, and related site improvements, including a General Plan Amendment and Zone Change to change the land use from General Commercial to Medium Density Residential (15–24 dwelling units per acre). The project is located at 2375 North Tustin Street in Orange. Reference: ORC260204-06 Comment Period: N/A Public Hearing: 5/26/2026	Other	City of Orange	Document reviewed - No comments sent
General Land Use (residential, etc.) **ORC260505-05** First and Mountain View Project	The project consists of demolishing an existing commercial/industrial building (11,300 square feet) and constructing 61 three-story for-sale townhome units (1,318 to 2,154 square feet) including three live/work units, common open space (10,024 square feet), and 135 parking spaces on a 3.3-acre site, along with a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, and Density Bonus Agreement. The project is located at 4320 West First Street and 201 South Mountain View Street in Santa Ana. Comment Period: 5/5/2026 - 6/4/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Santa Ana	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260506-05** Plot Plan PEN25-0008 – 5-Unit Multi-Family Residential Project	The project consists of developing a five-unit, two-story multi-family residential project with two attached accessory dwelling units on a 0.35-acre site in the Village Specific Plan 204 Village Residential zone. The project is located at 24681 Fir Avenue in Moreno Valley. Comment Period: N/A Public Hearing: 5/14/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260512-05** Waring Church Tract Project – Plot Plan PLN26-0076, TTM 39494 PLN26-0059 (SB330 Project)	The project consists of constructing a 90-unit multi-family development in 16 buildings with 209 parking spaces (including 29 guest spaces) on one existing parcel, including a condominium map and one point of access from Menifee Road. The project is located on Menifee Road in Menifee. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Menifee	Document reviewed - No comments sent

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General Land Use (residential, etc.) **RVC260519-06** GPA250004_CZ2500010_TTM39146_PPA260007, Temescal Valley-Lawson Residential Project	The project consists of a General Plan Amendment, Change of Zone, Tentative Tract Map, and Plot Plan to develop 85 two-story single-family homes (1,905-2,150 square feet) at a height of 27 feet on 10 acres, including open space (122,006 square feet), a stormwater basin (9,134 square feet), and off-site utility and roadway improvements. The project is located at the southwest corner of Lawson Drive and Temescal Canyon Road in the unincorporated Temescal Valley area of the County of Riverside. Comment Period: 5/19/2026 - 6/18/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260520-02** Sunrise Townhomes	The project consists of a General Plan Amendment and development of a 16-unit townhome complex in two 2-story buildings, with each unit (2,220 square feet) including two bedrooms, two bathrooms, a den, private patio, pool (96 square feet), and two-car garage, along with four guest parking spaces, bicycle racks, outdoor recreational areas, and drought-tolerant landscaping. The project is located at 294 North Sunrise Way in Palm Springs. Comment Period: 5/18/2026 - 6/5/2026 Public Hearing: 6/23/2026	Draft Mitigated Negative Declaration	City of Palm Springs	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260520-03** Cottonwood Apartments	The project consists of developing a 9.39-acre vacant site with 23 two-story multifamily residential buildings containing 184 apartment units, a clubhouse, swimming pool and spa, recreational areas, landscaping, and 334 parking spaces, with vehicular access from Cottonwood Avenue. The project is located at 25115 Watson Way in Moreno Valley. Comment Period: 5/21/2026 - 6/22/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Moreno Valley	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260521-03** Brodiaea Avenue	The project consists of a General Plan Amendment, Change of Zone, Tentative Tract Map to subdivide into 134 single-family lots, and a Conditional Use Permit for a Planned Unit Development with associated amenities and public improvements on a 14.4-acre site. The project is located at 14273 Annadale Drive in Moreno Valley. Comment Period: 5/22/2026 - 6/19/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Moreno Valley	Document reviewed - No comments sent

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General Land Use (residential, etc.) **RVC260521-04** Pacific Lantana Residential Development	The project consists of a Planned Development Overlay Zone, Tentative Tract Map to subdivide 12.8 acres into 91 detached single-family residential lots (3,769-6,703 square feet), and a Development Plan Review for site plan and building elevations. The project is located at 501 West Metz Road in Perris. Comment Period: 5/22/2026 - 6/19/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Perris	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260521-05** Kasbergen Single Family Subdivision - TTM 34271	The project consists of annexing three parcels totaling 43.68 acres into the City of San Jacinto and subdividing the site into 152 single-family residential lots (7,200 square feet) and seven lettered lots providing 4.13 acres of park space, drainage easements, and public dedications, with one and two-story homes (1,600-3,000 square feet at a height of 25 feet). The project is located at 275 Burton Street in San Jacinto. Comment Period: 5/20/2026 - 6/23/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of San Jacinto	Document reviewed - No comments sent
General Land Use (residential, etc.) **RVC260527-04** The Oasis at Indio	The project consists of a Specific Plan, General Plan Amendment, Zone Change, Financial Parcel Map, and Development Agreement for a 183-acre mixed-use development with two potential buildout scenarios: 1) up to 3,240 multi-family residential units, commercial uses (20,000 square feet), and light industrial uses (1,806,290 square feet); or 2) up to 1,237 multi-family residential units, commercial uses (71,600 square feet) including a 128-key hotel, and industrial uses. The project is located north of Interstate 10, south of Avenue 42, east of the Thousand Palms Stormwater Channel, and west of Monroe Street in Indio. 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/2024/august-2024/rvc240627-01-deir-the-oasis-at-indio-project.pdf 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/june-2024/rvc240514-01-nop-the-oasis-at-indio-project.pdf References: RVC240627-01 and RVC240514-01 Comment Period: N/A Public Hearing: 5/27/2026	Other	City of Indio	Document reviewed - No comments sent

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General Land Use (residential, etc.) **SBC260501-05** Maple and Foothill Residential Project	The project consists of constructing a 265-unit multi-family residential development on 8.43 acres, including six buildings (two four-story and four three-story), two community courtyards with a pool and spa, lounge areas, green space, associated parking, drive aisles, landscaping, and utilities. The project is located at 18230 Foothill Boulevard in Fontana. Comment Period: 4/29/2026 - 5/15/2026 Public Hearing: 5/19/2026	Draft Mitigated Negative Declaration	City of Fontana	Document reviewed - No comments sent
General Land Use (residential, etc.) **SBC260501-15** Buffalo Grove Specific Plan Project	The project consists of developing 72 detached multi-story residential condominium units under a Specific Plan on a 4.42-acre site, including a General Plan Amendment and Zone Change from Commercial/Industrial Mixed Use to Specific Plan designation, along with internal circulation, parking, landscaping, and utility infrastructure. The project is located at 1812-1816 West Foothill Boulevard in Upland. Comment Period: 5/6/2026 - 6/4/2026 Public Hearing: N/A	Initial Study/Mitigated Negative Declaration	City of Upland	Document reviewed - No comments sent
Plans and Regulations **ALL260501-16** Replacement Tire Efficiency Program (RTEP) (24-TIRE-01)#	The project consists of adopting a statewide program and regulations establishing minimum energy efficiency performance standards and a consumer-facing efficiency rating system for replacement tires sold in California for passenger cars and light-duty trucks, with Phase I standards applying to tires manufactured on or after 1/1/2028 and Phase II standards taking effect 1/1/2031. The project applies statewide throughout California. The project also includes six designated AB 617 communities: 1) East Los Angeles, Boyle Heights, and West Commerce; 2) Eastern Coachella Valley; 3) San Bernardino and Muscoy; 4) Southeast Los Angeles; 5) South Los Angeles; and 6) Wilmington, Carson, and West Long Beach. Reference: ALL241001-07 Comment Period: 4/24/2026 - 6/9/2026 Public Hearing: N/A	Draft Environmental Impact Report	California Energy Commission (CEC)	Document reviewed - No comments sent

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Plans and Regulations **LAC260501-01** FY 2026-2027 CDBG, ESG and HOME Program	The project consists of the Fiscal Year 2026-2027 Action Plan for the Community Development Block Grant, Emergency Solutions Grant, and HOME Programs administered by the City of Glendale Community Services and Parks Department. The project encompasses the entire incorporated boundary of Glendale. Comment Period: 4/15/2026 - 5/15/2026 Public Hearing: N/A	Draft Negative Declaration	City of Glendale	Document reviewed - No comments sent
Plans and Regulations **LAC260501-13** Local Coastal Program Amendment No. 26-002 and Zoning Text Amendment No. 26-002 – Beachfront Definition	The project consists of amending Chapter 2 (Definitions) of the Local Coastal Program Local Implementation Plan and Title 17 (Zoning) of the Malibu Municipal Code to add a definition of "Beachfront." The project encompasses the entire incorporated boundary of Malibu. Comment Period: N/A Public Hearing: 5/18/2026	Other	City of Malibu	Document reviewed - No comments sent
Plans and Regulations **LAC260505-01** City of La Puente Mixed-Use Places Project	The project consists of applying a Mixed-Use overlay zone to General Commercial (C-2) zoned parcels citywide to enable medium to high density residential and mixed-use redevelopment, accommodating 3,128 additional dwelling units over 20 years through 2046, consistent with the City's Housing Element Update and Regional Housing Needs Allocation. The project encompasses the entire incorporated boundary of La Puente. Comment Period: 5/5/2026 - 6/3/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of La Puente	Document reviewed - No comments sent

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Plans and Regulations **LAC260505-04** Clearwater Specific Plan Project	The project consists of adopting the Clearwater Specific Plan to guide future development and redevelopment within a north-central planning area bound by Rosecrans Avenue, Paramount Boulevard, Somerset Boulevard, and a Union Pacific Railroad line. The project is located at 7910 All America City Way in Paramount. 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/2025/december-2025/lac251105-07-deir-clearwater-specific-plan-project.pdf 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/2025/february-2025/lac250106-02-nop-clearwater-specific-plan.pdf References: LAC260324-04; LAC251105-07; and LAC250106-02 Comment Period: N/A Public Hearing: N/A	Responses to South Coast AQMD Comments	City of Paramount	Document reviewed - No comments sent
Plans and Regulations **LAC260520-01** City of San Fernando Housing Element Implementation Program	The project consists of an addendum to the previously adopted Housing Element IS/MND to implement a Housing Element Implementation Program including citywide Residential Objective Design Standards, a Density Bonus Ordinance, Zoning Code updates, Mixed-Use overlay replacements with two new zoning districts, and San Fernando Corridors Specific Plan 5 updates. The project encompasses the entire incorporated boundary of San Fernando. Comment Period: N/A Public Hearing: N/A	Addendum to the Initial Study/Mitigated Negative Declaration	City of San Fernando	Document reviewed - No comments sent

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Plans and Regulations **ORC260514-04** Fairview Developmental Center Specific Plan	The project consists of adopting a Specific Plan to guide mixed-income, mixed-use development on 95 acres of the former Fairview Developmental Center, allowing up to 4,000 dwelling units, nonresidential uses (35,000 square feet), publicly accessible open space (14 acres), and a multiuse trail (4,650-linear-foot), including 200 units of Permanent Supportive Housing. The project is located at 2501 Harbor Boulevard in Costa Mesa. 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/2025/december-2025/orc251030-03-nop-fairview-developmenta-center-specific-plan.pdf Reference: ORC251030-03 Comment Period: 5/14/2026 - 7/1/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Costa Mesa	Document reviewed - No comments sent
Plans and Regulations **RVC260514-07** Logistics Facilities Mitigation Measures Ordinance (PEN26-0055)	The project consists of adopting a Municipal Code Amendment to codify air quality mitigation measures for logistics use facilities negotiated with the California Attorney General's Office, consistent with the 2024 General Plan Update. The project encompasses the entire incorporated boundary of Moreno Valley. Comment Period: N/A Public Hearing: 5/28/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
Plans and Regulations **RVC260527-02** City of Calimesa Annexation Project	The project consists of annexing 313.4 acres into the City of Calimesa with a General Plan Amendment, Pre-Zoning, Zone Text Amendment, and two Conditional Use Permits for two existing warehouse buildings, applying Light Industrial, Open Space Residential, Community Commercial, and Residential Estate zoning designations and a Warehouse Overlay Zone over 138.7 acres. The project is located at 36244 Cherry Valley Boulevard in Calimesa. Reference: RVC260421-05 Comment Period: N/A Public Hearing: 6/22/2026	Other	City of Calimesa	Document reviewed - No comments sent

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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 A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Plans and Regulations	The project consists of a Specific Plan Amendment to Village Specific Plan 204 to implement the City's Housing Element programs and align the zoning framework with the MoVal 2040 General Plan, including zone changes, updated development standards, housing incentives, and provisions to facilitate lot consolidation and improve development feasibility. The project encompasses the Village Specific Plan 204 area 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 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/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: RVC260408-06; RVC251112-06; RVC251007-02; RVC250919-01; RVC250708-02; RVC240807-16; RVC210527-01; RVC210406-01; and RVC200310-01 Comment Period: N/A Public Hearing: 5/28/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC260527-03 Village Specific Plan 204 Amendment (PEN26-0019)				

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ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
May 1, 2026 to May 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Plans and Regulations **SBC260501-06** City of Barstow General Plan Update and Barstow International Gateway (BIG) Project	The project consists of a comprehensive General Plan update (2023–2048) and adoption of the Barstow International Gateway Specific Plan on 4,300 acres, including a large-scale intermodal rail facility, warehouse and logistics uses, a solar facility, annexation of unincorporated lands, and a Development Agreement with Burlington Northern Santa Fe. The project is located west of Barstow bounded by the Mojave River, Main Street/Route 66, Lenwood Road, and Hinkley Road in Barstow. 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/march-2024/ODP240322-01.pdf References: ODP251113-08 and ODP240322-01 Comment Period: N/A Public Hearing: 5/16/2026	Other	City of Barstow	Document reviewed - No comments sent

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Project Notes:
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ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Goods Movement **LAC260312-04** Berths 121-131 Container Terminal Redevelopment Project	The project consists of redeveloping the container terminal located in West Basin portion of the Port of Los Angeles at Berths 121-131, by: 1) dredging and disposing dredged material; 2) demolishing and reconstructing the wharf at Berths 126-129; 3) relocating the existing cranes and adding new, larger cranes; 4) expanding on-dock rail with electrically-powered rail-mounted gantry cranes; and 5) issuing a new 30-year entitlement. The project is located at Berths 121-131, West Basin, at 425 South Palos Verdes Street in San Pedro. Reference: LAC140415-01 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260312-04-deis-eir-berths-121-131-container-terminal-redevelopment-project.pdf Comment Period: 3/13/2026 - 5/8/2026 Public Hearing: N/A	Draft Environmental Impact Statement/Draft Environmental Impact Report	Port of Los Angeles	Comment letter sent on 5/8/2026
Warehouse & Distribution Centers **LAC260401-01** Prologis Del Amo and Prairie Center Project	The project consists of developing a speculative Class A warehouse building (403,033 square feet) with an office space (15,000 square feet) on 31.3 acres of vacant land, including 56 dock doors, with road improvements on an additional 7.79 acres, allowing for industrial uses including warehousing, distribution, high-cube fulfillment, and up to 10% high-cube cold storage. The project is located at 3422 Del Amo Boulevard in Torrance. 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/2025/april-2025/lac250402-02.pdf Reference: LAC250402-02 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260401-01-deir-prologis-del-amo-and-prairie-center-project.pdf Comment Period: 4/1/2026 - 5/15/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Torrance	Comment letter sent on 5/14/2026

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ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers **LAC260415-01** Diamond Gateway#	The project consists of demolishing the Phillips 66 Los Angeles Refinery Carson Plant, including 16 buildings, 45 storage tanks, and associated equipment, and redeveloping the 222.9-acre site with six industrial buildings (3,913,419 square feet) for general warehousing, high-cube fulfillment, and transload uses, along with two on-site parking lots for truck/trailer parking and electric vehicle charging, and associated infrastructure improvements. The project is located at 1520 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260415-01-nop--diamond-gateway.pdf Comment Period: 4/13/2026 - 6/11/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of Carson	Comment letter sent on 5/8/2026
Warehouse & Distribution Centers **ORC260414-01** 2411 North Glassell Street Warehouse Project	The project consists of demolishing three existing buildings and redeveloping a 12.1-acre site with a one-story industrial building (298,988 square feet) with a mezzanine for manufacturing and warehousing uses at a floor area ratio of 0.57, including landscaping, utility connections, stormwater facilities, fencing, paved parking, loading areas, and driveways. The project is located at 2411 North Glassell Street in Orange. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/orc260414-01-draft-mnd--2411-north-glassell-street-warehouse-project.pdf Comment Period: 4/16/2026 - 5/6/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Orange	Comment letter sent on 5/6/2026

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ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Warehouse & Distribution Centers **RVC260318-05** Heritage Valley Business Center	The project consists of a General Plan Amendment, Specific Plan Amendment, Change of Zone, Vesting Tentative Parcel Map, and Plot Plan for the construction of one concrete tilt-up warehouse building totaling 829,755 square feet, including an office (10,000 square feet) and a ground floor warehouse space (819,755 square feet) at 60 feet in height, with 503 automobile parking spaces, 258 truck trailer parking spaces, and 111 dock doors on an 41-acre site. The project is located at 26300 Trumble Road in Menifee. 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/2025/june-2025/rvc250522-03.pdf References: RVC250522-03 and RVC241001-02 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260318-05-deir--heritage-valley-business-center.pdf Comment Period: 3/18/2026 - 5/1/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Menifee	Comment letter sent on 5/1/2026
Airports **RVC260421-03** Hemet-Ryan Air Attack Base Replacement Project	The project consists of replacing existing Hemet-Ryan Air Attack Base facilities with a modern fire-response base on 15.25 acres by: 1) constructing a two-story air operations building, landing pads and retardant loading pits, a 32-bed barracks/mess hall, a helicopter/OV-10 hangar, two aircraft storage canopies, a helicopter training tower, a fire retardant mixing station, a vehicle storage building, and a generator/electrical yard; 2) demolishing existing outdated structures; and 3) installing new sewer connections, fencing, paving, landscaping, and associated utilities. The project is located at 4710 Walden Weaver Road in Hemet. Reference: RVC251125-07 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/june-2026/rvc260421-03-draft-focused-eir-hemet-ryan-air-attack-base-replacement-project.pdf Comment Period: 4/24/2026 - 6/5/2026 Public Hearing: N/A	Draft Focused Environmental Impact Report	California Department of Forestry and Fire Protection (CAL FIRE)	Comment letter sent on 6/3/2026

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ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related **LAC260408-02** PUSD School Sites Exterior Soil Cleanup	The project consists of removing and replacing wildfire-impacted exterior soil exceeding regulatory guidelines for lead or arsenic at three Pasadena Unified School District campuses, with excavation to varying depths, confirmation sampling, and backfill with clean soil conducted during summer break. The project is located at 1065 East Washington Boulevard in Pasadena, 1090 Nithsdale Road in Pasadena, and 527 Ventura Street in Altadena. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260318-05-deir--heritage-valley-business-center.pdf Comment Period: 4/3/2026 - 5/1/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Comment letter sent on 5/1/2026
Waste and Water-related **RVC260401-05** Quail Valley Subarea 4 Project	The project consists of constructing a comprehensive wastewater collection and conveyance system serving 1,368 lots in Quail Valley Subarea 4, including 10 miles of eight-inch and 12-inch polyvinyl chloride gravity main pipe, 1.1 miles of force mains, 247 manholes, 24 connector pipes, one regional lift station, and four smaller lift stations, to be constructed in eight phases over 20 years. The project is located at 23736 Kennedy Lane in Menifee. Staff previously provided comments on the Notice of Preparation of a Draft Program Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/october-2025/rvc250902-04-nop-quail-valley-subarea-4-project.pdf Reference: RVC250902-04 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/rvc260401-05-draft-eir-quail-valley-subarea-4-project.pdf Comment Period: 4/3/2026 - 5/15/2026 Public Hearing: N/A	Draft Program Environmental Impact Report	Eastern Municipal Water District (EMWD)	Comment letter sent on 5/14/2026

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ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related **SBC260421-07** Inland Empire Utilities Agency Chino Basin Program	The project consists of adopting a regional water supply program which will include advanced water purification, groundwater storage, injection and extraction wells, and conveyance facilities to produce and manage up to 15,000 acre-feet-per-year of new water supply, supporting water exchanges and environmental pulse flows. The project is located throughout the Chino Basin and connected regional systems in Southern California. 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/2021/october/SBC210921-08.pdf References: SBC211102-10 and SBC210921-08 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/sbc260421-07-recirculated-draft-peir-inland-empire-utilities-agency-chino-basin-program.pdf Comment Period: 4/21/2026 - 6/5/2026 Public Hearing: N/A	Recirculated Draft Program Environmental Impact Report	Inland Empire Utilities Agency	Comment letter sent on 5/28/2026
Retail **LAC260409-02** 4802 - 4828 San Vicente Self-Storage Facility Project (ENV-2025-5195-MND)	The project consists of: 1) demolishing a one-story warehouse (23,151 square feet) and surface parking lots; 2) constructing a seven-story self-storage facility (161,645 square feet) on a 0.70-acre site, including an office (954 square feet), five parking spaces, 36 bicycle spaces, two loading spaces; and 3) approving a Zone and Height District Change (C2-1-O to C2-2-O) to allow a 6:1 FAR (in lieu of 1.5:1) and associated waiver requests. The project is located at 4802–4828 West San Vicente Boulevard in Los Angeles. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260409-04-nop--los-angeles-county-san-fernando-valley-area-plan.pdf Comment Period: 4/9/2026 - 4/29/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Los Angeles	Comment letter sent on 5/6/2026

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SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Plans and Regulations **LAC260409-04** Los Angeles County San Fernando Valley Area Plan	The project consists of a General Plan Amendment, Zone Change, and Ordinance to establish the San Fernando Valley Area Plan as a long-range policy document guiding land use regulation in the unincorporated communities of Kagel and Lopez Canyons, Sylmar Island, Oat Mountain, West Chatsworth, and West Hills, including areawide and community-specific goals and policies addressing land use, mobility, conservation, safety, economic development, and historic preservation, along with updated land use policy maps and new Planning Area development standards. The project encompasses the unincorporated communities of the San Fernando Valley Planning Area in unincorporated Los Angeles County. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/lac260409-04-nop--los-angeles-county-san-fernando-valley-area-plan.pdf Comment Period: 4/6/2026 - 5/6/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	County of Los Angeles	Comment letter sent on 5/6/2026
Plans and Regulations **SBC260407-01** Euclid Mixed Use Specific Plan Amendment	The project consists of amending the previously approved Euclid Mixed Use Specific Plan to expand the plan area to include an adjacent 36.5-acre site, business park uses (376,881 square feet), office use (54,306 square feet), 935 dwelling units, commercial uses (46,548 square feet), 4.25 acres of open space, and associated on-site and off-site infrastructure improvements. The project is located at 7444 Edison Avenue in Ontario. 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/2024/february/SBC240103-01.pdf 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/2023/march-2023/SBC230214-07.pdf References: SBC240807-09; SBC240724-10; SBC240724-06; SBC240103-01; and SBC230214-07 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/may-2026/sbc260407-01-nop-euclid-mixed-use-specific-plan-amendment.pdf Comment Period: 4/3/2026 - 5/1/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report	City of Ontario	Comment letter sent on 5/1/2026

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ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through May 31, 2026

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Ecobat Resources California Inc. (formerly Quemetco) Quemetco Capacity Upgrade Project	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
Tesoro Refining & Marketing Company, LLC (Tesoro) Marathon Los Angeles Refinery Modernization Projects	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 hydrodesulfurization unit, the fluidized catalytic cracking unit, and the alkylation units. 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. 2025110170	Notice of Preparation of a Draft Environmental Impact Report and Initial Study (NOP/IS)	The NOP/IS was released for a 34-day public review and comment period from November 5, 2025 to December 9, 2025 and six comment letters were received. A CEQA Scoping meeting was held on November 18, 2025. The consultant is preparing a preliminary Draft EIR, which will include responses to the comment letters received and comments made during the CEQA Scoping meeting.	Environmental Audit, Inc.

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ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through May 31, 2026

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
San Diego Gas and Electric Company (SDG&E) <u>Moreno Compressor Modernization Project</u>	SDG&E is proposing to modify their South Coast AQMD permit (Facility ID: 4242) for various equipment at the Moreno Compressor Station, a 13.76-acre natural gas compressor station. The facility is owned by SDG&E and operated by Southern California Gas Company (SoCalGas). The project seeks to: 1) install two new natural gas-fired compressor gas turbines (each rated at 5,825 horsepower (hp)) equipped with selective catalytic reduction systems (SCR), oxidation catalysts, and continuous emissions monitoring systems, and two new electric reciprocating compressors (each rated at 4,250 hp); 2) install two natural gas-fired emergency generator engines (each rated at 824 hp) with associated emission control systems; 3) decommission existing equipment including four turbine-driven compressors, five reciprocating compressors, and four emergency generators; and 4) make ancillary improvements. The following upgrades to the electric utilities operated by Southern California Edison will also be required: a) installation of temporary construction power infrastructure to provide sufficient electricity for the project, b) installation of a new 12-kilovolt (kV) super circuit with approximately three miles of additional circuitry, and c) installation of new overhead conductor on up to 35 poles and one new 12-kV switch. The project is located in Los Angeles County at 14601 Virginia Street in Moreno Valley. Reference: State Clearinghouse No. 2016071006	Addendum to the Final Subsequent Environmental Assessment for Proposed Amended Rule 1134, the Final Subsequent Environmental Assessment for Proposed Amended Rules 1110.2 and 1100, and the Final Program Environmental Impact Report for the 2016 Air Quality Management Plan	The consultant has prepared a draft Addendum which South Coast AQMD staff is reviewing.	Dudek, Yorke Engineering, LLC, and Rincon

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Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 24

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee held a hybrid meeting on Friday, June 26, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Holly J. Mitchell,
Committee Vice Chair
Stationary Source Committee

JA:reh

Call to Order
Committee Vice Chair Mitchell called the meeting to order at 10:30 a.m.

Roll Call

Committee Members
Present**:** Supervisor Holly J. Mitchell, Committee Vice Chair
Chair Michael A. Cacciotti
Supervisor Curt Hagman
Board Member Veronica Padilla Campos
Board Member Dr. Cedric Jamie Rutland

Absent**:** Vice Chair Larry McCallon, Committee Chair

For additional information of the Stationary Source Committee Meeting, please refer to the Webcast.

INFORMATIONAL ITEMS:

1. **Update on Proposed Amended Rule 1401 – New Source Review of Toxic Contaminants**

   Heather Farr, Planning and Rules Manager, Planning, Rule Development and Implementation, provided an overview of the proposed amendments to Rule 1401. For additional details, please refer to the Webcast beginning at 00:04:23.

   Board Member Padilla-Campos asked how autobody shops will be informed about the amendments to PAR 1401. Committee Vice Chair Mitchell asked how many toxic air contaminants are listed in Rule 1401 and asked why our approach in handling pCBtF and t-BAc is different from other compounds. Ms. Farr described our outreach and explained that for coatings and solvents, the agency has taken a pollution prevention approach to have manufacturers reformulate their products, where feasible. For additional details, please refer to the Webcast beginning at 00:10:42.

   Rita Loof, RadTech International, asked staff to provide additional information in the staff report about toxic free technologies that facilities can use to comply with Rule 1401 health risk thresholds.

   Harvey Eder, Public Solar Power Coalition, commented about the need for a cost benefit analysis when evaluating toxic emissions. For additional details, please refer to the Webcast beginning at 00:13:52.

2. **Update on Proposed Amended Rule 1302**

   Michael Morris, Planning and Rules Manager, Planning, Rule Development and Implementation, provided an overview of the proposed amendments to Rule 1302. For additional details, please refer to the Webcast beginning at 00:18:27.

   There were no comments received from the Board Members.

   David Rothbart, Clean Water SoCal, requested that all publicly owned co-composting facilities also be included in the Essential Public Service definition, while recommending that the eligibility be limited to only publicly owned composting facilities.

   Mr. Eder encouraged consideration of the particulate matter emission reduction benefits of the proposed amendments.

Casey Corlis, Orange County Waste and Recycling, requested that all organics and composting processing equipment also be included in the definition for Essential Public Service.

For additional details, please refer to the Webcast beginning at 00:26:16.

3. **Update on Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate and Related Operations**
   Dr. Sarah Rees, Deputy Executive Officer, Planning, Rule Development and Implementation, provided an overview of the proposed amendments to Rule 1157. For additional details, please refer to the Webcast beginning at 00:32:42.

   Committee Vice Chair Mitchell expressed support for the triggered requirements for recurring violations and asked staff if similar approaches can be introduced to other rules. Board Member Padilla-Campos requested clarification on the time span for which violations count towards the requirements triggered. Chair Cacciotti requested information on the penalty cost for violations. For additional details, please refer to the Webcast beginning at 00:39:00.

   There were no comments received from the public.

4. **Update on Proposed Amended Rule 461 – Gasoline Transfer and Dispensing**
   Mr. Morris provided an overview of the proposed amendments to Rule 461. For additional details, please refer to the Webcast beginning at 00:46:10.

   There were no comments received from committee members or the public.

WRITTEN REPORTS:

5. **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.

6. **Notice of Violation Penalty Summary**
   The report was acknowledged by the committee.

OTHER MATTERS:

7. **Other Business**
   Committee Vice Chair Mitchell commented on South Coast AQMD's response to the recent Boyle Heights warehouse fire, emphasizing the heavy impact on a vulnerable environmental justice community. Executive Officer Wayne Nastri reported that over 100 South Coast AQMD staff mobilized rapidly in response to

both the recent Garden Grove and Boyle Heights incidents, deploying mobile monitoring labs within hours. Staff integrated live data onto the District website's Air Quality Index (AQI) maps and maintained a constant presence at the incident command to coordinate air quality monitoring with U.S EPA, and to ensure results were communicated to the local fire Chief, and public health officials. Committee Vice Chair Mitchell directed staff to agendize an item for the August Board meeting to review the local AB 617 program and deploying air filtration units to heavily impacted residents during future environmental emergencies.

For additional details, please refer to the Webcast beginning at 00:50:29

8. Public Comment Period

Mr. Eder raised concerns about the deadly cardiovascular risks of PM2.5 pollution and noted his recent testimony on air redesignation plans. For additional details, please refer to the Webcast beginning at 01:10:55

9. Next Meeting Date

The next Stationary Source Committee meeting is scheduled for Friday, August 21, 2026.

Adjournment

The meeting was adjourned at 11:43 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 – June 26, 2026

Councilmember Michael A. Cacciotti ..... South Coast AQMD Board Member
Supervisor Curt Hagman ..... South Coast AQMD Board Member
Supervisor Holly J. Mitchell ..... South Coast AQMD Board Member
Board Member Veronica Padilla-Campos ..... South Coast AQMD Board Member
Board Member Dr. Cedric Jamie Rutland ..... South Coast AQMD Board Member

Francisco Lopez ..... Board Consultant (Mitchell)
Polash Mukerjee ..... Board Consultant (Rutland)
Suzette Swallow ..... Board Consultant (McCallon)
Sho Tay ..... Board Consultant (Cacciotti)

Casey Corliss ..... OC Waste and Recycling
Harvey Eder ..... Public Solar Power Coalition
Rita Loof ..... RadTech International
David Rothbart ..... Clean Water SoCal

Jason Aspell ..... South Coast AQMD staff
Cesar Ayala ..... South Coast AQMD staff
Barbara Baird ..... South Coast AQMD staff
Cindy Bustillos ..... South Coast AQMD staff
Heather Farr ..... 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
Aaron Katzenstein ..... South Coast AQMD staff
Angela Kim ..... South Coast AQMD staff
Jason Low ..... South Coast AQMD staff
Terrence Mann ..... South Coast AQMD staff
Nahal Mogharabi ..... South Coast AQMD staff
Michael Morris ..... 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
Sarah Rees ..... South Coast AQMD staff
Alberto Silva ..... South Coast AQMD staff
Lisa Tanaka ..... South Coast AQMD staff

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATIONARY SOURCE COMMITTEE
Attendance – June 26, 2026

Brian Tomasovic .....South Coast AQMD staff
Mei Wang ..... South Coast AQMD staff
Jillian Wong .....South Coast AQMD staff

June 2026 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 June
- 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 (05/01/2026 - 05/31/2026)

Total Penalties

Civil Settlement: $433,495.11

Hearing Board Settlement: $171,961.30

MSPAP Settlement: $219,765.00

Total Cash Settlements: $825,221.41

Total SEP Value: 0.00

Fiscal Year through 05/31/2026 Cash Total: $8,466,790.04

Fiscal Year through 05/31/2026 SEP Value Only Total: 0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
206790	AGRON, INC.	2305	05/05/2026	GML	O15454	$11,000.00
3417	AIR PROD & CHEM INC	221,1118, 3002	05/19/2026	ND	P62701, P78813	$3,882.00
169937	ASHKAN CORP DBA WOODLAKE SHELL	461	05/15/2026	VB	P77730	$2,842.00
206362	BARBARAS DEVELOPMENT INC.	2305	05/08/2026	RM	O15546	$5,250.00
800022	CALNEV PIPE LINE, LLC	463, 1178, 3002	05/05/2026	SP	P80743	$13,600.00
7411	DAVIS WIRE CORP	2004, 2012	05/08/2026	NS	P73187	$7,764.00
143741	DCOR LLC	1173, 2004	05/01/2026	SH	P79914, P79918	$15,000.00
180908	ECO SERVICES OPERATIONS CORP.	2004, 2011 APPENDIX A	05/01/2026	SH	P73837	$5,000.00
199389	GAF MATERIALS, LLC	1113	05/22/2026	RM	P65663	$80,250.00
201492	GLENDORA DIGESTIVE DISEASE INSTITUTE	201, 203	05/05/2026	SH	P73175, P73192	$12,000.00
152645	JACKIE SERVICE STATION	461, H&S 41960.2	05/13/2026	CL	P74841	$4,211.11
800170	LA CITY, DWP HARBOR GENERATING STATION	2004, 2012	05/19/2026	DH	P81063	$2,070.00

45643	O'DONNELL OIL CO	203, 463, 1173	05/01/2026	SP	P79672, P79673, P80731, P80735	$43,715.00
202637	OFFICE STAR PRODUCTS	2305	05/19/2026	DH	O15287	$28,600.00
171327	PHILLIPS 66 PIPELINE LLC	462, 3002	05/22/2026	ND	P74539, P75673	$9,999.00
169754	SO CAL HOLDING, LLC	1173, 2004	05/12/2026	SH	P80672	$8,000.00
5973	SOCAL GAS CO	1110.2, 2004, 3002, 17 CCR 95669	05/05/2026	JL	P74550, P78155, P78158, P78160, P78167, P80673, P80678, P80681, P80685, P80746, P80747, P80749	$72,900.00
203635	STARBUCKS CORPORATION	1403, 40 CFR 61.145	05/08/2026	JJ	P75772, P75773	$12,940.00
196911	STEWART FILMSCREEN CORP	203, 1147	05/08/2026	ND	P76269	$7,764.00
201987	SUKUT CONSTRUCTION, LLC	403, 1150	05/15/2026	RM	P79954	$33,000.00
105277	SULLY MILLER CONTRACTING CO	2004	05/22/2026	NW	P66064, P73186	$7,764.00
174711	TESORO LOGISTICS, HATHAWAY TERMINAL	463, 1149, 1178, 3002	05/15/2026	GML	P79910, P81059	$1,294.00
167140	UNIVERSAL WAREHOUSES	2305	05/05/2026	JL	O15455	$28,600.00
191677	VORTEQ PACIFIC	2004	05/08/2026	NW	P78926	$1,750.00
193314	ZENITH ENERGY WEST COAST TERMINALS LLC	463, 3002	05/12/2026	JL	P80663, P80666	$14,300.00

Total Civil Settlements: $433,495.11

Hearing Board

119219	CHIQUITA CANYON LLC	431.1, 3002	05/01/2026	KER	6177-4	$171,961.30

Total Hearing Board Settlements: $171,961.30

MSPAP

203362	ACC CA INC	403	05/05/2026	CL	P73732	$5,176.00
207706	AMERICAS RECYCLING COMPANY INC.	403	05/05/2026	CL	P79896	$4,184.00
174321	BELFOR ENVIRONMENTAL	1403	05/08/2026	CR	P79794	$1,941.00
90302	BEVERLY HILLS CUSTOM CLNRS	201, 203	05/15/2026	SW	P82402	$714.00
161900	BEVERLY HILLS OIL INC	461, H&S 41960.2	05/12/2026	CL	P82456	$1,791.00
1824	BUDDY BAR CASTING	1147, 1147.2	05/12/2026	CL	P73683, P80407	$12,089.00
208648	CAMBRIDGE FARMS	1415.1	05/19/2026	VB	P79817	$15,735.00
203553	CARVANA RIVERSIDE	203	05/05/2026	LT	P81376	$4,376.00
800380	CERTIFIED ENAMELING INC	3002	05/12/2026	CL	P67134	$3,297.00
169731	CIRCLE K #2709445, CIRCLE K STORES, INC.	461	05/19/2026	CL	P80983	$1,873.00
111625	CIRCLE K STORES INC., SITE #5659	203, 461	05/19/2026	CL	P64877	$1,648.00
169289	CIRCLE K STORES, INC., ROSE VALLEY, INC.	461	05/19/2026	CL	P64876	$1,573.00

172250	CORONA FUELING & ELECTRIC, INC	1166	05/19/2026	CL	P82461	$7,764.00
161733	COUNTY OF RIVERSIDE (MV1241) BCTC	461	05/05/2026	CR	P81364	$949.00
209862	DOUGWALL CONSTRUCTION, INC.	403	05/12/2026	SW	P74238	$3,282.00
205967	FURNITURE OF AMERICA	2305	05/05/2026	CL	O15511	$5,000.00
192594	G&M OIL CO. #195	201, 203	05/05/2026	SW	P64885	$1,941.00
203940	GIGACLOUD TECHNOLOGY (USA) INC.	2305	05/15/2026	LT	O15536	$5,000.00
145828	LAKE FOREST GOLF & PRACTICE CENTER/AMERI	461	05/05/2026	CR	P80181	$549.50
206404	LOS DUROS AUTO COLLISION	201, 203	05/05/2026	VB	P73585	$2,098.00
201431	NORDSTROM INC.	2305	05/15/2026	CR	O15544	$14,234.00
2946	PACIFIC FORGE INC	2004	05/05/2026	CL	P77910	$1,416.00
208682	PARK LA BREA	1403, 40 CFR 61.145	05/05/2026	CR	P79800	$1,941.00
159758	PETRO BRASS	461, H&S 41960.2	05/12/2026	SW	P82451	$2,911.00
13920	PROVIDENCE SAINT JOSEPH HOSPITAL	1146.1	05/08/2026	CL	P81411	$7,867.50
85845	RED HILL COUNTRY CLUB	203, 461	05/22/2026	LT	P69143, P82552	$4,430.00
209725	RESIDENT	445	05/05/2026	CR	W15081	$50.00
209582	RESIDENT	445	05/22/2026	CR	W15077	$50.00
209357	RESIDENT	445	05/22/2026	CR	W15060	$50.00
209483	RESIDENT	445	05/22/2026	CR	W15063	$50.00
206612	SAFELITE FULFILLMENT INC	2305	05/12/2026	CL	O15539	$28,600.00
119135	SCI CALIFORNIA FUNERAL SERVICES, INC	461	05/05/2026	VB	P81869	$549.00
206890	SF MARKETS LLC	1403, 40 CFR 61.145	05/05/2026	VB	P81152	$3,147.00
201550	SPL GROUP	2305	05/19/2026	LT	O15348	$13,000.00
177409	ST REGIS GOLF MAINTENANCE FACILITY	461	05/15/2026	SW	P80182	$647.00
207646	TRG FULLFILLMENT	2305	05/08/2026	VB	O15490	$37,000.00
187791	TRINIDAD FUEL CO	461, H&S 41960.2	05/05/2026	CL	P65246	$824.00
201510	VERIZON (KUENHE & NAGEL)	2305	05/15/2026	LT	O15599	$19,800.00
13662	CITY OF WHITTIER, (LANDFILL DEPT)	201	05/05/2026	SW	P78136	$2,218.00

Total MSPAP Settlements: $219,765.00

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX
FOR MAY 2026 PENALTY REPORT

REGULATION II - PERMITS

Rule 201	Permit to Construct
Rule 203	Permit to Operate
Rule 221	Plans

REGULATION IV - PROHIBITIONS

Rule 403	Fugitive Dust
Rule 431.1	Sulfur Content of Gaseous Fuels
Rule 445	Wood-Burning Devices
Rule 461	Gasoline Transfer and Dispensing
Rule 462	Organic Liquid Loading
Rule 463	Storage of Organic Liquids

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1110.2	Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines
Rule 1113	Architectural Coatings
Rule 1118	Emissions from Refinery Flares
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 1147.2	NOx Reductions from Metal Melting and Heating Furnaces
Rule 1149	Storage Tank Degassing
Rule 1150	Excavation of Landfill Sites
Rule 1166	Volatile Organic Compound Emissions from Decontamination of Soil
Rule 1173	Fugitive Emissions of Volatile Organic Compounds
Rule 1178	Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities

REGULATION XIV - TOXICS

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

SOUTH COAST AQMD'S RULES AND REGULATIONS INDEX
FOR MAY 2026 PENALTY REPORT

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004	Requirements
Rule 2011	
Appendix A	Protocol for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (SOx) Emissions
Rule 2012	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions

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 § 41960.2	Gasoline Vapor Recovery
H&S § 42402	Violation of Emission Limitations – Civil Penalty

CALIFORNIA CODE OF REGULATIONS

17 CCR 95669	Leak Detection and Repair

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 25

REPORT: Technology Committee

SYNOPSIS: The Technology Committee held a hybrid meeting on Friday, June 26, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Michael Cacciotti,
Acting Committee Chair
Technology Committee

AK:psc

Call to Order
Acting Committee Chair Michael Cacciotti called the meeting to order at 12:00 p.m.

Roll Call

Committee Members
Present: Chair Michael Cacciotti
Supervisor Curt Hagman
Mayor Patricia Lock Dawson
Supervisor Janet Nguyen
Board Member Veronica Padilla-Campos

Absent: Mayor Carlos Rodriguez, Committee Chair
Vice Chair Larry McCallon

For additional details of the Technology Committee Meeting, please refer to the Webcast.

ACTION ITEMS:

1. **Approve Additional Funds for Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program**

   Yuh Jiun Tan, Program Supervisor, Technology Advancement Office, presented the Commercial Electric Lawn and Garden (eL&G) Equipment Incentive and Exchange Program to accelerate the transition from gasoline- or diesel-powered commercial lawn and garden equipment to zero-emission alternatives. In September 2025, the Board approved a $5,000,000 allocation to the Program, which is nearly depleted due to high participation. Additional funds from the Carl Moyer Program are needed to continue implementation of the Commercial eL&G Program. This action is to: 1) allocate up to $10,000,000 from the Carl Moyer Program SB 1107 Fund (32) to the Commercial eL&G Program; 2) authorize the Executive Officer to approve vouchers of up to $10,000,000; and 3) authorize the Executive Officer to reassign vouchers between funding years, as needed, in order to expeditiously meet program funding liquidation requirements. For additional details, please refer to the Webcast beginning at 2:55.

   Moved by Hagman; seconded by Padilla-Campos; unanimously approved.

   Ayes: Cacciotti, Hagman, Lock Dawson, Nguyen, Padilla-Campos
   Noes: None
   Abstain: None
   Absent: McCallon, Rodriguez

   (Mayor Lock Dawson joined the meeting during the discussion for this item.)

   Board Member Padilla-Campos expressed support for the program, noting that Pacoima Beautiful recently purchased electric lawn and garden equipment and has been very satisfied with their performance. For additional details, please refer to the Webcast beginning at 5:00.

   Chair Cacciotti expressed support for the program and shared feedback from local landscaping professionals indicating a need for additional batteries. For additional details, please refer to the Webcast beginning at 6:07.

   Adrian Martinez, Earthjustice, expressed support for the program and the continued advancement of zero-emission technology. For additional details, please refer to the Webcast beginning at 8:55.

   Ranji George, member of the public, raised concerns about the operating range of batteries and recommended exploring hydrogen-powered lawn and garden equipment as a potential alternative. For additional details, please refer to the Webcast beginning at 9:58.

Dan Mabe, AGZA, expressed support for the program and highlighted the need for additional resources to provide workforce training, and raised concerns regarding the safety of utilizing hydrogen. For additional details, please refer to the Webcast beginning at 11:52.

Harvey Eder, Public Solar Power Coalition, expressed support for the program and encouraged consideration of incorporating public solar-powered charging systems into the program. For additional details, please refer to the Webcast beginning at 13:58.

2. **Execute Contract to Demonstrate Bi-Directional Charging and Grid Resiliency Through Mobile Battery Energy Storage Systems**
Sam Cao, Planning & Rules Manager, Technology Advancement Office, presented on mobile battery energy storage systems which can provide flexible zero-emission power to reduce peak demand, provide power to areas with no grid power, or serve as temporary power solutions. This action is to execute a contract with the University of California, Riverside College of Engineering - Center for Environmental Research and Technology (UCR/CE-CERT) to demonstrate bi-directional charging and grid resiliency using a mobile battery energy storage system, in an amount not to exceed $300,000 from the Clean Fuels Program Fund (31). For additional details, please refer to the Webcast beginning at 16:08.

Moved by Lock Dawson; seconded by Hagman; unanimously approved.

Ayes: Cacciotti, Hagman, Lock Dawson, Nguyen, Padilla-Campos
Noes: None
Abstain: None
Absent: McCallon, Rodriguez

Mayor Lock Dawson expressed support for program. For additional details, please refer to the Webcast beginning at 19:17.

Mr. Eder expressed concerns about changeable batteries. For additional details, please refer to the Webcast beginning at 20:22.

3. **Execute Contract to Demonstrate Modular Hydrogen Vehicle Refueling Station**
Maryam Hajbabaei, Program Supervisor, Technology Advancement Office, presented on how hydrogen refueling technology continues to need improvements to reduce boil-off gas losses, increase hydrogen dispensing capacity, and improve reliability. Clear Skies Hydrogen Corporation (CSH2) will develop and demonstrate a modular, deployable hydrogen vehicle refueling station at SunLine Transit Agency using an advanced cryogenic pump technology. This action is to execute a contract

with CSH2, in an amount not to exceed $700,000 from the Clean Fuels Program Fund (31). For additional details, please refer to the Webcast beginning at 21:33.

Moved by Hagman; seconded by Lock Dawson; unanimously approved.

Ayes: Cacciotti, Hagman, Lock Dawson, Nguyen, Padilla-Campos
Noes: None
Abstain: None
Absent: McCallon, Rodriguez

Patrick Callahan, CSH2, expressed his appreciation to South Coast AQMD for considering their project and to SunLine Transit Agency for hosting the demonstration site to help CSH2 bring this technology to market. For additional details, please refer to the Webcast beginning at 24:15.

4. **Recognize Funds for Clean Cars 4 All, Enhanced Fleet Modernization, and Carl Moyer State Reserve Programs, Reimburse General Fund and Transfer Funds for Replace Your Ride Portal Enhancements**
Victor Juan, Program Supervisor, Technology Advancement Office, presented on the implementation of CARB's Enhanced Fleet Modernization Program (EFMP) and Clean Cars 4 All (CC4A), branded as Replace Your Ride (RYR) in the South Coast Air Basin. For FY 2025-2026, CARB allocated $17,900,000 to continue implementation of RYR. Also, in May 2026, CARB approved an allocation of $5,200,000 for FY 2025-26 Carl Moyer State Reserve "Year 28" to be used for the RYR program or other Moyer eligible zero-emission projects. Due to high demand for the program, additional funds are needed to continue implementing this program. These actions are to: 1) Recognize, upon receipt, up to $1,400,000 from EFMP grant G25-EFMP-01, $16,516,484 from CC4A grant G25-CC4A-01, and $5,244,081 from FY 2025-26 Carl Moyer Y28 State Reserve grant into (HEROS II) Special Revenue Fund (56); 2) Reimburse the General Fund up to $4,168,806 from the HEROS II Special Revenue Fund (56) for administrative costs necessary to implement EFMP and CC4A; 3) Approve RYR vouchers and other alternative mobility options until all available funds are exhausted; and 4) Transfer and appropriate up to $100,000 from the administrative portion of the HEROS II Special Revenue Fund (56) into Information Management's FY 2026-27, Services and Supplies and/or Capital Outlays Major Objects, Budget for RYR Portal enhancements. For additional details, please refer to the Webcast beginning at 25:15.

Mayor Patricia Lock Dawson stated that she does not have a financial interest but is required to identify for the record that she is a Board Member for the California Air Resources Board, which is involved in this item.

Sheri Hanizavareh, Principal Deputy District Counsel, Legal, stated South Coast AQMD received an amendment from CARB regarding the State Reserve Grant which increased our administrative portion from 12.5 percent to 20 percent, which impacts recommended action item #3 of the board letter. For additional details, please refer to the Webcast beginning at 25:24.

Board Member Padilla-Campos inquired about how the newly recognized funds will work. For additional details, please refer to the Webcast beginning at 28:21.

Moved by Hagman; seconded by Padilla-Campos; unanimously approved.

Ayes: Cacciotti, Hagman, Lock Dawson, Nguyen, Padilla-Campos
Noes: None
Abstain: None
Absent: McCallon, Rodriguez

INFORMATIONAL ITEM:

Presentation from LNK Energies on the developed patented on-board hydrogen release system that extracts hydrogen from a safe, non-flammable liquid carrier (benzyltoluene) to power fuel cell trucks. The system can deliver diesel-equivalent refueling convenience, 600-mile range, and zero tailpipe emissions.
Sayandeep Biswas, CEO and Co-Founder, LNK Energies presented on a commercial demonstration project in the LA drayage market.

Aaron Katzenstein, Deputy Executive Officer, Technology Advancement Office, expressed interest in potentially working with LNK through a future RFP for hydrogen related projects. For additional details, please refer to the Webcast beginning at 40:03.

Board Member Padilla-Campos inquired about any port partners involved in the demonstration. For additional details, please refer to the Webcast beginning at 40:44.

Mr. George asked about hydrogen purity and potential contaminants such as sulfur that might arise from this process. For additional details, please refer to the Webcast beginning at 41:57.

OTHER MATTERS:

5. **Other Business**
   No other business.

6. **Public Comment Period**
   No public comment.

7. **Next Meeting Date**
   The next regular Technology Committee meeting is scheduled for Friday, August 21, 2026, at 12:00 p.m.

Adjournment
The meeting adjourned at 12:45 p.m.

Attachment
Attendance Record

ATTACHMENT

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
TECHNOLOGY COMMITTEE MEETING
Attendance Record – June 26, 2026

Councilmember Michael Cacciotti ..... South Coast AQMD Board Member
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 Veronica Padilla-Campos .... South Coast AQMD Board Member

Suzette Swallow .....Board Consultant/Assistant (McCallon)

Patrick Callahan .....Clear Skies Hydrogen
Lady Cooper .....Shell
Harvey Eder ..... Public Solar Power Coalition
Ranji George ..... Public Member
Ivor John ..... Public Member
Vladimir Karimov .....PAPE MH
Adriano Martinez .....Earth Justice
Matt Miyasato ..... Public Member
Edna Parada ..... SunLine Transit Agency
David Park ..... Public Member
Jacquelyn Zamora ..... Public Member

Debra Ashby ..... South Coast AQMD Staff
Luisa Bautista .....South Coast AQMD Staff
Berj Der Boghossian ..... South Coast AQMD Staff
Cindy Bustillos ..... South Coast AQMD Staff
Sam Cao .....South Coast AQMD Staff
Penny Shaw Cedillo ..... South Coast AQMD Staff
Carlos Gonzalez ..... South Coast AQMD Staff
Dé Groeneveld ..... South Coast AQMD Staff
Maryam Hajbababei .....South Coast AQMD Staff
Alex Han ..... South Coast AQMD Staff
Sheri Hanizavareh ..... South Coast AQMD Staff
Victor Juan ..... South Coast AQMD Staff
Aaron Katzenstein ..... South Coast AQMD Staff
Angela Kim ..... South Coast AQMD Staff
Howard Lee .....South Coast AQMD Staff
Tom Lee .....South Coast AQMD Staff
Alicia Lizarraga ..... South Coast AQMD Staff
Hay Lo ..... South Coast AQMD Staff
Joseph Lopet ..... South Coast AQMD Staff
Brisa Lopez ..... South Coast AQMD Staff

Terrence Mann ..... South Coast AQMD Staff
Krystle Martinez ..... South Coast AQMD Staff
Ian MacMillan ..... South Coast AQMD Staff
Ghislain Muberwa ..... South Coast AQMD Staff
Wayne Nastri ..... South Coast AQMD Staff
Vasileios Papapostolou ..... South Coast AQMD Staff
Cynthia Ravenstein ..... South Coast AQMD Staff
Lisa Tanaka ..... South Coast AQMD Staff
Alejandra Vega ..... South Coast AQMD Staff
Mei Wang ..... South Coast AQMD Staff
Fan Xu ..... South Coast AQMD Staff

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 26

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: The Mobile Source Air Pollution Reduction Review Committee held a hybrid meeting on Thursday, June 18, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Michael Cacciotti
South Coast AQMD Representative
to MSRC

AK:CR:me

Contract Modification Request
The MSRC considered a contract modification request and took the following action:

1. City of Mission Viejo, Contract #ML18068 to purchase two light-duty zero-emission vehicles and install two Level Two electric vehicle charging stations. Approved six-month term extension.

Project with Los Angeles Cleantech Incubator
In August 2023, the MSRC approved an award to Los Angeles Cleantech Incubator in an amount not to exceed $3,000,000 to implement zero-emission truck refueling at the Port of Los Angeles (POLA). The award was conditioned upon successful selection of a site developer and operator and securing co-funding commitments. A site developer, Prologis, was selected by POLA, but ultimately Prologis and POLA did not enter into an agreement. A new solicitation is scheduled for release in July to identify a new site developer. The MSRC directed that the item be brought back for further consideration in three months.

MOU with Port of Long Beach
In August 2024, the MSRC approved MOUs with POLA and the Port of Long Beach (POLB) that allow the two ports to provide their Clean Truck Fund rate proceeds to particular heavy-duty zero-emission drayage truck charging infrastructure projects that would be administered by the MSRC. The MSRC and Board approved modifications to the MOUs in November and December 2025, respectively, to reflect project changes.

Following the above MOU modifications, it was noted that the number and type of charging units planned for each of the two 4 Gen Logistics locations had changed. Given advances in technology and changes in the expectations of fleets, a lower total number of megawatt charging systems can provide a greater charging capacity than the original number of combined charging system chargers. Both locations would have fewer chargers than originally specified but would be able to charge a greater number of trucks per day. The proposed MOU modifications would account for these changes. Due to a slight difference in language between the POLA and POLB MOUs, these changes only require amendments to the approved POLB MOU. The MSRC considered and approved the proposed MOU modifications, contingent on receiving approval(s) required by POLB.

Funding Allocation to Pilot Travel Center
In January 2024, the MSRC approved a funding allocation to partner with Pilot Travel Center in their application under the South Coast AQMD Carl Moyer Program for a project to install a hydrogen fueling station in Rialto. The MSRC made an award of $3,000,000, with funding conditioned on successful project selection by South Coast AQMD. The application was successful. Subsequently, an opportunity arose for the project to receive co-funding from the CalSTA Port and Freight Infrastructure Program (PFIP) award to South Coast AQMD instead of the original Carl Moyer funding. There would be no change to the project or the MSRC's funding contribution. The MSRC considered and approved the change in co-funding source from Carl Moyer to CalSTA PFIP.

MSRC Website Hosting and Maintenance
The MSRC's www.CleanTransportationFunding.org website is a critical tool for the operation of the MSRC's programs. Under Contract #MS27003, Exemplifi, LLC provides routine maintenance and minor revisions to the site. The website is currently operating on a Drupal 8 content management system, which no longer receives security patches or module and theme updates. In addition, the outdated software is preventing upgrades recommended by the MSRC's Programmatic Outreach Coordinator. As a result, the platform faces increasing risks related to security vulnerabilities, reduced stability, and potential functionality issues. Exemplifi has provided a quote of $30,000 to update the site from Drupal 8 to the fully supported Drupal 10.6 platform. The MSRC approved a $30,000 contract increase for these efforts as part of the FYs 2024-27 Work Program.

FY 2026-27 Administrative Budget
Every year the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within the limitation, currently 6.25 percent. For FY 2026-27, the MSRC adopted an Administrative Budget in the amount of $1,031,034, which is $12,031 below the 6.25 percent cap. Administrative expenditures such as postage and office supplies are not directly drawn from the MSRC fund account, but instead from South Coast AQMD's budget. To cover these expenses, the MSRC approved a fund transfer of up to $56,000 from the AB 2766 Discretionary Fund, Special Fund 23, to South Coast AQMD.

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 April 30, 2026 through May 30, 2026 is attached.

Attachment
1. April 30, 2026 through May 30, 2026 Contracts Administrator's Report

MSRC CONTRACT STATUS HIGHLIGHTS

Covering Period: April 27 to May 27, 2026

Status Changes

	Contractor	Project Description	Value
Contracts Executed:	None		
Contracts Moved to Open/Complete Status:	None		
Contracts Closed:	City of Anaheim	ML18038 - Purchase 5 LD ZEVs & Install EV Chrg Infrastructure	$ 151,630.00
	City of Indian Wells	ML18036 - Install EV Chrg Infrastructure	$ 50,000.00
Unexecuted Awards Declined:	None		

Total Invoices Paid $ 54,853.60

Contracts of Concern

Contractor	Project Description	Value	Comments
LA Co Metropolitan Transportation Authority	MS14057 - Implement Various Signal Synch. Projects	$1,250,000.00	Watching. Metro anticipates timely completion. As safeguard against any delays, MSRC approved split of final project.
City of Mission Viejo	ML18068 - Purchase 2 Lt Dty ZEVs & Install EVSE	$86,940.00	City anticipates timely completion. Safeguard extension request on June 2026 agenda
City of South Pasadena	MS24002 - Procure ZE Vehicles & Infrastructure	$499,789.00	Vehicles in operation. City to request extension for Level III charger.
Pilot Travel Center, LLC	Install Hydrogen Fueling in Rialto	$3,000,000.00	Partnershp w/SCAQMD; request to change co-funding from Carl Moyer to CalSTA on June 2026 agenda for consideration
Los Angeles Cleantech Incubator	MS24013 (proposed) - Implement Truck Recharging Facilities	$3,000,000.00	Operating firm selected by site owner has withdrawn, necessitating new procurement. Report on June 2026 agenda
Enevate Corp.	MS27998 (proposed) - Dev & Demonstrate Fst Chrg Btty Pck for Md Dty	$250,000.00	Entity listed assets for auction but attests they weren't critical to this project. Continued to August MSRC-TAC.
Evolectric	MS27997 (proposed) Integrate & Demonstrate Btty Pck & Fst Chrg w/Md Dty	$250,000.00	Unable to proceed due to issues with related Enevate contract. August MSRC-TAC.

Administrative Scope Changes

None

Contract Term Status Report
June 2026

Contract #	Contractor	Project Description	Contract Value	Next Milestone	Next Milestone Date	Milestone Progress Confirmed	# of Mods	Current End Date
Open Contracts								
FY 2012-2014 Contracts								
MS14057	Los Angeles County MTA	Implement Various Signal Synchronization Projects	$ 1,250,000.00	See Highlights Page	8/6/2026	4/16/2026	3	10/31/2026
FY 2016-2018 Contracts								
ML18055	City of Long Beach	Install EV Charging Stations	$ 529,728.00	Placing Chargers into Service	8/28/2026	4/20/2026	4	11/28/2031
ML18060	County of Los Angeles Internal Services Department	Purchase 29 Light-Duty Zero Emission Vehicles, 1 Med/Heavy Duty ZEV, 6 Heav	$ 1,273,938.00	Station Construction and Operations	10/4/2026	4/20/2026	3	2/4/2030
ML18068	City of Mission Viejo	Purchase 2 Light-Duty ZEVs & Install EVSE	$ 86,940.00	See Highlights Page	N/A	N/A	3	6/29/2029
ML18069	City of Torrance	Purchase 4 Heavy-Duty Near-Zero Emission Vehicles and Install 19 EVSE	$ 187,400.00	Final Invoice	6/30/2026	5/11/2026	2	6/30/2029
ML18078	County of Riverside	Purchase 15 Heavy-Duty Vehicles	$ 375,000.00	N/A - Refining Final Report	N/A	N/A	2	10/4/2030
ML18145	City of Los Angeles Dept of Transportation	Provide One Hundred Rebates to Purchasers of Zero-Emission Taxis and Purcha	$ 1,400,000.00	Final Report	12/9/2025	4/17/2026	2	12/31/2028
MS18181	San Bernardino County Transportation Authority	Construct Hydrogen Fueling Station	$ 1,662,000.00	Complete station construction and commence operations	5/9/2027	4/23/2026	2	8/10/2032
FY 2018-2021 Contracts								
MS21005	Southern California Association of Governments	Implement Last Mile Goods Movement Program	$ 16,751,000.00	Modification in Progress	12/1/2027	4/14/2026	7	7/31/2028
MS21009	ITS Technologies & Logistics, LLC	Deploy 12 Zero-Emission Yard Tractors	$ 1,686,900.00	N/A- Open only for Milestone Payments	N/A	N/A	2	4/14/2030
FY 2021-2024 Contracts								
C25082	Prologis Mobility	Implement EV Charging in various locations	$ 835,920.00	Final Invoice	2/29/2026	5/5/2026	0	7/31/2029
C26034	Pilot Travel Center, LLC	Partner on Application to Install Hydrogen Fueling in Rialto	$ 3,000,000.00	See Highlights Page	N/A	N/A	0	6/30/2032
MS24002	City of South Pasadena	Procure Zero-Emission Vehicles and Infrastructure	$ 499,789.00	See Highlights Page	6/15/2026	2/27/2026	1	9/15/2031
MS24003	Omnitrans	Bloomington Microtransit Service Expansion	$ 315,278.00	Final Report	5/14/2026	2/27/2026	1	8/30/2026
MS24005	City of Huntington Beach	Circuit Transit Rideshare Program	$ 279,186.00	Final Invoice	9/1/2026	5/8/2026	0	9/1/2026
MS24007	City of Gardena	Gtrans Microtransit Service	$ 424,134.00	Special Ridership Report (Modification in Process)	TBD	N/A	1	8/31/2026
MS24008	City of Long Beach	Circuit Transit Mobility Transit Expansion Program	$ 410,734.00	Final Report	10/1/2026	4/14/2026	1	12/31/2026
FY 2024-2027 Contracts								
MS27001	Better World Group Advisors	Programmatic Outreach Services	$ 300,000.00	N/A- MSRC Support Service	N/A	N/A	2	12/31/2027
MS27003	Exemplifi, LLC	Host and Maintain MSRC Website	$ 27,200.00	N/A- MSRC Support Service	N/A	N/A	1	6/10/2027
C25146	Voltu Motor, Inc.	Develop & Demonstrate 10 ZE Work Trucks	$ 300,000.00	Final Report	9/10/2026	5/8/2026	0	12/31/2026

Total = 20

Contract Term Status Report
June 2026

Contract #	Contractor	Project Description	Award Amount	Status
Pending Execution Contracts				
FY 2021-2024 Contracts				
C26037	Penske Truck Leasing Co., L.P.	Partner on Application to Install EV Charging Infrastructure at 11 Locations	$ 324,088.00	Under development
MS24010	Penske Truck Leasing Co., L.P.	Partner on Application to Install EV Charging Infrastructure at 11 Locations	$ 26,044.00	Under development
MS24013	Los Angeles Cleantech Incubator	Implement Drayage Truck Recharging Facilities	$ 3,000,000.00	See Highlights Page
FY 2024-2027 Contracts				
MS27002	California Energy Commission	West Coast Truck Chrg & Fuel Corridor Project	$ 6,000,000.00	Final internal reviews
MS27004	Los Angeles Metropolitan Transportation Authority	HD Charging Project w/MN8	$ 1,000,000.00	Under development
MS27005	Los Angeles Metropolitan Transportation Authority	HD Charging Project w/Forum Mobility	$ 979,000.00	Under development
MS27006	San Bernardino County Transportation Authority	Highland-Redlands Regional Connector Gap Project	$ 3,000,000.00	Out for Signature
MS27007	San Bernardino County Transportation Authority	Free Transit Fares on Rail and Bus	$ 1,000,000.00	Negotiated Revisions final internal reviews
MS27008	Riverside County Transportation Commission	Expanded Freeway Service Patrol	$ 500,000.00	Under development
MS27009	Riverside County Transportation Commission	Transportation Management Study, Transit and Mobility Initiatives	$ 3,500,000.00	Under development
MS27010	Orange County Transportation Authority	Expanded Transit and Mobility Services	$ 4,000,000.00	Out for Signature
MS27011	Los Angeles County Metropolitan Transportation Authority	Metrolink Services for 28' Oly & Par Games	$ 4,000,000.00	Under development
MS27012	San Bernardino County Transportation Authority	Regional Rideshare Enhancement	$ 483,000.00	Under development
MS27997	Evolectric, Inc.	Intg & Dmns Btty Pck & Fst Chrg w/Ms Dty	$ 250,000.00	See Highlights Page
MS27998	Enevate Corp.	Develop, Dmns Fst Chrg Btty Pck for Md Dty	$ 250,000.00	See Highlights Page

Total = 15

Contract Term Status Report
June 2026

Contract #	Contractor	Project Description	Contract Value	Next Milestone	Next Milestone Date	Milestone Progress Confirmed	# of Mods	Current End Date
Partner-Funded FY 2024-2027 Contracts								
Open Contracts								
MS24995	Forum Mobility	Implement EV Charging at Port	$ 6,000,000.00	Biannual Report	6/30/2026	Yes	0	6/11/2031
Total = 1								

Contract #	Contractor	Project Description	Award Amount	Status
Pending Execution Contracts				
MS24993	4 Gen Logistics	Install EVSE in Rialto and Long Beach	$ 7,876,168.00	Rvsd scope requires MOU mod w/POLB
MS24994	Terawatt Infrastructure Inc.	Install EVSE in Rancho Dominguez, Rialto, Fontana and Commerce	$ 8,000,000.00	Under development
Total = 2				

Contract Term Status Report
June 2026

Contract #	Contractor	Project Description	Contract Value	Final Report Rec'd Date	Current End Date
Open/Complete Contracts					
FY 2011-2012 Contracts					
ML12045	City of Baldwin Park DPW	Install New CNG Station	$ 400,000.00	10/25/2022	12/31/2026
FY 2014-2016 Contracts					
ML16017	City of Long Beach	Purchase 50 Medium-Duty, 17 H.D. Nat. Gas Vehicles, New CNG Station	$ 1,415,400.00	5/28/2024	5/4/2029
ML16022	Los Angeles Department of Water and Power	Purchase 8 H.D. Nat. Gas Vehicles	$ 240,000.00	9/19/2023	6/4/2028
ML16040	City of Eastvale	Install EV Charging Infrastructure	$ 66,409.00	5/30/2023	11/5/2026
MS16110	City of Riverside	Expansion of Existing CNG Station and Maintenance Facility Improvements	$ 270,000.00	9/6/2023	10/5/2026
MS16121	Long Beach Transit	Repower 39 and Purchase 1 New Transit Buses with Near-Zero Engines	$ 600,000.00	7/15/2024	11/30/2028
FY 2016-2018 Contracts					
ML18020	City of Colton	Purchase One Medium-Duty and One Heavy-Duty ZEVs	$ 67,881.00	5/17/2022	4/2/2027
ML18031	City of Diamond Bar	Install EVSE, Purchase up to 2-LD Vehicles	$ 58,930.00	9/6/2024	11/6/2027
ML18037	City of Westminster	Install EVSE, Purchase up to 3-LD ZEV & 1-MD/HD ZEV	$ 120,900.00	12/20/2019	12/27/2026
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	12/22/2023	7/8/2026
ML18047	City of Whittier	Purchase 5 Heavy-Duty Near-Zero Emission Vehicles	$ 113,910.00	12/21/2023	1/7/2029
ML18050	City of Irvine	Install EVSE	$ 302,035.00	1/28/2025	8/6/2028
ML18051	City of Rancho Cucamonga	Purchase 6 Light-Duty ZEVs, Install 3 Limited Access and 3 Public Access EV Charging Stations	$ 91,500.00	4/30/2025	4/30/2030
ML18057	City of Carson	Purchase 5 Zero-Emission Vehicles and Infrastructure	$ 87,687.50	7/10/2025	9/15/2027
ML18059	City of Glendale Water & Power	Install Electric Vehicle Charging Infrastructure	$ 260,500.00	10/17/2024	1/31/2028
ML18063	City of Riverside	Expand Existing CNG Station	$ 50,000.00	12/5/2024	9/30/2029
ML18064	City of Eastvale	Purchase 2 Light-Duty, One Medium-Duty. Zero Emission Vehicles and Infrastructure	$ 61,463.00	2/1/2024	4/28/2029
ML18067	City of Pico Rivera	Install EVSE	$ 83,500.00	7/9/2025	1/6/2028
ML18072	City of Anaheim	Purchase 9 Light-Duty ZEVs & 2 Med/Hvy-Duty ZEVs	$ 239,560.00	8/28/2020	11/17/2026
ML18074	City of Buena Park	EV Charging Infrastructure	$ 107,960.00	11/22/2019	6/13/2026
ML18082	City of Los Angeles Bureau of Sanitation	Purchase 8 Medium-Duty Vehicles and 8 Limited EV Charging Infrastructures	$ 900,000.00	10/15/2025	8/29/2030
ML18085	City of Orange	Purchase Two Heavy-Duty Near-Zero Emission Vehicles	$ 50,000.00	6/9/2020	10/11/2026
ML18089	City of Glendora	Purchase a Heavy-Duty ZEV	$ 50,760.00	10/18/2023	10/18/2028
ML18092	City of South Pasadena	Procure Two Light-Duty ZEVs and Install EV Charging Station	$ 50,000.00	6/10/2025	4/30/2027
ML18094	City of Laguna Woods	Install Two EV Charging Ports	$ 50,000.00	7/7/2023	10/11/2026
ML18132	City of Montclair	Install Eight EV Chargers	$ 40,000.00	11/22/2023	9/4/2026
ML18134	City of Los Angeles Dept of General Services	Purchase Two Medium-Duty ZEVs	$ 116,000.00	1/30/2025	5/2/2029
ML18135	City of Azusa	Purchase Three Light-Duty ZEVs	$ 30,000.00	4/17/2025	12/5/2029
ML18143	City of La Habra	Install Two EV Charging Stations	$ 80,700.00	4/27/2021	9/17/2027
ML18146	City of South Gate	Purchase Five Light-Duty ZEVs and Install Six EVSEs	$ 127,400.00	12/13/2023	11/30/2026
ML18151	County of San Bernardino Department of Public Works	Purchase Eight Heavy-Duty Near Zero Emission Vehicles	$ 200,000.00	11/26/2025	10/24/2029

Contract Term Status Report
June 2026

Contract #	Contractor	Project Description	Contract Value	Final Report Rec'd Date	Current End Date
ML18152	County of San Bernardino Flood Control District	Purchase Five Heavy-Duty Near Zero Emission Vehicles	$ 108,990.00	7/2/2025	10/10/2029
ML18157	City of Los Angeles Bureau of Street Services	Purchase One Medium-Duty ZEV	$ 85,000.00	4/30/2021	5/20/2027
ML18162	City of Costa Mesa	Purchase Three Light-Duty ZEVs and EV Charging Stations	$ 148,210.00	1/20/2021	7/9/2026
ML18166	City of Placentia	Purchase One Heavy-Duty Near-Zero Emission Vehicle	$ 25,000.00	8/22/2024	5/17/2027
ML18170	City of Laguna Niguel	Purchase One Light-Duty ZEV and EV Charging Infrastructure	$ 75,100.00	12/1/2022	8/9/2028
MS18027	City of Gardena	Install New Limited Access CNG, Modify Maintenance Facility and Train Technicians	$ 350,000.00	9/30/2024	10/1/2029
MS18108	Capistrano Unified School District	Expansion of Existing Infrastructure	$ 111,750.00	8/25/2022	9/30/2026
MS18115	City of Commerce	Expansion of Existing L/CNG Infrastructure	$ 275,000.00	11/28/2022	7/6/2026
MS18122	Universal Waste Systems, Inc.	Install New Limited Access CNG Infrastructure	$ 195,000.00	12/20/2022	7/31/2027
MS18124	County Sanitation Districts of Los Angeles County	Install New Limited-Access CNG Infrastructure	$ 275,000.00	7/14/2021	2/28/2027
FY 2018-2021 Contracts					
MS21007	Penske Truck Leasing Co., L.P.	Deploy 5 Zero-Emission Yard Tractors	$ 957,813.00	4/14/2023	3/31/2028
MS21010	MHX, LLC	Deploy One Zero-Emission Overhead Crane	$ 569,275.00	6/28/2025	6/28/2030
MS21013	4 Gen Logistics	Deploy 40 Zero Emission Trucks	$ 7,000,000.00	5/1/2024	5/26/2028
MS21014	Green Fleet Systems, LLC	Deploy up to 3 Near Zero Emission Trucks	$ 300,000.00	9/21/2023	8/30/2028
MS21015	Premium Transportation Services, Inc. dba Total Transportation Services	Deploy up to 15 Near-Zero Emissions Trucks	$ 1,500,000.00	11/15/2024	1/2/2028
MS21017	MHX, LLC	Deploy up to 10 Zero-Emission Trucks & Infrastructure	$ 1,900,000.00	3/12/2024	9/28/2030
MS21018	Pac Anchor Transportation, Inc.	Deploy up to 21 Near Zero Emission Trucks	$ 2,100,000.00	12/18/2024	8/16/2028
MS21019	Volvo Financial Services	Lease up to 14 Zero-Emission Trucks and Provide Charging Infrastructure	$ 3,930,270.00	12/31/2024	12/30/2030
MS21023	BNSF Railway Company	Install EV Charging Infrastructure	$ 1,313,100.00	5/22/2025	4/21/2030
MS21025	Costco Wholesale Corporation	Install Five EV Charging Units	$ 160,000.00	11/28/2023	12/8/2028
FY 2021-2024 Contracts					
MS24001	Los Angeles County MTA	Provide Clean Fuel Bus Service to Dodger Stadium	$ 902,564.72	6/13/2025	5/31/2028
C22247	NFI Interactive Logistics, LLC	JETSI Program Pass-Through Funding	$ 3,000,000.00	11/1/2024	12/31/2026

Total = 53

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 27

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board held Board meetings on June 25, 2026 and July 23, 2026. The following is a summary of those meetings.

RECOMMENDED ACTION:
Receive and file.

Patricia Lock Dawson, Member
South Coast AQMD Governing Board

ft

The June 25 and July 23, 2026 Board meetings of the California Air Resources Board (Board) were held in Sacramento, California at the California Environmental Protection Agency Headquarters Building. The key items presented are summarized below.

DISCUSSION ITEMS – JUNE 25, 2026

26-4-1: Public Meeting to Consider Approval of the Proposed Fiscal Year 2025-26 and Fiscal Year 2026-27 Funding Plan for the Air Quality Improvement Program.

The Board approved the Proposed Fiscal Year (FY) 2025-26 and Fiscal Year 2026-27 Funding Plan for the Air Quality Improvement Program (AQIP) Funding Plan. AQIP provides funding for incentives and plays a critical role by supporting early commercial zero emission technologies that ensure progress toward a zero-emission future while also balancing the need for near term oxides of nitrogen (NOx) reductions. The AQIP Funding Plan builds on the clean transportation incentive projects through which CARB has invested billions to support transformative changes in the mobile sector, with the majority of funds going to overburdened communities. The AQIP Funding Plan also supports CARB's Drive Forward effort by directing incentive investments toward technologies that expand access, accelerate deployment, and help fill the near term NOx shortfall.

26-4-2: Public Meeting to Consider the Community Air Protection (AB 617) Consultation Group Charter and Appointment of Members to the Consultation Group

The Board approved the Community Air Protection Consultation Group Charter and staff recommendations for new primary and alternate Consultation Group member appointments. In 2017, in response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), CARB established the Community Air Protection Program to reduce criteria air pollutants and toxic air contaminant emissions in communities highly impacted by air pollution. The law requires CARB to develop a statewide strategy, known as the Blueprint, to achieve this goal and to do so in consultation with a Consultation Group comprised of local government, academia and community science, air districts, business and industry, tribal government, community-based and/or environmental justice organizations, the Office of Environmental Health Hazard Assessment, and the Scientific Review Panel on Toxic Air Contaminants. On March 25, 2026, the Consultation Group unanimously approved the draft Charter. The Board approved the Community Air Protection Consultation Group's draft Charter and appointed one new primary and five new alternate members to the Consultation Group.

DISCUSSION ITEMS- JULY 23, 2026

26-5-1: Public Meeting to Consider the Appointment of New Members to Assembly Bill 32 Environmental Justice Advisory Committee

The Board appointed 11 members and 2 alternates to the Assembly Bill (AB) 32 Environmental Justice Advisory Committee (Committee). AB 32 directed CARB, through Health and Safety Code section 38591, to convene a Committee of at least three members to advise the Board in developing the Scoping Plan and any other pertinent matter in implementing AB 32. Per statute, the Committee shall be comprised of representatives from communities in the state with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both. The appointed candidates were selected through a public solicitation issued on February 20, 2026. The solicitation prioritized candidates who met the AB 32 statutory requirements, geographic diversity, environmental justice, and community experience. The newly appointed members will serve for a 36-month term, beginning on the date of their appointment. For more information on future meetings, please visit the Committee webpage.

26-5-2 Public Meeting to Consider the 2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Areas

The Board adopted the 2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Areas (2026 Extreme Ozone SIP Revision). The 2026 Extreme Ozone SIP Revision revises the 2022 State SIP Strategy measure commitments, aggregate emissions reduction commitments, and other elements as needed for the South Coast Air Basin, Coachella Valley, and San Joaquin Valley nonattainment areas. The 2026 Extreme Ozone SIP Revision was developed due to recent adverse federal actions, including the illegal disapproval of three previous federal actions waiving preemption for some of the State's major vehicle and engines emissions control programs for mobile sources. Adoption of the 2026 Extreme Ozone SIP Revision to revise the 2022 State SIP Strategy measure commitments and other elements of the South Coast Air Basin, Coachella Valley and San Joaquin Valley nonattainment areas will support the approval of the attainment plans currently awaiting U.S. EPA action.

South Coast AQMD Staff Comments/Testimony: Staff highlighted the air quality challenges faced in South Coast AQMD, including the recent federal actions rolling back California rules. Staff supported CARB's action to amend the State Implementation Plan to increase the emissions in the 'Black Box' for the 2015 ozone standard.

26-5-3 Public Meeting to Hear Community Air Protection Program Annual Progress Update

The Board heard an informational update on the progress of the Community Air Protection Program (CAPP), including related updates on newly adopted or approved Community Emissions Reduction Programs (CERPs), monitoring, enforcement, community and air grants activities. Assembly Bill (AB) 617 (Garcia, Chapter 136, Statutes of 2017) requires air districts to submit an annual implementation report to CARB for each CERP in their district. CARB staff presented highlights of the CAPP's progress over the past year, including commitments outlined in Blueprint 2.0 and the status of CERP communities, key actions taken to implement CERPs, progress on CAPP Incentives, and collaborative efforts with community members, air districts, and CARB. In addition, staff provided updates on air quality monitoring, efforts to support consistently nominated communities through grants and other funding, and commitments for the upcoming year.

Attachments
CARB June 25 and July 23, 2026 Meeting Agendas

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Lauren Sanchez, CARB Chair

Public Meeting Agenda

Thursday, June 25, 2026 @ 12:30 p.m.

Zoom Webinar: *Register*
Phone Number: +1 (855) 758-1310
Webinar ID: 833 6866 1870

California Environmental Protection Agency
1001 I Street, Sacramento, California 95814
Byron Sher Auditorium, 2nd Floor
Webcast (Livestream/Watch Only)

ww2.arb.ca.gov/ma062526

The June 25, 2026, meeting of the California Air Resources Board (CARB or Board) will be held at 1001 I Street in Sacramento, with remote participation also available. This facility is accessible to persons with disabilities and by public transit. For transit information, call (916) 321-BUSS (2877) or visit *http://sacrt.com/*.

To only watch the Board Meeting and not provide verbal comments, please view the *webcast*. If you do not wish to provide oral comments, we strongly recommend watching the webcast as this will free up space on the webinar for those who are providing oral comments. Please do not view the webcast and then switch over to the webinar to comment as the webcast will have a time delay; instead, register to participate via the Zoom webinar.

Public Comment Guidelines and Information

- *In-Person Public Testimony*
- *Remote Public Participation*

The Board will set a two-minute time limit on oral comments; however, the amount of time could change at the Chair's discretion. In-person speakers signed up to comment will be called upon first, followed by public Zoom and phone participants wishing to comment. The Chair may close speaker sign-ups 30 minutes after the public comment portion of an item has begun.

Please note that under the California Public Records Act (Gov. Code, § 7920.000 et seq.), your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

Spanish interpretation will be available for the June 25 Board Meeting

- *Agenda de la Reunión Pública*
- *Spanish Webcast*

Thursday, June 25, 2026 @ 12:30 p.m.

The following agenda items may be heard in a different order at the Board Meeting.

Hard copies of the Public Agenda and Proposed Resolutions (when applicable) will be provided at the meeting; copies of all other documents linked below will only be available upon request.

Discussion Items:

26-4-1: Public Meeting to Consider Approval of the Proposed Fiscal Year 2025-26 and Fiscal Year 2026-27 Funding Plan for the Air Quality Improvement Program

The Board will consider approval of the proposed Air Quality Improvement Plan (AQIP) funding allocation for Fiscal Year 2025-26 and Fiscal Year 2026–27 included in the AQIP Funding Plan.

- *More Information*
    - *Public Meeting Notice*
- *Funding Plan*
- *Item Summary*
- *Proposed Resolution*
- *Meeting Presentation*
- *Submit and View Written Comments*

The following Board Item will not be heard prior to 4:00 p.m.

26-4-2: Public Meeting to Consider the Community Air Protection (AB 617) Consultation Group Charter and Appointment of Members to the Consultation Group

The Board will consider the Community Air Protection (Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017)) Consultation Group Charter and staff recommendations for new or alternate Consultation Group member appointments.

- *More Information*
    - *Public Meeting Notice*
- *Draft Charter*
- *Item Summary*
- *Proposed Resolution*
- *Meeting Presentation*
- *Submit and View Written Comments*

Closed Session

The Board may hold a closed session as authorized by Government Code section 11126(e) to confer with, and receive advice from, its legal counsel regarding the following pending

litigation, potential litigation on additional challenges to federal decisions regarding waivers and authorizations, and other matters as authorized by Government Code section 11126(e)(2)(B) or (C):

American Free Enterprise Chamber of Commerce v. Engine Manufacturers Association, et al. (United States District Court Northern District of Illinois, Western Division, Case No. 3:24-cv-50504)

American Free Enterprise Chamber of Commerce, et al. v. Steven S. Cliff, et al. (United States District Court, Eastern District of California, Sacramento Division, Case No. 2:24-cv-00988-KJM-JDP)

American Free Enterprise Chamber of Commerce v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case No. 25-89)

American Free Enterprise Chamber of Commerce v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case No. 25-106)

American Fuel & Petrochemical Manufacturers and Energy Marketers of America v. U.S. Environmental Protection Agency, *et al.* (United States Court of Appeals, District of Columbia, Case No. 25-1084)

American Fuel & Petrochemical Manufacturers and the American Waterways Operators v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1088) and *American Fuel & Petrochemical Manufacturers and the American Waterways Operators v.* U.S. *Environmental Protection Agency, et al.* (United States Court of Appeals, Ninth Circuit, Case No. 25-1615)

American Fuel & Petrochemical Manufacturers and Energy Marketers of America v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1084)

American Fuel & Petrochemical Manufacturers v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1089 United States Court of Appeals, Ninth Circuit, Case No. 25-1614)

American Public Health Association, et al. v. U.S. Environmental Protection Agency and Lee Zeldin, Administrator (United States Court of Appeals, District of Columbia Circuit, Case No. 26-1037 and consolidated cases)

California Air Resources Board v. Daimler Truck North America LLC, et al. (Superior Court of California, Alameda County, Case No. 25CV151420)

California Air Resources Board v. Gintani, Inc., et al. (Superior Court of California, Los Angeles County, Case No. 25STCV30071)

California Air Resources Board v. Noil Energy Group, Inc. and Speedy Fuel Inc. (Los Angeles County Superior Court, Case No. 2OSTCV30142 and Los Angeles County Superior Court, Case No. 2OSTCV30292; California Court of Appeal, Second District, Case No. B339478)

California Air Resources Board v. Ozone Solutions, Inc.(Superior Court of California, Sacramento County, Case No. 25CV018542)

California Air Resources Board v. Wan Hai Lines (USA) Ltd. (Superior Court of California, Los Angeles County, Case No. 25STCV30174)

California Trucking Association v. California Air Resources Board (United States District Court, Eastern District of California, Case No. 2:23-cv-02333-TLN-CKD)

Chamber of Commerce of the United States et al. v. California Air Resources Board, et al. (United States District Court, Central District of California, Case No. 2:24-cv-00801)

City of Los Angeles, acting by and through its Department of Water and Power v. California Air Resources Board (Superior Court of California, Los Angeles County, Case No. 24STCP01428)

Committee for a Better Arvin, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case No. 24-7270)

Commonwealth of Kentucky, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1050)

Commonwealth of Kentucky, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1087)

Communities for a Better Environment v. California Air Resources Board, et al. (Fresno County Superior Court, Case No. 24CECG05430); *Defensores del Valle Central para el Aire y Agua Limpio, et al. v. California Air Resources Board, et al*. (Fresno County Superior Court, Case No. 24CECG05508); *Growth Energy v. California Air Resources Board, et al*. (Superior Court of California, Fresno County, Case No. 24CECG05514)

Daimler, et al. v. California Air Resources Board, et al. (United States District Court, Eastern District of California, Case No. 2:25-cv-02255-DC-AC)

Diamond Alternative Energy, LLC, et al. v. U.S. Environmental Protection Agency (United States Supreme Court, Case No. 24-7, certiorari granted from *Ohio, et al. v. U.S. Environmental Protection Agency, et al.* (United States United States Court of Appeals, District of Columbia Circuit, Case No. 22-1081, consolidated with Case Nos. 22-1083, 22-1084, and 22-1085)

Environmental Defense Fund, et al. v. Andrew Wheeler, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 20-1360)

Exxon Mobil Corp. v. Lauren Sanchez, et al. (United States District Court, Eastern District of California, Case No. 2:25-cv-03104-DJC-JDP)

Friends of Oceano Dunes, Inc. v. California Air Resources Board, et al. (San Luis Obispo County Superior Court, Case No. 17CV-0576) and *Friends of Oceano Dunes, Inc. v. California Air Resources Board, et al.* (United States District Court, Central District of California, Case No. 2:17-cv-8733)

Government Accountability and Oversight v. California Air Resources Board (Superior Court of California, Sacramento County, Case No. 24CV012372)

GreenPower Motor Company, Inc. v. California Air Resources Board (Superior Court of California, Sacramento County, Case No. 23WM000083)

Kenneth C. Johnson v. California Air Resources Board (Superior Court of California, Sacramento County, Case. No. 26WM000134)

Macallister v. California Air Resources Board, et al. (Superior Court of California, Sacramento County, Case No. 26MW000047)

Macallister v. State of California, et al. (Superior Court of California, Sacramento County, Case No. 25CV005673)

Natural Resources Defense Council v. National Highway Traffic Safety Admin. et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 22-1080, consolidated with Case Nos. 22-1144 and 22-1145)

Outdoor Power Equipment Institute v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case Nos. 25-881 and 25-1481)

People v. Southern California Gas Company (Superior Court of California, Los Angeles County, Case No. BC602973)

Ryan Murray Partners, Inc. v. California Air Resources Board (Superior Court of California, County of Sacramento, Case No. 25CV005264)

South Coast Air Quality Management District v. City of Los Angeles, et al. (Los Angeles County Superior Court, Case No. 20STCP02985; transferred to Superior Court of California, San Diego County, Case No. 37 2021 00023385 CU TT CTL; California Court of Appeal, Fourth Appellate District, Div. 1, Case. No. D080902)

Specialty Equipment Market Association, et al. v. California Air Resources Board, et al. (United States District Court, Eastern District of California, Sacramento Division, Case No. 2:24-cv-02771-TLN-AC)

State of California, et al. v. David Bernhardt, et al. (United States District Court, Northern District of California, 472 F. Supp. 3d 573 (N.D. Cal. 2020) Case No. 3:18-cv-5712-DMR; BLM, Wyoming, and industry appeal to United States Court of Appeals, Ninth Circuit, Case No. 20-16793)

State of California, et al. v. Lee Zeldin, et al. (United States District Court, Northern District of California, Case No. 4:26-cv-03500-HSG)

State of California, et al. v. United States, et al. (United States District Court, Northern District of California, Case No. 4:25-cv-04966)

State of California, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 21-1034, consolidated with *California Communities Against Toxics, et al. v. U.S. Environmental Protection Agency*, Case No. 21-1024)

State of California, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 21-1014)

State of California, et al. v. Wheeler, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 20-1167; consolidated under No. 20-1145, with Nos. 20-1168, 20-1169, 20-1173, 20-1174, 20-1176, and 20-1177)

State of California, et al. v. Zeldin, et al. (United States District Court for the Northern District of California, Case No. 3:26-cv-03500)

State of Nebraska, et al. v. Steven S. Cliff, et al. (United States District Court, Eastern District of California, Case No. 2:24-cv-01364-TLN-CKD)

State of Nebraska, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1129; consolidated with Case Nos. 24-1133, 24-1157, 24-1207, 24-1208, 24-1209, 24-1210, and 24-1214)

State of New York, et al. v. Donald Trump, et al. (United States District Court, District of Rhode Island, Case No. 1:25-cv-39)

State of North Dakota v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 15-1381)

State of North Dakota, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 16-1242)

State of Texas, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 22-1031 consolidated with Case Nos. 22-1032, 22-1033, 22-1034, 22-1035, 22-1036, 22-1038)

State of Texas, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1054)

State of West Virginia, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1120)

State of West Virginia, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1009)

The Two Hundred for Homeownership, Robert Apodaca, and Jose Antonio Ramirez v. California Air Resources Board, et al. (United States District Court, Eastern District of California, Fresno, Case No. 1:22-cv-01474-KES-BAM)

United States of America and United States Department of Transportation v. California Air Resources Board and Steven S. Cliff (United States District Court, Eastern District of California, 2:26-cv-00847Fr-DJC-SCR)

Valero Renewable et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1078); American Petroleum Institute v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No 25-1082); and *American Fuel & Petrochemical Manufacturers et al. v. U.S. Environmental Protection Agency, et al.* (United States Circuit Court of Appeals, District of Columbia Circuit, Case No. 25-1085)

Victor Vasquez Sr. and Western States Trucking Association v. California Air Resources Board (Superior Court of California, Fresno County, Case No. 25CECG04967)

Western States Petroleum Association v. California Air Resources Board, et al. (Superior Court of California, Fresno County, Case No. 22CECG03603)

Western States Petroleum Association v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1080)

Western States Petroleum Association v. California Air Resources Board (Superior Court of California, Fresno County, Case No. 23CECG02976)

Western States Trucking Association v. California Air Resources Board (Superior Court of California, Fresno County, Case No. 23CECG02964)

Western States Trucking Association, Inc. and Construction Industry Air Quality Coalition, Inc. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 23-1148)

Zeromar, Inc. v. Angel Island-Tiburon Ferry, Inc., et al. (Superior Court of California, Marin County, Case. No. CV0009660)

Opportunity for Members of the Board to Comment on Matters of Interest

Board members may identify matters they would like to have noticed for consideration at future meetings and comment on topics of interest; no formal action on these topics will be taken without further notice.

Open Session to Provide an Opportunity for Members of the Public to Address the Board on Subject Matters within the Jurisdiction of the Board

Although no formal Board action may be taken, the Board is allowing an opportunity to interested members of the public to address the Board on items of interest that are within the Board's jurisdiction, but that do not specifically appear on the agenda. Each person will be allowed a maximum of two minutes to ensure that everyone has a chance to speak. The public will also have an opportunity to *submit written comments* for open session the morning of the Board Meeting.

Other Information

Submit and View Comments Electronically the Day of the Board Meeting

Please Note: PowerPoint presentations to be displayed during public comment at the Board meeting must be electronically submitted via email to the Clerks' Office at *cotb@arb.ca.gov* no later than noon on the business day prior to the scheduled Board Meeting.

If you have any questions, please contact the Clerks' Office:

1001 I Street, 6th Floor, Sacramento, California 95814
cotb@arb.ca.gov or (916) 322-5594
CARB Homepage: *www.arb.ca.gov*

Special Accommodation Request

Consistent with California Government Code section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks' Office at *cotb@arb.ca.gov* or at (916) 322-5594 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Acomodación Especial

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alterno u otro idioma;
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor contacte la oficina del Consejo al (916) 322-5594 o por correo electronico al *cotb@arb.ca.gov* lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Lauren Sanchez, CARB Chair

Public Meeting Agenda

Thursday, July 23, 2026 @ 1:00 p.m.

Zoom Webinar: *Register*
Phone Number: (669) 444-9171
Webinar ID: 848 8782 1089

California Environmental Protection Agency
1001 I Street, Sacramento, California 95814
Byron Sher Auditorium, 2nd Floor
Webcast (Livestream/Watch Only)

ww2.arb.ca.gov/ma072326

The July 23, 2026, meeting of the California Air Resources Board (CARB or Board) will be held at 1001 I Street in Sacramento, with remote participation also available. This facility is accessible to persons with disabilities and by public transit. For transit information, call (916) 321-BUSS (2877) or visit *http://sacrt.com/.*

To only watch the Board Meeting and not provide verbal comments, please view the *webcast*. If you do not wish to provide oral comments, we strongly recommend watching the webcast as this will free up space on the webinar for those who are providing oral comments. Please do not view the webcast and then switch over to the webinar to comment as the webcast will have a time delay; instead, register to participate via the Zoom webinar.

Public Comment Guidelines and Information

- *In-Person Public Testimony*
- *Remote Public Participation*

The Board will set a two-minute time limit on oral comments; however, the amount of time could change at the Chair's discretion. In-person speakers signed up to comment will be called upon first, followed by public Zoom and phone participants wishing to comment. The Chair may close speaker sign-ups 30 minutes after the public comment portion of an item has begun.

Please note that under the California Public Records Act (Gov. Code, § 7920.000 et seq.), your written and oral comments, attachments, and associated contact information (e.g., your address, phone, email, etc.) become part of the public record and can be released to the public upon request.

Spanish interpretation will be available for the July 23 Board Meeting

- *Agenda de la Reunión Pública*
- *Spanish Webcast*

Thursday, July 23, 2026 @ 1:00 p.m.

The following agenda items may be heard in a different order at the Board Meeting.

Hard copies of the Public Agenda and Proposed Resolutions (when applicable) will be provided at the meeting; copies of all other documents linked below will only be available upon request.

Discussion Items:

26-5-1: Public Meeting to Consider the Appointment of New Members to Assembly Bill 32 Environmental Justice Advisory Committee

The Board will consider staff's recommendations for the appointment of new and alternate members to the Assembly Bill 32 Environmental Justice Advisory Committee (EJAC).

- *More Information*
- *Item Summary*
- *Proposed Resolution*
- *Meeting Presentation*
- *Submit and View Written Comments* *(available on day of meeting)*

26-5-2: Public Meeting to Consider the 2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Areas

The Board will consider adoption of the 2026 State Implementation Plan Revisions for the California Extreme Ozone Nonattainment Areas. Due to adverse federal actions taken over the last year, revisions to commitments and other related elements are necessary to support the approval of State Implementation Plan submittals for the San Joaquin Valley, South Coast Air Basin, and Coachella Valley that are currently awaiting U.S. Environmental Protection Agency action.

- *More Information*
    - *Public Meeting Notice*
- *Item Summary*
- *Proposed Resolution*
- *Meeting Presentation*
- *Submit and View Written Comments*

The following Board Item will not be heard prior to 4:00 p.m.

26-5-3: Public Meeting to Hear Community Air Protection Program Annual Progress Update

The Board will hear an update on the implementation of the Community Air Protection Program (CAPP or Program) including monitoring, enforcement and efforts to support consistently nominated communities.

- *More Information*
    - *Public Meeting Notice*

- *Item Summary*
- *Meeting Presentations*
    - *English Presentation*
    - *Spanish Presentation*
- *Annual Report Tracking Page*
    - *Annual Progress Report*
- *Submit and View Written Comments*

Closed Session

The Board may hold a closed session as authorized by Government Code section 11126(e) to confer with, and receive advice from, its legal counsel regarding the following pending litigation, potential litigation on additional challenges to federal decisions regarding waivers and authorizations, and other matters as authorized by Government Code section 11126(e)(2)(B) or (C):

American Free Enterprise Chamber of Commerce v. Engine Manufacturers Association, et al. (United States District Court Northern District of Illinois, Western Division, Case No. 3:24-cv-50504)

American Free Enterprise Chamber of Commerce, et al. v. Steven S. Cliff, et al. (United States District Court, Eastern District of California, Sacramento Division, Case No. 2:24-cv-00988-KJM-JDP)

American Free Enterprise Chamber of Commerce v. Steven S. Cliff in his official capacity as the Executive Officer of the California Air Resources Board (United States District Court, Eastern District of California, Case No. 2:25-cv-03255-DC-AC).

American Free Enterprise Chamber of Commerce v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case No. 25-89)

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American Fuel & Petrochemical Manufacturers and the American Waterways Operators v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1088) and *American Fuel & Petrochemical Manufacturers and the American Waterways Operators v.* U.S. *Environmental Protection Agency, et al.* (United States Court of Appeals, Ninth Circuit, Case No. 25-1615)

American Fuel & Petrochemical Manufacturers et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, Ninth Circuit, Case No. 25-1493)

American Fuel & Petrochemical Manufacturers v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1089 United States Court of Appeals, Ninth Circuit, Case No. 25-1614)*American Petroleum*

Institute v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case No. 25-1478)

American Public Health Association, et al. v. U.S. Environmental Protection Agency and Lee Zeldin, Administrator (United States Court of Appeals, District of Columbia Circuit, Case No. 26-1037 and consolidated cases)

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Chamber of Commerce of the United States et al. v. California Air Resources Board, et al. (United States District Court, Central District of California, Case No. 2:24-cv-00801)

City of Los Angeles, acting by and through its Department of Water and Power v. California Air Resources Board (Superior Court of California, Los Angeles County, Case No. 24STCP01428)

Committee for a Better Arvin, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case No. 24-7270)

Commonwealth of Kentucky, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1050)

Commonwealth of Kentucky, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1087)

Communities for a Better Environment v. California Air Resources Board, et al. (Fresno County Superior Court, Case No. 24CECG05430); *Defensores del Valle Central para el Aire y Agua Limpio, et al. v. California Air Resources Board, et al.* (Fresno County Superior Court, Case No. 24CECG05508); *Growth Energy v. California Air Resources Board, et al.* (Superior Court of California, Fresno County, Case No. 24CECG05514)

Daimler, et al. v. California Air Resources Board, et al. (United States District Court, Eastern District of California, Case No. 2:25-cv-02255-DC-AC)

Diamond Alternative Energy, LLC, et al. v. U.S. Environmental Protection Agency (United States Supreme Court, Case No. 24-7, certiorari granted from *Ohio, et al. v. U.S. Environmental Protection Agency, et al.* (United States United States Court of Appeals, District of Columbia Circuit, Case No. 22-1081, consolidated with Case Nos. 22-1083, 22-1084, and 22-1085)

Environmental Defense Fund, et al. v. Andrew Wheeler, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 20-1360)

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Friends of Oceano Dunes, Inc. v. California Air Resources Board, et al. (United States District Court, Central District of California, Case No. 2:17-cv-8733)

Government Accountability and Oversight v. California Air Resources Board (Superior Court of California, Sacramento County, Case No. 24CV012372)

GreenPower Motor Company, Inc. v. California Air Resources Board (Superior Court of California, Sacramento County, Case No. 23WM000083)

Kenneth C. Johnson v. California Air Resources Board (Superior Court of California, Sacramento County, Case. No. 26WM000134)

Macallister v. California Air Resources Board, et al. (Superior Court of California, Sacramento County, Case No. 26MW000047)

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Outdoor Power Equipment Institute v. U.S. Environmental Protection Agency (United States Court of Appeals, Ninth Circuit, Case Nos. 25-881 and 25-1481)

People of California, CARB v. Kevin Thomas, Jack Spania Racing, LLC et al. (Los Angeles Superior Court Case No. 25STCV37747)

People v. Southern California Gas Company (Superior Court of California, Los Angeles County, Case No. BC602973)

Ryan Murray Partners, Inc. v. California Air Resources Board (Superior Court of California, County of Sacramento, Case No. 25CV005264)

South Coast Air Quality Management District v. City of Los Angeles, et al. (Los Angeles County Superior Court, Case No. 20STCP02985; transferred to Superior Court of California, San Diego County, Case No. 37 2021 00023385 CU TT CTL; California Court of Appeal, Fourth Appellate District, Div. 1, Case. No. D080902)

Specialty Equipment Market Association, et al. v. California Air Resources Board, et al. (United States District Court, Eastern District of California, Sacramento Division, Case No. 2:24-cv-02771-TLN-AC)

State of California, et al. v. David Bernhardt, et al. (United States District Court, Northern District of California, 472 F. Supp. 3d 573 (N.D. Cal. 2020) Case No. 3:18-cv-5712-DMR; BLM, Wyoming, and industry appeal to United States Court of Appeals, Ninth Circuit, Case No. 20-16793)

State of California, et al. v. United States, et al. (United States District Court, Northern District of California, Case No. 4:25-cv-04966)

State of California, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 21-1034, consolidated with *California Communities Against Toxics, et al. v. U.S. Environmental Protection Agency*, Case No. 21-1024)

State of California, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 21-1014)

State of California, et al. v. Wheeler, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 20-1167; consolidated under No. 20-1145, with Nos. 20-1168, 20-1169, 20-1173, 20-1174, 20-1176, and 20-1177)

State of California, et al. v. Zeldin, et al. (United States District Court for the Northern District of California, Case No. 3:26-cv-03500)

State of California v. United States Environmental Protection Agency (United States District Court, District of Columbia, Case No. 1:26-cv-02185)

State of Nebraska, et al. v. Steven S. Cliff, et al. (United States District Court, Eastern District of California, Case No. 2:24-cv-01364-TLN-CKD)

State of Nebraska, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1129; consolidated with Case Nos. 24-1133, 24-1157, 24-1207, 24-1208, 24-1209, 24-1210, and 24-1214)

State of North Dakota v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 15-1381)

State of North Dakota, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 16-1242)

State of Texas, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 22-1031 consolidated with Case Nos. 22-1032, 22-1033, 22-1034, 22-1035, 22-1036, 22-1038)

State of Texas, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1054)

State of West Virginia, et al. v. U.S. Environmental Protection Agency, et al. (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1120)

State of West Virginia, et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 24-1009)

The Two Hundred for Homeownership, Robert Apodaca, and Jose Antonio Ramirez v. California Air Resources Board, et al. (United States District Court, Eastern District of California, Fresno, Case No. 1:22-cv-01474-KES-BAM)

United States of America and United States Department of Transportation v. California Air Resources Board and Steven S. Cliff (United States District Court, Eastern District of California, 2:26-cv-00847Fr-DJC-SCR)

Valero Renewable et al. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1078); *American Petroleum Institute v.*

U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No 25-1082); and *American Fuel & Petrochemical Manufacturers et al. v. U.S. Environmental Protection Agency, et al.* (United States Circuit Court of Appeals, District of Columbia Circuit, Case No. 25-1085)

Victor Vasquez Sr. and Western States Trucking Association v. California Air Resources Board (Superior Court of California, Fresno County, Case No. 25CECG04967)

Western States Petroleum Association v. California Air Resources Board, et al. (Superior Court of California, Fresno County, Case No. 22CECG03603)

Western States Petroleum Association v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 25-1080)

Western States Petroleum Association v. California Air Resources Board (Superior Court of California, Fresno County, Case No. 23CECG02976)

Western States Trucking Association v. California Air Resources Board (Superior Court of California, Fresno County, Case No. 23CECG02964)

Western States Trucking Association, Inc. and Construction Industry Air Quality Coalition, Inc. v. U.S. Environmental Protection Agency (United States Court of Appeals, District of Columbia Circuit, Case No. 23-1148)

Zeromar, Inc. v. Angel Island-Tiburon Ferry, Inc., et al. (Superior Court of California, Marin County, Case. No. CV0009660)

Opportunity for Members of the Board to Comment on Matters of Interest

Board members may identify matters they would like to have noticed for consideration at future meetings and comment on topics of interest; no formal action on these topics will be taken without further notice.

Open Session to Provide an Opportunity for Members of the Public to Address the Board on Subject Matters within the Jurisdiction of the Board

Although no formal Board action may be taken, the Board is allowing an opportunity to interested members of the public to address the Board on items of interest that are within the Board's jurisdiction, but that do not specifically appear on the agenda. Each person will be allowed a maximum of two minutes to ensure that everyone has a chance to speak. The public will also have an opportunity to *submit written comments* for open session the morning of the Board Meeting.

Other Information

Submit and View Comments Electronically the Day of the Board Meeting

Please Note: PowerPoint presentations to be displayed during public comment at the Board meeting must be electronically submitted via email to the Clerks' Office at *cotb@arb.ca.gov* no later than noon on the business day prior to the scheduled Board Meeting.

If you have any questions, please contact the Clerks' Office:

1001 I Street, 6th Floor, Sacramento, California 95814
cotb@arb.ca.gov or (916) 322-5594
CARB Homepage: *www.arb.ca.gov*

Special Accommodation Request

Consistent with California Government Code sections 7296.2 and 11135, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerks' Office at *cotb@arb.ca.gov* or at (916) 322-5594 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Acomodación Especial

Consecuente con la sección 7296.2 y 11135 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia;
- Documentos disponibles en un formato alterno u otro idioma;
- Una acomodación razonable relacionados con una incapacidad.

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor contacte la oficina del Consejo al (916) 322-5594 o por correo electronico al *cotb@arb.ca.gov* lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

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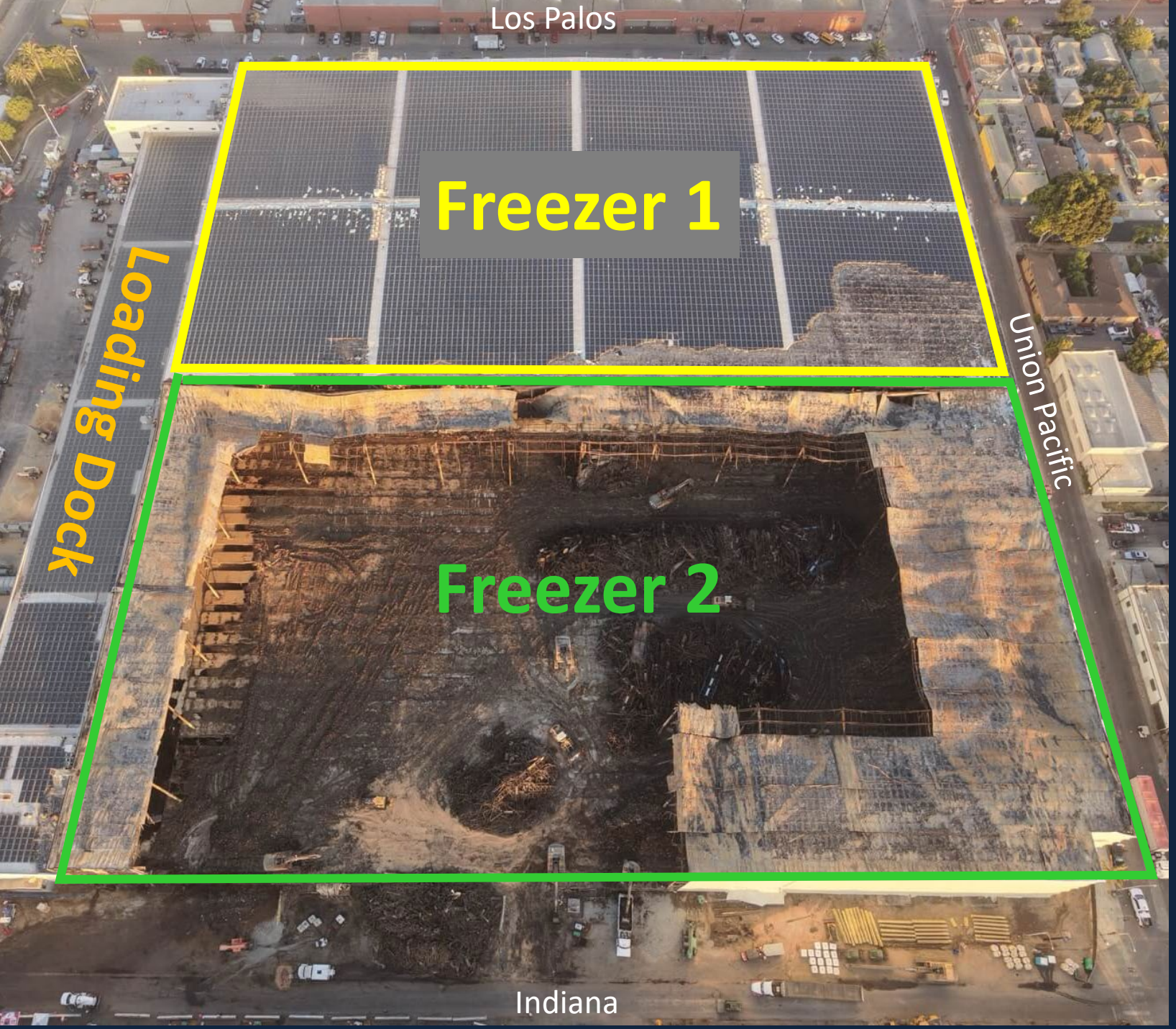
AGENDA NO. 29

Overview of South Coast AQMD Efforts for the Lineage Warehouse Fire and Recovery Efforts

Board Meeting
August 7, 2026

Background

- Lineage warehouse fire began June 17
- Lineage Logistics is a cold storage warehouse
- Located on Los Palos in Boyle Heights
- Two 250,000 square foot freezers
- Contained approximately 88 million pounds of frozen meat and seafood
- Los Angeles Fire Department declared knockdown on June 25



Overview of Fire Damaged Building

- **Freezer 1:** Minimally impacted by the fire
- **Freezer 2:** Significantly impacted by the fire
- No refrigeration since the beginning of the fire

South Coast AQMD's Role in the Incident Command

- On first day of the fire, Incident Command asked South Coast AQMD to conduct monitoring
- South Coast AQMD coordinated and provided air monitoring data to the Incident Command
- South Coast AQMD collaborated with U.S. EPA on air monitoring
- Air quality information related to the fire went through the Incident Commander

Mobile Monitoring Surveys
During the Fire

- Mobile monitoring surveys measured for:
  - Particulate Matter (6/17 & 6/18)
  - Air Toxic Metals (6/17 & 6/18) – typical ranges
  - Hydrogen Fluoride (6/18) – no measurable levels
- Measured significantly elevated concentrations of particulate matter (PM2.5)

Stationary Air Monitoring
During the Fire

- June 19: Two continuous PM2.5 monitors deployed at:
  - Eastman Avenue Elementary
  - Robert Louis Stevenson Middle School
- Provided better resolution of PM 2.5 levels closer to the fire
- Data contributes to the Air Quality Index map to enhance localized air quality information
- Air monitoring results are on South Coast AQMD website aqmd.gov/palos

Particulate Advisories

During the Fire

- Issued seven Particulate Advisories, starting June 17 that included:
  - Warning of smoke impacts throughout the region
  - Current PM 2.5 impacts based on the Air Quality Index (AQI)
  - Forecasted air quality impacts
  - Recommendations if located in impacted area
- Widely distributed
  - Distributed to media outlets, social media and elected officials
  - Links to our Website and Mobile App and to additional information
  - Direct emails to AB 617 communities and South Coast AQMD listserv

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

ANNOUNCEMENTS

South Coast AQMD

www.aqmd.gov

@SouthCoastAQMD

FOR IMMEDIATE RELEASE: June 20, 2026
MEDIA CONTACT:
Nahal Mogharabi: (909) 396-3773, Cell: (909) 837-2431
Lisette Guzman: (909) 396-2788, Cell: (840) 240-9598
press@aqmd.gov

South Coast AQMD Extends Particle Pollution Advisory Due to Structure Fire in Boyle Heights

Valid until Sunday 12:30 PM

Valid Saturday 1:30 PM until Sunday 12:30 PM

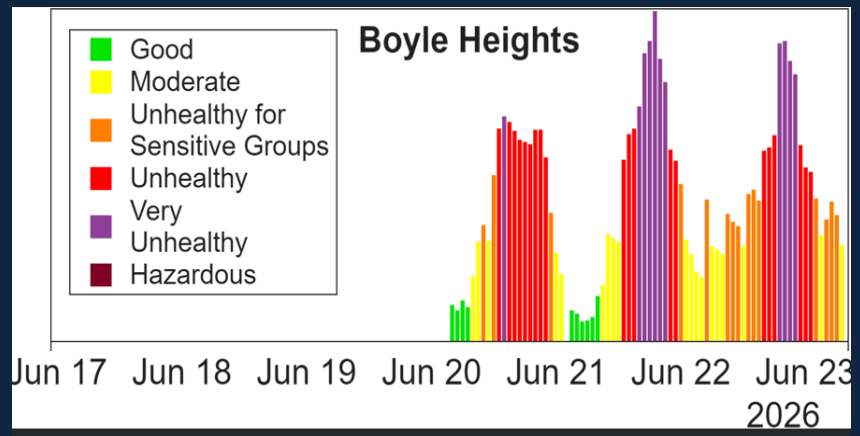
Current Conditions

This is not a shelter-in-place order.

Smoke from a large structure fire in Boyle Heights that started around 2:30 PM on June 17 is impacting air quality east of downtown Los Angeles. As of 12:00 PM on Saturday, the fire is actively producing

Air Quality Index (AQI) For PM2.5 During the Fire

- AQI is a federal index used to communicate air quality to the public
- Provides recommendations based on the AQI
- AQI for PM2.5 during the fire was:
  - **Unhealthy** to **Very Unhealthy** in impacted areas
  - **Hazardous** for two to six hours, three separate days



Good (Green)	AQI 0 to 50
Moderate (Yellow)	AQI 51 to 100
Unhealthy for Sensitive Groups (Orange)	AQI 101 to 150
Unhealthy (Red)	AQI 151 to 200
Very Unhealthy (Purple)	AQI 201 to 300
Hazardous (Maroon)	AQI 301 or higher

Stationary Air Monitoring
During Clean Up Activities

- Continued PM2.5 measurements at Eastman Avenue Elementary and Robert Louis Stevenson Middle School
- Added more continuously measured pollutants at Eastman Avenue School
  - Hydrogen sulfide (H2S)
  - Methane (CH4)
  - Ammonia (NH3)
- All data available on South Coast AQMD website

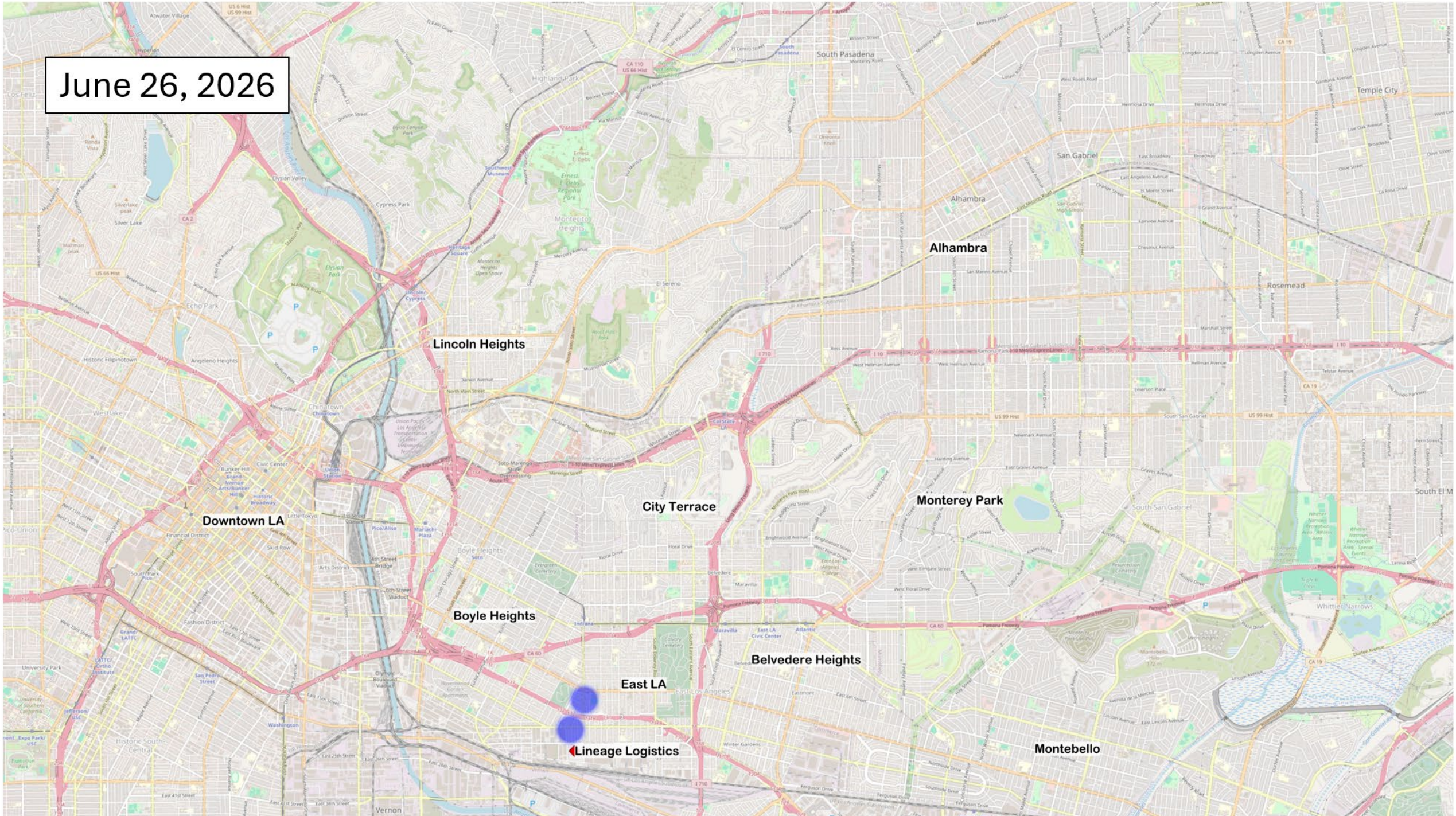
South Coast AQMD Independent Air Quality Assessments

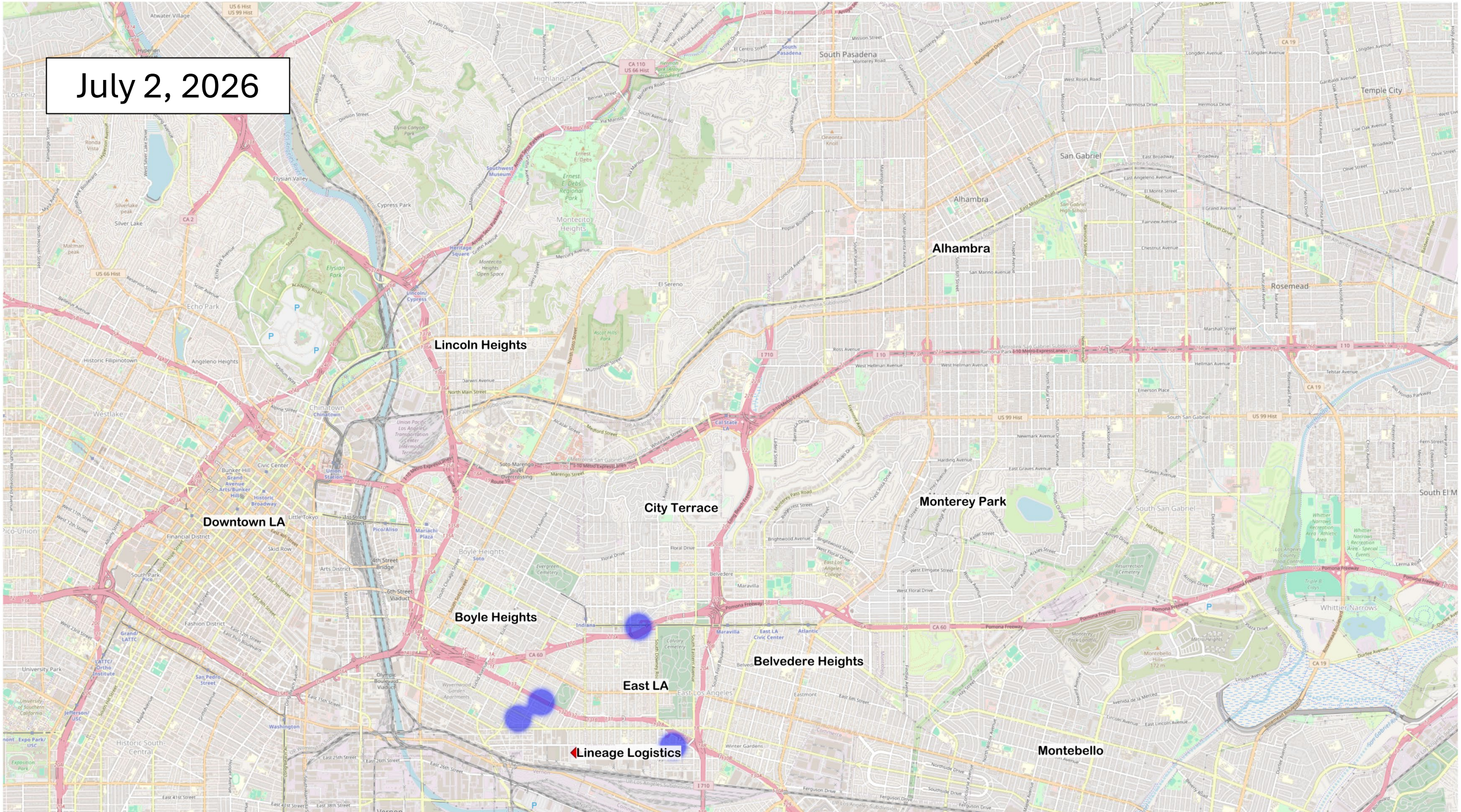
- Active technical oversight of the third-party air monitoring contractor
- Beginning June 29, South Coast AQMD conducted unannounced air quality assessments throughout the community
- Results consistent with third-party air monitoring data and are posted online

South Coast AQMD Enforcement Action

- South Coast AQMD inspectors deployed in the community since the beginning of the incident
- Odor complaints increased substantially on July 12 - first Notice of Violation (NOV) issued to Lineage for public nuisance*
  - Issued 25 NOVs as of August 5
  - Received over 4,200 odor complaints from nearby community

* Violation based on Rule 402 and California Health & Safety Code § 41700 which prohibits air pollution that “cause[s] injury, detriment, nuisance, or annoyance to any considerable number of persons of the public"


June 26, 2026
Alhambra
Lincoln Heights
Downtown LA
City Terrace
Monterey Park
Boyle Heights
Belvedere Heights
East LA
Lineage Logistics
Montebello


July 2, 2026
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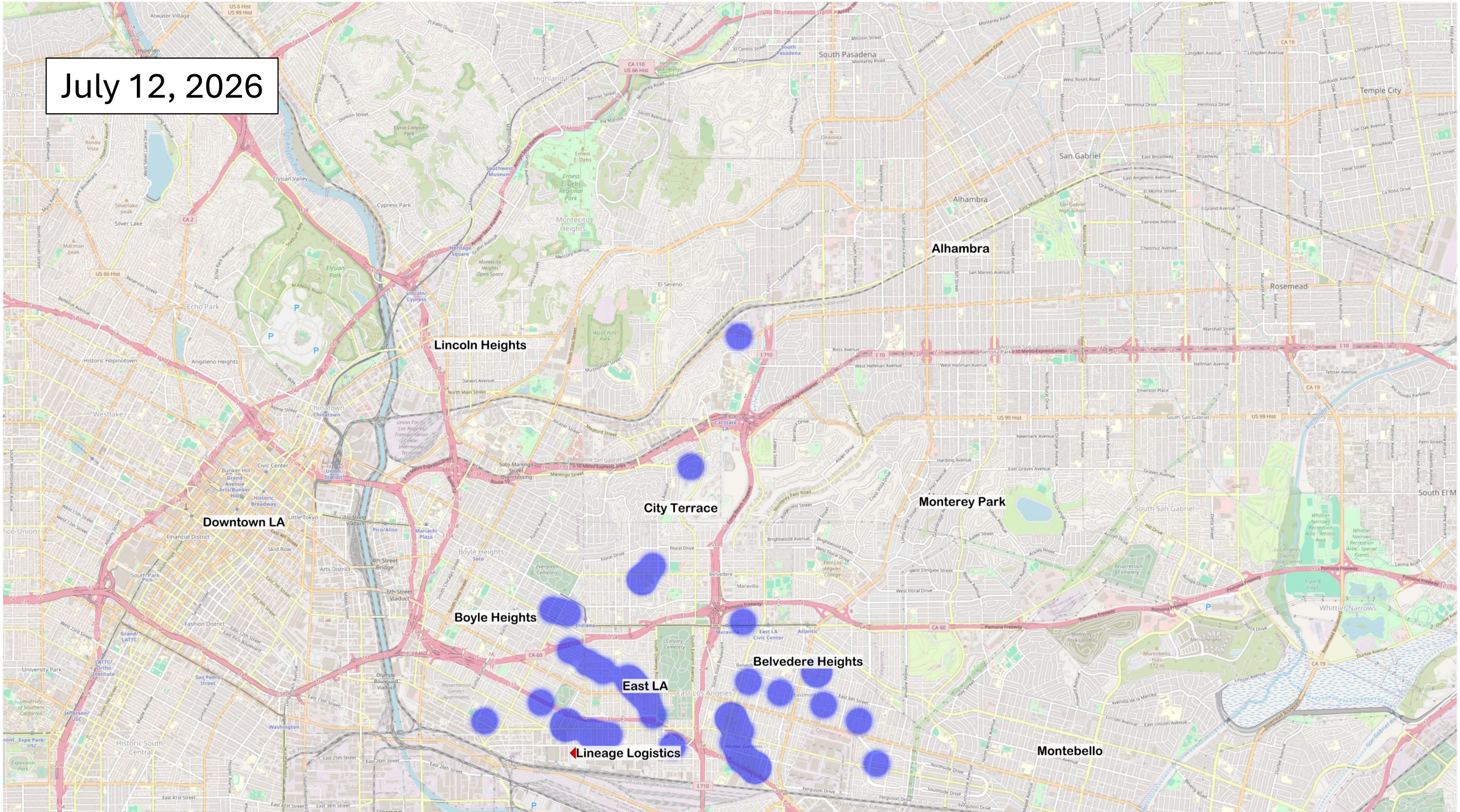
Downtown LA
City Terrace
Monterey Park
Boyle Heights
Belvedere Heights
East LA
Lineage Logistics
Montebello
Alhambra
San Gabriel
South Pasadena
Rosemead
Temple City


July 12, 2026
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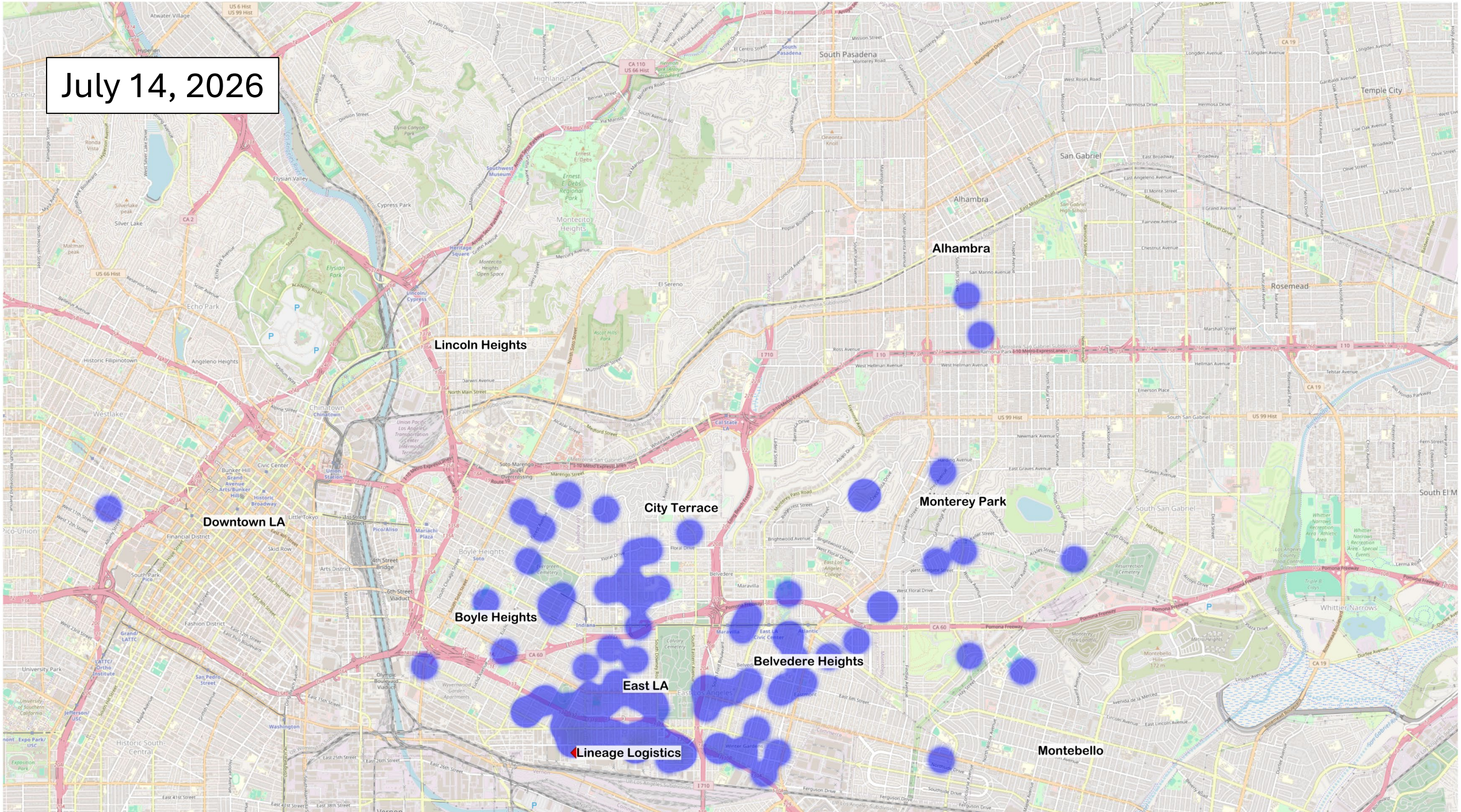
Downtown LA
City Terrace
Boyle Heights
East LA
Belvedere Heights
Lineage Logistics
Alhambra
Monterey Park
Montebello


July 14, 2026
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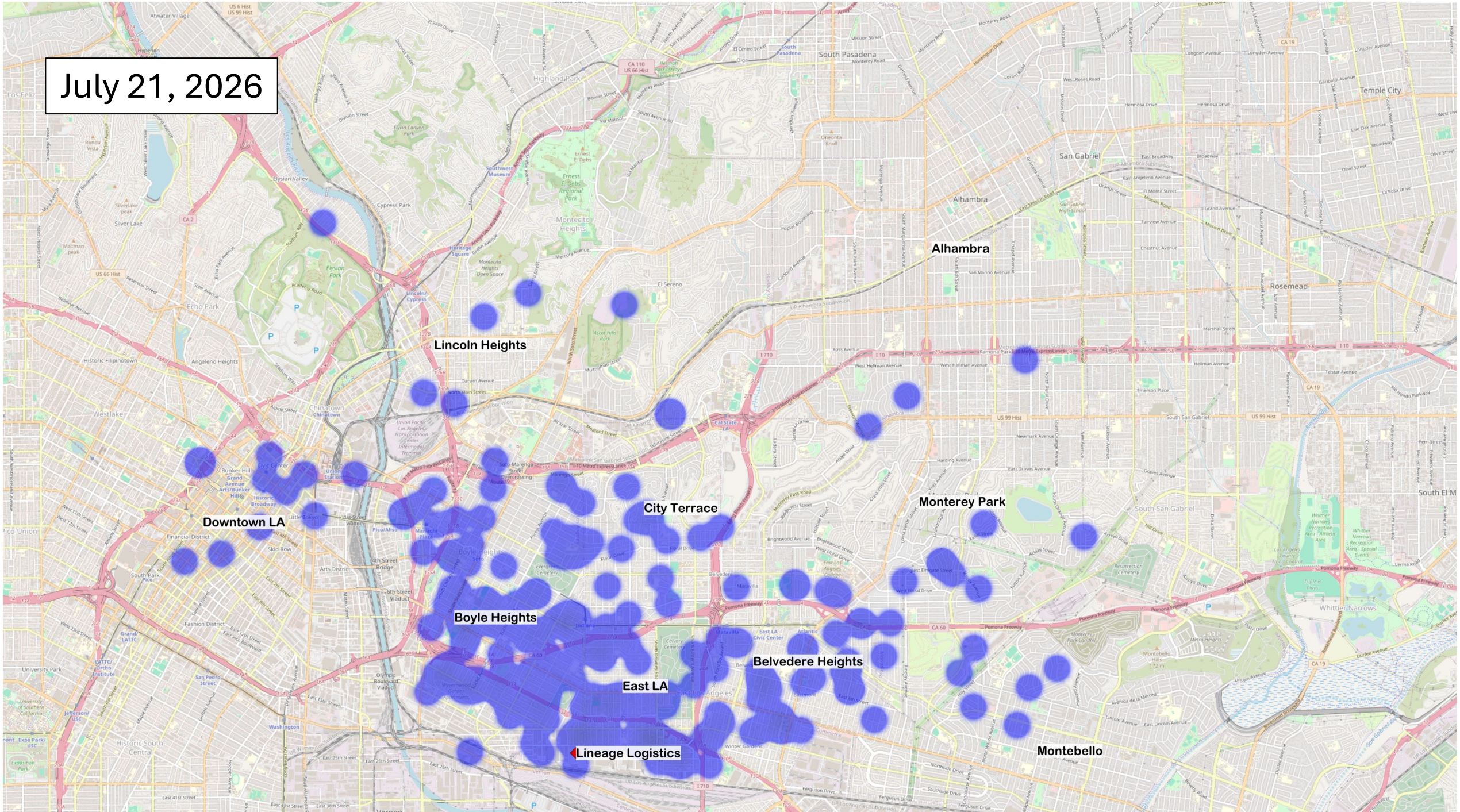
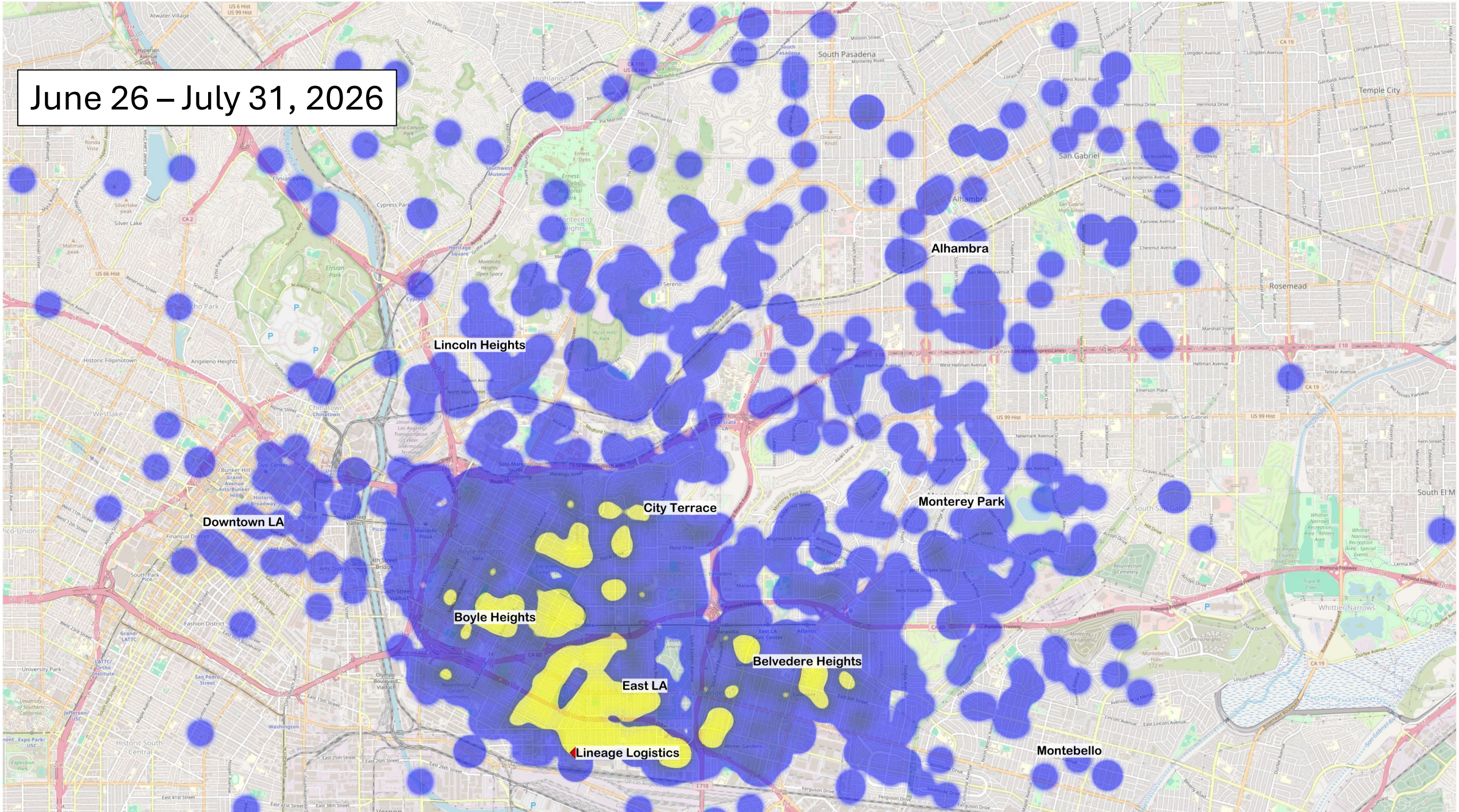
Downtown LA
City Terrace
Monterey Park
Boyle Heights
Belvedere Heights
East LA
Lineage Logistics
Montebello


July 21, 2026
Lincoln Heights
Downtown LA
City Terrace
Monterey Park
Alhambra
Boyle Heights
Belvedere Heights
East LA
Lineage Logistics
Montebello


June 26 – July 31, 2026
Alhambra
Lincoln Heights
City Terrace
Monterey Park
Downtown LA
Boyle Heights
Belvedere Heights
East LA
Lineage Logistics
Montebello

Demand Letter to Lineage

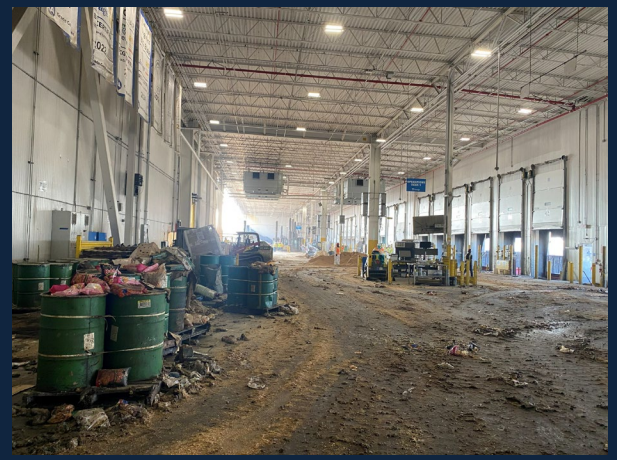
- July 17: South Coast AQMD issued demand letter directing Lineage to implement additional measures to minimize odors
- July 21: South Coast AQMD filed a petition for an Order for Abatement to mitigate odors during the cleanup

Public Hearing for Lineage Order for Abatement

- Hearing Board proceedings took place on August 5 and 6
- Public comments
  - Local and state elected officials
  - Over 100 community representatives
- Lineage stipulated to the Order for Abatement
- Hearing Board issued Order for Abatement requiring Lineage to strictly adhere to over 90 conditions to contain, reduce, and eliminate odorous emissions

Key Requirements in Order for Abatement

- Remove a minimum of 8.8 million pounds of food waste weekly
- Only remove waste through covered loading dock
- Install and maintain plastic sheeting to create an enclosure to contain odors for Freezer 1
- Install 1-800-CUT-SMOG signage around perimeter of facility
- Operate at least nine Granulated Activated Carbon filters to control odors
- Maintain negative pressure for all openings
- Provide community updates and signage in English and Spanish*
- Additional fenceline monitoring requirements*



* Added to the Order for Abatement based on public comments and recommendations from elected officials

Air Purifiers for Impacted AB 617 Community

- July 2: Board approved additional $5 Million for air purifiers for AB 617 community of East Los Angeles, Boyle Heights and West Commerce
- 4,540 air purifiers distributed
  - 2,280 distributed in-person at the East Los Angeles Library
  - 2,260 units shipped directly to residents
- Online portal is still open
  - Air purifiers available for residents that live in East Los Angeles, Boyle Heights, and West Commerce

Public Engagement

- Provided resources about South Coast AQMD, how to file a complaint and access to air purifiers at:
  - **Los Angeles County:** East LA Library and Salazar Park
  - **City of Los Angeles:** Lou Costello Recreation Center and Community Pop-Ups
  - **Churches:** Our Lady of Victory and Resurrection
- Town Hall Meeting hosted by the City of Los Angeles
  - Panel of elected officials, Lineage, and local agencies
- Onsite briefing with U.S. Senator Alex Padilla
- Participated in Los Angeles City and Los Angeles County briefings

Next Steps

- All food waste is expected to be removed within the two weeks
- Continue air monitoring efforts
- Continue enforcing South Coast AQMD rules
- South Coast AQMD will enforce Order for Abatement to ensure implementation
- Continue working with community

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BOARD MEETING DATE: August 7, 2026 AGENDA NO. 30

PROPOSAL: Make CEQA Determinations for Proposed Addendum to Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles; and Authorize Execution of Addendum to Cooperative Agreement Between South Coast AQMD and Ports of Long Beach and Los Angeles

SYNOPSIS: South Coast AQMD, Port of Long Beach, and Port of Los Angeles entered into a Cooperative Agreement on December 17, 2025, for zero-emission port infrastructure planning and development. The three parties have since jointly developed a proposed Addendum to the Cooperative Agreement that would require responsible parties to implement additional measures that are expected to result in emission reductions from certain port sources.

COMMITTEE: Mobile Source, March 20, May 15, and June 26, 2026, Reviewed

RECOMMENDED ACTIONS:
Adopt the attached Resolution:

1. Determining that the additional measures in the proposed Addendum to the Cooperative Agreement qualify as a later activity within the scope of the 2022 and the 2016 AQMPs, and the Final Program Environmental Impact Reports for the 2022 and 2016 AQMPs adequately describe the activity for the purposes of CEQA such that no new environmental document is required;
2. Determining that the cost recovery provision in the proposed Addendum to the Cooperative Agreement is exempt from CEQA;
3. Determining that nothing in the proposed Addendum to the Cooperative Agreement changes the prior determination that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not a project within the meaning of CEQA; and
4. Authorizing the Executive Officer to execute the Addendum to the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles.

Wayne Nastri
Executive Officer

SLR:IM:IES:MG: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 classified extreme non-attainment for the National Ambient Air Quality Standards (NAAQS) for ozone and serious non-attainment area for the NAAQS for PM2.5.

On November 7, 2025, the Board approved the execution of the Cooperative Agreement among the South Coast AQMD, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department (Cooperative Agreement). The Cooperative Agreement requires the Ports of Long Beach and Los Angeles (Ports) to develop and implement zero-emission infrastructure plans for all categories of mobile sources operated on port-managed property for the purpose of moving cargo and goods. The Cooperative Agreement was fully executed on December 17, 2025, after approvals by each Port.

As agreed in the Cooperative Agreement, South Coast AQMD and the San Pedro Bay Ports continued negotiating on potential additional measures for incorporation into the agreement that would be near-term actions that would complement the planning and implementation of zero-emission on-port infrastructure and further facilitate in emission reductions from port sources. Three additional measures were identified and are included in the proposed Addendum to the Cooperative Agreement (proposed Addendum) and are a result of negotiations with the Ports and feedback received during the public process.

The Ports plan to bring the proposed Addendum to their respective Board of Harbor Commissioners' approval on August 10 for Port of Long Beach and August 13 for Port of Los Angeles. Upon approval by the respective Board of Harbor Commissioners, the executive officers of each agency that is a party to the Cooperative Agreement will be empowered to sign to fully execute the proposed Addendum.

Proposed Addendum
The proposed Addendum will add three additional measures to the Cooperative Agreement (Attachment A to the Board Letter). The focus for the additional measures included the following key components: completion of actions within the five-year term of the Cooperative Agreement; a clear role for the Ports in controlling completion of an action; a clear role for South Coast AQMD in monitoring and enforcing measure implementation; and public engagement opportunities during measure implementation. Longer-term, broader emission reduction strategies may be considered following the

completion of the required zero-emission infrastructure planning and implementation, which are the critical first step toward zero-emission port operations.

The proposed Addendum is comprised of two main components: the Preamble and the additional measures.

Preamble

The Preamble provides the background and purpose of the proposed Addendum and describes what will be added to the Cooperative Agreement as well as specific sections of the current agreement that will be amended to integrate the additions. The Preamble also specifies how terms and conditions in the current agreement, including enforcement provisions, will be applied to the new measures.

The Preamble additionally describes the Ports' ongoing independent commitments and collaborative work with South Coast AQMD outside of the Cooperative Agreement, including development of a Clean Marine Fuel Assessment, releasing a solicitation for a Clean Marine Fuel Pilot Project, conducting a technical study on vessel emissions at low-speed operations, preparing a Clean Truck Fund Rate Spending Plan, and developing Zero-Emission Cargo Handling Equipment Deployment projections. These efforts and areas for future collaboration will be developed and implemented outside of the agreement as these Port-led efforts are already underway through other commitments or do not fit the scope of focus for the Cooperative Agreement.

Additional Measures

The proposed Addendum includes three additional measures to complement the existing primary measure on planning and implementing zero emissions infrastructure.

- Incentive Measures: Two measures contain requirements for the Ports to develop and implement emission reduction programs. First, the Ports must adopt enhancements to their current clean ship incentive programs to encourage increased port calls from the cleanest ocean-going vessels, according to an international clean ship-ranking system. Second, the Ports must also develop and implement a new incentive program to encourage utilization of zero-emission trucks serving the Ports.

  Additional key elements within these measures include requirements for public process, enforcement provisions, reporting, progress tracking, and program evaluations. Program tracking metrics and evaluation are included in these additional measures to assess the success of a program, determine if objectives are met, and inform whether potential course correction is needed. Time extension provisions are also included for delays beyond the Ports' control.

- Regional Infrastructure Measure: The third measure includes a requirement for each Port to allocate $20 million (totaling $40 million) to South Coast AQMD for regional off-port zero-emission truck charging and fueling infrastructure projects. The selected projects will help support off-port operations of zero-

emission drayage trucks registered in the Ports Drayage Truck Registry. South Coast AQMD will be responsible for managing and distributing funds, as well as monitoring and reporting on the implementation of selected projects.

This measure requires South Coast AQMD and each Port to enter into a memorandum of understanding (MOU) that includes the following elements: recitals, project selection requirements, process for uncommitted funds, reporting requirements, public process, and MOU term. South Coast AQMD staff costs to manage funds and projects will be recovered with an administration fee that will not exceed 10 percent of total project cost.

Public Process

During the negotiation and development of the proposed Addendum, staff in conjunction with the Ports, conducted a parallel public process to solicit input from the public on potential additional measures. This public process included one virtual evening community meeting on December 11, 2025; one evening community meeting held in the Port-adjacent community with a remote participation option on February 19, 2026; one virtual Working Group Meeting on March 27, 2026; two virtual public meetings on May 14, 2026 and June 16, 2026; 6 virtual office hours sessions; individual meetings with interested stakeholders; two updates on the development of additional measures to the AB617 Wilmington, Carson, and West Long Beach (WCWLB) Community Steering Committee; and three updates to the Mobile Source Committee. The Ports have also conducted their own public process including environmental and community monthly meetings and their Clean Air Action Plan Update Meeting. Stakeholders included industry representatives 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, please refer to Attachment D to this Board Letter.

Key Remaining Issues

Throughout the negotiations and development of the proposed Addendum, staff worked with the San Pedro Bay Ports and stakeholders to resolve and address key issues. The remaining key issues are listed below:

- *Concern that Addendum does not include targets for emission reductions and/or equipment deployment*

Community and environmental groups have requested the Cooperative Agreement to have quantifiable and enforceable emission reduction and/or equipment deployment targets. However, through an extensive public process, infrastructure planning was identified as the critical first step needed before future emission reduction and equipment deployment strategies could be developed. The additional measures in the proposed Addendum are focused on near-term actions that will facilitate port emission reductions to complement on-port zero-emission infrastructure planning and implementation as required in the current agreement.

- *Concern that the additional measures do not address emissions from all port sources nor on-port infrastructure funding needs*

Community and environmental groups have expressed concern that the additional measures do not address emissions from locomotives, harbor craft, and cargo-handling equipment. However, the additional measures and the Cooperative Agreement as a whole represent only a portion of port emission reduction efforts and inter-agency collaboration, as not all efforts are well suited for inclusion in the Cooperative Agreement. Notably, the Ports and their tenants have secured hundreds of millions of dollars in grant funding from federal and state agencies as well as South Coast AQMD to deploy zero-emission technology for the emission sources not covered by the additional measures. The Preamble to the proposed Addendum also describes Port-led commitments outside of the Cooperative Agreement that will occur concurrently with the implementation of the agreement. Pacific Merchant Shipping Association (PMSA) separately expressed concern that the additional measures do not address on-port infrastructure funding needs. However, the Ports have already secured and matched over $440 million in funding for on-port infrastructure, and any further funding needs will be identified in Port Zero-Emission Infrastructure Plans.

- *Concern about South Coast AQMD's cost recovery from off-port infrastructure funding administration*

PMSA has requested South Coast AQMD to forego or minimize cost recovery for off-port infrastructure funding administration. Based on administration of similar programs, extensive resources are needed across multiple divisions, contracting work including legal review, fund management, invoice review and approval, audits, along with verification and reporting out on contracts and project implementation. Recovery of costs is necessary, and the exact level of administration fee will be determined during the subsequent billing of the selected project and is set not to exceed a ceiling of 10 percent of the project cost. The 10-percent ceiling is lower than for other similar incentive programs, such as the 12.5-percent administration fee in the Carl Moyer Program, due to the expectation for a more streamlined process potentially in conjunction with other incentive program solicitations.

For other key comments that were raised during the public process and how they were addressed, refer to Attachment E to the Board Letter. Staff responses to all written comments are contained in Attachment F to the Board Letter.

Air Quality Management Plan and Other Legal Mandates

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. 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 WCWLB included actions to address local impacts from port emissions. Similar to the Cooperative Agreement, the proposed Addendum is consistent with the objective of AQMP control measures MOB-01 and MOB-15 and helps further address port-related air quality priorities included in the WCWLB CERP.

California Environmental Quality Act (CEQA)

The proposed Addendum to the Cooperative Agreement: 1) includes three additional measures requiring the Ports to enhance their current clean ship incentive programs to encourage port calls from the cleanest ocean-going vessels, to develop and implement a new incentive program to encourage utilization of zero-emission trucks, and to allocate funds to South Coast AQMD for regional off-port zero-emission truck charging and fueling infrastructure projects; 2) incorporates a provision for South Coast AQMD to recover reasonable costs for newly introduced staff expenses; and 3) directs payment for contract defaults to go into the Clean Air Mitigation Fund previously established in the Cooperative Agreement. The complete CEQA analysis is included in Attachment G.

In summary, pursuant to CEQA, South Coast AQMD, as lead agency, reviewed the proposed Addendum to the Cooperative Agreement and determined that: 1) the additional measures implement control measures that were previously adopted in the 2022 AQMP and 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 additional measures, 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 additional measures to the 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 additional measures in accordance with the proposed Addendum to the Cooperative Agreement qualify 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 additional measures in accordance with the proposed Addendum to the Cooperative Agreement for the purposes of CEQA such that no new environmental document is required.

The cost recovery provision of the proposed Addendum to the Cooperative Agreement qualifies for a statutory exemption from CEQA pursuant to CEQA Guidelines Section 15273 because the charges 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 provision of the proposed Addendum to the Cooperative Agreement which is included as Attachment H to this

Board Letter. If the proposed Addendum to 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 Addendum to the Cooperative Agreement which directs payment for contract defaults to go into the Clean Air Mitigation Fund previously established in the Cooperative Agreement does not involve a commitment to any specific future project that could result in a potentially significant physical impact on the environment. Therefore, the direction of further funds into the Clean Air Mitigation Fund does not change the prior determination that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not considered a project within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4).

Resource Impact
Attachment A3 of the proposed Addendum includes a measure that will require staff resources and potentially contractor support for managing and distributing funds, project solicitation, project contract management, and other administrative duties. The cost of these staffing and/or contractor resources will be offset through payments collected under the cost recovery provision specified in Attachment A3 of the proposed Addendum. Implementation, monitoring, and verification of activities for the measures described in Attachment A2 of the proposed Addendum can be covered by existing staff resources.

Attachments
A. Addendum to 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
E. Key Comments Addressed
F. Responses to Comments
G. CEQA Analysis of the Proposed Addendum to the Cooperative Agreement
H. Notice of Exemption from CEQA for the Cost Recovery Provision in the Proposed Addendum to the Cooperative Agreement
I. Board Meeting Presentation

ATTACHMENT A

DRAFT PROPOSAL FOR BOARD CONSIDERATION
(VERSION JULY 31, 2026)

ADDENDUM TO 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 Addendum is dated for reference purposes as of [Date], between and among all Parties to the December 17, 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 (the "Original Agreement"). The Original Agreement and the Addendum to the Original Agreement are hereinafter jointly referred to as the "Agreement."

PREAMBLE

WHEREAS, the Original Agreement sets forth terms and conditions for the Parties to implement CAAP Plus Measures as specified in Section II.D. and Attachment A, to directly reduce emissions and/or facilitate future quantifiable emission reductions from port-related operations; and

WHEREAS, the Parties have concluded negotiation of additional CAAP Plus Measures pursuant to Section II.D.2. of the Original Agreement, to complement the CAAP Plus Measure – Port Zero-Emission Infrastructure Plans – as included in the Original Agreement; and

WHEREAS, the Parties jointly determined that: 1) Any additional CAAP Plus Measure must include enforceable commitments for the applicable Party(ies) to take specific action(s) that will result in and/or facilitate port emission reductions; 2) The applicable Party(ies) must have a clear role in controlling completion of the specified action(s); 3) Other Party(ies) must have a clear role for monitoring implementation of specific action(s) by the applicable Party(ies); 4) The specified action(s) must be able to be implemented within the term of the Agreement; and 5) Public engagement opportunities must be provided during measure implementation; and

WHEREAS, each City implements a variety of activities in the interest of facilitating future emission reductions from port-related operations. Assessments and technical studies are conducted to increase knowledge and understanding of emission reduction opportunities,

demonstration and pilot projects are implemented to evaluate the application and performance of technologies within particular port-related operations, plans are prepared to guide future activities, and forecasts and projections are developed to evaluate potential future conditions. Concurrent with the activities that are conducted pursuant to the terms and conditions of the Agreement through the term of the Agreement, each City will additionally, through a public process and outside of the Agreement, continue to develop and implement activities that support emission reductions including development of a Clean Marine Fuel Assessment, releasing a solicitation for a Clean Marine Fuel Pilot Project, conducting a technical study on vessel emissions at low-speed operations, preparing a Clean Truck Fund Rate Spending Plan, and developing a projection for Zero-Emission Cargo Handling Equipment Deployments, for which each City will ensure all necessary and applicable permits and entitlements or other requirements (e.g., CEQA/NEPA) are appropriately addressed.

WHEREAS, the Parties have jointly and individually conducted public processes to inform members of the public of the negotiation status and draft concepts and language of additional CAAP Plus Measures, and have considered public comments received on the draft concepts and language; and

NOW, THEREFORE, in consideration of the mutual interests and benefits of all Parties to be derived from the implementation of additional CAAP Plus Measures and in connection with the Original Agreement, the Parties further agree as follows:

A. This Addendum adds three additional CAAP Plus Measures to the Original Agreement such that:
    1. Section II.D. is amended and restated in its entirety as follows:
       "D. CAAP PLUS MEASURES. The CAAP Plus Measures, including the Port Zero-Emission Infrastructure Plans measure, two Port Emissions Reduction Programs, and the Regional Off-Port Truck Charging and Fueling Infrastructure measure, are 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. Attachment A is now amended and shall be retitled as "CAAP PLUS MEASURES" and shall consist of three parts, specified as follows:
        a. PART A1: PORT ZERO-EMISSION INFRASTRUCTURE PLANS
        b. PART A2: PORT EMISSIONS REDUCTION PROGRAMS
        c. PART A3: REGIONAL OFF-PORT TRUCK CHARGING AND FUELING INFRASTRUCTURE
    3. Section II shall apply to all CAAP Plus Measures as now listed in Section II.D. and specified in Attachment A.

B. This Addendum adds Section II.AA. to the Original Agreement, which shall read as follows:
"AA. SEVERABILITY OF CAAP PLUS MEASURES. If any CAAP Plus Measure(s), as listed in Section II.D. and specified in Attachment A, should be judicially invalidated or enjoined, it is the intent of the Parties that all unaffected CAAP Plus Measures shall continue to be legally valid and in effect according to their agreed terms, unless the Parties expressly agree otherwise. To the extent any CAAP Plus Measure is judicially invalidated or enjoined, the Parties shall reserve the right and ability to negotiate on a replacement measure to effectuate the Parties' original intent or any modified replacement in recognition of changed circumstances."

C. This Addendum does not add, delete, nor alter any provision of the Original Agreement other than as specified in Sections A. and B., set forth above.

D. This Addendum reflects the complete understanding of the Parties as to what, by the mutual agreement of the Parties, shall fit within the four corners of this Addendum. Agreement on the Addendum does not preclude future cooperation and joint efforts on other measures or projects, nor does it purport to comprehensively address all areas where the Parties share continuing interests in reducing port-related emissions. Nothing in this Addendum or the Original Agreement restricts the Parties' respective authorities.

SIGNATURE PAGES FOLLOW

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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: Susan Nakamura
Title: Chief Operating Officer

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: NOEL HACEGABA
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

DRAFT

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 _____

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COOPERATIVE AGREEMENT - ATTACHMENT A2
CAAP PLUS MEASURES – PORT EMISSION REDUCTION PROGRAMS

A. Each City agrees to develop and implement for its respective Port the following programs (hereafter "Program" individually or "Programs" collectively) to support emission reductions from port-related operations.

1. Enhanced Clean Ship Incentive Program

a. Each Port shall enact enhancements to their respective Clean Ship Incentive Programs to encourage calls by lower emitting ocean going vessels.

i. Such enhancements shall be designed to increase Program participation levels defined as the percentage of calls from ships meeting more stringent air emissions requirements.

ii. Such enhancements shall be aligned with the anticipated launch of Environmental Ship Index (ESI) 2.0, which is the international ship-ranking system used by both Ports to determine a ship's environmental score, with a focus on air related environmental factors such as fuel use and engine type.

iii. Such enhancements will also consider any additional "plus-ups" to be encouraged over and above the ESI score.

b. Each Port shall develop a Clean Ship Incentive Program that includes the following elements:

i. A description of the ocean-going vessels that typically call at their port, including annual visits by vessel type, engine tier level and fuel type.

ii. A description of the existing incentive Program including current participation levels. The description shall include a comparison between vessels that currently participate and those that do not participate in the Program by vessel type, engine tier, and fuel type.

iii. Description of the proposed enhanced Program, including the Program objective(s), the incentive amounts, the ESI 2.0 scores aligned to each incentive level, and any additional environmental "plus-ups" to be incentivized.

iv. A justification for the enhanced Program that describes the

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considerations and factors that were taken into account when developing the proposed enhanced Program, which may include Port policies and goals, findings from technical studies, stakeholder outreach, and operational and financial considerations.

v. Anticipated participation goals, based on the available information known at the time of Program development, and justification for the participation goals, with the understanding that participation levels are beyond the control of the Ports. Describe anticipated program benefits from achieving performance goals, as they relate to clean air benefits.

vi. Annual Program budget and funding mechanism(s).

vii. Program metrics for tracking and reporting such that clean air benefits can be evaluated.

2. Zero Emission Truck Utilization Incentive Program

a. Each Port shall evaluate and develop an incentive program designed to encourage deployment of zero-emission trucks to terminals.

i. The incentive program may provide incentives on the basis of truck metrics (e.g. per truck trip) designed to encourage increased utilization of zero emission trucks.

b. Each Port shall develop a Zero Emission Truck Utilization Incentive Program that includes the following elements:

i. The proposed incentive program, including Program objective(s), the general guidelines, incentive amounts, and mechanism of providing the incentive to participating fleets.

ii. A justification for the incentive approach that describes the considerations and factors that were taken into account when developing the program concept, which may include Port policies and goals, findings from technical studies, stakeholder outreach, software and hardware requirements, and operational and financial considerations.

iii. Anticipated participation goals, based on the available information known at the time of concept development, and justification for the participation goals, with the

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understanding that participation levels are beyond the control of the Ports. Describe anticipated program benefits from achieving performance goals, as they relate to clean air benefits.

iv. Annual program budget and funding mechanism(s).

v. Program metrics for tracking and reporting such that clean air benefits can be evaluated.

B. Public Review Process

1. For each Program described in A.1. and A.2. above, the Ports will follow the public review process described below:

a. Ports shall release a Draft Program that includes the elements in A.1.b. and A.2.b. to the public and South Coast AQMD at least 90 days prior to consideration by each Port's Board of Harbor Commissioners. Ports shall allow the public to review the Draft Program for at least 45 days.

b. During the public review period, Ports shall conduct one public meeting to highlight key elements of the draft. This public meeting may be held in conjunction with a regularly scheduled CAAP Stakeholder Advisory Group meeting.

c. Following the 45-day public review period, Ports shall publicly post all comments received from the public and South Coast AQMD.

d. Ports shall respond to comments received as follows:

i. Revisions to the Draft Program, as appropriate; and

ii. Written responses to comments from the public and South Coast AQMD on the Draft Program.

C. Proposed Final Program

1. Ports shall allow the public and the South Coast AQMD to review the Proposed Final Program for at least 30 days prior to consideration by each Port's Board of Harbor Commissioners for A.1 and A.2.

2. Within 30 days of receipt of the Proposed Final Program, South Coast AQMD will verify completeness of the Proposed Final Program, and provide written confirmation to the Port, as follows:

a. The Proposed Final Program includes all elements described in A.1. and A.2.;

b. The Proposed Final Program followed criteria or methods described

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in A.1 and A.2;

c. The Port followed the Public Review Process described in B.

d. The Proposed Final Program includes written response to comments received on the Draft Program.

e. The Proposed Final Program includes a copy of the written confirmation of any time extension, if a time extension was requested under Section D.

3. The presentation to the Board of Harbor Commissioners for consideration of the Proposed Final Program in A.1 and A.2 shall include the following:

   a. The status of South Coast AQMD's verification in C.2., including whether the Program was verified, whether South Coast AQMD did not specify whether it was verified, or whether it was not verified (including the stated reason by South Coast AQMD);

   b. Comment letters received on the Draft Program and Proposed Final Program;

   c. Responses to comments on the Draft Program and Proposed Final Program.

D. Approval Process

1. Each Port must notify California Association of Port Authorities prior to enacting an incentive program that results in a change to rates, charges, classifications, rules, regulations or practices in each Port's respective tariff;

2. Updates to Port tariffs, for implementing incentive programs, if required, are subject to the approval of each City's respective Board of Harbor Commissioners pursuant to each City's Charter and other City requirements, which may include approval by the City Council and/or Mayor of each City.

3. Measures identified in A.1 and A.2 will be brought to each Board of Harbor Commissioners for approval on the following schedule:

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CAAP Plus Measure	Type of Approval Action	Board Approval Deadline
Enhanced Clean Ship Incentive Program	Approve Program and/or Adopt Port Tariff	12 months after approval of ESI 2.0 by the International Association of Ports and Harbors (IAPH)
Zero Emission Truck Utilization Incentive	Approve Program and/or Adopt Port Tariff	February 28, 2027

E. Time Extensions

1. A time extension of up to 90 days to a deadline specified in Section B. or D.3 shall be granted if additional time is needed for reasons beyond the control of the Ports. The time extension request shall include the following:
   a. Reason for the extension, and demonstration that the additional time is needed for reasons beyond the control of the Port
   b. Length of time needed for the extension
   c. Documentation to support the extension
2. Time extension requests must be made in writing to South Coast AQMD no later than 14 days before the deadline.
3. Upon written confirmation from the South Coast AQMD to the Port that the time extension includes the elements listed in E.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.

F. Program Reporting

1. Within nine calendar months following each Program approval and annually thereafter, each Port shall release a report to the public disclosing performance data for each of the programs identified in Section A, specifically reporting on the program metrics identified in the relevant approved Program.

G. Program Evaluation

1. Within the first full year of implementation for each of the Programs in A.1. A.2., the Ports shall release Draft Program Evaluation Approach(es) that describes the data sources as defined in A.1.b.vii. or A.2.b.v., and methodologies the Ports intend to use to assess each Program's

performance against the identified Program metrics. Ports shall allow South Coast AQMD and the public to review the Draft Program Evaluation Approach(es) for 30 days.

2. Ports shall publicly post the Final Program Evaluation Approach(es) on the CAAP Website. The Final Approach shall include responses to comments received on the Draft Approach.

3. 24 months after implementation of each of the Programs in A.1. and A.2., or no later than September 1, 2030, whichever comes first, the Ports shall develop a Draft Program Evaluation Report to assess if the Program(s) is/are meeting the identified Program objectives. The Draft Program Evaluation Report shall also include whether any potential changes to the Program may be recommended for subsequent consideration by the Port.

4. Each Port shall release the Draft Program Evaluation Report for public review for at least 30 days. Within 60 days following the public review period, each Port shall publicly release the Final Program Evaluation Report, including written responses to comments received. The Final Program Evaluation Report shall include justification for why subsequent actions are recommended.

5. Based on findings and recommendations in the Final Program Evaluation Report, the Board of Harbor Commissioners may elect to initiate further changes to the Programs, following the process under A., B., C., and E., as applicable. Program Reporting and Evaluation under F. and G. shall continue on any modified programs as applicable.

H. Enforcement Provisions

1. 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:

Tier	**Type of Default**
Tier I	Port Program Adoption and/or Tariff Adoption: Deadline missed by less than 45 days for implementation of incentive programs described in D.3. without an approved time extension.
	Public Review Process: Not followed as described in B. without an approved time extension, or in G.1. through G.4.
Tier II	Port Program Adoption and/or Tariff Adoption: Deadline missed by 45 or more days for implementation of incentive

	programs described in D.3. without an approved time extension.
	Public Review Process: Not followed as described in B. without an approved time extension, or in G.1. through G.4. and the Port received one Tier I Default of the same Type.

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COOPERATIVE AGREEMENT - ATTACHMENT A3
CAAP PLUS MEASURE – REGIONAL OFF-PORT TRUCK CHARGING AND FUELING INFRASTRUCTURE

Each City agrees to implement for its respective Port the following:

A. Each Port agrees to pay South Coast AQMD to fund and administer funding agreements for regional charging and/or fueling infrastructure projects in the South Coast Air Basin, for the purpose of supporting off-port operations of zero-emission drayage trucks registered in the Ports Drayage Truck Registry (PDTR).
    1. Each Port shall pay South Coast AQMD a total of $20 million per Port.
    2. Each Port agrees to negotiate with South Coast AQMD in good faith to enter into a memorandum of understanding (MOU) to specify a detailed payment schedule and other obligations pursuant to Section C.
    3. Each Port's payment to South Coast AQMD may be made in a single or multiple installments in accordance with the payment schedule to be determined in the subsequent MOU per A.2.
    4. Each Port intends to fund such payment(s) from its Clean Truck Fund (CTF) Rate revenues. Regardless, the payment amount and payment schedule pursuant to A.1 through A.3 shall not be limited nor altered by available CTF funds.
    5. The Port may elect to provide South Coast AQMD with a list of evaluation criteria in project selection, to be incorporated into the MOU.
    6. Each Port is solely responsible in determining that any funded project complies with the Tidelands Trust doctrine.

South Coast AQMD agrees to the following:

B. South Coast AQMD agrees to negotiate with each Port in good faith to enter into an MOU as specified in Section C to support expansion of regional charging and/or fueling infrastructure projects in the South Coast Air Basin. Upon approval by the South Coast AQMD Governing Board of the MOU, South Coast AQMD shall:
    1. Select suitable projects to be funded by monies specified under A.1. and that are solicited through a public process, which may be conducted in conjunction with solicitations under existing incentive program(s) administered by South Coast AQMD;
    2. Consult with each Port in project selection consistent with the provisions of the MOU in C.;
    3. Ensure all necessary and applicable permits and entitlements or other requirements (e.g., CEQA/NEPA) are appropriately addressed; and

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4. Administer funding agreements with selected project proponents.

Each City/Port and South Coast AQMD agree to the following:

C. An MOU between the South Coast AQMD and each Port for regional charging and/or fueling infrastructure projects in the South Coast Air Basin in support of off-port zero-emission drayage truck operations, shall contain elements including but not limited to the following:
    1. Recitals;
    2. Payment of contributions and payment schedules;
    3. Project solicitation and administration;
    4. Project eligibility and key evaluation criteria;
    5. Process for uncommitted funds, including at minimum a timeline by which South Coast AQMD will allocate funds to eligible projects, otherwise forfeit and/or return funds to be subsequently utilized by the applicable Port for allocation to other clean drayage truck projects or programs, to ensure that funds are allocated as soon as practicable;
    6. Reporting schedule and report contents, the latter of which shall include at minimum: accounting of the funds received by South Coast AQMD from the Ports, project selection, project costs, funds disbursement, and status of selected projects;
    7. Public process to inform spending of funds; and
    8. Term and termination.

D. Each Party shall negotiate the MOUs as specified in Section C and bring the respective final MOUs for necessary approval(s) for execution no later than February 28, 2027. The required approvals include but may not be limited to:
    1. Approval by South Coast AQMD Governing Board; and
    2. Approval by the applicable Port's Board of Harbor Commissioners.

E. The public process for development of this MOU shall include discussion as an agendized item at a South Coast AQMD Technology Committee meeting prior to consideration by the South Coast AQMD Governing Board at a regularly scheduled meeting.

F. South Coast AQMD shall track and report expenses for staff administration of project funding agreements, and deduct a fee in an amount not to exceed 10% of the awarded total per project.

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ATTACHMENT B

KEY ELEMENTS OF PROPOSAL

The proposed Addendum to the Cooperative Agreement consists of three components: 1) Preamble; 2) Attachment A, Part A2: CAAP Plus Measures – Port Emission Reduction Programs ("Incentive Measures"); and 3) Attachment A, Part A3: CAAP Plus Measure – Regional Off-Port Truck Charging and Fueling Infrastructure ("Regional Infrastructure Measure").

1) Preamble

The Preamble provides the background and purpose of the proposed Addendum and specifies that three additional CAAP Plus measures will be added to the Cooperative Agreement in Attachment A, with two incentive measures in Part A2 and one regional infrastructure measure in Part A3. The focus of developing the additional measures is described in the Preamble: completion of enforceable actions within the five-year term of the Cooperative Agreement; a clear role for the Ports in controlling completion of an enforceable action; a clear role for South Coast AQMD in monitoring and enforcing measure implementation; and public engagement opportunities during measure implementation. Overall, the additional measures will complement zero-emission on-port infrastructure planning and implementation required in the current agreement.

The CAAP Plus measures, i.e., the Port Zero-Emission Infrastructure Plans measure in the current agreement and the additional measures, do not represent the entirety of efforts in addressing port emissions, including collaborative work between the Ports and South Coast AQMD outside of the Cooperative Agreement. Therefore, the Preamble highlights the Ports' commitments that will occur concurrently with the implementation of the Cooperative Agreement but are not part of the agreement. South Coast AQMD will work collaboratively with the Ports on these Ports-led commitments, which are listed below with details anticipated to be publicly released by the Ports.

- Conducting a Clean Marine Fuels Assessment
- Releasing a solicitation for a Clean Marine Fuel Pilot Project
- Conducting a technical study on vessel emissions at low-speed operations
- Preparing a Clean Truck Fund Rate Spending Plan
- Developing a projection of Zero-Emission Cargo Handling Equipment Deployments

The preamble also specifies that all terms and conditions stipulated in the current Cooperative Agreement, including the enforcement provisions, are applicable to the additional measures.

2) Incentive Measures

Two Port-funded incentive programs are proposed that will provide potential emission reductions from ocean-going vessels and drayage trucks.

Enhanced Clean Ship Incentive Program

- The measure will require each Port to enhance its current clean ship incentive program to increase clean vessel calls. Each Port will determine and align varying incentive levels to a vessel's Environmental Ship Index (ESI) 2.0 score (i.e., a point value assigned to participating ocean going vessels that perform beyond current International Maritime Organization's requirements). The enhancements may also include additional "plus-up" incentives for the cleanest vessels. Each Port's proposed program will be brought to their respective Board of Harbor Commissioners for approval within 12 months after ESI 2.0 is approved by the International Association of Ports and Harbors.

Zero-Emission Truck Utilization Incentive Program

- The measure will require each Port to develop and implement a new incentive program to encourage the deployment of zero-emission drayage trucks serving marine terminals at the San Pedro Bay Ports. Each Port's proposed program will be brought to their respective Board of Harbor Commissioners for approval by February 28, 2027.

Additional key provisions for these two measures include an overview of the program. This includes a description and justification of the program design and the responsibilities of each party to the agreement. The description must also specify anticipated program participation goals and program funding mechanisms.

The measure also specifies the required processes for measure implementation, including specific steps, timeline, and an enforceable public process that includes opportunities for the public and South Coast AQMD to review and comment on draft programs through at minimum one public meeting or anytime during the 45-day review period. Prior to each Port's Board approval, draft final programs will be released for public review, and South Coast AQMD will verify the completeness of the proposed final program. Each Port must also provide responses to all comments received on the draft and proposed final programs.

To provide transparency during the implementation of the measures, the Ports will establish metrics for program implementation tracking and reporting. The metrics must be established such that they allow for evaluation of potential clean air benefits. The Ports will release an annual report to the public disclosing performance data of the program based on the program metrics. Program evaluation is required to assess program effectiveness. The programs will be evaluated based on the established metrics and the Ports will release a draft evaluation approach(es) for public review and comment. Comments and responses will be included in the final evaluation report that will be made

publicly available. Based on findings and recommendations from the evaluation, program revisions may be made.

Similar to the current agreement, enforcement provisions were added to ensure the measures are implemented according to the proposed Addendum. Contract defaults are defined, and the Ports will be required to pay into the Clean Air Mitigation Fund for any default that may occur. Time extensions for program development and approval are also allowed for reasons beyond the Port's control.

3) **Regional Infrastructure Measure**

Under the *Regional Off-Port Truck Charging and Fueling Infrastructure* measure, the Ports will provide $40 million in total ($20 million per Port) to the South Coast AQMD to fund regional off-port charging and fueling infrastructure projects to further support zero-emission port drayage truck operations. The measure complements the Port Zero-Emission Infrastructure Plans measure in the current Cooperative Agreement that focuses on zero-emission infrastructure planning and implementation on Port-managed property.

South Coast AQMD will be responsible for managing and distributing funds to selected projects within a specific timeline. This measure further specifies that South Coast AQMD and each Port will enter into a subsequent memorandum of understanding (MOU) to determine administrative details outlined in this measure such as payment schedule and reporting of fund spending by the South Coast AQMD. The final MOUs must be brought for necessary approvals by each party's respective Boards no later than February 28, 2027, following a public process that includes an update to the South Coast AQMD Board's Technology Committee.

Recovery of reasonable costs, which are expected to be incurred by South Coast AQMD for staff's fund administration and project management, is also included in the measure. The incurred costs will be recovered through an administrative fee not to exceed 10 percent of awarded total per project.

ATTACHMENT C

RESOLUTION NO. 26-_____

A Resolution of the South Coast Air Quality Management District (South Coast AQMD) Governing Board determining that the additional measures in the proposed Addendum to the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles (Cooperative Agreement), qualify as a later activity within the scope of the programs approved earlier in the 2022 and 2016 Air Quality Management Plans (AQMPs) per California Environmental Quality Act (CEQA) Guidelines Section 15168(c), and that the Final Program Environmental Impact Report (EIR) for the 2022 AQMP and the Final Program EIR for the 2016 AQMPs 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 provision in the proposed Addendum to the Cooperative Agreement is exempt from the requirements of CEQA.

A Resolution of the South Coast AQMD Governing Board determining that nothing in the proposed Addendum to the Cooperative Agreement changes the prior determination that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not a project within the meaning of CEQA.

A Resolution of the South Coast AQMD Governing Board authorizing the Executive Officer to execute the Addendum to the Cooperative Agreement.

WHEREAS, the Cooperative Agreement adopted by the South Coast AQMD Board on November 7, 2025 and effective December 17, 2025 is an enforceable contract that included a “Clean Air Action Plan Plus (CAAP Plus) Measure” that requires planning and implementation of zero-emission on-port infrastructure by the Ports of Long Beach and Los Angeles, and the South Coast AQMD and the Ports of Long Beach and Los Angeles agreed in the Cooperative Agreement to negotiate additional measures that led to the Addendum to the Cooperative Agreement before the Governing Board in this Resolution; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the additional measures and cost recovery provision in the proposed Addendum to the Cooperative Agreement are considered a "project" as defined by CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that nothing in the proposed Addendum to the Cooperative Agreement changes the prior determination 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, in the Cooperative Agreement is not considered a “project” within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4); and

WHEREAS, the South Coast AQMD Governing Board finds and determines that: 1) the additional measures in the proposed Addendum to the Cooperative Agreement 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 implementation of the additional measures in the proposed Addendum to the Cooperative Agreement 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 additional measures in the proposed Addendum to the Cooperative Agreement qualify as 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 the implementation of additional measures in the proposed Addendum to the Cooperative Agreement 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 additional measures in the proposed Addendum to the Cooperative Agreement 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 provision specified in the proposed Addendum to 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 provision in the proposed Addendum to the Cooperative Agreement is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15273 because it establishes charges for the purpose of meeting operating expenses; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the cost recovery provision specified in the proposed Addendum to the Cooperative Agreement, that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; 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 proposed Addendum to 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 Addendum to the Cooperative Agreement from Health and Safety Code Sections 40701(f) and 40702; and

WHEREAS, staff from the South Coast AQMD and the Ports of Long Beach and Los Angeles have negotiated in good faith for additional CAAP Plus measures pursuant to the Cooperative Agreement and solicited public input through public meetings, office hours, individual stakeholder group meetings, and a public comment period, to inform the development of the additional measures before concluding the negotiation, and staff from the South Coast AQMD has provided three updates to the South Coast AQMD Governing Board's Mobile Source Committee; and

WHEREAS, the additional measures are included to complement the current agreement that requires zero-emission on-port infrastructure planning and implementation, and the development of additional measures focused on enforceable actions that can be completed by the Ports of Long Beach and Los Angeles within the five-year term of the agreement, provide a clear role for South Coast AQMD to monitor and enforce measure implementation, and incorporate public engagement opportunities throughout the process; 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 the Cooperative Agreement, together with the proposed Addendum to the Cooperative Agreement, are collectively a non-regulatory measure that will facilitate or result in emission reductions from port-related mobile sources and accelerate infrastructure development for port-related mobile sources and is therefore consistent with the objectives of AQMP Control Measures MOB-01 and MOB-15; and

WHEREAS, the South Coast AQMD, through its upcoming AQMP and State Implementation Plan (SIP) efforts, will continue to evaluate regional emissions trends and determine the remaining emissions reduction needs from port sources and all other sources in the South Coast Air Basin, in order to achieve and maintain state and federal ambient air quality standards while accounting for the latest international, federal, state, and local regulations, incentives, and other relevant programs; and

WHEREAS, there are ongoing collaborative and individual efforts outside of the Cooperative Agreement, and the Cooperative Agreement and the proposed Addendum to the Cooperative Agreement do not represent the entirety of efforts in addressing port emissions that are collaboratively or individually conducted by the South Coast AQMD and the Ports of Long Beach and Los Angeles; and

WHEREAS, the South Coast AQMD Governing Board's November 7, 2025 direction to staff related to the Cooperative Agreement remains unchanged; and

WHEREAS, the Ports of Long Beach and Los Angeles have scheduled the Addendum to the Cooperative Agreement to be approved by their respective Boards of Harbor Commissioners on August 10, 2026 and August 13, 2026; and

WHEREAS, the South Coast AQMD Governing Board specifies the Planning and Rules Manager overseeing the negotiations for the Addendum to the Cooperative Agreement as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this Addendum to the 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 additional measures in the proposed Addendum to 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 Section 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 provision in the Addendum to the Cooperative Agreement is statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15273; and nothing in the Addendum to the Cooperative Agreement changes the prior determination that the creation of 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, in the Cooperative Agreement 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 judgment and reviewed, considered, and approved the information therein prior to executing the Addendum to the Cooperative Agreement; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board's November 7, 2025 direction to staff to report back to the South Coast AQMD Governing Board on the status of implementation of the Cooperative Agreement is reaffirmed and shall encompass the additional measures included in the proposed Addendum to the Cooperative Agreement, and the South Coast AQMD Governing Board further directs staff to provide semiannual updates to the Mobile Source Committee starting no later than December 2026, on the Cooperative Agreement's implementation; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board's November 7, 2025 direction to staff to conduct and present publicly to the Mobile Source Committee an analysis of potential emissions benefits of each approved plan under the Cooperative Agreement is reaffirmed and shall encompass approved incentive programs included in the additional measures, and when presenting these analyses to the Mobile Source Committee, staff is directed to also include a discussion of emissions trends

from port sources, as well as remaining emissions reduction needs from port sources and all other sources as determined in upcoming AQMP and SIP planning efforts; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs staff to continue tracking port emissions reported by the Ports of Long Beach and Los Angeles in their respective annual emissions inventories, to work collaboratively with both Ports on the use of best-practice data and methodology in their emissions inventories, to evaluate how CAAP Plus measures affect future emission reduction trends, and to use this and any other relevant data such as remaining emissions reduction needs as determined in upcoming AQMP and SIP planning efforts, to help inform staff's subsequent recommended action to the Board before the end of the term of the Cooperative Agreement as described in the Board's November 7, 2025 resolution; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs staff to make publicly available staff reports, updates, and recommendations to the South Coast AQMD Governing Board and its Mobile Source Committee pertaining to the Cooperative Agreement, as well as the methodology, data, and calculations used for all analyses of potential emissions benefits pertaining to the Cooperative Agreement, except for records qualifying for exemption from disclosure under Section IV of South Coast AQMD's *Guidelines for Implementing the California Public Records Act*; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs staff to seek additional opportunities to further address port emissions from all port sources, including emission sources not specifically included in this Addendum such as locomotives, at-anchor ocean-going vessels, and commercial harbor craft, including by collaborating with the Ports of Long Beach and Los Angeles; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby authorize the Executive Officer to execute the Addendum to 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.

DATE:_____ _____

CLERK OF THE BOARDS

ATTACHMENT D

PUBLIC PROCESS

During the negotiation and development of additional measures to be incorporated into the Cooperative Agreement, staff in conjunction with the Ports conducted a parallel public process to receive public input and suggestions, respond to questions, and address stakeholder comments on the proposed Addendum. The public process consisted of public meetings, office hours sessions, and a public comment period.

Between December 2025 and June 2026, staff from South Coast AQMD and the Ports conducted four virtual public meetings and held a hybrid community meeting in the port-adjacent community with a remote option where stakeholders with different backgrounds had the opportunity to discuss and suggest ideas for additional measures in breakout groups followed by report-outs by each group. Staff also held six virtual office hours sessions, typically after each public meeting, to give stakeholders additional opportunities to provide further comments and ask questions on the development of additional measures. Staff provided three updates to the Mobile Source Committee and two updates to the AB 617 Wilmington / Carson / West Long Beach Community Steering Committee (WCWLB CSC) on the proposed Addendum, and also met with individual stakeholder groups in separate small group meetings.

Stakeholder engagement opportunities included asking questions and providing comments in meetings and office hours, submitting comments through email, and submitting ideas for additional measures through an online comment submission form. All input received throughout the public process was considered in negotiations between the Ports and South Coast AQMD staff. Agreed upon changes were reflected in the iterations of the proposed Addendum that were released for public review.

Below is a summary of the public process conducted:

December 2025 – August 2026	• 4 Virtual Public Meetings • 1 Hybrid Community Meeting in Port-Adjacent Community • 6 Virtual Office Hour Sessions • 3 Mobile Source Committee Updates • 2 AB 617 WCWLB CSC Updates • Meetings with Individual Stakeholder Groups • Released Draft and Revised Draft Proposed Addendum • Received and Responded to Public Comments

The Ports also independently provided updates on the proposed Addendum through their quarterly Clean Air Action Plan Stakeholder Updates and respective Monthly Environmental and Community Meetings.

ATTACHMENT E

KEY COMMENTS ADDRESSED

Throughout the negotiation and development of additional measures to be incorporated into the Cooperative Agreement, staff from South Coast AQMD and the Ports worked with stakeholders to understand and respond to their comments. A summary of the key comments addressed can be found in the table below.

Key Comments Received During Public Process and How They Were Addressed

Key Comments	How Key Comments Were Addressed
Many supporting comments for additional measures, with specific suggestions for design of programs included in each measure	Program design is not specified in the proposed Addendum per se; however, such comments will be considered by the Ports during measure implementation, such as comments on incentive amount or incentive categories.
Increase transparency and outreach	Public process is an enforceable requirement: • Specified in the proposed Addendum for both program development and evaluation • Public review period increased from 30 days in the draft Addendum to 45 days in the revised draft Addendum Public report-out is also required: • Requiring tracking, reporting and evaluation of program performance based on specific metrics to be established during program development • Requiring public release of performance data and evaluation reports for each program South Coast AQMD staff will provide implementation updates: • Board direction to staff to provide regular updates on implementation of Cooperative Agreement to the Board and the Mobile Source Committee
Evaluate programs based on public health outcomes	Programs that will be developed as part of measure implementation are action-based and include specific program tracking and reporting metrics that can be used to evaluate clean air benefits. Air quality results are tracked or projected separately: • Ports' annual emissions inventories • South Coast AQMD studies (e.g., Multiple Air Toxics Exposure Study, Air Quality Management Plans, potential emissions benefits analysis based on plans/programs to be developed per the Cooperative Agreement and the proposed Addendum)

Include target deadlines for the utilities	Electrical utilities are not parties to the Cooperative Agreement; however, the Ports will work with their respective utilities to identify the necessary actions and schedules for the utilities to provide the necessary electrical infrastructure upgrades. Such information will be provided in the Ports' respective zero-emission infrastructure plans.

ATTACHMENT F

RESPONSES TO COMMENTS

This attachment includes responses to comments received after November 7, 2025 when South Coast AQMD Governing Board approved the Cooperative Agreement with the Ports of Long Beach and Los Angeles (hereinafter "Ports") on zero-emission port infrastructure planning and implementation. Since then, staff from South Coast AQMD and the Ports of Long Beach and Los Angeles continued negotiations on additional Clean Air Action Plan Plus ("CAAP Plus") measures for potential incorporation into the Cooperative Agreement. A parallel public process was conducted to solicit input and suggestions from stakeholders and members of the public. The comments received were either submitted in writing and/or expressed verbally during five community and public meetings and six office hours sessions held between December 12, 2025 and June 17, 2026. The verbal and written comments share similar themes. The responses below are provided for the written comments received, either by staff from South Coast AQMD and the Ports separately or jointly by staff from all parties to the Cooperative Agreement, and the responses are noted as such.

Proposed Addendum to the Cooperative Agreement Written Comment Index

Written Comment Number	Organization(s) / Individual(s)	Date Sent	Page
1	Ann Dorsey	January 26, 2026	4
2	Kevin Walsh	January 26, 2026	5
3	Jamie Scott and Felix Breden	January 27, 2026	6
4	Terrence McNally	February 19, 2026	7
5	Ann Dorsey	February 22, 2026	8
6	Clean Energy	March 11, 2026	9
7	Earthjustice, Center for Community Action & Environmental Justice, East Yard Communities for Environmental Justice, Long Beach Alliance for Children with Asthma, Natural Resources Defense Council, Pacific Environment, San Pedro & Peninsula Homeowners Coalition, Sierra Club, West Long Beach Association	March 17, 2026	14
8	Pacific Merchant Shipping Association	May 5, 2026	22
9	Pacific Environment	May 12, 2026	30
10	Utility Workers Union of America Local 483	May 14, 2026	36
11	California Environmental Voters	May 28, 2026	38
12	Pacific Merchant Shipping Association	May 29, 2026	43
13	Harbor Trucking Association	May 29, 2026	49
14	Biotech Energy Solutions, Inc.	May 29, 2026	51
15	Earthjustice, Center for Community Action & Environmental Justice, Natural Resources Defense Council, Pacific Environment, San Pedro & Peninsula	June 5, 2026	92

	Homeowners Coalition, Sierra Club, West Long Beach Association		
16	Western States Petroleum Association	July 20, 2026	101
17	Coalition for Clean Air	July 23, 2026	105

Written Comment #1 from Ann Dorsey

[redacted]

From: Ann Dorsey [redacted]
Sent: Monday, January 26, 2026 8:52 PM
To: Ports Comments
Subject: [EXTERNAL] Enact a strong port air regulations

South Coast Air Quality Management District,

I urge you to enact strong air pollution regulations at ports. The ports of Los Angeles and Long Beach are together the largest sources of toxic air pollution in Southern California, and as such need to be held accountable for reducing those emissions. A five-year pause on rulemaking in exchange for infrastructure planning without enforceable targets, and meaningful consequences for non-compliance is totally inadequate and must be replaced with guaranteed emission reductions that will protect our communities.
Nothing less is acceptable.

Thank you,

Ann Dorsey
[redacted]

Staff Response to Written Comment #1:

Staff appreciates the comment; however, this comment pertains to the current Cooperative Agreement, approved by the South Coast AQMD Governing Board on November 7, 2025, and not the proposed Addendum. Relevant responses were previously provided in Attachment F of the November 7, 2025 Public Hearing package, specifically Main Response 2 (pages 2-3) and Main Response 5 (page 5) (available at: https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf).

Written Comment #2 from Kevin Walsh

[redacted]

From: [redacted]
Sent: Monday, January 26, 2026 1:29 PM
To: Ports Comments
Subject: [EXTERNAL] Hold the Ports Accountable for Clean Air

Hold the Ports Accountable for Clean Air

Staff Response to Written Comment #2:

The Cooperative Agreement and the proposed Addendum to the Cooperative Agreement will result in or facilitate emission reductions from port sources. Additionally, the enforcement provisions in the agreement are included for accountability and enforceability purposes.

Written Comment #3 from Jamie Scott and Felix Breden

[redacted]

From: Jamie Scott [redacted]
Sent: Tuesday, January 27, 2026 12:51 PM
To: Ports Comments
Cc: Jamie Scott; Felix Breden
Subject: [EXTERNAL] Comments for AQMD meeting in Wilmington

Dear AQMD Members,

We cannot attend the Conference tomorrow and so are sending you our written comments.

We are concerned that the Cooperative Agreement made between AQMD and the LA and Long Beach Ports have ***failed to set clear emission-reduction targets***.
You must realize that if you don't set targets, then significant reductions are unlikely to occur over the coming 5 years of the Agreement.

Please reconsider this mistake and set clear, annual reduction-targets that the Ports must comply with.
In addition, define clear and costly consequences for the Ports should they fail to comply with those targets.

It's really the only way you can make progress.
Otherwise your work will be seen as a failure by the taxpayers, and will continue to cause great harm to the public health.

Sincerely yours
Jamie Scott, and Felix Breden

Jamie Scott, MD, PhD & Felix Breden, PhD
(she/her/hers & he/him/his)
[redacted]

We gratefully acknowledge that we work, play and live on the traditional lands of the Gabrieliño-Tongva peoples.

Staff Response to Written Comment #3:

Please refer to Staff Response to Comment #1.

Written Comment #4 from Terrence McNally

[redacted]

From: Terrence McNally <[redacted]>
Sent: Thursday, February 19, 2026 1:17 PM
To: Ports Comments
Subject: [EXTERNAL] Public comments re Air Quality and the Ports

I live in Long Beach 2 blocks from the ocean and a short distance from the port of Long Beach.

The ports of Los Angeles and Long Beach are together the largest sources of toxic air pollution in Southern California.

Rather than imposing a strict rule re improving air quality, the South Coast AQMD and the Ports have opted for a 5-year Memorandum of Understanding (MOU)

Vague voluntary promises and the Cooperative Agreement that recently went into effect are not enough. We need measurable, enforceable emissions reductions.

I urge you to renegotiate the existing Clean Air Action Plan until the ports finally commit to the aggressive measures needed to truly clear our skies.

Thank you,
Terrence

Terrence McNally
[redacted]

Free Forum - Apple Podcasts
Disruptive podcast - Harvard's Wyss Institute
aworldthatjustmightwork.com

Staff Response to Written Comment #4:

Please refer to Staff Response to Comment #1.

Written Comment #5 from Ann Dorsey

[redacted]

From: Ann Dorsey [redacted]
Sent: Sunday, February 22, 2026 3:54 PM
To: Ports Comments
Subject: [EXTERNAL] 5-year Memorandum of Understanding

I am disappointed the South Coast AQMD and the Ports have opted for a 5-year Memorandum of Understanding (MOU) instead of strict regulations. A "memorandum" is only as good as its results. Vague promises are not enough. There must be measurable, enforceable emissions reductions. I urge you to deliver real health benefits for the millions of people living in the smoggiest air basin in the nation by enforcing regulations.

Thank you,

Ann Dorsey
[redacted]

Staff Response to Written Comment #5:

Please refer to Staff Response to Comment #1.

Written Comment #6 from Clean Energy

Todd R. Campbell
Vice President, Public Policy and Regulatory Affairs

March 11, 2026

Mr. Wayne Nastri, Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Dr. Noel Hacegaba
Chief Executive Officer
Port of Long Beach
P.O. Box 570
Long Beach, CA 90801

Mr. Gene Seroka
Executive Director
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

Re: New Mitigation Measures designed to Complement the current South Coast AQMD Cooperative Agreement with the Ports of Long Beach and Los Angeles.

Dear Mr. Nastri, Dr. Hacegoba, and Mr. Seroka, and collective staff:
First, thank you for your joint leadership in forming the Cooperative Agreement between each of your organizations. Working together, the South Coast AQMD, the Port of Long Beach (PoLB), and the Port of Los Angeles (PoLA) will be collectively addressing port-related pollution together with the recognition that our regional ports and related goods movement system is a critical economic engine for the Southern California region.

Heavy-Duty Diesel Truck Pollution Must Be Addressed

While the Cooperative Agreement rightly prioritizes the development of zero-emission infrastructure at the ports, adding a new mitigation measure that can effectively address the pollution impacts generated by today's regional and interstate heavy-duty diesel trucks in the near- to mid-term is critical. Heavy-duty diesel trucks in the class 7-8 tractor class are the largest single source of pollution in the South Coast Air Basin and remain "hard-to-electrify". Comment 6-1

Clean Energy
4675 MacArthur Court, Suite 800
Newport Beach, CA 92660
949.437.1000
CleanEnergyFuels.com

Clean Energy

Meanwhile, Near Zero Emission (NZE) also called cleanest combustion trucks are an effective and immediate way to address this problem as demonstrated by the 3rd Annual Report for the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program report published in January 2026.

WAIRE Data Demonstrates the Effectiveness of Near Zero Emission Trucks

Specifically, NZE trucks certified to California's 2010 Heavy-Duty Truck regulation's optional low NOx standard at 20mg (0.02g) remain the leading driver of NOx emissions reductions under the WAIRE program to date. Even though this strategy was only allowed to participate in the WAIRE program for 7 months before being removed from WAIRE when CARB replaced the 2010 standard with the Heavy-Duty Omnibus Regulation (Omnibus) on January 1, 2022, NZE trucks have accounted for over half of the program's total NOx emissions reductions for the last 3 years.

SCAQMD WAIRE REPORT CHARTS

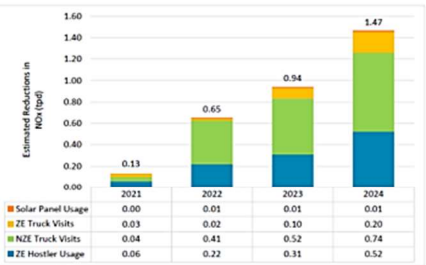

Figure 17: NOx Emissions Reductions from Reported Actions (tpd)

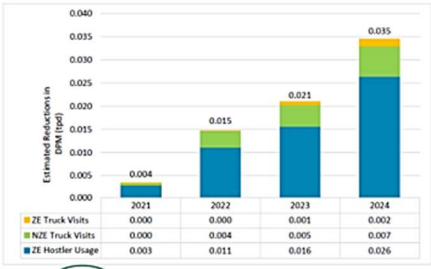

Figure 18: DPM Emissions Reductions from Reported Actions (tpd)

Federal Repeal of CARB's Omnibus Rule Makes NZE Mitigation Option Critical to Public Health

With the federal government's invalidation of California's Omnibus rule and California's 2010 model year truck standards, California fleets can legally purchase 200mg (0.2g) NOx trucks and operate them for up to 18 years per Senate Bill 1 passed in 2017. US EPA's version does not include the 20mg (0.02g) optional low NOx standard that WAIRE once relied upon. This situation literally opens up the flood gates for fleets to purchase new diesel trucks that meet a

Comment 6-1, Cont'd

Clean Energy

minimal standard that was established 16+ years ago with no policy signal to regional or inter-state fleets to purchase cleaner combustion options that are available on today's market.

Comment 6-1, Cont'd

Proposed NZE Mitigation Option for the Joint Cooperative Agreement

We strongly recommend that the South Coast AQMD and the San Pedro Bay Ports incentivize the operation of cleanest combustion trucks at the San Pedro Bay Port Complex moving forward. This can be achieved by setting a NZE emissions target based on an engine's certified Family Emission Limit (FEL). For example, the Joint Cooperative Agreement can incentivize NZE trucks to operate in the Ports and the regional goods movement system that meet a FEL set at 50mg (0.05g) or 35mg (0.035g) NOx. Such an action would help prevent the purchase of new 200mg (0.2g) diesel engines within the South Coast Air Basin and deliver tangible and much needed protections to our most impacted communities.

Omnibus certified engines are functionally equivalent to engines previously certified to the 20mg Optional Low NOx standard

Comment 6-2

For example, the Cummins L9N engine was certified to the 20mg (0.02g) Optional Low NOx standard under California's 2010 emission regulations. Following implementation of Omnibus in California, that same L9N engine was certified to 50mg (0.05g) NOx. Cummins natural gas engines are being voluntarily certified under Omnibus, even today.

The 2024 Omnibus regulation was appropriately titled because it instituted much stricter low-load and real-world testing requirements. From a practical perspective, only natural engines have been able to meet at commercial volumes. At this time, engines certified at or below 50mg (0.05g) NOx under Omnibus are truly the cleanest combustion engines available anywhere in the world. Hence, incentivizing trucks that meet a stricter FEL standard at Omnibus or lower levels prevents 200mg (0.2g) engine operations that meet overall stricter standards.

Adopting a NZE Mitigation Option is Good Public Policy for the South Coast

Comment 6-3

Adopting a NZE mitigation option based on a FEL at or below 50mg (0.05g) NOx not only will help improve overall air quality from trucks operating throughout our region's goods movement system (i.e., ports, warehouses, other goods movement destinations), it also supports those engine manufacturers and fuel providers who made the necessary investments to support the state's clean heavy-duty truck standards. Making the transition to a zero emission future will take time. California's policies for ZEV light-duty passenger cars started in the early 1990s and, 36 years later, ZEV passenger car sales accounted for a little over 20% of total new car sales. Much like the light-duty sector, California and other region's throughout the country will need clean combustion strategies for the next several decades.

Clean Energy

Conclusion

If the South Coast Air Basin is to ever achieve clean air attainment with the federal Clean Air Act standards, we must strive for a zero emissions future and encourage the cleanest combustion options available to us when electrification cannot meet our regional trucking needs. We therefore strongly urge the AQMD Board and our Port Authorities to embrace a heavy-duty truck mitigation strategy in its Joint Cooperative Agreement that all port, warehouse and goods movement operators can participate in.

Comment 6-3, Cont'd

Sincerely,

Todd R. Campbell
VP, Public Policy & Regulatory Affairs

Responses to Written Comment #6:

Staff Response to Comment 6-1

Staff appreciates the detailed technical information provided in the comment and acknowledgement of the challenges faced by California and its air pollution control agencies that

resulted from recent federal actions. As evidenced by the comment's reference to the WAIRE program and citation of WAIRE program statistics, the Cooperative Agreement is an important effort, but not the only one undertaken by the South Coast AQMD in reducing emissions associated with the goods movement sector, including from heavy-duty truck operations. Please refer to Ports Response to Comment 6-2 below with regards to the Ports' policy.

Ports Response to Comment 6-2

While we understand the potential to achieve near term emission reductions through deployment of combustion technologies that have lower emission levels than conventional diesel equipment, the Ports have committed to achieving zero-emission operation of drayage trucks and cargo-handling equipment. Further, for drayage trucks specifically, the Board of Harbor Commissioners for each Port has reaffirmed this commitment by directing staff to limit spending of Clean Truck Fund revenue to zero-emission trucks and supporting infrastructure. This commitment to a zero-emission transition is reflected in the Cooperative Agreement, which requires the Ports to develop zero-emission infrastructure plans for the five major sources of emissions.

Staff Response to Comment 6-3

Staff recognizes the regulatory uncertainty for clean technology investments resulting from recent federal actions. South Coast AQMD has worked collaboratively with original equipment manufacturers (OEM) and fuel providers in developing and deploying clean air solutions to address NOx emissions from the good movement sector through incentives and rulemaking efforts. We are committed to continuing the collaboration while maintaining our fuel-neutral approach in developing and implementing the regional attainment strategy. South Coast AQMD's focus is achieving air quality standards and reducing air quality impacts, and multiple fuel pathways will be needed to achieve these goals. However, not all fuel types are feasible for all applications due to operational, technical, financial, and public and user acceptability constraints. The Cooperative Agreement is one of many mechanisms South Coast AQMD is relying on to meet air quality standards, and any limits on fuel pathways here do not necessarily constitute widespread approaches that apply to all other air quality measures. Please refer to Ports Response to Comment 6-2 above related to the Ports' policy.

Written Comment #7 from Earthjustice, et al.

March 17, 2026

Mayor Bass
200 N. Spring St.
Los Angeles, CA 90012

Mayor Richardson
411 W. Ocean Blvd.
Long Beach, CA 90802

Chair Cacciotti and Members of the Governing Board
South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765

RE: CAAP Plus Measures Recommendations for Ports Cooperative Agreement

Dear Mayor Bass, Mayor Richardson, and Chair Cacciotti and Members of the South Coast Air Quality Management Governing Board,

On behalf of the undersigned members of the Trade, Health, and Environment (THE) Impact Project coalition, we write to provide recommendations for additional Clean Air Action Plus measures to be adopted in the Ports' Cooperative Agreement with the South Coast Air Quality Management District. The following recommendations include community demands for short- to medium-term actions that will facilitate meaningful emission reductions at the San Pedro Bay Ports.

Comment 7-1

The Ports Cooperative Agreement approved in November 2025 directs the San Pedro Bay Ports to develop zero-emission infrastructure plans, but notably failed to include measures that would catalyze the transition to zero-emissions equipment at the Ports. As the Ports did not support a

regulatory pathway, we expect the Ports to now commit to meaningful actions that will result in significant emission reductions and relieve the pollution burdens of frontline communities.

We request that the Ports adopt the following recommendations, which fall into two categories: (1) actions that ensure transparency and accountability to the portside community; and (2) policies that will incentivize adoption of zero-emissions equipment at the Ports.

Comment 7-1, Cont'd

The San Pedro Bay Ports remain the largest fixed source of air pollution in the South Coast Air Basin, and progress to reduce emissions has slowed considerably in the past several years. Therefore, we request that the Ports take the following actions to provide transparency on the pollution attributable to port operations:

The Ports must commission and fund a health risk assessment, to be completed by December 31, 2028, and updated at least every five years thereafter.

Comment 7-2

- The health risk assessment must be conducted by a third party and assess all known health effects caused by toxic air contaminants and other pollutants emitted from port operations.
- The assessment must include the anticipated death rates associated with port pollution and an analysis of linkage of death events to specific pollutants and related medical diagnoses. In addition, the third party must analyze the economic impacts on these health impacts, including costs of premature deaths due to port pollution.
- The health risk assessment, and any data used to inform the analysis, must be made public and posted online to ensure easy access. The Ports shall provide a summary of the health risk assessment's findings in their subsequent State of the Port meetings.

The Ports must set emission reduction goals, by August 2026, to inform future actions to reduce pollution associated with port operations.

Comment 7-3

- The current Cooperative Agreement and the Ports' Clean Air Action Plan are insufficient to address the harmful emissions associated with port operations and do not reflect the region's nonattainment status. The Ports must set new reduction targets for the following pollutants: NOx, PM2.5, PM10, NO2, VOC, CO2.
- These emission goals must be tied to attainment of national and state ambient air quality standards. Determining these emission reduction goals is an essential first step necessary to inform what actions the Ports must take and the timeline for these actions, including any infrastructure plans developed under the approved Cooperative Agreement.
- The Ports shall provide annual progress reports for each terminal to allow the public to track whether port operations are meeting emission reduction goals, and present on the progress to their respective Harbor Commissions and quarterly Clean Air Action Plan meetings.

For the next fiscal year, the Ports must allocate adequate funding for their community mitigation funds of at least $25 million each. The Ports must create a mechanism to determine annual funding amounts in subsequent years, based on cargo volumes.

- The community mitigation fund must be dedicated to zero-emission projects that are a priority for port communities and other needs as determined by the public. This may include projects to deploy battery-electric trucks and switcher locomotives, installation of additional air quality monitors and purchases of air filters for residents affected by port pollution.
- The Ports must conduct public workshops and targeted outreach to community, including collaboration with designated community representatives and Wilmington/Carson/West Long Beach AB617 Community Steering Committee members, to inform selection of zero-emission projects. We recommend that a committee including community representatives be established to steward the mitigation fund, and that AB617 working group members be granted a decision-making role to determine how funds are spent.
- The Ports must issue quarterly reports on the status of the community mitigation fund, including types of projects seeking funding, total funds spent, and remaining funds available. This information must be presented to the committee established to steward the mitigation fund.

Comment 7-4

As noted above, there is an urgent need to clean up port equipment and transition to zero-emissions, particularly as both Ports continue to experience record-breaking cargo throughput and are forecasting further expansion to accommodate increases in throughput. Growth of port operations cannot occur without the Ports taking action to rectify the air pollution problems that portside communities already face. Therefore, we request that the Ports adopt the following policies, which build on programs that the Ports have previously implemented and will provide the incentives necessary to facilitate the deployment of zero-emission port equipment.

Oceangoing Vessels

- The Ports must update their respective Ship Incentive Programs by January 1, 2027, and invest sufficient funding to encourage shipping companies to adopt cleaner technologies. Specifically, we request that each Port devote at least $10 million per year to their Ship Incentive Programs, and update the per call incentive offered to (1) vessels that meet the highest Environmental Ship Index (ESI) score; (2) vessels with Tier III engines or cleaner; or (3) vessels that use cleaner marine fuels.
- If a Port has not spent $10 million per year on their Ship Incentive Program, the remaining amount will be deposited into the Technology Advancement Program for funding of zero-emission projects at that Port.
- The Ports must provide monthly reports to the public on recipients of these incentives. Moreover, the Ports shall review incentive amounts on a bi-annual basis to assess effectiveness of the Programs in attracting cleaner vessels.

Comment 7-5

- We also encourage the Ports to develop a public report on clean technologies and alternative fuels that are being used globally, to assess potential pathways for reducing ship pollution, including assessment of any ports with 100% electrification targets. The Ports must conduct community outreach and engagement throughout development of this report.

Comment 7-5, Cont'd

Drayage Trucks

- By January 1, 2027, the Ports shall develop a roadmap to achieving the CAAP goal of 100% zero-emission drayage truck fleet by 2035, including interim benchmarks for 2028, 2030, and 2033. To inform this roadmap, the Ports must conduct an analysis of charging infrastructure needs and ZE truck adoption rate needed to achieve 2035 CAAP goal to inform this roadmap, and prepare an updated economic impact analysis of an increased Clean Truck Fund Rate (e.g. impacts for previously proposed $70/TEU rate).
- Develop a 3-year pilot feebate program by June 30, 2026 that provides a per-trip incentive for zero-emission trucks picking up or dropping off a container at the Ports. Each Ports shall spend a minimum of $10 million per year on the feebate program. If a Port does not disburse $10 million annually through the feebate program, the remaining amount will be deposited into the Technology Advancement Program for funding of zero-emission projects at that Port.

Comment 7-6

Locomotives

- By December 2026, each Port commits to publicly supporting electrification of the Alameda Corridor and agrees to provide at least $25 million to support overhead catenary infrastructure for the Alameda Corridor. Additionally, the Ports must commit, by the end of the year, to apply for state and local funding opportunities to electrify Alameda Corridor rail operations using overhead catenary, in coordination with the Alameda Corridor Transportation Authority (ACTA) and Caltrans.
- By December 2026, the Ports commit to supporting the ACTA to commission a plan to electrify the Alameda Corridor.

Comment 7-7

Additional Incentives for Port Equipment (including Cargo Handling Equipment & Harbor Craft)

- We have previously proposed an Alternative Clean Freight Fee, which would expand the Clean Trucks Program ($10/TEU fee for non-exempted trucks) to containers moved by all modes of port equipment. This would create a greater pool of incentive funding that can go towards cleanup of harbor craft, locomotives, cargo handling equipment, and oceangoing vessels and buildout of necessary zero-emission infrastructure, such as charging stations and shorepower. The Ports must establish this program by end of 2026, with a fee of at least $70/TEU.

Comment 7-8

We want to remind you that portside communities and everyone living in the Los Angeles region continue to breathe filthy air in large part due to port emissions. You have a duty to the public to devise a plan to clean up the many polluting port sources, and the proposed CAAP Plus measures are a step in that direction. We appreciate your consideration of the recommendations and welcome the opportunity to discuss further with you.

Comment 7-9

Sincerely,

Regina Hsu
Earthjustice

Marven Norman
Center for Community Action & Environmental Justice

Paola Vargas
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 Maria Cardenas
Sierra Club

Theral Golden
West Long Beach Association

cc:

Los Angeles Board of Harbor Commissioners

Long Beach Board of Harbor Commissioners

Heather Tomley, Managing Director of Planning & Environmental Affairs, Port of Long Beach

Lisa Wunder, Director of Environmental Management, Port of Los Angeles

Ian MacMillan, Assistant Deputy Executive Officer, South Coast Air Quality Management District

5

Responses to Written Comment #7:

Staff Response to Comment 7-1

The focus of the current Cooperative Agreement on zero-emission port infrastructure planning and implementation was explained in Attachment F of the November 7, 2025 Public Hearing

package, specifically Main Response 5 (page 5) (available at: https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf). The proposed Addendum to the Cooperative Agreement includes additional CAAP Plus measures that can complement zero-emission port infrastructure planning and implementation and will result in or further facilitate emission reductions from port-related operations. Negotiations of the additional measures focused on measures with actions that can be completed within the five-year term of the agreement, a clear role for the Ports to complete the specified actions, a clear role for South Coast AQMD to monitor and enforce measure implementation, and built-in stakeholder engagement throughout the development and implementation of the measure. Broader emission reduction strategies are not appropriate to include at this time in the framework of the Cooperative Agreement, but may be considered outside of the Cooperative Agreement and also following the completion of infrastructure planning. This planning effort is a critical first step needed before identifying future emission reduction and equipment deployment strategies. Staff also appreciates the two categories of recommendations, and details specific to each recommendation will be addressed in the remainder of responses to this comment letter.

Joint Response to Comment 7-2

There is already a substantial body of information regarding air toxics risks and health impacts in the region. South Coast AQMD has been regularly conducting its Multiple Air Toxics Exposure Study (MATES) since 1986 and is in the middle of the multi-year process of completing the sixth iteration of MATES. Each iteration of MATES updates the emissions inventory of toxic air contaminants in the region, including Ports-adjacent areas, and reassesses the cancer risk and chronic non-cancer risk from exposure to air toxics at the community-level. At the same time, during South Coast AQMD's development of the Air Quality Management Plans (AQMPs), the supporting Socioeconomic Report provides an evaluation of health effects, including the monetized health benefits (e.g., avoided premature deaths) and regional economic impacts that can be anticipated for regional attainment of state and federal ambient air quality standards. MATES and the AQMP both have individual public processes that are conducted during development of each report. The MATES V report and the associated data tools can be accessed via: https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v. The AQMP Socioeconomic Reports are available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/socioeconomic-analysis.

Ports Response to Comment 7-3

The Clean Air Action Plan (CAAP) set goals for reduction of priority pollutants (oxides of nitrogen, oxides of sulfur, diesel particulate matter) to be achieved by 2023 and maintained thereafter. Additionally, the CAAP sets future greenhouse gas (GHG) goals of 40% reduction below 1990 levels by 2030 and 80% reduction below 1990 levels by 2050. These goals continue to provide guidance on the Ports' pursuit of zero-emission technologies.

The purpose of the Addendum to the Cooperative Agreement is to identify opportunities to reduce emissions in the near-term and/or facilitate future quantifiable emission reductions from port-related operations. Zero-emissions infrastructure planning is a critical step needed before identifying additional future emission reduction goals and infrastructure deployment strategies.

Emission reductions for priority pollutants and GHG are reported annually through each Port's Inventory of Air Emissions.

Ports Response to Comment 7-4

Both Ports have established community benefit programs and have already committed over $150 million to these programs that fund a variety of projects, including zero-emission projects for Port communities. These programs include a robust public process to solicit applications, provide input on how funding is prioritized and spent, and/or update program status.

The Port of Long Beach Community Grants Program is supported by an Advisory Committee comprised of local Long Beach residents that are appointed by the Mayor. Additionally, public input on spending priorities is received through community surveys, community workshops, and additional meetings with interested parties. Funds allocated through this program are distributed through a competitive process, adhere to state law, are prioritized toward the communities most directly impacted by port-related operations, and fall within the categories of community health, facility improvements, and community infrastructure. The Board of Harbor Commissioners makes the final decision on all funding allocations at their publicly noticed meetings.

The Harbor Community Benefit Foundation (HCBF) is a 501(c)3 nonprofit incorporated in 2011 that works with the community to manage and administer Port of Los Angeles mitigation funds. These Port funds currently consist of the Port Community Mitigation Trust Fund and the Air Quality Mitigation Fund, which include projects to demonstrate and implement emission reduction technologies to reduce air emissions in the San Pedro Bay area.

As part of the United States Environmental Protection Agency (U.S. EPA) Clean Ports Grant, HCBF is also now administering an additional $50 million for community-led projects through 2028. With these grant funds, HCBF will conduct extensive public engagement for the whole project, manage a citizen-driven grant program, within U.S. EPA's guidelines, and develop and implement a workforce development program.

The Ports will continue to offer community benefit funding and assess potential programs or enhancements to build upon these efforts. These financial commitments are over and above other Port spending on public access improvement projects, sponsorships for local community events and organizations, support for local education programs, scholarships, and other investments that benefit the local communities.

Ports Response to Comment 7-5

Both Ports have established incentive programs based on the International Association of Ports and Harbors (IAPH) Environmental Ship Index (ESI). The Ports' ship incentive programs aim to encourage the deployment of the cleanest vessels to the San Pedro Bay. The Ports propose to update their respective ESI programs as part of the proposed Addendum to the Cooperative Agreement within one year of the release of an updated "ESI 2.0" program by the IAPH. A public process will be conducted to inform the development of the structure of the updated ESI program, including eligibility, funding levels, and reporting frequency, after approval of the proposed Addendum to the Cooperative Agreement. More information about the IAPH's ESI program can be found here: https://environmentalshipindex.org/

The Ports, as identified in the Preamble, commit outside of the Cooperative Agreement to preparing a fuel study to assess current alternative fuel trends in international shipping. The Ports will engage with stakeholders to identify opportunities to advance this initiative.

Ports Response to Comment 7-6

Analysis of charging infrastructure needs will be conducted in alignment with the terms of the previously adopted Cooperative Agreement.

As the Ports do not own, operate or control drayage trucks, the Ports propose to develop zero-emission truck utilization incentive programs as part of the proposed Addendum to the Cooperative Agreement, with a goal of Board of Harbor Commissioners' consideration by February 28, 2027. The Ports will engage with stakeholders to inform the development of the structure of the program, including funding amounts, and to identify opportunities to advance this initiative.

Ports Response to Comment 7-7

The Alameda Corridor is managed through the Alameda Corridor Transportation Authority (ACTA), which is not a party to the Cooperative Agreement. Consequently, recommendations for ACTA policy changes are beyond the scope of the Cooperative Agreement.

The Ports will address zero-emission locomotive infrastructure needs on port-managed property in the Phase 2 infrastructure plans as identified in the Cooperative Agreement.

Ports Response to Comment 7-8

Both Ports have received significant grant funding for tenant owned cargo-handling equipment (CHE) and harbor craft (HC) that these entities are utilizing for the purchase or upgrade of equipment, with over 600 pieces of new ZE CHE and 20 cleaner HC anticipated to be deployed by these tenants over the next three years. Information about ongoing and upcoming activities by the Ports related to deploying cleaner harbor craft was provided at the April 14, 2026 Clean Air Action Plan Implementation Advisory Group meeting. Presentation materials can be found on the Ports' joint Clean Air Action Plan website (https://cleanairactionplan.org/about-the-plan/stakeholder-advisory-group/). Additionally, South Coast AQMD is also managing and allocating grant funding for these source categories. These grant projects include significant private investment as well as Port-committed funding as part of the cost share. The Ports will each document the amount of ZE equipment in their fleets through their annual emissions inventory (EI).

The transition of tenant-owned CHE and HC to ZE requires collaboration with many stakeholders. The infrastructure planning as defined in the Cooperative Agreement is the first step in determining a viable path forward.

Staff Response to Comment 7-9

Staff is cognizant of the impacts of port emissions on regional air quality and public health for both port-adjacent communities and residents throughout the region. Infrastructure planning and implementation is the critical first step needed before identifying broader emission reduction and equipment deployment strategies. There are also ongoing activities with the interest of facilitating future emission reductions from port-related operations being carried out collaboratively outside of the Cooperative Agreement among the parties to the agreement or individually by each party.

Written Comment #8 from Pacific Merchant Shipping Association

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

May 5, 2026

Mayor Karen Bass
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Mayor Rex Richardson
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Long Beach, California 90802

Chair Michael Cacciotti and Members of the Governing Board
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Subject: CAAP-Plus Measures Recommendations

Thank you for the opportunity to provide these comments on behalf of the members of the Pacific Merchant Shipping Association (PMSA), the ocean carriers, marine terminal operators, harbor craft operators, and other maritime interests operating in the ports of Long Beach and Los Angeles. Representing these companies, PMSA has a significant stake in a positive and productive outcome of the negotiation of the Cooperative Agreement and the development of the "CAAP-Plus Measures". PMSA would also like to applaud the Port of Long Beach (POLB), the Port of Los Angeles (POLA), and the South Coast Air Quality Management District (SCAQMD) for implementing an inclusive, deliberative, and serious process for developing the CAAP-Plus Measures.

We respectfully submit for your consideration the following comments and recommendations on ways to strengthen the feasibility and efficacy of the proposed measures, elevate these deliberations, and ultimately accelerate the transition to a zero-emissions future.

Competitiveness, Growth, and Feasibility Must Remain Front and Center

As you are all aware, the ultimate source of the billions of dollars in new capital that will be spent on compliance with CAAP Plus measures and the financing of the infrastructure requirements that will be derivative of the Cooperative Agreement will be the Ports' customers and tenants. These industrial investments and expenses will only be viable and feasible, especially on the timetables that stakeholders expect to be met ahead of any other gateways in

Comment 8-1

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North America, if we can ensure that our San Pedro Bay gateway remains competitive and grows.

The Port of Los Angeles and the Port of Long Beach, as landlord ports, will need to invest more capital in the infrastructure that support their cargo operations under the Cooperative Agreement and CAAP Plus measures. This will force the ports and their customers to focus their investments and engage in long-term commitments that may impose new and different priorities on the marketplace than what would otherwise occur. And, because none of the proposals will be successful if not economically feasible, as a result preservation and growth of cargo volumes should be a north star for everyone in these conversations. The ports, marine terminals, and partner ocean carriers, motor carriers, and rail carriers are going to need to find commercial solutions to these challenges. This means that there need to be realistic conversations about imposing limits on project cost, creating volume growth mileposts, and protecting the bottom line of ports and their customers.

Comment 8-1, Cont'd

We have already seen several calls for new fees and taxes to be imposed on this process and to extract cash from the ports, port customers, and port tenants. This type of approach is anathema to competitiveness, blunts growth, and will be counterproductive to leveraging the private and public financing and underwriting that will be necessary to ensure the success of this program. We cannot stress enough that the solutions to the problems of investment, infrastructure finance, and generation of capital need to originate from and be accountable to competitive, market-based, and commercially-driven platforms that harness demand and throughput. If the CAAP Plus measures simply extract cash from the system, create higher overhead costs, and substitute regulatory goals for economic efficiency, they will fail.

Socioeconomic Factors are the Most Significant Determinants of Health

As you know, socioeconomic status is the most important determinant of health[1]. Economic factors can make up 40% of health outcomes while physical environmental factors only determine 10% of health outcomes[2]. Given the San Pedro Bay Ports' importance to the economic vitality of Southern California and the nation, coupled with the fact that the ports are responsible for 226,000 direct, indirect, and induced jobs locally and 3.5 million jobs nationally,[3] it is critical that every measure considered as part of the CAAP-Plus Measures be evaluated for their overall, positive socioeconomic impacts. In addition, the twin ports have lost significant

Comment 8-2

[1] https://pmc.ncbi.nlm.nih.gov/articles/PMC10341459/
[2] https://www.sciencedirect.com/science/article/abs/pii/S0749379715005140
[3] https://www.pmsaship.com/maritime-insights-blog/economic-importance-of-trade-amp-the-ports-to-southern-california

market share since 2006. By one estimate, the region has 45,400 fewer jobs and billions less in economic activity as a result of loss of market share to-date.[4] If CAAP Plus measures directly contribute to further losses of cargo, then the real impacts of these diversions could result in negative health outcomes that dwarf the actual health benefits intended to be achieved by the CAAP. If these measures are framed in terms of health outcomes, and the predicate for the entire program is regional air quality and regional compliance, PMSA requests that the SCAQMD and the ports jointly consider the net benefits of these programs, after accounting for socioeconomic impacts, to public health throughout the entire South Coast Air Basin.

Comment 8-2, Cont'd

SCAQMD and the Ports Must Set Targets for Utility Action

Throughout the development of the Cooperative Agreement, it has been clear that the single most important critical variable in the transition timeline for a zero-emissions future is the question of when the necessary supporting utility infrastructure will be in place. As a result, PMSA proposes a Facilitating Measure that would require SCAQMD, POLA, and POLB to solicit timelines from the utilities for detailed targets for the utilities' actions which are identified as necessary for the zero-emissions transition, with regular updates. While the Cooperative Agreement requires infrastructure plans, those will be reasonably centered on port actions that are important, but not the development of utility infrastructure. Through this proposed Facilitating Measure, the ports and the District can share with us and the public where the utilities actually are in delivering the needed infrastructure.

Comment 8-3

Utilities Must Ensure That Service Will Serve the Next Generation

Power availability and reliability are critical at the ports now more than ever. Power quality and reliability issues pose both safety and productivity challenges. For example, crane operators have been jostled in the cab due to loss of power from the grid, resulting in measurable OSHA reportable injuries. Productivity is also impacted, as restarting equipment can take several hours and require significant manpower. Additionally, when operations are interrupted, trucks awaiting service can back up on the terminal and on the road in the local community, with idling emissions being generated.

To that end, the District and SCAQMD should adopt a Facilitating Measure that ensures that the utilities specify in their targets that the plans are in place to provide high quality, reliable power in a timely manner.

Comment 8-4

[4] https://centerforjobs.org/ca/special-reports/economic-importance-of-trade-and-the-ports-to-southern-california-phase-i-report-baseline-economic-and-fiscal-impacts#key-jobs-and-economic-findings

In support of that, the utilities must ensure the provision of a high level of power quality and reliability. That power must also be supported by new modern power meters, which are essential at each terminal given the fast-rising use of electricity for cargo handling equipment. Modern meters, in turn, must be supported by SCADA systems that will be necessary to be able to assess key usage information.

Finally, as the zero-emission transition continues to be catalyzed by regulation and grants, assurance that the port terminals will be able to operate at their growing capacity is necessary. The utilities are a critical player in this transition who should be providing timely and actionable plans to meet targets per the SCAQMD Cooperative Agreement and the EPA Clean Ports Program concluding on December 31st, 2028.

Comment 8-4, Cont'd

During an Affordability Crisis, SCAQMD and the Ports Must Not Establish Policies that Increase Costs in the Nation's Most Expensive Gateway

Across the country—and particularly in this state—residents are experiencing an affordability crisis. Years of poor policy decisions have exacerbated the cost of living. It is important that this process does not contribute to that. All policies being considered as a CAAP-Plus Measure should be evaluated to ensure that the proposal does not cumulatively make the current affordability crisis worse. To be economically feasible and politically tenable over the course of the Cooperative Agreement, the CAAP-Plus Measures cannot appear to make the cost of living in Southern California worse and should be implemented in a manner which is sensitive to cost impacts.

Comment 8-5

Incentives to Buy Down the Cost of Alternative Fuels, including Electricity and Hydrogen

As a result of policies, California has the highest energy costs in the nation. Whether it is electricity or conventional fuels, California is unsurpassed for unaffordable energy that hampers the transition to new technologies. A critical step that the District and the ports could take would be to provide an incentive that would buy down the price of electricity, green hydrogen, green methanol, and green liquefied natural gas, and potentially other fuels. Such an incentive could bring several benefits. First, since it is a use-based incentive, the benefit accrues with every dollar spent. Second, a fuel incentive would encourage equipment operators to prioritize the use of clean technologies over conventional technologies in mixed fleets. Finally, there are existing situations where green fuels could be used in dual fuel technologies but are not, particularly as a marine fuel.

Comment 8-6

SCAQMD and the Ports Should Engage the State Energy Commission on Long-Term Planning for the Infrastructure to Support the Production, Distribution, and Delivery of Alternative Maritime Fuels for Vessels

The global container fleet already has 400 dual-fuel ships in operation and another 700 on order. With $150 billion in investment, nearly 75% of all new vessel orders are for vessels capable of running on alternative fuels.[5] However well-equipped these ships are, it is equally true that vessel emissions will not be reduced in Southern California without a steady supply of alternative fuels being produced and distributed on the US West Coast. As a result, PMSA proposes a Facilitating Measure that would require SCAQMD, POLA, and POLB to work with the state Energy Commission to develop comprehensive plans that support the development of fuel-production and distribution infrastructure, which must include both storage infrastructure and distribution facilities such as fueling barges. Through this proposed Facilitating Measure, the Ports and the District can share with us and the public where and when these fuels are going to be made available for use by ocean-going vessels.

Comment 8-7

PMSA looks forward to continuing to work through this process and the successful development of CAAP-Plus Measures for presentation to the SCAQMD Governing Board in June.

Sincerely,

Thomas Jelenić
Vice President

cc: Port of Los Angeles Board of Harbor Commissioners
Port of Long Beach Board of Harbor Commissioners
Gene Seroka, Port of Los Angeles
Noel Hacegaba, Port of Long Beach
Wayne Nastri, South Coast Air Quality Management District

[5] https://www.worldshipping.org/dual-fuel-fleet-dashboard

Responses to Written Comment #8:

Ports Response to Comment 8-1

For solutions to be successful, the Ports agree that consideration of the costs, the ability of the port industry and its customers to absorb those costs, and the competitive position of the Ports, is

critical. The Ports will work closely with all interested and affected parties, including directly with industry, when preparing the infrastructure plans required under the Cooperative Agreement, and throughout the development of the CAAP Plus Measures, to ensure that all concerns are considered and addressed. The proposed CAAP Plus Measures are focused on incentive-based strategies to encourage emission reductions. These incentives aim to address, in part, the higher cost for adopting and using cleaner technologies on an accelerated schedule. The Ports have also aggressively pursued grant funding opportunities, and supported tenants and operators in their pursuit of grants, to help offset the often higher costs of zero-emission equipment and infrastructure.

Staff Response to Comment 8-2

As was the case with the Cooperative Agreement, a socioeconomic impact assessment is not statutorily required for the proposed Addendum to the Cooperative Agreement and has not been prepared. Both the Cooperative Agreement and the proposed Addendum to the Cooperative Agreement were crafted to implement: 1) Control Measure MOB-01 which was previously adopted in the 2016 AQMP; and 2) Control Measures MOB-01 and MOB-15 which were previously adopted in the 2022 AQMP. The health benefits and socioeconomic impacts, including job impacts, of implementing these and all the other control measures in both AQMPs are provided in each AQMP's Socioeconomic Report (available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/socioeconomic-analysis).

It is important to keep in mind that, based on cargo statistics published by the Ports, the combined cargo throughput at the San Pedro Bay Ports has increased from 15.8 million twenty-foot-equivalent (TEU) containers in 2006 to over 20.1 million TEU containers in 2025, representing a growth rate of approximately 28 percent over the past two decades. (Ports' annual cargo throughout statistics are available at: https://polb.com/business/port-statistics/#yearly-teus and https://portoflosangeles.org/business/statistics/container-statistics.) The 45,400 fewer jobs cited in the comment does not represent actual job losses, but fewer jobs gained when compared to the simulated scenario where port cargo growth was assumed to have far exceeded the actual growth of 28 percent and not considering growth constraints such as physical space and cargo-handling capacity at the San Pedro Bay Ports. Most importantly, the cited job impacts in this simulated scenario were found for a period preceding the Cooperative Agreement and the proposed Addendum to the Cooperative Agreement. It is also important to keep in mind that the proposed Addendum to the Cooperative Agreement will require the Ports to develop or amend port incentives to encourage the deployment of zero-emission trucks and clean vessels and provide funding to support off-port infrastructure projects for zero-emission trucks, all of which are designed to lower operational costs for both vehicles and infrastructure.

Ports Response to Comment 8-3

The utilities are an important partner in the transition to zero-emission technologies at the ports; however, they are not a party to the Cooperative Agreement. Through the infrastructure planning process outlined in the Cooperative Agreement, the Ports will work with their respective utilities to identify their required actions and schedules to provide the necessary utility infrastructure upgrades. The roles and responsibilities for all parties involved in the infrastructure development, including the utilities, will be identified in the infrastructure plans. Milestones that are the responsibility of the utilities will be identified in the plans. Further, during the implementation

phase, the Ports will annually report on infrastructure development, as defined in the Cooperative Agreement.

Ports Response to Comment 8-4

The utilities are an important partner in the transition to zero-emission technologies at the ports; however, they are not a party to the Cooperative Agreement. Through the infrastructure planning process outlined in the Cooperative Agreement, the Ports will continue to work with the tenants and their respective utilities to identify the utility infrastructure upgrades required to ensure adequate, reliable power is available to support zero-emission operations.

Ports Response to Comment 8-5

The Ports recognize their role as an important economic engine for the region and beyond. Plans and strategies developed under this Cooperative Agreement will be designed, through the public process, to reduce emissions, reduce community impacts, maintain good jobs, and continue to support economic vitality.

Ports Response to Comment 8-6

The proposed CAAP Plus Measures include incentive programs that are aimed to address, in part, the increased cost for utilization of cleaner technologies. The specific details of these programs will be developed through a public process.

Joint Response to Comment 8-7

The California Energy Commission is an important partner in the transition to zero-emission technologies at the ports; however, it is not a party to the Cooperative Agreement. The Ports do agree that a coordinated state-wide or national approach to clean fuel production and distribution will be needed to support the availability of clean marine fuels at a cost-effective price. As referenced in the Preamble to the Addendum and as an activity to be conducted outside of the Cooperative Agreement, the Ports are currently developing a Clean Marine Fuel Assessment to evaluate clean marine fuel supply and infrastructure gaps. These factors will also be considered within the Phase 3 infrastructure plan for ocean-going vessels, to be developed under the Cooperative Agreement.

Additionally, Phase 3 of the ZE Plan requires each Port to specify a planning target for ocean-going vessels and to analyze and plan for on-port fueling infrastructure required to meet the planning target. The ZE Plans will also include the anticipated timeline of infrastructure projects becoming operational as well as the project location. This information will be shared with the public in the final ZE Plans and subsequent annual reports will be provided with a status update of each project including 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, changes in timeline, and progress made.

Since conventionally-fueled OGVs do not need to refuel at every port of call and fuel price arbitrage can drive the vessels' bunkering decisions, the San Pedro Bay Ports were estimated to have supplied just 1% of global bunker fuel in 2021, according to the Port of Long Beach Clean Marine Fuels White Paper (available at: https://polb.com/download/802/clean-marine-fuels/21342/clean-marine-fuels-white-paper.pdf). More information on alternative marine fuel demand from industry will greatly assist in developing Phase 3 of the ZE Plans.

Over the past decade, South Coast AQMD has been engaging with the California Energy Commission (CEC), the California Public Utilities Commission (CPUC), and other partner agencies, related to zero-emission infrastructure needs and challenges. We will continue to engage with relevant agencies on the transition to cleaner and zero-emission energy that will result in clean air benefits.

Written Comment #9 from Pacific Environment

PACIFIC ENVIRONMENT

May 12, 2024

Chair Cacciotti and Members of the Governing Board
South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765

RE: CAAP Plus Measures Recommendations for Ports Cooperative Agreement

Dear Chair Cacciotti and Members of the South Coast Air Quality Management Governing Board,

The San Pedro Bay Ports remain a major source of pollution and one of the largest single-fixed sources of smog-forming emission in California. To protect port communities and port workers' health, Pacific Environment offers the following recommendations on the Clean Air Action Plan Plus (CAAP) measures for inclusion in the Ports' Cooperative Agreement with the South Coast Air Quality Management District. These recommendations present an important opportunity to strengthen existing programs, accelerate emissions reductions, and advance zero-emission port operations in the San Pedro Bay, while delivering clean air and public health benefits to impacted communities.

Pacific Environment urges the Ports and the South Coast AQMD to adopt the following measures:

Prioritize Operational Incentives, Including Green Docking Incentives.

- Accelerate the adoption of limited, early-stage green fuels by granting operational priority—such as first-in-line berthing—to vessels that demonstrate near-zero or zero lifecycle greenhouse gas emissions. This operational incentive may directly address key priorities for ship operators, including schedule reliability, reduced waiting times, lower fuel consumption, and minimized opportunity costs.

Comment 9-1

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- Encourage deployment of zero- and near-zero lifecycle emission fuels, such as green methanol, green ammonia, and green hydrogen, while ending incentives that prolongs reliance on fossil LNG.

Comment 9-1, Cont'd

Strengthen and Expand Financial Incentives and Program Investments

- Include a commitment to allocate at least $10 million toward enhancements to the Environmental Ship Index (ESI) "2.0" Program. These updates should account for the cost differential between conventional bunker fuels and green fuels and ensure that dual-fuel vessels are incentivized to call at the ports.
- Redirect any unused funds to the Technology Advancement Program for ocean-going vessels, harbor craft, and other zero-emission projects at the Ports.

Comment 9-2

Implement Progressive Port Fees to Accelerate Harbor Craft Transition

- Adopt an escalating fee structure for higher-emitting vessels (i.e. Tier 0-II engines), building models such as the Clean Truck Fund. Revenues generated from these fees should be reinvested into clean technologies, electrification, and community air quality programs.
- Funds could support enhancements to ESI 2.0, incentives and rebates for vessels utilizing Tier III or cleaner technologies—including wind-assist propulsion systems—and other port electrification initiatives such as shore-power infrastructure.
- Increase fees over time with clear milestone years to encourage early retrofits, repowers, and fleet replacement. Additional measures could include operational restrictions or targeted fees for high-polluting repeat callers. At least a portion of revenues should support community air quality mitigation programs in impacted port communities.

Comment 9-3

Strengthen Green Shipping Corridor and Operational Measures

- Use the Cooperative Agreement to further leverage and strengthen existing green shipping corridor partnerships. This could involve establishing minimum engine performance standards (Tier III or better), accelerating deployment of emissions-reduction technologies such as wind-assisted propulsion, and advancing more ambitious targets than those currently set by the International Maritime Organization targets.

Comment 9-4

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- Operational incentives—including port fee reductions, priority berthing, and other preferential measures—should be used to encourage participation and accelerate compliance along these corridors.
- The Ports and the South Coast AQMD should also coordinate closely with the CARB as Vessel Speed Reduction enhancements are developed, particularly in light of CARB's ongoing research with UC Riverside on Tier III OGV main engine emissions at low loads. Such coordination can help avoid duplication of effort and ensure that operational measures effectively reduce excess emissions impacting frontline communities.

Comment 9-5

Comment 9-6

To protect port communities and port workers, Pacific Environment supports policies and incentives to accelerate emission reductions from ocean-going vessels (OGV's) and harbor crafts. The San Pedro Bay Ports play a critical role in this transition by providing the green marine infrastructure needed for zero-emission shipping, incentivizing the maritime industry to deploy their cleanest fleets here, and coordinating the diverse stakeholders needed to support this transition, including labor and environmental justice. Given the South Coast AQMD's federal and state mandates to bring the region into compliance with air quality standards, the agencies involved are uniquely positioned to help drive and enforce these efforts.

Comment 9-7

Thank you for the opportunity to provide these recommendations. We appreciate your consideration and welcome the opportunity to discuss these ideas further.

Sincerely,

Davina Hurt
Climate Policy Director
Pacific Environment

Cristhian Tapia-Delgado
Climate Campaigner, Southern California
Pacific Environment

Reemah Bzeih
State Climate Manager
Pacific Environment

cc:
Los Angeles Mayor Bass
Long Beach Mayor Richardson
Los Angeles Board of Harbor Commissioners
Long Beach Board of Harbor Commissioners
Heather Tomley, Managing Director of Planning & Environmental Affairs, Port of Long Beach
Lisa Wunder, Director of Environmental Management, Port of Los Angeles
Ian MacMillan, Assistant Deputy Executive Officer, South Coast Air Quality Management District

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Responses to Written Comment #9:

Ports Response to Comment 9-1

In alignment with work on green shipping corridors (GSC), the Ports are pursuing strategies to support the transition to use of cleaner marine fuels. The transition to green fuels for ships owned and operated by international shipping lines will require close collaboration with supply chain partners, including the development of incentive programs to support the transition.

As identified in the Preamble to the proposed Addendum to the Cooperative Agreement, the Ports commit outside of the Cooperative Agreement to conducting a Clean Marine Fuel Assessment. Additionally, the Ports will issue a Request for Proposals (RFP) for a methanol bunkering pilot project in the San Pedro Bay.

The proposed Addendum to the Cooperative Agreement contains a measure to update the incentive for alternative fuel use as part of the ESI program (please refer to Ports Response to Comment 7-5). The Ports will engage with stakeholders, through a public process, to identify opportunities to advance this initiative.

Ports Response to Comment 9-2

Please refer to Ports Response to Comment 7-5.

Ports Response to Comment 9-3

Both Ports are implementing several large grant projects to facilitate the transition and upgrade of harbor craft (HC) using funding secured through grants. There are currently $33.7 million in active harbor craft projects for zero-emission capable tugboats and excursion vessels, with an additional $28.7 million awarded for vessel upgrades to the cleanest diesel or zero-emission capability. A second round of approximately $30 million in pass-through grant funding secured by Port of Long Beach for additional clean and zero-emission harbor craft operating in San Pedro Bay is expected to be awarded in mid-2026. During the preparation of the HC Infrastructure Plan to be conducted in alignment with the terms of the previously adopted Cooperative Agreement, Port staff will review the current makeup of their respective HC fleets and consider various strategies to encourage transition to cleaner HC.

The Ports will engage with stakeholders to identify opportunities to advance this initiative.

Ports Response to Comment 9-4

The Ports are leading several GSCs with partner ports in Asia and other stakeholders. Opportunities to work together with our partners to advance progress toward achieving our decarbonization goals will continue to be developed and reported through the GSC framework.

GSC progress reports are prepared annually for Shanghai and Singapore corridors (available at: https://www.c40.org/what-we-do/scaling-up-climate-action/ports-and-shipping/green-shipping-corridors/ and https://www.c40.org/news/los-angeles-long-beach-singapore-green-and-digital-shipping-corridor-unveils-inaugural-progress-report-showcasing-milestones-and-vision-ahead/).

Ports Response to Comment 9-5

Please refer to Ports Response to Comment 9-4.

Joint Response to Comment 9-6

In the Preamble to the draft Addendum to the Cooperative Agreement, the Ports commit outside of the Cooperative Agreement to conducting a technical study on vessel emissions at low-speed operations within the term of the Agreement. CARB is not a party to the Cooperative Agreement; however, the Ports anticipate coordinating with CARB and third-party technical experts, which may include University of California, Riverside, in preparation of this study.

Additionally, since 2018-2019 and as part of South Coast AQMD's international partnerships building initiative to reduce maritime emissions, staff has engaged with relevant stakeholders including but not limited to CARB and conducted sponsored and joint research associated with real-world OGV emissions, particularly related to NOx emitted during low load operations. Our efforts have also contributed to technical discussions at the IMO level. Staff continues to regularly engage with CARB staff to stay informed of and coordinate, as appropriate, on our respective work and activities related to ocean-going vessels.

Joint Response to Comment 9-7

Ports and South Coast AQMD staff thank you for your comments.

Additionally, South Coast AQMD staff will continue to undertake necessary efforts to study and verify regional air quality impacts associated with the anticipated transition to zero- and low-carbon marine fuels.

Written Comment #10 from Utility Workers Union of America Local 483

From: Ernie Shaw[redacted]
Sent: Thursday, May 14, 2026 11:46 PM
To: Ports Comments <ports_comments@aqmd.gov>
Subject: [EXTERNAL] Re: Comments on Proposed Measures to Complement the Cooperative Agreement-Ernest Shaw, UWUA Local 483

Hello and Good Evening,

My name is Ernest Shaw, President of UWUA Local 483. I am also speaking from a field and workforce perspective as someone who works in Transmission and Storage at Southern California Gas Company, around the kind of real world energy infrastructure these conversations ultimately depend on. Local 483 has supported broader hydrogen development in California, including ARCHES related efforts, because we believe the right projects can help reduce emissions and create durable work, but only if infrastructure, safety, workforce readiness, and real operating conditions are treated honestly from the start.

I appreciate the effort to move this discussion into more concrete measures. Focusing on actual truck utilization and on regional off-port charging and fueling infrastructure is the right kind of conversation. But my point is simple: do not let policy outrun infrastructure, logistics, workforce readiness, safety, maintenance, emergency response, or real operating conditions in the field.

In heavy duty port operations, success depends on building the full operating system at the same time as the equipment transition.That means not just targets and incentives, but operational reliability, cycle time, congestion, trained personnel, safe maintenance practices, and confidence that fuel or charging will actually be there when the equipment is.

The Port of Long Beach's own Clean Marine Fuels white paper backs up that practical approach. It identifies multiple relevant clean marine fuel pathways, including green hydrogen, green methanol, green ammonia, renewable liquefied natural gas, and biofuels. It also lays out the real barriers plainly: availability, cost, infrastructure, permitting, safety, technology readiness, and the need for labor and community support, and it recommends fueling infrastructure development, technology demonstrations, streamlined permitting, grants, and agency support. (Port of Long Beach, *Clean Marine Fuels White Paper* (Dec. 2024), pp. 2, 8–13, 17–18.)

Comment 10-1

That is why the off-port measure matters. It should remain broad enough to support practical heavy duty infrastructure needs and should not quietly narrow "charging and fueling" into a one-size-fits-all buildout before the region has solved the real world issues of reliability, utilization, safety, maintenance, and fuel or power availability. If the region is serious about long-term zero-emission freight and port operations, it should keep practical fueling pathways open long enough to let real operating conditions, infrastructure readiness, and market demand sort out what can truly scale.

This is not an argument for delay. It is an argument for discipline. Build the real system first, keep the practical lanes open, and do not box the region into a narrow infrastructure path too early.

Comment 10-2

Thank you for the opportunity to comment.

Ernest Shaw
President, UWUA Local 483 Transmissions and Storage

Joint Responses to Written Comment #10:

Joint Response to Comment 10-1

The measures proposed and outlined in the proposed Addendum to the Cooperative Agreement consist of two voluntary incentive programs and one infrastructure funding program. The Ports will conduct a public process to solicit stakeholder input on these measures after the proposed Addendum is approved. Staff agrees that careful consideration and planning should be prioritized when developing port charging and fueling infrastructure. Such considerations are required in the current Cooperative Agreement when setting the planning targets and developing the ZE Plans. During development of the ZE Plans, Ports will also release the draft plans for public review, where input and suggestions from stakeholders and members of the public may be presented to the Ports for consideration. For more details, please see: https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/ports-cooperative-agreement_final-approved-(signed).pdf.

Joint Response to Comment 10-2

The parties to the Agreement agree that this is an important consideration in the development of regional charging and alternative fuel infrastructure. The parties to the Agreement will conduct a public process to seek input on this measure after the proposed Addendum is approved.

Infrastructure planning is a critical first step needed before identifying future emission reduction and equipment deployment strategies. The current agreement requires Ports consider and justify the factors that were taken into account when setting their planning targets. Ports must also work with tenants and operators to address issues during plan development including infrastructure plan feasibility and impacts on workforce needs. During development of the ZE Plans, Ports will also release the draft plans for public review, where input and suggestions from stakeholders and members of the public may be presented to the Ports for consideration. For more details, please see: https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/ports-cooperative-agreement_final-approved-(signed).pdf.

Written Comment #11 from California Environmental Voters

May 28, 2026

Chair Michael Cacciotti and Members of the Governing Board
South Coast Air Quality Management District (South Coast AQMD)
21865 Copley Drive
Diamond Bar, CA 91765

Delivered electronically: ports_comments@aqmd.gov

RE: Comments on Draft Proposed Addendum to Cooperative Agreement

Dear South Coast Air Quality Management District Governing Board and Staff,

California Environmental Voters (EnviroVoters) appreciates the continued work to develop measures under the Clean Air Action Plan Plus (CAAP+) process addressing emissions associated with port activity. We recognize the significant public health stakes involved and share concerns raised by community partners across the South Coast Air Basin regarding the urgent need to reduce pollution impacting portside communities and Inland Empire residents who experience downstream effects of port pollution. Because these communities experience some of the greatest exposure to freight-related emissions, meaningful and intentional engagement is essential to ensuring policies reflect on the ground conditions and lead to effective solutions.

EnviroVoters appreciates that the proposed addendum to the Cooperative Agreement incorporates additional public process requirements, program reporting, and implementation provisions related to Ports Emissions Reduction Programs and Regional Off-Port Truck Charging and Fueling Infrastructure. The inclusion of draft program review periods, annual reporting requirements, and public meetings reflects movement toward greater transparency and accountability. However, we believe several areas within the proposed addendum require strengthening to ensure these measures deliver significant and lasting outcomes for impacted communities. Comment 11-1

EnviroVoters supports the broader goals reflected in recent coalition communications calling for stronger action to address port-related emissions and rebuild public trust in this process. We submit this letter to highlight several core priorities we believe are essential to ensuring the CAAP+ measures move beyond procedural requirements and result in measurable air quality and public health improvements.

First, strengthening community engagement must remain a central component of this process.

We appreciate that the proposed addendum includes public review requirements under Attachment A2, including draft program review periods and a requirement for one public meeting during program development. However, we remain concerned that these provisions Comment 11-2

CALIFORNIA ENVIRONMENTAL VOTERS

establish minimum procedural requirements rather than ensuring meaningful and accessible engagement with impacted communities.

The proposed addendum states that Ports will conduct one public meeting during the review process and notes that this meeting may occur in conjunction with regularly scheduled CAAP Stakeholder Advisory Group meetings. While these meetings can provide useful updates, they may not sufficiently reach residents and communities most impacted by freight and port pollution. Community members have previously expressed difficulty tracking meetings, updates, and opportunities for participation when outreach relies primarily on existing agency communication channels and listservs.

Comment 11-2, Cont'd

We encourage South Coast AQMD to expand outreach strategies beyond minimum requirements and partner directly with trusted community structures, including Environmental Justice Advisory Groups, AB 617 Community Air Protection groups, and local organizations to co-host engagement opportunities. Inclusive outreach should also ensure Inland Empire communities, which experience downstream impacts associated with freight movement and warehouse activity, are meaningfully involved in engagement and decision-making, including through in-person engagement opportunities in the Inland Empire.

Stronger community engagement is critical not only for equity reasons, but also for effective implementation. When impacted residents participate early and consistently in the process, implementation challenges can be identified sooner, policies can become more durable, and public trust in agency decisions improves.

Second, transparency and accountability must be more clearly embedded within implementation of the proposed measures.

We appreciate that the addendum includes reporting and evaluation requirements, including annual program reporting and future Program Evaluation Reports. However, we remain concerned that several provisions focus heavily on completion of procedural steps rather than requiring demonstrated emissions outcomes.

Comment 11-3

Under the Enhanced Clean Ship Incentive Program and Zero Emission Truck Utilization Incentive Program, participation goals are described as being based on available information and acknowledge that participation levels are "beyond the control of the Ports." While we understand that market conditions and operational considerations create limitations, communities still need clarity regarding how success will ultimately be measured and what accountability mechanisms will exist if participation goals are not met.

We encourage South Coast AQMD to establish publicly accessible emissions reduction targets, progress reporting, and measurable performance indicators tied directly to implementation outcomes. Public-facing tracking mechanisms should allow communities, policymakers, and stakeholders to understand whether implementation is producing real air quality improvements rather than solely documenting completed actions.

CALIFORNIA ENVIRONMENTAL VOTERS

Greater transparency will also help rebuild confidence in a process where many community members previously expressed concerns that decisions and negotiations occurred without sufficient public visibility.

Comment 11-3, Cont'd

Third, program success should be grounded in measurable public health and emissions outcomes.

Incentive programs and infrastructure investments can play an important role in reducing emissions when paired with clear targets, timelines, and accountability mechanisms. However, the proposed addendum primarily emphasizes program implementation and future evaluation processes without establishing clear quantifiable emissions reduction benchmarks.

The proposed addendum requires development of incentive programs intended to encourage participation and later evaluation reports assessing performance against identified metrics. However, there is limited discussion regarding specific emissions reduction expectations, utilization targets, or public health indicators that define successful implementation.

Strengthening clean air programs should focus not only on actions taken, but also on demonstrated outcomes, including increased zero-emission utilization, reductions in idling and vehicle miles traveled, and measurable reductions in pollution exposure in impacted communities.

Comment 11-4

EnviroVoters believes strong community partnership, clear transparency, and measurable emissions reductions are mutually reinforcing. When communities can participate meaningfully and see concrete progress, trust grows, implementation improves, and elected leaders are better positioned to support sustained clean air investments. Aligning community input with measurable outcomes will be critical to ensuring long-term regulatory success and delivering the public health benefits communities expect and deserve.

We look forward to continued collaboration with South Coast AQMD, community partners, and regional stakeholders to ensure CAAP+ measures deliver real and equitable air quality improvements for all communities impacted by port pollution.

Comment 11-5

Sincerely,

Ashley Jackson
Inland Empire Regional Organizer

Responses to Written Comment #11:

Staff Response to Comment 11-1

Please refer to Staff Response to Comment 7-9 in regard to the impacts of port emissions on regional air quality and public health for both port-adjacent communities and residents throughout the region.

Staff agrees with the importance of transparency and accountability. Public process and stakeholder engagement are central to the development and implementation of the proposed additional CAAP Plus measures and are memorialized in the Cooperative Agreement as well as in the Preamble to the proposed Addendum. Most importantly, public process is required and

enforceable per agreement terms and conditions for all CAAP Plus measures, including the zero-emission infrastructure plans measure and the proposed additional measures. Enforcement provisions are included as part of the Cooperative Agreement to ensure the Ports complete the required actions within their control, or else the Ports will incur financial penalties starting at $50,000 per contract default.

Assuming the comment's reference to "recent coalition communications" refers to Comment Letter #7, the letter and responses to the comments raised in that letter can be found on pages F-14 through F-21.

Joint Response to Comment 11-2

As discussed in the preamble, the importance of stakeholder engagement was emphasized as a focus area during the development of the additional CAAP Plus Measures. During the development of the Cooperative Agreement and the proposed Addendum, all public meetings were conducted either virtually or in-person with a virtual option to enable stakeholder participation from all locations. The meetings and additional virtual office hours sessions were announced electronically through widely used social media platforms and multiple listservs that the public can opt in through the South Coast AQMD website. All meetings and office hours can also be found on the South Coast AQMD website, both under the searchable Calendar webpage (https://www.aqmd.gov/home/news-events/calendar_v2) and the dedicated webpage for the Cooperative Agreement (www.aqmd.gov/portsagreement), the latter of which was advertised at every meeting. Additional outreach to the AB 617 communities regarding engagement opportunities for the Cooperative Agreement and proposed Addendum was proactively carried out by South Coast AQMD's AB 617 Community Air Protection Program staff. As all public meetings were jointly held by the Ports and South Coast AQMD, the Ports also announced engagement opportunities through the Ports' own listservs.

Public process is enforceable, and financial penalties will follow if stakeholder engagement is not conducted by a Port as required during the implementation of the Cooperative Agreement. Separately, South Coast AQMD staff will regularly report to its Governing Board's Mobile Source Committee, as well as the full Board, on implementation status of the Cooperative Agreement.

The draft Addendum sets forth minimum requirements for public engagement. In addition to these minimum requirements, both Ports and South Coast AQMD offer numerous opportunities for stakeholder input, including AB 617 meetings, monthly meetings with environmental justice organizations in the manner and forum requested by these groups, and the CAAP Stakeholder Advisory Group meeting, among others. Meeting announcements and materials are posted on the Ports' respective websites, the Clean Air Action Plan website, and South Coast AQMD's website to ensure that all stakeholders have easy access to the information.

Staff Response to Comment 11-3

Regarding the establishment of emissions reduction targets for port-related sources, please refer to Ports Response to Comment 7-3.

With respect to tracking mechanisms for program implementation, the proposed Addendum requires the establishment of specific program tracking and reporting metrics, which can then be

used to evaluate clean air benefits. Following program implementation, the Ports are required to conduct program evaluation to assess whether the identified program objectives are met and provide justification for why certain subsequent actions are recommended. Program evaluation will be developed through a required public process, and the Port Boards may elect to initiate further changes to the programs based on the evaluation reports.

Separately, in approving the current Cooperative Agreement on November 7, 2025, the South Coast AQMD Governing Board directed staff to conduct and present to its Mobile Source Committee an emission reduction potential analysis after each Port board approves a zero-emission infrastructure plan. The analysis is not part of the Cooperative Agreement and will be conducted for informational purposes, i.e., to provide a ballpark range of potential emission reductions based on necessary assumptions, including the assumptions of unknown future zero-emission technology deployment and infrastructure utilization. Similarly, staff will analyze and present to the Mobile Source Committee potential emissions benefits of the incentive programs to be developed and implemented by the Ports under the proposed Addendum. The analysis will be conducted outside of the Cooperative Agreement and is anticipated to be based on program participation goals set by the Ports as part of the final program, along with additional necessary assumptions such as unknown future fleet size and participating fleet composition.

Staff Response to Comment 11-4

Please refer to Staff Response to Comment 11-3, as well as Staff Response to Comment 7-1 related to the focus of negotiation on near-terms actions within the Ports' control.

Staff Response to Comment 11-5

Staff appreciates the comment and the continued collaboration.

Written Comment #12 from Pacific Merchant Shipping Association

PMSA
PACIFIC MERCHANT SHIPPING ASSOCIATION

May 29, 2026

Mayor Karen Bass
City of Los Angeles
200 N. Spring St.
Los Angeles, California 90012

Mayor Rex Richardson
City of Long Beach
411 W. Ocean Boulevard
Long Beach, California 90802

Chair Michael Cacciotti and Members of the Governing Board
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, California 91765

Subject: Comments on the Proposed Addendum to the Cooperative Agreement

Thank you for the opportunity to provide these comments on behalf of the members of the Pacific Merchant Shipping Association (PMSA), the ocean carriers, marine terminal operators, harbor craft operators, and other maritime interests operating in the Ports of Long Beach and Los Angeles. Representing these companies, PMSA has a significant stake in a positive and productive outcome of the negotiation of the Cooperative Agreement and the development of the "CAAP-Plus Measures." PMSA would also like to applaud the Port of Long Beach (POLB), the Port of Los Angeles (POLA), and the South Coast Air Quality Management District (SCAQMD) for implementing an inclusive, deliberative, and serious process for developing the CAAP-Plus Measures. The proposed Addendum is an important step in completing this process.

PMSA respectfully submits for your consideration the following comments and recommendations on ways to strengthen the feasibility and efficacy of the proposed Addendum, elevate these deliberations, and ultimately accelerate the transition to a zero-emissions future. This letter builds on our letter of May 5th and responds to the specific language of the proposed Addendum. PMSA requests that the two letters be considered together with respect to the proposed Addendum.

The Ports Cannot Delegate Determination of Consistency with the Tidelands Trust

As you know, PMSA has a long and strong history of defending the Tidelands Trust doctrine against incursions and interpretations that seek to shift funding or responsibility from the Trust's grantee agencies. The Trust's requirements are no less important in the implementation of the Cooperative Agreement or this proposed Addendum.

Comment 12-1

As the proposed Addendum makes clear, the Ports of Los Angeles and Long Beach have sole responsibility to determine compliance with the Tidelands Trust (Attachment A3, Section A, Paragraph 5). However, the very next sentence implies that SCAQMD will determine compliance subject to a list of criteria prepared by the ports. Such an approach would effectively delegate Tidelands Trust compliance to SCAQMD staff and their interpretation of the list of criteria. This is unacceptable. The ports cannot delegate their authority through any mechanism to SCAQMD. The second sentence of Paragraph 5 must be deleted and only acknowledge that "[e]ach Port is solely responsible in determine that any funded project complies with the Tidelands Trust doctrine." Comment 12-1, Cont'd

$4 Million in Funding to Administer a Handful of Infrastructure Projects is Excessive

Under the proposed addendum, the ports will contribute a combined $40 million to support off-port infrastructure. This will likely result in between one or two dozen projects at most. Yet, the proposed addendum is proposing $4 million in administrative funding for SCAQMD staff to be taken from the $40 million. The $4 million in administrative funding would cover one full-time person for 20 years. This is excessive, as there is no circumstance that would require that level of effort for overseeing a dozen or so projects. Worse, that amount of administrative funding will reduce the effective amount of funding available for real projects that would provide real benefits to the trucking community and local neighborhoods that otherwise will not be funded.

A truly just outcome would see SCAQMD fund the administrative expenses as an in-kind contribution to a project that would benefit the entire region from its $225 million budget and 1,030 staff positions. If the ports are expected to contribute fund to support the one full-time person necessary for five years, the term of the agreement, this could be done in a manner which is more reasonable. To meet that potentially excessive level of $1 million in funding, the current proposed funding must be cut by 75%. That would mean more funding for projects and reasonable and also be a more fiduciarily-responsible level of funding, and a clear nexus to the ports' offsite funding. Further, since funding one person for 20 years cannot be justified in any circumstance for the proposed 5-year project that funding would also likely not be consistent with the ports' Tidelands Trust responsibilities. Without a clear justification for the funding, there is no nexus for Tidelands funds to be transferred. Instances where similar transfers happened in the past were determined to violate Tidelands Trust requirements. For example, in 1996, the City of Los Angeles was successfully sued after it attempted to divert funding for non-port uses. Comment 12-2

PMSA Supports and Recommends Improvements for an Enhanced Clean Ship Incentive Program

PMSA supports an Enhanced Clean Ship Incentive and the programs described in the preamble, including a Clean Marine Fuel Pilot Project and a study of low-speed vessel emissions. Incentives for the cleanest ships serve the needs of alternatively-fueled vessels and are important to increase visits.

In addition, an enhanced vessel incentive should consider ocean carriers participation in existing and future green shipping corridors (GSCs) that serve the San Pedro Bay ports. Participation in GSCs are a strong indication of organizational commitment to decarbonization and reducing emissions. Holistic actions that move an organization to greater commitments should be acknowledged in assessing whether individual vessels qualify for Clean Ship Incentives. Similarly, the incentive should also take into Comment 12-3

account the entire scope of an ocean carrier's global deployment of clean ships. The greater number of clean vessels globally will translate into a greater likelihood of clean vessels being deployed to San Pedro Bay. Ocean carriers should be incentivized to grow their fleet of clean vessels. Comment 12-3, Cont'd

The Proposed Addendum Fails to Include Targets for Utility Action

Throughout the development of the Cooperative Agreement, it has been clear that the single most important critical variable in the transition timeline for a zero-emissions future is the question of when the necessary supporting utility infrastructure will be in place. As a result, PMSA proposes a Facilitating Measure in the proposed Addendum that would require SCAQMD, POLA, and POLB to solicit timelines from the utilities for detailed targets for the utilities' actions which are identified as necessary for the zero-emissions transition, with regular updates. While the Cooperative Agreement requires infrastructure plans, those will be reasonably centered on port actions that are important but not a substitute for the development of utility infrastructure. Through this proposed Facilitating Measure, the ports and the District can share with us and the public where the utilities actually are in delivering the needed infrastructure. Comment 12-4

Improved Port Support for Zero-Emission Infrastructure in the Port Complex

It is concerning that $40 million have been identified for off-port infrastructure, but no port funding has been identified in the proposed Addendum for on-port infrastructure to support the CAAP Plus measures. It is critical that the ports identify funding for infrastructure to support on-port improvements. Comment 12-5

Include Incentives for the use of Clean Alternative Fuels

The proposed Addendum includes incentives for ZE truck utilization but does not do the same for other port sources, including oceangoing vessels. This is an oversight. As a result of policies, California has the highest energy costs in the nation. Whether it is electricity or conventional fuels, California is unsurpassed for unaffordable energy that hampers the transition to new technologies. A critical step that the District and the ports could take would be to provide an incentive that would buy down the price of electricity, green hydrogen, green methanol, and green liquefied natural gas, and potentially other fuels. Such an incentive could bring several benefits. First, since it is a use-based incentive, the benefit accrues with every dollar spent. Second, a fuel incentive would encourage equipment operators to prioritize the use of clean technologies over conventional technologies in mixed fleets. Finally, there are existing situations where green fuels could be used in dual fuel technologies but are not, particularly as a marine fuel. Comment 12-6

ZE Truck Utilization Incentive

PMSA is pleased that the ports and SCAQMD have proposed the ZE Truck Utilization as a port-level trip-based incentive rather than attempting to develop programs that focus on the interface between on-road trucks and marine terminals. Every terminal in San Pedro Bay has significant differences in operations and no single program would likely meet the operational needs of the various terminals and achieve the goals of increasing ZE truck utilization. In fact, a terminal-focused approach could potentially increase idling and emissions if it unintentionally interferes with terminal operations. A trip-based Comment 12-7

approach administered by the ports is the right approach. It provides a consistent approach across all terminals and does not implicate specific terminal operations.

Comment 12-7, Cont'd

Conclusion

PMSA looks forward to continuing to work through this process and the successful adoption of the proposed Addendum with the recommendations noted above. With those changes, the Addendum should move swiftly to the respective Boards of the SCAQMD, POLA, and POLB in August.

Sincerely,

Thomas Jelenić
Vice President

cc: Port of Los Angeles Board of Harbor Commissioners
Port of Long Beach Board of Harbor Commissioners
Gene Seroka, Port of Los Angeles
Noel Hacegaba, Port of Long Beach
Wayne Nastri, South Coast Air Quality Management District

Responses to Written Comment #12:

Ports Response to Comment 12-1

While the Ports may provide South Coast AQMD with a list of criteria to be considered by South Coast AQMD in selecting a project, each Port remains solely responsible for determining that any funded project complies with the Tidelands Trust doctrine. The language of the Agreement has been updated to provide further clarification.

Staff Response to Comment 12-2

South Coast AQMD has experience administering similar programs to the program described in the Regional Off-Port Truck Charging and Fueling Infrastructure measure, such as the Carl Moyer Program. Based on this experience there is a significant amount of work involved in administering these programs. These programs require extensive participation by numerous South Coast AQMD staff in Finance, Legal, Information Management, and the Technology Advancement Office, in order to undertake program design and development, including development of an application portal, contracting work, fund management, invoice review and approval, and audits, along with verification and reporting out on contracts and project implementation. These projects require continuous legal review and oversight to ensure projects are complying with contract terms as well as with general contracting laws and principles. Therefore, recovery of South Coast AQMD's reasonable costs is necessary as there are real costs required for staffing resources associated with administering these programs.

For the Regional Off-Port Truck Charging and Fueling Infrastructure measure, the exact level of the administration fee will be determined during the subsequent billing of the selected project, and the amount is not to exceed the ceiling of 10% of the project cost. This fee is lower than costs that are recovered through other South Coast AQMD-administered incentive programs due to the more streamlined process anticipated for administering this program, including potential project solicitation in conjunction with other incentive programs. Additionally, South Coast AQMD does not engage in profit-generation and must recover costs for its regulatory actions through fees and for its voluntary actions through contract terms and conditions, such as the proposed cost recovery provision.

Ports Response to Comment 12-3

Many initiatives are being considered in the Port's current Green Shipping Corridor (GSC) working groups. The Ports continue to solicit input from expert stakeholders which will be incorporated into the GSC workplan. Concurrently, the Ports will conduct a public process to seek input on this measure after the proposed Addendum is approved.

Ports Response to Comment 12-4

Please refer to Ports Response to Comment 8-3.

Ports Response to Comment 12-5

It is anticipated that each Port will utilize revenues from collection of their Clean Truck Fund Rate (CTFR) to cover their portion of the $40 million to South Coast AQMD for the proposed regional truck charging and fueling infrastructure measure. Funds collected through the CTFR are managed separately from other port funding, and have been directed, by each Port's Board of

Harbor Commissioners, to be used exclusively for the purpose of supporting the transition to zero-emission trucks for port operations.

Further, the Ports have each been very aggressive in pursuing state and federal grant funding on behalf of their tenants for zero-emission projects, including for zero-emission infrastructure. Combined to date, the Ports have secured more than $340 million in grant funding for zero-emission on-port infrastructure development and matched with over $100 million in Port funds. In addition, through the zero-emission infrastructure plans that will be developed under the terms of the Cooperative Agreement approved in 2025, both ports will be working with the operators to identify cost estimates and projected funding sources for developing zero-emission infrastructure on port-managed properties.

Ports Response to Comment 12-6

The draft measure for Enhanced Clean Ship Incentives proposes to consider several key areas for updating the Ports' existing incentive programs, including aligning with ESI 2.0, and potential "plus-up" incentives that could provide incentive funding based on utilization of cleaner marine fuels. The specific details of the program will be developed through a public process.

Ports Response to Comment 12-7

Thank you for your comment, and for sharing your support for a trip-based approach to the proposed zero-emission truck utilization program and support for the Addendum process.

Written Comment #13 from Harbor Trucking Association

Harbor Trucking Association

May 29, 2026

South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765

RE: CAAP Plus measures/Ports-AQMD Cooperative Agreement Addendum
HTA Comments: Support for Immediate Implementation of the Drayage Truck Trip Utilization Program

To the South Coast Air Quality Management District,

On behalf of the Harbor Trucking Association and its members, we are writing to provide formal comments regarding the proposed expansion of the CAAP Plus measures. The Harbor Trucking Association (HTA) is a non-profit trade association representing motor carriers transporting marine containers to and from maritime ports on the United States West Coast (USWC). As the largest non-profit trade association exclusively representing harbor drayage carriers in the nation, we are committed to advocating for policies that support the operational and economic health of the drayage community.

We are submitting these comments in strong support of the Drayage Truck Trip Utilization incentive program as proposed in the Draft Proposed Addendum to Cooperative Agreement ver. 5-8-26. The HTA views this program as a "low-hanging fruit" initiative that provides immediate, quantifiable benefits to the industry. We offer the following counterpoints to ensure the program moves forward without administrative delay:

- Elimination of Unnecessary Red Tape: Adding longer comment periods to these draft guidelines creates unnecessary administrative hurdles for an incentive program that is ready for deployment.
- Rewarding Early Adopters: It is imperative that this program is implemented immediately to reward and assist the drayage motor carriers who have already taken the leap to adopt zero-emission technology.
- Technological Readiness: With the recent technological advancements and deployment of equipment like Tesla and Windrose trucks, the industry is positioned to scale operations now.
- Signaling Private Investment: Passage of this incentive program signals to privately funded charging infrastructure companies to continue developing much-needed sites throughout major freight corridors.
- Addressing Cost Disparity: Because the cost of operating zero-emission equipment is not on par with traditional diesel internal combustion engines, these utilization incentives are a mechanical necessity to encourage continued adoption.

Comment 13-1

The HTA remains committed to the goals of the 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. However, the transition to zero-emission technology depends on timely action. We urge the AQMD to avoid delays that could stall the momentum generated by private sector investments.

We appreciate your consideration of these comments.

Sincerely:

Robert Loya
CEO, Harbor Trucking Association
robert@harbortruckers.org

Ports Responses to Written Comment #13:

Thank you for your comments and for sharing your support for the proposed zero-emission truck utilization program. The specific details of the program will be developed through a public process which will proceed with urgency in keeping with the points raised in your letter.

Written Comment #14 from Biotech Energy Solutions, Inc.

BIOTECH ENERGY SOLUTIONS

May 29, 2026

Deputy Executive Officer
Planning, Rule Development and Implementation Division
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178

Submitted electronically to: Ports@aqmd.gov

RE: Public Comment Submission on the Updated Draft Cooperative Agreement Among South Coast AQMD, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department (Released September 16, 2025)

Dear Deputy Executive Officer:

Biotech Energy Solutions, Inc. (BESI)[1] respectfully submits the enclosed public comments on the Updated Draft Cooperative Agreement released for public review on September 16, 2025.

Executive Summary

Advances in the formulation of fuel additives for internal combustion engines over the past decade have substantially improved the efficiency of the fuel combustion process. These advances improve engine performance, enabling reduced fuel consumption and sharp declines in the production of harmful pollutants — primarily oxides of nitrogen (NOx) and fine particulate matter (PM2.5).

While aggressive efforts are underway to modernize port infrastructure, the inherent complexity and constraints of that transition require a protracted implementation extending to 2050 to reach zero-emission operation across all port activities. Although continuous progress can be made over the next 24 years, existing operations across all port activities will continue to rely on conventional equipment powered by internal combustion engines throughout that period.

While a variety of means are contemplated to mitigate emissions from these in-place mobile emission sources, the primary means requires interim physical retrofit or replacement of equipment on a one-by-one basis. The technological advances achieved in fuel additive formulations have, however, reached the stage where additive application to traditional and alternative fuels can attain comparable or, in some applications, greater emission reductions than other mitigation strategies — subject to verification under the regulatory framework discussed in this submission.

Comment 14-1

Rapid adoption of demonstrated safe and effective fuel additives on existing port equipment — equipment that will be retired once zero-emission replacements are in operation — has the potential to reduce emissions from the legacy equipment stock more quickly than any other interim measure, producing incremental air quality improvement and a corresponding reduction in

[1] BESI is in formation as a developer of marine fuel additive technology intended for application to harbor craft auxiliary engines and other port source categories. BESI's principals have a commercial interest in the policy framework that governs voluntary interim emission reduction measures at the San Pedro Bay Ports. We disclose this interest in the interest of transparency. The recommendations contained in this letter are framed as structural additions to the Agreement available to any qualifying measure, not as a request for any treatment specific to BESI or its technology.

adverse health effects. Under the mid-to-upper scenario range modeled in Appendix A, that potential is on the order of approximately 240 to 790 cumulative avoided premature deaths and $3.1 billion to $10.2 billion in monetized public-health benefit over the buildout window — benefit that would otherwise not be achieved during the zero-emission transition to 2050.[2]

Promulgating regulatory rules and policies that promote rigorous but expedited review, assessment, and deployment of efficacious fuel additives — without undermining or delaying full implementation of zero-emission infrastructure — would enable the opportunity for these incremental health benefits to be realized. This submission recommends a structured framework, Accelerated Deployment of Voluntary Additive and Combustion Enhancements (ADVANCE), to do exactly that.

BESI's principal recommendation is that the Updated Draft Cooperative Agreement be expanded to include an Accelerated Deployment of Voluntary Additive and Combustion Enhancements (ADVANCE) framework as a complementary track alongside the phased Zero-Emission Infrastructure Plans. The framework would establish the formal mechanism through which the Ports, in coordination with South Coast AQMD, can investigate, characterize, and accelerate the deployment of voluntary, original-equipment-manufacturer-cleared measures during the buildout period. The detailed recommendations, justification, proposed CAAP Plus Measure language, and supporting public health and technical analysis are set forth in the main comment document and appendices enclosed.

We thank the District, the Port of Long Beach, and the Port of Los Angeles for the opportunity to participate in this public comment process and would welcome the opportunity to discuss the enclosed materials with South Coast AQMD staff at the agency's convenience.

Respectfully submitted,

Barry R. Sedlik
President and Co-Founder
Biotech Energy Solutions, Inc.
Email: bsedlik@biotechenergysolns.com
Phone: (213) 610-1010

Enclosures:

- Sedlik Comments on the Updated Draft Cooperative Agreement
- Appendix A — The Scale of Potential Public Health Benefit from ADVANCE Measures During the Buildout to Zero-Emission Port Operations by 2050
- Appendix B — The Vessel Speed Reduction Use Case for Fuel Additives (Technical Analysis)

[2] These figures are the conditional mid-to-upper range of the scenario analysis in Appendix A, contingent on demonstrated per-engine efficacy and participation; they are estimates of potential scale, not forecasts. Appendix A presents the full range (which extends lower under conservative assumptions), the year-by-year methodology, the key sensitivity parameters, and an independent regional cross-check against CARB's own harbor craft health analysis.

Comment 14-1, Cont'd

Executive Summary

Advances in the formulation of fuel additives for internal combustion engines over the past decade have substantially improved the efficiency of the fuel combustion process. These advances improve engine performance, enabling reduced fuel consumption and sharp declines in the production of harmful pollutants — primarily oxides of nitrogen (NOx) and fine particulate matter (PM2.5).

While aggressive efforts are underway to modernize port infrastructure, the inherent complexity and constraints of that transition require a protracted implementation extending to 2050 to reach zero-emission operation across all port activities. Although continuous progress can be made over the next 24 years, existing operations across all port activities will continue to rely on conventional equipment powered by internal combustion engines throughout that period.

While a variety of means are contemplated to mitigate emissions from these in-place mobile emission sources, the primary means requires interim physical retrofit or replacement of equipment on a one-by-one basis. The technological advances achieved in fuel additive formulations have, however, reached the stage where additive application to traditional and alternative fuels can attain comparable or, in some applications, greater emission reductions than other mitigation strategies — subject to verification under the regulatory framework discussed in this submission.

Rapid adoption of demonstrated safe and effective fuel additives on existing port equipment — equipment that will be retired once zero-emission replacements are in operation — has the potential to reduce emissions from the legacy equipment stock more quickly than any other interim measure, producing incremental air quality improvement and a corresponding reduction in adverse health effects. Under the mid-to-upper scenario range modeled in Appendix A, that potential is on the order of approximately 240 to 790 cumulative avoided premature deaths and $3.1 billion to $10.2 billion in monetized public-health benefit over the buildout window — benefit that would otherwise not be achieved during the zero-emission transition to 2050.[1]

Instituting regulatory rules and policies that promote rigorous but expedited review, assessment, and deployment of efficacious fuel additives — without undermining or delaying full implementation of zero-emission infrastructure — would enable the opportunity for these incremental health benefits to be realized. This submission recommends a structured framework, Accelerated Deployment of Voluntary Additive and Combustion Enhancements (ADVANCE), to do exactly that.

Comment 14-1, Cont'd

[1] These figures are the conditional mid-to-upper range of the scenario analysis in Appendix A, contingent on demonstrated per-engine efficacy and participation; they are estimates of potential scale, not forecasts. Appendix A presents the full range (which extends lower under conservative assumptions), the year-by-year methodology, the key sensitivity parameters, and an independent regional cross-check against CARB's own harbor craft health analysis.

RE: Public Comment on the Updated Draft Cooperative Agreement Among South Coast AQMD, the City of Long Beach Harbor Department, and the City of Los Angeles Harbor Department (Released September 16, 2025)

Biotech Energy Solutions, Inc. (BESI)[2] respectfully submits these comments on the Updated Draft Cooperative Agreement released for public review on September 16, 2025. We commend South Coast AQMD, the Port of Long Beach, and the Port of Los Angeles for the significant work reflected in the Updated Draft, and we strongly support the Agreement's objective of advancing zero-emission infrastructure planning at the San Pedro Bay Ports.

1. Primary Recommendation

Our comments concern a specific opportunity to strengthen the Agreement: the explicit inclusion of Accelerated Deployment of Voluntary Additive and Combustion Enhancements (ADVANCE) — structured around three coordinated tracks (Verification, Buildout Bridge, Methodology) — as a complementary pathway alongside the phased Zero-Emission Infrastructure Plans, supported by an expanded role for Environmental Ship Index (ESI) and analogous incentive frameworks already referenced in the Agreement's underlying CAAP context. Two accompanying appendices support this letter: Appendix A presents scenario-based modeling of the cumulative public health impact of ADVANCE measures over the 24-year buildout to the Ports' 2050 zero-emission goal, and Appendix B presents the technical analysis underlying the Vessel Speed Reduction (VSR) use case for fuel additives discussed in Section 6.5.

BESI respectfully recommends that the Updated Draft Cooperative Agreement be expanded to include an Accelerated Deployment of Voluntary Additive and Combustion Enhancements (ADVANCE) framework, structured around three coordinated tracks and established as a new CAAP Plus Measure alongside the Port Zero-Emission Infrastructure Plans currently in Attachment A.

ADVANCE-V (Verification Acceleration Track) asks that AQMD, in coordination with CARB, examine whether CARB Title 13, §2710 multimedia analysis verification can adopt a fast-track pathway for verified emission control strategies targeted at port source equipment — fast-track in the sense of accelerating the timeline to public health benefit from solutions that scientific advancement has already made available, preserving the multimedia analysis rigor that protects against MTBE-class problems while addressing the public health urgency of the 24-year buildout window.

ADVANCE-B (Buildout Bridge Recognition Track) asks that the Cooperative Agreement explicitly recognize the deployment of §2710-verified strategies during the buildout period as a qualifying voluntary compliance pathway, structurally analogous to established California precedent — most directly CARB's own Alternative Control of Emissions (ACE) mechanism in the Commercial Harbor Craft Regulation — with credit bounded by Port-committed operational zero-emission milestones and extension only by formal Port Board action plus AQMD/CARB certification anchored to the implementation realities the Agreement already acknowledges in Attachment A Section A.3.

ADVANCE-M (Methodology Track) asks that the Cooperative Agreement commit to a process under which the Emissions Inventory Technical Working Group develops the methodology for incorporating §2710-verified reductions into the annual Ports Emissions Inventory, with timeline coordinated to the Phase 1, 2, and 3 Zero-Emission Infrastructure Plan deadlines.

Comment 14-1, Cont'd

The ADVANCE framework operates exclusively against the emissions of existing internal combustion infrastructure during the period in which that infrastructure is being replaced under the Zero-Emission Infrastructure Plans. It does not reduce the scope, scale, or schedule of zero-emission infrastructure deployment, does not provide an alternative pathway to zero-emission obligations, and does not create credit that is convertible into reductions of zero-emission commitments. Each ADVANCE measure sunsets automatically as the source category to which it applies transitions to zero-emission operation. The public health benefit the framework delivers is benefit that the buildout window would otherwise forgo; it is not benefit that displaces the larger zero-emission transition.

This recommendation is grounded in the Agreement's own structure and recitals, in the Ports' own published emissions inventories, in the peer-reviewed public health literature, and in the established California regulatory architecture for verified emission control strategies, as set forth in the sections that follow and in Appendix A.

2. Justification

2.1 The Agreement's public health stakes warrant every plausible complementary measure.

Recital I.A.4 cites the estimated public health outcomes of implementing the 2022 AQMP Control Measures: 1,500 premature deaths avoided annually, 1,500 emergency department visits avoided, 8,700 hospital admissions avoided, 96,000 school days and 66,000 work days preserved, and $19.4 billion in monetized public health costs avoided each year. These figures represent the public-health value of achieved emission reductions, not of planning documents alone.

Comment 14-1, Cont'd

2.2 The Agreement candidly acknowledges that infrastructure alone cannot deliver attainment.

Joint Recital I.C.7 reproduces from the 2022 AQMP Executive Summary the conclusion that "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 NOx limit, thwarting any other actions to meet the standard." If infrastructure planning alone cannot deliver attainment, and federal action is uncertain, the difference must be made up by complementary measures applied to the existing port source equipment during the buildout period.

2.3 The Agreement already contemplates voluntary interim measures.

Section II.A.1.e preserves AQMD's ability to seek SIP credit for voluntary mobile source measures. AQMP Control Measure MOB-01, cited in Recital I.A.3.a, identifies "incentive funding or other voluntary measures that can achieve and/or facilitate emission reductions" as a pathway to the Control Measure's objectives. The ADVANCE framework fits within these existing provisions.

2.4 The Ports' 2050 zero-emission goal defines a 24-year buildout window.

Port of Long Beach CEO Dr. Noel Hacegaba reaffirmed the goal of POLB becoming "the first zero-emissions port in the world" by 2050 in his State of the Port address on January 15, 2026. POLA is aligned with this trajectory. Existing CAAP intermediate targets — zero-emission cargo-handling equipment by 2030 and zero-emission drayage trucks by 2035 — provide important milestones, but each is also subject to the implementation realities the Agreement itself acknowledges in Attachment A Section A.3 (feasibility) and Recital I.B.2 (LADWP non-binding). The 2026–2049 buildout period is the window in which ADVANCE measures operate.

Comment 14-1, Cont'd

2.5 The operative regulatory gates for verified complementary measures are CARB Title 13, §2710 and the Emissions Inventory Technical Working Group.

The deployment in California of verified emission control strategies for port source equipment — including fuel additives, combustion improvers, and analogous measures — is gated by two distinct regulatory mechanisms operating in sequence. CARB Title 13, §2710 establishes the multimedia analysis verification framework that protects against MTBE-class problems by ensuring a strategy is environmentally protective across water, soil, and ecological dimensions in addition to the air-emissions reduction it delivers. The Emissions Inventory Technical Working Group, an agencies-driven body that oversees emissions inventory preparation in the San Pedro Bay Ports, develops the methodology by which verified strategies enter the annual Ports Emissions Inventory and produce creditable reductions. Both mechanisms are appropriate; both, at current pacing, are the operative constraints on the delivery of complementary public health benefits during the buildout window. The three-track ADVANCE framework proposed in Section 4 is structured to engage these gates constructively rather than around them.

Comment 14-2

2.6 The Commercial Harbor Craft Regulation establishes an in-force compliance obligation — and a built-in flexibility mechanism — for the Phase 2 harbor craft category.

Harbor craft are a Phase 2 source category under Attachment A and are independently governed by CARB's Commercial Harbor Craft Regulation (Cal. Code Regs., tit. 17, § 93118.5; tit. 13, § 2299.5). The Regulation is adopted, promulgated as State law, and in force: in January 2025 the U.S. EPA issued a partial authorization under Clean Air Act § 209(e) covering substantially all of its performance requirements (90 Fed. Reg. 1,998, Jan. 10, 2025), and CARB is implementing the Regulation, with only two narrow provisions left unenforced. The operative compliance architecture established by the 2022 Amendments comprises a renewable-diesel mandate (R99/R100) under subsection (e)(7), Tier 3-plus-DPF and Tier 4-plus-DPF engine performance standards under subsections (e)(10) and (e)(12), and a structured set of feasibility extensions. The harbor craft category therefore carries a real, enforceable in-use compliance obligation across the buildout window — the regulatory condition under which a voluntary interim measure becomes meaningful to operators.

Critically, the CHC Regulation already contains, in subsection (f), an Alternative Control of Emissions (ACE) mechanism whose express purpose is to allow an operator the option of applying alternative strategies to achieve equivalent or additional emission reductions in lieu of the requirements of subsection (e). ACE permits an operator to be deemed in compliance by implementing an alternative emission control strategy (AECS) approved by CARB's Executive

Comment 14-3

Officer, provided the AECS achieves diesel-PM and NOx reductions — evaluated separately, in cumulative pounds over a January 1, 2023 through December 31, 2034 evaluation period — equal to or greater than the Nominal Compliance Baseline of direct compliance (inclusive of up to two years of feasibility extension). The AECS menu under subsection (f)(1)(E) is open-ended, expressly including engine modifications, exhaust treatment control, repower or rebuild, ZEAT deployment, shore power, fleet averaging, CARB Approved Emission Control Systems, and "any other measures that sufficiently reduce emissions." ACE is, in other words, a CARB-authored, currently-operating precedent — in the very source category these comments address most directly — for the voluntary-alternative-strategy structure the ADVANCE framework proposes.

Comment 14-3, Cont'd

3. The Scale of Potential Public Health Benefit During the Buildout to 2050

A long-standing concern in the public discourse on complementary or interim emission-reduction measures is that such measures may reduce the urgency of zero-emission technology adoption and provide cover for delayed capital investment in zero-emission infrastructure. The concern is real and historically grounded. BESI addresses it not by claiming that interim measures will deliver specific reductions in any specific port source application — that is what structured investigation is designed to determine — but by demonstrating that the scale of potential public health benefit is large enough, relative to the multi-year buildout window, to warrant the structured pursuit of such measures during that window.

Appendix A to this letter examines the scale of potential cumulative public health benefit over the 24-year buildout period from 2026 through 2049. The analysis is built up year by year across the buildout window rather than as a single steady-state estimate, applying a five-year deployment ramp to a declining emissions trajectory. It is parameterized by two dimensions: the breadth of port source equipment coverage and participation, and the per-engine efficacy of interim measures at the relevant operating points, with efficacy expressed as paired NOx and PM reduction levels rather than a single NOx-only figure. The emissions basis is resolved across five port source categories — ocean-going vessel in-transit propulsion, harbor craft, drayage trucks, locomotives, and cargo-handling equipment — with the At Berth (hoteling) category excluded because vessels at berth are increasingly served by shore power and are not a target operating regime for combustion-side measures. Public health benefit is attributed through three pathways (NOx-driven, PM-driven, and the combined effect) and anchored to AQMD's own annual public health figures from Recital I.A.4, apportioned to port source contribution and summed across the buildout window.

Comment 14-4

Under modest assumptions (Moderate coverage; Central paired efficacy of NOx 20%/PM 30%), the cumulative potential is approximately 238 premature deaths avoided and ~$3.1 billion in monetized public health benefit over the buildout window. At the lower bound (Limited coverage; Conservative paired efficacy of NOx 10%/PM 20%), the potential is approximately 53 deaths avoided and ~$680 million. Under broader theoretical upper-bound assumptions (Broad coverage; High to Upper paired efficacy), the potential reaches approximately 615 to 790 deaths avoided and $7.9 to $10.2 billion. These are not projections of expected outcome; they are estimates of the scale of potential benefit conditional on the coverage and paired-efficacy parameters indicated, with combined uncertainty that is correspondingly wide. Appendix A

presents the full 3×4 sensitivity matrices (deaths, hospital admissions, monetized benefits), the year-by-year methodology, the key sensitivity parameters, and the supporting evidence base.

Independent analysis confirms the structural picture this section describes. An independent emissions analysis prepared by Ramboll (June 27, 2024) modeled the San Pedro Bay Ports NOx emissions trajectory under regulatory and reasonable business-as-usual scenarios through 2031 and 2037. Under the Regulatory BAU scenario, total port-source NOx declines from 31 tons per day in 2022 to 21 tons per day by 2037 — a 32% reduction over 15 years, considerably less than the 70% reduction (105 → 31 TPD) achieved over the prior 17 years (2005 to 2022). Of the 21 TPD remaining at 2037 under Regulatory BAU, ocean-going vessels (at-berth and in-transit combined) account for approximately 90%. The analysis further finds that the addition of the Proposed CHE Rule to the Regulatory BAU scenario reduces 2037 total NOx by only approximately 1 TPD (21 → 20 TPD); Ramboll observes that the rule's benefits would be "more significant for local air quality effects, than regional emissions as a whole." The structural implication is the same one this section makes from AQMD's own public health figures: single-source-category infrastructure measures, while important locally, do not address the residual regional emissions that remain across the buildout window. Complementary measures applied across multiple source categories during the buildout — including OGV propulsion and auxiliary engines, where the dominant remaining mass lives — are warranted.

Comment 14-4, Cont'd

Appendix A also addresses why marginal reductions during the buildout period carry disproportionately greater public health value, not less — because the PM2.5 exposure-response curve is sub-linear (Shi et al., 2020, Environmental Health), meaning each additional μg/m³ reduction at the lower concentrations the Ports have now achieved delivers more mortality benefit per unit than reductions at higher concentrations.

4. Proposed CAAP Plus Measure: Accelerated Deployment of Voluntary Additive and Combustion Enhancements (ADVANCE)

BESI proposes the following framework, to be added to Attachment B (currently noted as "To Be Negotiated") or established as a new Attachment alongside Attachment A. The framework is structured around three coordinated tracks that engage the operative regulatory gates identified in Section 2.5: ADVANCE-V (Verification Acceleration), ADVANCE-B (Buildout Bridge Recognition), and ADVANCE-M (Methodology). Each track addresses a distinct structural gap that currently prevents the regulatory architecture from delivering complementary public health benefits during the 24-year buildout window. The three tracks operate together under the Non-Substitution Principle set forth in Section 4.2.

Comment 14-5

4.1 Purpose

To enable, recognize, and report the investigation and accelerated deployment of CARB Title 13, §2710-verified emission-reduction measures addressing port-related and goods movement mobile source emissions, in order to bring forward air quality and public health benefits during the period in which zero-emission infrastructure is being planned, permitted, financed, and constructed under the Port Zero-Emission Infrastructure Plans, consistent with the public health

objectives of the 2022 AQMP Control Measures and the regulatory protections of CARB Title 13, §2710.

4.2 Non-Substitution Principle (Foundational)

The ADVANCE framework operates exclusively against the emissions of existing internal combustion infrastructure during the period in which that infrastructure is being replaced by zero-emission alternatives under the phased Zero-Emission Infrastructure Plans. The framework does not reduce the scope, scale, or schedule of zero-emission infrastructure deployment; it does not provide an alternative pathway to zero-emission obligations; it does not create credit that is convertible into reductions of zero-emission infrastructure commitments. The framework reduces interim emissions during the buildout period that would otherwise persist until full zero-emission operational deployment. Each ADVANCE measure sunsets automatically as the source category to which it applies transitions to zero-emission operation, with extension only by the formal mechanism set forth in Section 4.4. The public health benefit that ADVANCE delivers is benefit the buildout window would otherwise forgo; it is not benefit that displaces the larger zero-emission transition.

The Non-Substitution Principle is foundational to every operational element of the ADVANCE framework. Eligibility criteria (Section 4.6), reporting requirements (Section 4.7), and Clean Air Mitigation Fund eligibility (Section 4.8) all operate subject to this principle.

4.3 ADVANCE-V — Verification Acceleration Track

CARB Title 13, §2710 multimedia analysis verification is the legal gateway for diesel fuel additive use in California and for analogous emission control strategies in adjacent fuel categories. The verification framework was established in 2002 to support CARB's Diesel Risk Reduction Plan and reflects the MTBE-era judgment that fuel-side measures require multimedia examination — water, soil, ecology, public health — in addition to the air-emissions reduction they deliver. That judgment remains correct. The framework's multimedia rigor protects California from MTBE-class problems and should not be relaxed.

The current §2710 verification queue and review timeline were, however, calibrated to the pace of additive innovation at an earlier point. Scientific advancement since that calibration has produced new generations of fuel-side measures with broader engine-type applicability, higher per-engine efficacy at part-load operating regimes relevant to port source equipment, and improved compatibility with existing post-combustion emission control systems. The public health stakes of the 24-year buildout window create an urgency that the current pacing did not anticipate.

ADVANCE-V asks that AQMD, in coordination with CARB, examine whether §2710 multimedia analysis can adopt a fast-track pathway for verified emission control strategies targeted at port source equipment, where: (a) public health benefit per unit of emission reduction is highest (sub-linear PM2.5 dose-response, Appendix A); (b) the operational envelope is bounded (defined source categories, defined fuel specifications, defined duty cycles); (c) verification mechanics are well-defined (per-engine measurement protocols and observed emission factor methodologies exist); and (d) the buildout window creates urgency (benefits accruing during 2026–2049 vs. only after full operational electrification).

Comment 14-5, Cont'd

BESI uses "fast-track" deliberately. Conventional usage of the term in regulatory discourse denotes a mechanism for bypassing scrutiny — accelerating approval by relaxing review. ADVANCE-V inverts that convention. What ADVANCE-V proposes is acceleration of the timeline to public health benefit from strategies that scientific advancement has already made available but that regulatory pacing has held in queue. The multimedia analysis rigor that the §2710 framework was designed to deliver is preserved. What is accelerated is the pacing of review for a defined class of measures with high public health value during a constrained buildout window. AQMD has standing in its coordinating role with CARB to ask whether the §2710 process can achieve this acceleration without compromising the multimedia rigor that protects California from MTBE-class problems.

The mechanisms by which such acceleration can occur are ones the multimedia evaluation framework already contains. The framework is structured in sequential tiers, with defined provisions for concluding the evaluation where the initial tier identifies no significant adverse impacts and no outstanding priority knowledge gaps; for drawing on the existing body of evaluation data, including data from fuels and formulations of similar source or production process; and for bounding the assessment to a defined comparison fuel and operating envelope. A measure addressed to a defined port source category, a defined fuel specification, and a defined duty cycle — precisely the bounding ADVANCE-V contemplates — presents the multimedia framework with a well-scoped evaluation in which these existing provisions can be brought to bear, and in which the performance-verification and multimedia-evaluation steps can proceed in coordination rather than in sequence. The acceleration ADVANCE-V seeks is the application of these existing mechanisms, together with prioritized review attention for measures of high public-health value to the port communities, to a defined class of port-source measures during a constrained buildout window. None of it requires relaxing the multimedia rigor the §2710 framework exists to provide.

Comment 14-5, Cont'd

ADVANCE-V is the primary track of the ADVANCE framework. ADVANCE-B and ADVANCE-M operate as parallel and supporting elements that become substantively meaningful only as §2710 verification occurs through the pathway ADVANCE-V seeks to accelerate.

4.4 ADVANCE-B — Buildout Bridge Recognition Track

Even where a §2710-verified emission control strategy exists, deployment by port operators requires that the strategy generate creditable emission reductions within a recognized regulatory framework. California's most directly applicable precedent is CARB's own Alternative Control of Emissions (ACE) mechanism in the Commercial Harbor Craft Regulation (Cal. Code Regs., tit. 17, § 93118.5(f)), described in Section 2.6. ACE is a built-in, operating flexibility mechanism: it permits a harbor craft operator to satisfy the Regulation's performance requirements by implementing an Executive-Officer-approved alternative emission control strategy that achieves diesel-PM and NOx reductions equal to or greater than direct compliance, measured in cumulative pounds across the 2023–2034 evaluation window, drawn from an open-ended menu that culminates in "any other measures that sufficiently reduce emissions." The longstanding California treatment of verified diesel emission control strategies as voluntary options within compliance menus established under CARB's Diesel Risk Reduction Plan provides the broader lineage; ACE is the specific, current, source-category-matched instance of it.

Comment 14-6

The structural significance of ACE for ADVANCE-B is twofold. First, it demonstrates that the flexibility ADVANCE-B asks the Cooperative Agreement to recognize is not novel — CARB has already established the identical species of mechanism by regulation for this exact source category. ADVANCE-B is therefore consistent with, and modeled on, existing California regulatory protocol rather than a departure from it. Second, the ACE equivalence test confirms that a §2710-verified fuel additive can, in principle, qualify as an alternative strategy in its own right. Because ACE measures equivalence in cumulative PM and NOx poundage over the 2023–2034 window — against a baseline that itself incorporates feasibility extensions — a fuel additive deployed fleet-wide and early, including across years in which baseline equipment would otherwise operate under extension, may accrue cumulative reductions equal to or greater than a later-arriving engine-and-aftertreatment compliance path, and may further be combined with fleet averaging and other AECS elements. Whether a given additive clears the ACE baseline in a given fleet is an empirical question that CARB §2710 multimedia analysis verification and the ACE application process are designed to answer. ADVANCE-B does not presuppose the answer; it asks that the framework exist so the question can be put.

Date-Certain Sunset Architecture. ADVANCE-B credit accrues during the buildout period for a given source category and sunsets at the Port-committed operational zero-emission milestone for that source category. The Cooperative Agreement's Phase 1, 2, and 3 Zero-Emission Infrastructure Plan deadlines (Attachment A) establish the milestone dates by source category. ADVANCE-B credit is bounded by these milestone dates.

Comment 14-6, Cont'd

Formal Extension Mechanism. If the operational zero-emission milestone for a given source category cannot be met on its originally committed date due to documented implementation realities — those that Attachment A Section A.3 already acknowledges, including electric serving capacity, tenant lease amendments, CEQA/NEPA review, supply chain constraints, and federal source contribution — the operational milestone date can be extended, but only by formal action: (i) Port Board action committing to the revised date with documented justification anchored to the Section A.3 implementation realities the Agreement already acknowledges, and (ii) AQMD and CARB certification that the extension is warranted and not the result of operator avoidance of zero-emission obligations. When the operational milestone is extended through this formal mechanism, ADVANCE-B recognition extends correspondingly — but only for the duration of the formally-certified extension, and only because the underlying internal combustion equipment will continue operating during that extension period.

The Date-Certain Sunset architecture serves three structural purposes simultaneously. First, it gives operators the credit certainty required to justify §2710-verified deployment during the buildout — without which voluntary deployment by industry participants is unlikely to materialize at scale, as the credit-pathway dependency discussed in Section 7.2 reflects. Second, it makes the Non-Substitution Principle operationally enforceable: ADVANCE-B credit literally cannot accrue beyond the Port-committed operational milestone for the source category, and any extension requires three regulatory bodies (Port Board, AQMD, CARB) to sign off on documented Section A.3 implementation realities. Third, it creates a structural incentive for the Ports to commit to realistic operational milestones, because aspirational milestones that require repeated extensions will face uncomfortable public scrutiny through the formal extension process.

Aggregate Target / Voluntary Pathway. Building on the same precedent — verified strategies as voluntary options within compliance menus — ADVANCE-B operates with a buildout-period interim emission reduction target established at the source-category-aggregate level (not at the individual operator level) and a voluntary pathway by which operators contribute to meeting that target. The target is a Cooperative Agreement commitment; the pathway is the operator's choice among ADVANCE-V-verified strategies, early voluntary zero-emission conversion ahead of schedule, verified retrofit technologies, verified alternative fuels, or analogous qualifying measures. The methodology for establishing the buildout-period interim target is the subject of ADVANCE-M (Section 4.5).

Comment 14-6, Cont'd

4.5 ADVANCE-M — Methodology Track

Even where a §2710-verified emission control strategy exists and the Cooperative Agreement recognizes its deployment under ADVANCE-B, the resulting emission reductions cannot enter the annual Ports Emissions Inventory unless the Emissions Inventory Technical Working Group develops the methodology by which verified reductions are credited. The Working Group is an agencies-driven body that determines emission factor methodologies; the Ports cannot determine efficacy unilaterally.

ADVANCE-M asks that the Cooperative Agreement commit to a process under which the Emissions Inventory Technical Working Group develops the methodology for incorporating §2710-verified reductions — including those from fuel additives, combustion improvers, verified retrofit technologies, and analogous strategies — into the annual Ports Emissions Inventory. The methodology development effort would establish the per-engine emission factor adjustments, duty-cycle weighting protocols, and verification reporting requirements by which §2710-verified reductions are accurately reflected in inventory results.

Comment 14-7

The ADVANCE-M process commitment would also serve as the vehicle for establishing the buildout-period interim emission reduction target referenced in Section 4.4. The Working Group is the appropriate body to develop the methodology by which such a target is calibrated to public health benefit during the buildout window, given the Working Group's established role in port emissions inventory methodology and its agencies-driven composition.

Timeline. ADVANCE-M methodology development would be coordinated to the Phase 1 (CHE and drayage, December 2027), Phase 2 (harbor craft and locomotives, December 2028), and Phase 3 (OGV, December 2029) Zero-Emission Infrastructure Plan deadlines under Attachment A. Methodology completion ahead of each Phase's operational milestone allows ADVANCE-B credit mechanics to be operational as the relevant source category enters the buildout window.

4.6 Eligibility Criteria for an ADVANCE Measure

Each measure adopted under the ADVANCE framework would satisfy all of the following:

- The measure has obtained CARB Title 13, §2710 multimedia analysis verification (where applicable to its fuel category and source application) or is in active §2710 verification under the ADVANCE-V fast-track pathway proposed in Section 4.3.

Comment 14-8

- The measure achieves quantifiable reductions in NOx, diesel particulate matter, or other criteria pollutants from one or more port source categories, verifiable using emissions estimation methodology generally consistent with CARB and USEPA published methodologies (Recital I.B.5) and the methodology established by the Emissions Inventory Technical Working Group under ADVANCE-M.
- The measure has obtained technical concurrence from the relevant original equipment manufacturer or manufacturers, in a form such as a No Objection Letter or equivalent, addressing engine compatibility, fuel specification neutrality, emissions system compatibility, and liability allocation.
- The measure is applied within a defined operating envelope and does not require modification of existing engines, fueling logistics, or vessel operations beyond the application of the measure itself.
- The provider of the measure carries product liability insurance appropriate to the application, and assumes responsibility for the performance and effects of the measure within the defined operating envelope.
- The measure is implemented under a structured pilot or deployment protocol with pre-deployment baseline data, periodic in-service monitoring, and post-deployment reporting suitable for inclusion in the annual Ports Emissions Inventory under the methodology established through ADVANCE-M.

Comment 14-8, Cont'd

4.7 Reporting and Integration

- Each Port shall report ADVANCE deployments and verified emission reductions in the annual Ports Emissions Inventory (Recital I.B.5 / Section II.B.3.c), using the methodology established through ADVANCE-M.
- Each Port shall report ADVANCE progress in the Annual Report (Attachment A Section G), alongside the Zero-Emission Infrastructure Plan progress reporting, including the status of any Section 4.4 formal extension actions affecting ADVANCE-B recognition.
- South Coast AQMD shall consider ADVANCE verified reductions when seeking SIP credit under Section II.A.1.e.
- ADVANCE deployments do not modify, replace, or excuse the planning deadlines, public-process obligations, or enforcement provisions of the Port Zero-Emission Infrastructure Plans under Attachment A. ADVANCE measures are explicitly additive to, not substitutes for, the zero-emission infrastructure track, in accordance with the Non-Substitution Principle of Section 4.2.

4.8 Eligibility for the Clean Air Mitigation Fund

BESI further recommends that voluntary ADVANCE deployments meeting the criteria above be included on the list of pre-approved Tidelands-compliant project types that each Port's Board of Harbor Commissioners is required to approve under Section II.L.4.b. Such measures meet the Tidelands Trust criteria in Section II.L.4.a: port operations are responsible for the impacts being mitigated, there is a direct nexus between port operations and the proposed mitigation, and the

mitigation can be sized proportional to the impacts. Clean Air Mitigation Fund support for ADVANCE deployments operates subject to the Non-Substitution Principle of Section 4.2; such support may not be used to reduce, delay, or substitute for zero-emission infrastructure investment under Attachment A.

Comment 14-8, Cont'd

5. Environmental Ship Index Integration: A Layered Proposal

The Environmental Ship Index (ESI), administered internationally by the International Association of Ports and Harbors, is a voluntary scoring system that ports worldwide use to incentivize cleaner vessel operations. POLA currently pays $2,500 per vessel call to vessels scoring ESI ≥ 50, with an additional $5,000 per call for IMO Tier III engines; POLB's Green Ship Program uses ESI registration as a qualification gateway with engine-tier-driven incentive escalation. The Updated Draft Cooperative Agreement and its underlying CAAP context already recognize ESI as part of the voluntary OGV control strategy.

BESI proposes a three-part layered integration of ESI with the ADVANCE framework:

5.1 Recognition of ADVANCE-deployed vessels in existing ESI/Green Ship incentive programs

Vessels that deploy a verified ADVANCE measure (meeting the eligibility criteria in Section 4.6) would earn the existing ESI per-call incentive at POLA and POLB on the same basis as vessels achieving comparable verified reductions through other means. This requires no change to ESI scoring methodology — it recognizes that ADVANCE-attributable reductions are functionally equivalent to other ESI-scored reductions for incentive purposes.

Comment 14-9

5.2 Expansion of ESI scoring methodology to credit additive-driven and other ADVANCE reductions explicitly

BESI recommends that POLA, POLB, and AQMD coordinate with the International Association of Ports and Harbors to propose explicit ESI scoring criteria for additive-driven emission reductions and other ADVANCE categories. The IAPH announced in March 2024 a major revision of the ESI methodology, with the new core module coming online in 2027 following a transition through 2025–2026, that introduces new modules for at-berth performance, zero-emission innovation rewards, and updated GHG methodology. This revision cycle represents a natural opening for explicit recognition of fuel-side measures (including §2710-verified additives and combustion improvers) within the ESI scoring framework. Coordinated engagement by POLA, POLB, and AQMD on this revision would position the San Pedro Bay Ports as the originators of a globally relevant framework consistent with POLB's stated ambition of becoming "the first zero-emissions port in the world."

5.3 A new "Voluntary Interim Measures" recognition tier modeled on ESI

Where the existing ESI framework does not readily accommodate a particular ADVANCE category (for instance, harbor craft, which are not the primary ESI focus), BESI proposes the creation of a parallel "Voluntary Interim Measures" recognition tier, modeled on ESI's structure and administered by AQMD or the Ports. This tier would provide per-call or per-operating-period incentives for verified ADVANCE deployments on harbor craft, drayage trucks, and cargo-

handling equipment during the buildout period to the corresponding Zero-Emission Infrastructure Plan operational date, with recognition bounded by the date-certain sunset architecture of Section 4.4.

Comment 14-9, Cont'd

The harbor craft case illustrates that this is not a novel construct: CARB's Commercial Harbor Craft Regulation already establishes, in its ACE mechanism (Section 2.6), a voluntary alternative-strategy pathway for this exact source category. The "Voluntary Interim Measures" tier proposed here extends the same recognized structure to the Green Ship / ESI incentive context for harbor craft and other non-OGV categories during the buildout period.

6. Recommendations Building on the Ports' Existing Commitments (May 14, 2026 Public Meeting, Slide 15)

At the May 14, 2026 public meeting, the Ports identified three ongoing commitments outside of the Cooperative Agreement under the heading "Ports' Ongoing Commitments Outside of Cooperative Agreement — OGV Examples" (Slide 15): a Clean Marine Fuels Assessment in support of Green Shipping Corridors evaluating clean marine fuels, supply and demand, and infrastructure gaps; a Clean Marine Fuels Pilot Project to be initiated by solicitation and, if qualified proposals are received, to demonstrate clean marine fueling operations in San Pedro Bay; and a Study of Vessel Emissions at Low Speeds to evaluate emission performance at different speeds for vessels calling at the San Pedro Bay Ports, to inform potential enhancements to existing programs. The Slide further notes that "South Coast AQMD and the Ports will continue to work together on various air quality programs and activities" with updates "provided through regular CAAP Meetings and other public processes conducted by the Ports."

Comment 14-10

BESI commends the Ports and South Coast AQMD for these commitments. They reflect a continuing spirit of collaboration on air quality measures that supplement the formal Cooperative Agreement framework. The recommendations below are offered as natural extensions of those three programs, consistent with the ADVANCE framework proposed in Sections 1 and 4 above, and with the public health benefits documented in Section 3 and Appendix A.

6.1 Expand the Clean Marine Fuels Assessment to include fuel additives

BESI respectfully recommends that the scope of the Clean Marine Fuels Assessment currently underway in support of Green Shipping Corridors be expanded to include the evaluation of fuel additives as a category of clean marine fuel technology. Additives are technically distinct from alternative fuels but operate in the same regulatory and operational space, with directly comparable considerations of supply, demand, infrastructure compatibility, and emission-reduction potential. Including additives in the existing Assessment ensures the Ports' analysis captures the full set of complementary technologies available during the buildout to the 2050 zero-emission goal, rather than treating additives as a separate exercise outside the Green Shipping Corridors framework. The mechanics of how additives are evaluated within the Assessment — criteria, timeline, deliverables — are appropriately defined by the Ports.

6.2 Initiate a separate fuel additive pilot ahead of the broader Clean Marine Fuels Pilot Project

BESI respectfully recommends that the Ports initiate a separate, focused pilot project to demonstrate fuel additive operations in San Pedro Bay, in advance of the more involved Clean Marine Fuels Pilot Project for alternative fuels. The sequencing logic is substantive: fuel additives can be evaluated against the existing port source equipment using existing fueling logistics, on a compressed timeline relative to alternative fuels, which require new supply chains, infrastructure investment, and qualified-vessel availability. A separate additive pilot, run in parallel with the broader Clean Marine Fuels Pilot Project's development, would generate operational data sooner, inform the design of the broader pilot, and contribute to the public health objectives during the buildout period. The criteria and mechanics of such a pilot — participating vessels, source categories, monitoring protocols, reporting cadence — are appropriately defined by the Ports.

6.3 Include fuel additives within the Study of Vessel Emissions at Low Speeds

Comment 14-10, Cont'd

BESI respectfully recommends that the Study of Vessel Emissions at Low Speeds be expanded to evaluate emission performance with fuel additive application across the relevant speed regimes. Low-speed operation in port approaches and within the harbor is a duty cycle in which combustion conditions differ materially from cruise operation; the additive's effects on emission performance in this regime are directly relevant both to enhancements of the Vessel Speed Reduction Program the Slide 15 framing contemplates, and to the broader ADVANCE framework proposed in this letter. The Study's methodology development would be appropriately coordinated with the Emissions Inventory Technical Working Group methodology effort proposed under ADVANCE-M (Section 4.5), ensuring that Study outputs inform — and are informed by — the broader methodology for incorporating verified reductions into the annual Ports Emissions Inventory. The design of the Study — speed ranges, source categories, measurement methodology — is appropriately defined by the Ports in coordination with South Coast AQMD and the Working Group.

6.4 Extension of the OGV scope to harbor craft and cargo-handling equipment

Comment 14-11

The three commitments above are framed as "OGV Examples" on Slide 15. BESI respectfully recommends that the Ports consider extending each of the three programs above — or establishing parallel programs — to also encompass harbor craft and cargo-handling equipment source categories. Both categories are within the Ports' direct operational sphere, are scheduled for Phase 2 Zero-Emission Infrastructure Plans under Attachment A, and present additive-deployment and low-speed-emission considerations directly analogous to those for OGVs. Extending the three programs to these categories would provide a more complete picture of complementary measures across port source equipment during the buildout to 2050.

6.5 The VSR Use Case for Fuel Additives

Comment 14-12

The Vessel Speed Reduction Program is the operational context in which the technical case for fuel additives is strongest. Appendix B to this letter presents the detailed technical analysis and citations in full; this subsection summarizes the case for inclusion in Section 6 because it materially shapes the scope of the recommended Study of Vessel Emissions at Low Speeds and underscores why fuel additives should be evaluated within the broader OGV emission-reduction framework on Slide 15.

Container vessels — the dominant call-type at POLA and POLB — are designed for service speeds of approximately 24 knots with propulsion plants matched for ~85% Maximum Continuous Rating efficiency. Under the standard Propeller Law approximation for hull frictional resistance, a 24-knot-design vessel complying with the VSR's 12-knot threshold operates its main engine at approximately 12.5% MCR — squarely within the low-load regime in which both specific fuel consumption and specific NOx emissions rise sharply. (The cube-law derivation and citations are provided in Appendix B.)

The peer-reviewed and agency-commissioned literature documents what this means in emissions terms. The ICCT's Real-World NOx Working Paper (2023) found mean main engine NOx emission rates of 8.1 g/kWh at loads above 75%, with materially higher rates at lower loads. The Explicit ApS study commissioned by South Coast AQMD (Contract No. 21222) documented observed NOx emission factors above 15 g/kWh at lower speed ratios, noting that the IMO certification weighted-average method permits a 20% reduction at the highest load point to coincide with an 80% increase at the lowest load point. The illustrative arithmetic in Appendix B suggests that a VSR-compliant propulsion engine emits roughly 1.8× to 2× the NOx per kilowatt-hour of work compared to the same engine at its design point.

Ocean-going vessels additionally operate three to seven auxiliary engines, typically medium-speed four-stroke diesels, that run continuously except when the ship is on shore power during hoteling. Per EPA Port Emissions Inventory Guidance Table 3-4, container ship auxiliary load factors are 0.13 (cruise), 0.25 (within the Reduced Speed Zone, i.e., the VSR zone), 0.50 (maneuver), and 0.17 (hotel). Auxiliary engines therefore represent a continuous NOx and DPM source across the entire VSR transit, in addition to the main engine. The Wärtsilä 20 and Wärtsilä 32 medium-speed engine families — common OGV auxiliary configurations — have established No Objection Letter pathways through Wärtsilä Services for fuel-related modifications on Marine Gas Oil and Marine Diesel Oil operation, providing a technically well-defined entry point for additive characterization.

The implication for the Study of Vessel Emissions at Low Speeds is concrete: the study should characterize the additive's NOx and DPM effect on both propulsion engines in the 10–20% MCR band (the VSR-compliant operating point) and auxiliary engines across the RSZ, Maneuver, and Hotel load factors. If the additive demonstrates a NOx emission factor reduction in the 10–20% range at these operating points — a result that requires verification, which is the purpose of the study and of CARB §2710 multimedia analysis under ADVANCE-V — the implications include both an enhancement to current VSR-program air quality outcomes and the possibility that equivalent air quality outcomes could be achieved at higher (e.g., 14–16-knot) operating speeds within the VSR zone, reducing the operational burden on shipping companies while preserving the public health benefit.

Mechanics of the study — vessel selection, measurement methodology, OEM coordination, data reporting — are appropriately defined by the Ports in coordination with South Coast AQMD and the Emissions Inventory Technical Working Group. Appendix B offers detailed input to that scoping.

Comment 14-12, Cont'd

6.6 The fuel-supply deployment pathway allows phased, fleet-wide implementation for harbor craft and cargo-handling equipment without unit-by-unit equipment modification

A structural feature of fuel-side measures distinguishes them from the conventional control pathway and bears directly on how quickly public-health benefit can be realized during the buildout window. The conventional path to the Zero-Emission Infrastructure Plan endpoint — engine repower, Tier 3/4-plus-DPF retrofit, and zero-emission conversion — is inherently unit-by-unit and serialized: each tugboat, each cargo-handling loader is modified individually, gated by engine and aftertreatment availability, drydock and shop capacity, capital-replacement cycles, and the feasibility-extension queue. This is a principal reason the buildout to full implementation spans many years, with benefit accruing only gradually as equipment turns over one unit at a time.

A fuel additive is introduced at the fuel-supply point rather than at each engine. Because harbor craft and cargo-handling equipment draw from a relatively concentrated set of port and terminal fuel-supply points — and because harbor craft already operate on a controlled, specified fuel under the Commercial Harbor Craft Regulation's renewable-diesel (R99/R100) mandate — a §2710-verified additive could in principle be introduced to those fuel supplies and thereby reach much of the fleet drawing from them without modification to any individual vessel or piece of equipment. The practical consequence is a fundamentally different deployment curve: rather than a slow ramp tracking unit-by-unit equipment turnover, fleet-wide coverage for these categories could be approached through a small number of closely-spaced implementation phases tied to the fuel-supply points rather than to the equipment population. The mechanics — which fuel-supply points, dosing method, phasing sequence, and verification of in-use treat rates — are appropriately defined by the Ports and the fuel suppliers in coordination with South Coast AQMD; the structural point is that the fuel-supply pathway compresses the time to fleet-wide coverage in precisely the categories (harbor craft and cargo-handling equipment) where the buildout-window public-health stakes documented in Section 3 and Appendix A are most directly addressable by an interim measure.

Comment 14-13

This deployment characteristic reinforces, and is bounded by, the Non-Substitution Principle of Section 4.2: the fuel-supply pathway accelerates the delivery of interim benefit during the buildout, and each measure sunsets as the corresponding source category transitions to zero-emission operation. It is a means of capturing benefit sooner within the buildout window, not a means of extending the window.

6.7 Recommend that §2710-verified fuel additives be named as a recognized control measure within the Commercial Harbor Craft compliance and ACE framework

The Commercial Harbor Craft Regulation's operative post-2022 compliance architecture does not enumerate §2710-verified fuel additives as a recognized control measure. Fuel additives appear in the Regulation only in the superseded pre-2023 low-sulfur fuel provision (subsection (e)(1), "Applicable Until December 31, 2022"), in the BACT/DECS definition applicable to certain new ferries (subsection (e)(5)(B)), and implicitly within the ACE catch-all for "any other measures that sufficiently reduce emissions" (subsection (f)(1)(E)). They are not named among the enumerated AECS control strategies, alongside engine modifications, exhaust treatment control, repower,

ZEAT, shore power, fleet averaging, and CARB Approved Emission Control Systems. BESI respectfully recommends that South Coast AQMD, in its coordinating role with CARB, support the explicit recognition of §2710-verified fuel additives as a named control measure within the CHC compliance framework and as an enumerated AECS option under subsection (f)(1)(E). Explicit enumeration would give harbor craft operators a clear, recognized pathway to deploy a verified additive — whether as a standalone ACE strategy or in combination with other measures — during the buildout to Phase 2 zero-emission operation, consistent with the ADVANCE framework and the Non-Substitution Principle of Section 4.2.

Comment 14-13, Cont'd

7. Industry Leadership and the Cooperative Agreement Framework

The ADVANCE framework proposed in this letter is offered as a complement to, and an extension of, positions already taken by industry stakeholders in the public record on the Cooperative Agreement. BESI commends the Pacific Merchant Shipping Association (PMSA) and the California Association of Port Authorities (CAPA) for their public support of the cooperative, non-regulatory pathway and their continued engagement throughout the agreement's development.

7.1 Industry coalition support for the cooperative framework

PMSA has publicly supported the cooperative agreement approach as a non-regulatory pathway to infrastructure improvements at the San Pedro Bay Ports. In its February 20, 2025 letter to the South Coast AQMD Board, PMSA stated that it "supports a non-regulatory, collaborative approach through the execution of an enforceable agreement… that will result in the development of infrastructure improvements that are necessary to reach the next generation of air quality improvements at the Ports of Los Angeles and Long Beach." PMSA Vice President Thomas Jelenic has testified on the record in alignment with the principle that "infrastructure development needs to occur before consideration of any further development of an emissions reduction regulatory framework." Following the Governing Board's August 2025 vote to pause PR 2304 in favor of cooperative-agreement negotiation, PMSA publicly cited the Ports' 2005-to-current emission reductions (DPM −91%, NOx −72%, SOx −98%, GHG −20%) and committed to "continuing to work cooperatively with the Air District, Cities, and Ports… to craft an enforceable agreement that maintains the Ports' economic vitality while improving the air for the community."

Comment 14-14

CAPA has similarly supported the cooperative framework as a complement and alternative to prescriptive rulemaking. In its July 31, 2025 letter to the South Coast AQMD Governing Board, CAPA characterized the Cooperative Agreement as a "voluntary, enforceable agreement" between AQMD, POLB, and POLA, and noted that it "goes beyond planning for zero-emissions infrastructure by calling for the accelerated voluntary implementation of six new Clean Air Action Plan (CAAP) Plus Measures." CAPA further observed that these measures "would allow SCAQMD to quantify anticipated emissions reductions, potentially qualifying for State Implementation Plan (SIP) credits." CAPA's letter also emphasized the economic significance of California's ports — collectively handling 38% of all U.S. containerized imports and 28% of exports, with more than 3.1 million American jobs dependent on the cargo that flows through California ports — and the ports' consistent record of advancing "emission reductions strategies that go above and beyond regulatory requirements."

7.2 ADVANCE measures as a natural extension of the industry coalition position

The ADVANCE framework BESI proposes is consistent with, and a natural extension of, the positions PMSA and CAPA have publicly taken. The ADVANCE framework:

- Builds on the CAAP collaboration model that PMSA cites as the source of the 2005-to-current emission reductions, by formalizing a §2710-verified, OEM-cleared, voluntary pathway for additional measures during the buildout to zero-emission infrastructure.
- Aligns with CAPA's SIP-creditable reductions framing by structuring ADVANCE verification to support South Coast AQMD's existing authority under Section II.A.1.e of the Agreement to seek SIP credit for voluntary mobile source measures.
- Preserves the cooperative, non-regulatory character of the Agreement that PMSA, CAPA, the Cities, the Ports, and the District have negotiated. ADVANCE measures are voluntary at the operator level; mandatory elements operate at the source-category-aggregate level as a Cooperative Agreement commitment, with the voluntary pathway giving operators the choice of how to contribute.
- Addresses the credit-pathway dependency that industry stakeholders have identified as the practical condition for voluntary deployment. ADVANCE-V (verification acceleration) and ADVANCE-M (methodology development) together create the credit-pathway clarity that operators require, without which voluntary deployment of verified measures during the buildout window is unlikely to materialize at scale.
- Strengthens the economic vitality framing by providing industry participants with a structured, recognized pathway to deploy near-term measures that deliver air quality benefits at scales the Zero-Emission Infrastructure Plans alone cannot reach during the buildout period.

BESI intends to explore prospects for coordination with PMSA, CAPA, and other industry stakeholders on near-term voluntary measures within the ADVANCE framework. Industry leadership on near-term measures — structured, measurable, voluntary, and verified — is the most credible demonstration that the cooperative framework delivers action, not deferral.

Comment 14-14, Cont'd

7.3 Addressing concerns about flexibility and delay

Concerns have been raised in the public discourse about the Cooperative Agreement: whether the flexibility the cooperative framework affords could become a mechanism for delaying action rather than enabling it; whether voluntary measures can be a substitute for enforceable rulemaking; and whether infrastructure planning, by itself, will deliver the air quality outcomes the District's mandate requires. These concerns deserve serious engagement. The ADVANCE framework is specifically structured to address them.

The "Accelerated" in ADVANCE is not a rhetorical choice. It is the operational objective of the framework: to bring forward air quality and public health benefits during the buildout period that would otherwise accrue only after operational electrification. By design, ADVANCE compresses the timeline of emission reductions rather than extending it. This is the structural answer to the concern that voluntary measures within a cooperative framework may function as delay.

Comment 14-15

- **Non-substitution is foundational, not advisory.** Section 4.2 establishes the Non-Substitution Principle as the foundational architectural element of ADVANCE, and Sections 4.4 (date-certain sunset with formal extension mechanism), 4.6 (eligibility), 4.7 (reporting), and 4.8 (Clean Air Mitigation Fund eligibility) operate subject to that principle without exception. ADVANCE-B credit literally cannot accrue beyond the Port-committed operational zero-emission milestone for the source category; extension requires three regulatory bodies (Port Board, AQMD, CARB) to act on documented Section A.3 implementation realities.
- **Flexibility for execution, not for compliance.** ADVANCE measures operate within strict eligibility criteria (Section 4.6): CARB §2710 multimedia analysis verification, OEM technical concurrence, fuel-specification neutrality, third-party verification, structured pilot or deployment protocols, and reporting integrated with the existing Annual Report and Ports Emissions Inventory mechanisms. Flexibility applies to how voluntary measures are deployed within the compliance menu; it does not apply to whether measurable reductions must be achieved.
- **Additive to, not a substitute for, zero-emission infrastructure.** Section 4.7 of this letter explicitly provides that ADVANCE deployments "do not modify, replace, or excuse the planning deadlines, public-process obligations, or enforcement provisions of the Port Zero-Emission Infrastructure Plans under Attachment A." ADVANCE measures are designed to terminate naturally as each source category transitions to zero-emission operation. They are not, and structurally cannot become, a substitute for the District's regulatory authority.
- **Measurable, verifiable, and publicly reported.** The ADVANCE eligibility criteria require §2710 multimedia analysis verification (or active fast-track verification under ADVANCE-V), reporting through the annual Ports Emissions Inventory (using the methodology established through ADVANCE-M), and the Attachment A Annual Report, all of which are publicly accessible mechanisms the Agreement already establishes. Verified ADVANCE reductions are subject to the same scrutiny as any other emission-reduction claim in the public record.
- **Accelerates the delivery of near-term benefits during the buildout period.** As documented in Section 3 and Appendix A, the scale of potential public health benefit from ADVANCE measures — conditional on demonstrated efficacy through structured investigation — is in the range of tens to hundreds of premature deaths avoided and hundreds of millions to billions of dollars in monetized public health benefits during the 24-year buildout to the Ports' 2050 zero-emission goal. The structured framework the ADVANCE proposal establishes is what makes those potential benefits available during the buildout window rather than only after it; without the framework, the buildout period proceeds without the formal mechanism for capturing them.

Industry leadership on voluntary near-term measures — offered through a structured framework with verifiable outcomes — is the strongest available demonstration that the cooperative agreement is not a mechanism for delay. It is, instead, a framework for accelerated action: delivering measurable air quality and public health benefits in the years before infrastructure electrification is operational, while preserving the District's regulatory authority intact.

Comment 14-15, Cont'd

8. Secondary Recommendations

8.1 Inclusion of complementary measures in the Annual Report

BESI recommends that the Annual Report (Attachment A Section G) include a section reporting on any complementary or interim emission-reduction measures deployed during the reporting year, whether or not formally adopted as ADVANCE measures under the framework above.

8.2 Recognition in the Board Resolution

BESI recommends that the September 16, 2025 Board Resolution language be expanded to include:

> *"WHEREAS the Governing Board recognizes that voluntary interim emission reduction measures, applied to port-related and goods movement mobile sources with appropriate original-equipment-manufacturer concurrence, CARB Title 13, §2710 multimedia analysis verification, and verifiable emission reductions, can contribute to the public health objectives of the 2022 AQMP Control Measures during the period in which zero-emission infrastructure is being planned and constructed; and"*

Comment 14-15, Cont'd

9. Closing

The Updated Draft Cooperative Agreement is a significant achievement. The recommendations above — and the cumulative public health scenarios presented in Appendix A — are offered in the spirit of strengthening that achievement, by formally connecting the Agreement's infrastructure-planning track to the public health outcomes its recitals invoke during the 24-year buildout to the Ports' 2050 zero-emission goal, and by engaging constructively the CARB §2710 verification framework and Emissions Inventory Technical Working Group methodology processes that are the operative gates for delivery of those outcomes. We would welcome the opportunity to discuss these recommendations with South Coast AQMD staff at the agency's convenience, including any coordination with CARB and the Emissions Inventory Technical Working Group that the recommendations may require.

We thank the District, the Port of Long Beach, and the Port of Los Angeles for the opportunity to participate in this public comment process.

[2] BESI is in formation as a developer of marine fuel additive technology intended for application to harbor craft auxiliary engines and other port source categories. BESI's principals have a commercial interest in the policy framework that governs voluntary interim emission reduction measures at the San Pedro Bay Ports. We disclose this interest in the interest of transparency. The recommendations contained in this letter are framed as structural additions to the Agreement available to any qualifying measure, not as a request for any treatment specific to BESI or its technology.

APPENDIX A

The Scale of Potential Public Health Benefit from ADVANCE Measures During the Buildout to Zero-Emission Port Operations by 2050

Purpose of This Appendix

This appendix addresses whether widespread use of efficacious and regulatory approved fuel additives used in conjunction with mandated fuels for legacy diesel engines across mobile sources at the San Pedro Bay Ports that would continue to operate during the 24-year transition to zero-emission operations could produce significant incremental public health benefits to warrant consideration as a complement to the ultimate zero emission goal. The analysis presented in this appendix, which applies CARB and other sourced health effects methodologies confirms that such consideration and investigation is warranted. As compiled in the tables shown in this appendix, estimates are presented that moderate to aggressive efforts to engage a fuel additive strategy above the anticipated R99/R100 fuel use could yield a cumulative reduction in 240 -800 premature deaths and cumulative public health savings ranging from $3 billion to $10 billion over the implementation period depending on whether moderate to aggressive action is taken.

The framing of this question matters. BESI does not claim that fuel additives or other interim measures will deliver specific reductions in any specific port source application. The appropriate efficacy of any given measure depends on engine type, fuel specification, duty cycle, and other variables that must be characterized through engineering testing and structured pilot deployment, and that — for diesel and analogous fuel categories — must satisfy CARB Title 13, §2710 multimedia analysis verification before the measure can be legally deployed in California. The framing here is also explicitly incremental: the scale-of-benefit estimates below describe potential reductions beyond the regulatory baselines already in force during the buildout window, including the CHC and Off-Road Fleet renewable-diesel mandates that apply to harbor craft and most cargo-handling equipment. What this appendix examines, instead, is the scale of potential benefit that would justify the investigation and verification effort itself.

Comment 14-16

CARB already recognizes the value of alternative fuels as a means to reduce emissions through their Commercial Harbor Craft Section 2299.5 Rule without additional hardware requirements or engine replacements. CARB-aligned program materials report that renewable diesel (R99/R100) use among all Commercial Harbor Craft (CHC) will deliver approximately a 30% reduction in NOx and a 10% reduction in diesel particulate matter relative to conventional diesel. While renewable diesel is a fuel substitute rather than an additive, the figure is significant because it is a CARB-credited, in-regulation example of a fuel-side change — rather than engine hardware — producing quantified, agency-recognized PM and NOx reductions in the exact harbor craft source category at issue here.

The regulatory treatment of cargo-handling equipment (CHE) at the Ports is structurally different. CARB's CHE Regulation (Cal. Code Regs., tit. 13, §2479) is engine- and fleet-turnover focused and does not itself mandate renewable diesel; the operative R99/R100 requirement for most port CHE comes from a separate authority — CARB's Off-Road In-Use Diesel-Fueled Fleets Regulation — which has applied to off-road diesel equipment generally since January 1, 2024

and which captures most CHE categories in practice, though §2479-governed CHE sits in a regulatory carve-out where R99/R100 is not directly locked in.

More substantively, CARB's forward strategy for CHE leaps directly from the existing in-use diesel stock to zero-emission equipment on the most compressed schedule of any port source category. The Cooperative Agreement's Phase 1 Zero-Emission Infrastructure Plans for CHE are scheduled for approval by December 31, 2027, the Clean Air Action Plan targets zero-emission CHE by 2030, and CARB's broader off-road strategy targets 100% zero-emission off-road equipment by approximately 2035. That compressed schedule leaves a narrow but operationally important interval — the years between today and each piece of CHE actually being replaced — during which the legacy diesel CHE stock continues to operate and produce emissions that supplemental fuel-side measures could mitigate.

The Documented Promise of Fuel Additives

A wide body of laboratory testing, field-trial measurement, and peer-reviewed engineering literature demonstrates that fuel additives — across varying engine types, fuel specifications, and operating conditions — can deliver measurable emission reductions through improved combustion efficiency in internal combustion engines even when post-combustion emission control systems are installed.

This body of evidence demonstrates promise, not proof of application-specific efficacy. Documented effects vary by engine type, generation, load condition, fuel formulation, and additive chemistry. Performance in any specific port source application requires validation through laboratory, dynamometer, and field testing. The structured engineering testing, of the kind the Ports' planned Study of Vessel Emissions at Low Speeds (May 14, 2026 public meeting, Slide 15) is designed to conduct is a prime example. In addition, additives must secure No Objection Letters (NOLs) from engine OEMS so that engine warranties are sustained and must complete the rigorous CARB Title 13, §2710 multimedia analysis verification before legal deployment.

Comment 14-16, Cont'd

Whether a fuel additive manufacturer decides to embark on the rigorous and costly certification process will be determined by having a clear regulatory pathway to ultimate approval in a timely fashion. The inclusion of provisions in the Cooperative Agreement to work with CARB to secure the prospective benefits that additive use can provide over the implementation period is a means to provide incremental relief to the communities adjacent to the ports.

The Scale of the Underlying Public Health Stakes

AQMD has, in Recital I.A.4 of the Updated Draft Cooperative Agreement, published the following annual public health figures at full implementation of the 2022 AQMP Control Measures: 1,500 premature deaths avoided annually, 1,500 emergency department visits avoided, 8,700 hospital admissions avoided, 96,000 school days and 66,000 workdays preserved, and $19.4 billion in monetized public health costs avoided each year. These are basin-wide figures reflecting all 2022 AQMP Control Measures, not port source measures alone. Port source emissions represent a meaningful but not exhaustive share of the regional total.

Joint Recital I.C.7 further acknowledges that "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 NOx limit, thwarting any other actions to meet the standard."

The Port of Los Angeles 2024 Air Emissions Inventory (released October 16, 2025) reports that NOx emissions remained flat year-over-year at 2023 levels despite a 19% increase in container volume; DPM and SOx increased modestly. The straightforward reductions from the 2005-to-2023 period (DPM −91%, NOx −72%, SOx −98%) have largely been captured; further reductions during the buildout period will require new approaches.

An independent emissions analysis prepared by Ramboll (June 27, 2024), examining the San Pedro Bay Ports NOx trajectory under regulatory and reasonable business-as-usual scenarios, reinforces this picture. Under the Regulatory BAU scenario, total port-source NOx declines from 31 TPD in 2022 to 23 TPD in 2031 and 21 TPD in 2037 — a 32% reduction across the 15-year window compared with the 70% reduction (105 → 31 TPD) achieved over the prior 17 years. Of the 21 TPD remaining at 2037, ocean-going vessels (combining at-berth and in-transit modes) constitute approximately 90% of the total — making OGV emissions the dominant remaining mass within the port-source inventory by the late 2030s. The Ramboll analysis additionally finds that the addition of the Proposed CHE Rule to the Regulatory BAU baseline reduces 2037 totals by only approximately 1 TPD (21 → 20 TPD).

Both Port of Long Beach and Port of Los Angeles target zero-emission operations by 2050. Existing Clean Air Action Plan intermediate targets are zero-emission cargo-handling equipment by 2030 and zero-emission drayage trucks by 2035. The Cooperative Agreement's phased Zero-Emission Infrastructure Plans schedule Phase 1 (CHE and drayage) for approval by December 31, 2027; Phase 2 (harbor craft) by December 31, 2028; Phase 3 (OGVs) by December 31, 2029. The 24-year window from 2026 through 2049 — the buildout period before the Ports' 2050 zero-emission goal — is the period during which port source equipment will continue to operate on liquid fuels and produce emissions.

Comment 14-16, Cont'd

Scenarios for the Scale of Potential Benefit

The scenarios below examine the cumulative scale of potential public health benefit during the 2026–2049 buildout window. The analysis is constructed year by year across the buildout window rather than as a single steady-state estimate: it applies each scenario's coverage and efficacy parameters to a declining port-source NOx and PM trajectory, with a five-year deployment ramp, and sums the resulting annual benefits across the 24 years. It is parameterized by two dimensions: (1) the breadth of port source equipment coverage and participation, resolved across the individual port source categories below, and (2) the demonstrated per-engine efficacy of interim measures at the relevant operating points, expressed as paired NOx and PM reduction levels.

Source-category basis (mass-weighted, At Berth excluded). The emissions basis is resolved across five in-scope port source categories, with category shares mass-weighted across the buildout trajectory using the Ramboll (June 27, 2024) Regulatory BAU scenario. The OGV At Berth (hoteling) category is excluded because at-berth emissions are addressed by the CARB

2020 At-Berth Regulation and at-berth vessels are increasingly served by shore power. The harbor craft (CHC) category is governed by CARB's Commercial Harbor Craft Regulation (Cal. Code Regs., tit. 17, § 93118.5), which the U.S. EPA partially authorized in January 2025 (90 Fed. Reg. 1,998) and which CARB is actively implementing. The Regulation establishes an in-force compliance obligation across the buildout window and, in its Alternative Control of Emissions (ACE) provision, an existing voluntary alternative-strategy pathway evaluated on a cumulative PM-and-NOx basis over a 2023–2034 window — the regulatory context within which an ADVANCE measure applied to this category would operate. The five in-scope categories and their buildout-average NOx shares are: OGV In Transit ~61.5%; harbor craft (CHC) ~5.3%; HDV (drayage) ~8.6%; locomotive ~6.2%; CHE ~3.3%.

Incremental-to-baseline framing. The emissions trajectory anchored above reflects the Ramboll (June 27, 2024) Regulatory Business-As-Usual scenario, with 2031 and 2037 anchor points that post-date the January 1, 2023 CHC renewable-diesel mandate and the January 1, 2024 Off-Road In-Use Diesel-Fueled Fleets R99/R100 requirement. The residual NOx and PM that the trajectory carries from 2026 onward therefore represents the emissions burden that remains after R99/R100 is already in effect across harbor craft and across the off-road CHE population captured by the Off-Road Fleets Regulation. (As noted in the Purpose section, §2479-governed CHE sits in a regulatory carve-out where R99/R100 is not directly locked in, but the great majority of port CHE is captured in practice by the Off-Road Fleets Regulation.) The scale-of-benefit framework below applies ADVANCE efficacy parameters to that residual mass; the resulting figures reflect benefit that would be incremental to the CARB-mandated R99/R100 baseline, not double-counted with it. This framing is consistent with CARB's express position that R99/R100 is a mandatory baseline fuel and cannot be claimed as an Alternative Control of Emissions strategy — the regulatory pathway available to a supplemental fuel-side measure is one of demonstrating reductions beyond that baseline.

Comment 14-16, Cont'd

Per-engine efficacy dimension (paired NOx / PM). Independently verified per-engine NOx reductions in the relevant literature cluster in the 5–20% range, while per-engine PM reductions span a wider 20–50%+ range for the additive alone. The matrices below pair four efficacy levels: Conservative (NOx 10% / PM 20%); Central (NOx 20% / PM 30%); High (NOx 30% / PM 40%, theoretical upper-bound, not yet regulator-verified); Upper (NOx 40% / PM 50%, theoretical upper-bound, not yet regulator-verified).

Scale of Potential Cumulative Public Health Benefit, 2026–2049

The matrices below show the cumulative public health potential during the 24-year buildout window under combinations of coverage and paired NOx/PM efficacy, built up year by year from the declining emissions trajectory and the five-year deployment ramp. These are ranges of potential benefit conditional on demonstrated efficacy at the indicated paired levels — not projections of expected outcome.

Premature deaths potentially avoided, cumulative 2026–2049:

Coverage \ Paired efficacy	Conservative (10/20)	Central (20/30)	High (30/40)	Upper (40/50)
Limited (~7.5%)	~53	~88	~123	~158

Coverage \ Paired efficacy	Conservative (10/20)	Central (20/30)	High (30/40)	Upper (40/50)
Moderate (~20%)	~142	~238	~333	~428
Broad (~38%)	~263	~439	~615	~790

Hospital admissions potentially avoided, cumulative 2026–2049:

Coverage \ Paired efficacy	Conservative (10/20)	Central (20/30)	High (30/40)	Upper (40/50)
Limited (~7.5%)	~306	~510	~714	~919
Moderate (~20%)	~826	~1,379	~1,931	~2,483
Broad (~38%)	~1,525	~2,545	~3,564	~4,584

Monetized public health benefits, cumulative 2026–2049 ($ millions):

Coverage \ Paired efficacy	Conservative (10/20)	Central (20/30)	High (30/40)	Upper (40/50)
Limited (~7.5%)	~$682M	~$1,137M	~$1,593M	~$2,049M
Moderate (~20%)	~$1,842M	~$3,074M	~$4,306M	~$5,537M
Broad (~38%)	~$3,401M	~$5,675M	~$7,948M	~$10,222M

Reading the matrices. Read conservatively, the framework indicates a cumulative potential of approximately 53 avoided premature deaths and roughly $680 million in monetized public-health benefit at the low end (Limited coverage; Conservative efficacy, matching the central tendency of verified additive performance), rising to approximately 238 avoided premature deaths and ~$3.1 billion under mid-range assumptions (Moderate coverage; Central efficacy). The High and Upper paired-efficacy levels, shown in the matrices for completeness, are theoretical upper bounds not yet demonstrated in regulator-verified deployment, reaching approximately 615 to 790 avoided deaths and $7.9 to $10.2 billion at Broad coverage; they should be read as sensitivity illustration rather than expected outcome. The matrix cells are presented at full computed precision so the reader can trace the derivation of the summary figures; that precision reflects arithmetic consistency, not modeling certainty, as the sensitivity discussion below makes explicit.

Sensitivity and uncertainty. These figures are the product of several individually-uncertain parameters multiplied together, and their combined uncertainty is correspondingly wide. Three parameters drive the result most strongly. First, per-engine additive efficacy: the entire output scales with the assumed paired NOx/PM reduction, which is not yet regulator-verified for any port source application and is precisely what the recommended Study of Vessel Emissions at Low Speeds and CARB §2710 verification are designed to determine. Second, the share of AQMD's basin-wide public-health figures attributable to port sources, here held at a conservative 15 percent. Third, the coverage parameters (participation and applicability by source category). A reader should treat the matrix values not as point predictions but as the scale that emerges under each stated combination of assumptions; the figure for any actual deployment depends on efficacy and participation that only structured investigation can establish. The purpose of the estimate is to demonstrate that the magnitude of potential benefit is large enough to warrant that investigation — not to forecast a specific outcome.

Comment 14-16, Cont'd

An Independent Regional Cross-Check: CARB's Own Harbor Craft Health Analysis

This cross-check is offered for one source category only — harbor craft — where CARB has published a region-specific health estimate that permits direct comparison. It is presented to corroborate the order-of-magnitude scale of the framework above and is expressly not a representation that any category's interim potential equals the full-implementation benefit CARB models for that category, nor a category-by-category reconciliation with CARB's other source-category rulemakings. The other four port source categories in this appendix's framework are governed by their own distinct regulatory trajectories and are not the subject of this cross-check.

With that limitation stated, the scale estimates above can be cross-checked against an authoritative independent source in this one category. In its Initial Statement of Reasons for the 2022 Commercial Harbor Craft Regulation amendments, CARB conducted a full health-benefits analysis using the U.S. EPA PM2.5 mortality methodology and value-of-statistical-life valuation — the same methodological foundation underlying the AQMD public health figures this appendix is anchored to. CARB estimated that the harbor craft amendments would avoid 531 premature deaths statewide, cumulatively over the 2023–2038 analysis period, and reported a per-air-basin breakdown (ISOR Table IX-11). For the South Coast Air Basin specifically, CARB estimated 295 avoided cardiopulmonary mortality cases (95% confidence interval 230–360), 42 avoided cardiovascular hospitalizations, 50 avoided respiratory hospitalizations, and 128 avoided asthma emergency room visits, cumulatively over 2023–2038. CARB further estimated that the amendments would reduce South Coast CHC diesel particulate matter emissions by approximately 89–90% by 2038.

Comment 14-16, Cont'd

Two features of this independent figure bear on the present analysis. First, it confirms the magnitude premise from a second authoritative source, in the same region and on the same mortality methodology: CARB's own analysis establishes that the public-health value of fully cleaning up South Coast harbor craft is on the order of 295 avoided premature deaths over the period. That this single category — among the smaller contributors by NOx mass in the framework above — carries a regional stake of nearly 300 avoided deaths is consistent with the order-of-magnitude scale the matrices develop. CARB's 295-death endpoint figure also incorporates the R99/R100 mandate as part of the full-implementation regulatory package, so the comparison here is properly between two post-R99 quantities: CARB's full-implementation endpoint benefit (post-R99, post-Tier-turnover) versus the appendix's buildout-window benefit (post-R99, during the multi-year interval before each vessel's Tier conversion is complete).

Second, and more important, the CARB figure is an endpoint estimate, not a buildout-window estimate. The 295 South Coast avoided deaths are the benefit of the harbor craft fleet reaching the regulation's full-implementation endpoint — the Tier 3-plus-DPF and Tier 4-plus-DPF engine standards and zero-emission/advanced-technology conversion that produce the ~89% DPM reduction CARB models for 2038. That benefit presumes the converted fleet. It says nothing about the emissions that persist during the multi-year interval between the regulation's adoption and each vessel's actual conversion — an interval the regulation's own feasibility-extension provisions (including E3 extensions and the ten-year commercial-passenger-fishing-vessel extension running to December 31, 2034) explicitly contemplate. The ADVANCE framework operates in that interval. It does not seek to capture or substitute for the 295-death endpoint benefit; it seeks to

bring forward a fraction of public-health benefit in the buildout years before that endpoint is operational. CARB's 295-death figure therefore functions here as a validating reference and a ceiling on the category's stake — confirming that the harbor craft category is worth a structured interim effort during the buildout — rather than as a quantity any interim measure is represented as matching.

Where the Residual Harbor-Craft Burden Is Concentrated: The Legacy-Engine Segment

A second consideration shapes how the appendix's coverage parameters should be read in the harbor craft category specifically. The CHC Regulation operates through a combination of fleet-wide R99/R100 mandate and tiered engine-standard requirements that drive turnover from Tier 0/1/2 toward Tier 3/4-plus-DPF over time. As a structural consequence, the residual NOx and PM remaining in the harbor craft category during the buildout window is concentrated disproportionately in the legacy engine segment — the Pre-Tier 1 through Tier 2 engines that have not yet been replaced, repowered, or retrofitted under the CHC Regulation's feasibility-extension provisions (including the E3 extension and the ten-year commercial-passenger-fishing-vessel extension running through December 31, 2034).

Publicly available CARB and San Pedro Bay Ports materials do not appear to publish a single official emissions-weighted engine-tier distribution for harbor craft at the Ports of Los Angeles and Long Beach, and CARB's public reported-vessel resource expressly states that the reported list is not exhaustive and does not indicate compliance with the Regulation. The public record nevertheless supports two structural conclusions: first, that most harbor craft continue to use older engine technology such as Tier 2 engines; second, that the San Pedro Bay Ports' 2022 emissions inventory presentation notes a growing number of Tier 3 vessels. Taken together, these statements support a fleet that remains legacy-heavy and Tier-2-dominant, in transition toward newer tiers rather than already dominated by Tier 3 or Tier 4 engines.

Comment 14-16, Cont'd

The practical relevance for the appendix is twofold. First, the per-engine efficacy levels presented in the matrices above reflect the operating envelope where supplemental fuel-side measures deliver their largest incremental benefit relative to R99/R100 alone — engines without advanced aftertreatment, where fuel chemistry retains meaningful influence on combustion completeness and post-combustion exhaust constituents. Second, the harbor craft coverage and participation parameters in the framework should be understood as a proxy for deployment concentrated on this legacy-engine segment, where R99/R100 alone provides the smallest incremental benefit and where supplemental measures consequently have the most room to operate. The scenarios above therefore do not double-count R99/R100 benefits; they describe potential benefit in precisely the engine segment where R99/R100's marginal effect is most limited.

Why Reductions During the Buildout Matter Disproportionately

A potential objection to the framing above is that the San Pedro Bay Ports have already achieved substantial reductions (DPM −91%, NOx −72%, SOx −98% from 2005 levels), and that further marginal reductions from current low concentrations should carry proportionally smaller public health benefit. The peer-reviewed dose-response literature on PM2.5 mortality indicates the opposite.

Large-cohort studies, including the 53-million-person Medicare cohort study published in Environmental Health (Shi et al., 2020), have found that the PM2.5 mortality exposure-response function is sub-linear at higher concentrations — meaning that each additional µg/m³ reduction at lower concentrations delivers proportionally greater mortality benefit than reductions at higher concentrations. The study found no evidence of a threshold below which PM2.5 ceases to harm. Subsequent work (Weichenthal et al., 2017) on the joint role of oxidant gases (O3, NO2) in modifying the PM2.5-mortality relationship further supports that reductions in port source NOx — the precursor to both ozone and PM2.5, as Recital I.A.3 of the Agreement acknowledges — carry compounding public health value.

The implication is that the Ports' historic emission reductions, far from making further reductions less valuable, have brought concentrations into a range where each additional unit of reduction is more consequential for public health. Interim measures applied during the 2026–2049 buildout would operate on the steeper portion of the dose-response curve.

Aligned Recommendations from the UCLA / UC Berkeley Convening

The 2023 report How to Get to Zero Emissions at the Ports, produced by UCLA School of Law's Emmett Institute on Climate Change and the Environment and UC Berkeley School of Law's Center for Law, Energy & the Environment, identified the gap between Plan approval and operational electrification as a central challenge for the San Pedro Bay Ports. Its recommendations included proactive deployment of "no regret" interim infrastructure investments, coordination between the Ports and utilities on grid capacity, and the use of South Coast AQMD's existing authority to recognize and incentivize complementary measures during the transition. The ADVANCE framework proposed in BESI's primary letter, and the potential explored in this appendix, are consistent with that framing.

Comment 14-16, Cont'd

Closing Observations

The case this appendix makes is structural, not predictive. BESI does not claim that fuel additives or other interim measures will deliver specific reductions in any specific port source application. What BESI maintains is the following:

- A documented body of laboratory, field, and peer-reviewed evidence — including independent verification under CARB Title 13, CCR §2710 for certain alternative diesel fuel formulations, EPA recognition of cetane improvers as a validated emission-reduction technology category, and independent maritime classification society verification of marine combustion improvers — demonstrates that fuel additives and combustion enhancements can deliver measurable emission reductions across varying engine types, fuel specifications, and operating conditions. Verified per-engine NOx reductions cluster in the 5–20% range; verified per-engine PM reductions cluster in the 20–50% range; PM reductions in excess of 95% are documented when fuel-borne catalysts are combined with diesel particulate filter aftertreatment.
- The 24-year buildout to the Ports' 2050 zero-emission goal is a window during which port source equipment will continue to operate on conventional liquid fuels, and during which

infrastructure planning alone cannot deliver the public health outcomes AQMD's own figures contemplate.

- Even modest demonstrated efficacy, applied at modest port source equipment participation, yields cumulative public health potential in the tens to hundreds of premature deaths avoided and hundreds of millions to billions of dollars over the buildout period.
- For the harbor craft category specifically, the in-force Commercial Harbor Craft Regulation establishes both a mandatory R99/R100 baseline fuel condition and tiered engine-standard requirements driving fleet turnover. Because CARB has expressly stated that R99/R100 cannot itself be claimed as an Alternative Control of Emissions (ACE) strategy, the regulatory pathway available to a supplemental fuel-side measure is one of demonstrating reductions incremental to that baseline — precisely the framing this appendix's scenarios are constructed under. The residual emissions burden in the harbor craft category during the buildout window is structurally concentrated in legacy Pre-Tier through Tier 2 engines, where R99/R100's marginal effect is smallest and where a §2710-verified supplemental measure consequently has the most room to operate.
- The three-track ADVANCE framework proposed in the main letter — ADVANCE-V (Verification Acceleration), ADVANCE-B (Buildout Bridge Recognition), and ADVANCE-M (Methodology) — is the structured, voluntary, OEM-cleared, §2710-verified, time-bounded mechanism through which such investigation and deployment can be pursued without delaying, weakening, or substituting for the Cooperative Agreement's Zero-Emission Infrastructure Plan obligations.

Comment 14-16, Cont'd

The choice the District faces is not whether ADVANCE measures will deliver guaranteed reductions — that is what structured investigation and §2710 multimedia analysis verification are designed to determine. The choice is whether to create the formal framework within which such investigation and verification can accelerate the delivery of verifiable air quality and public health benefits during the buildout window, or to forgo that potential benefit and wait until operational electrification to capture it. The scale of potential benefit, measured against AQMD's own published figures, warrants creating the framework.

Regional cross-check source: California Air Resources Board, Proposed Amendments to the Commercial Harbor Craft Regulation, Staff Report: Initial Statement of Reasons (Sept. 21, 2021), Table IX-11 (per-air-basin reductions in health outcomes, 2023–2038) and Table V-2 (South Coast and San Francisco Bay Area CHC DPM emission reductions by implementation year). Statewide and South Coast figures cited are CARB estimates over the 2023–2038 analysis period.

APPENDIX B

The Vessel Speed Reduction Use Case for Fuel Additives: Technical Analysis of Ocean-Going Vessel Propulsion and Auxiliary Engine Operating Conditions Within the San Pedro Bay VSR Zone

Purpose of This Appendix

This appendix accompanies the primary public comment submission by Biotech Energy Solutions, Inc. and supports Section 6.5 of that letter. It provides the technical basis for the recommendation that the Ports' planned Study of Vessel Emissions at Low Speeds, identified as an ongoing commitment outside of the Cooperative Agreement at the May 14, 2026 public meeting (Slide 15), be expanded to include fuel additive application. The technical case is grounded in published marine engine performance curves, peer-reviewed real-world emissions measurements, and the Ports' own VSR program data.

The central technical argument is this: **the Vessel Speed Reduction Program requires ocean-going vessel propulsion engines to operate in a regime where both specific fuel consumption and specific NOx emissions are at their highest per unit of work performed.** A wide body of laboratory and field testing has shown promise that fuel additives can deliver measurable emission reductions at part-load operating points across varying engine types and fuel specifications. The VSR program and the additive class are therefore complementary in their target regimes, and a properly designed study of low-speed emissions with additive application would characterize whether the air quality benefits of VSR can be enhanced — or, alternatively, whether comparable air quality benefits can be achieved while permitting more conventional operating speeds within the VSR zone. The case below is structural: it does not assume specific application-level efficacy, but identifies where the demonstrated promise of the additive class warrants targeted investigation under the CARB Title 13, §2710 verification framework engaged through ADVANCE-V (Section 4.3 of the main letter).

Comment 14-16, Cont'd

1. The VSR Program and the Operating Regime It Creates

The Vessel Speed Reduction Program established by the Ports of Los Angeles and Long Beach (in cooperation with U.S. EPA, CARB, South Coast AQMD, and industry parties via the 2001 MOU) requests ocean-going vessels to voluntarily reduce their speed to **12 knots within 20 nautical miles of Point Fermin**, extended to **40 nautical miles in 2008**. The Port of Los Angeles reports 90% compliance at the 20 nm boundary in 2022 across 172 companies and 1,560 vessel calls, with associated reductions of 66 tons of DPM, 749 tons of NOx, 575 tons of SOx, and 31,000 tons of CO2 from the Port of Los Angeles alone.

The VSR program is well-designed and produces real emission reductions. The technical question this appendix addresses is whether those reductions can be substantially enhanced — or whether equivalent reductions can be achieved with less operational disruption to maritime commerce — by combining VSR compliance with fuel additive application.

A note on the policy-relevant metric: throughout this appendix the relevant measure of air quality impact is **emissions per nautical mile traveled through the VSR zone** (interchangeably expressed as "per transit" given the fixed 20- or 40-nautical-mile zone width). This is the metric that determines pollutant mass entering the airshed adjacent to port communities during each vessel transit, and it is the metric used in the Ports' annual emissions inventories and EPA Port Emissions Inventory Guidance. Specific fuel consumption (SFC, in g/kWh) and per-kWh emission factors are intermediate engine-performance metrics that contribute to the per-nautical-mile result but do not, on their own, determine air quality outcomes.

2. Ocean-Going Vessel Propulsion Engines Are Designed for High-Load Operation

Large container vessels — the dominant call-type at POLA and POLB — are designed for service speeds typically in the range of 20 to 25 knots, with most commonly around 24 knots; their hulls and propulsion plants are matched to operate most efficiently at approximately 85% to 90% of Maximum Continuous Rating (MCR). Engine specific fuel consumption (SFC), expressed in grams of fuel per kilowatt-hour, is at its lowest within this load band. Outside this band — particularly at low loads — SFC increases significantly. Documented engine performance curves indicate that SFC increases greatly at approximately 30% of maximum power and dramatically at idle, where SFC can double relative to the optimal load point.

Comment 14-16, Cont'd

The relationship between ship speed and required engine power follows the Propeller Law for hull frictional resistance, in which the load factor (engine power required at a given ship speed, relative to design speed) is approximated by the cubed ratio of ship speed to design speed. Application of this relationship to a representative container ship designed for 24 knots, operating at the VSR-compliant 12 knots:

$$\textbf{Load fraction} \approx (12 / 24)^3 \approx 0.125\text{, i.e., approximately 12.5\% MCR}$$

This calculation places the propulsion engine of a 24-knot-design container vessel complying with the VSR program squarely within the low-load regime in which specific fuel consumption rises sharply — between the 30% Pmax band where SFC begins to increase substantially and the 7% Pmax idle condition where SFC approximately doubles. The Wärtsilä-documented illustration that reducing speed from 27 to 18 knots reduces fuel consumption by 59% reflects the lower energy demand of slower travel; it does not, however, reflect that the per-kWh fuel intensity of the engine producing that power is materially worse than at the design point.

Vessels of other design speeds reach different VSR-compliant load fractions. A 22-knot-design vessel at 12 knots operates at approximately $(12/22)^3 \approx 16\%$ MCR. A 25-knot-design vessel reaches approximately $(12/25)^3 \approx 11\%$ MCR. Across the relevant range of container vessel design speeds, the VSR-compliant operating point is consistently in the 10–20% MCR band — low enough that elevated SFC and elevated NOx emission factors are documented features of the operating regime.

3. NOx Emission Factors Rise at Low Load: The Peer-Reviewed Evidence

3.1 ICCT Working Paper 2023-20

The International Council on Clean Transportation's 2023 Working Paper, Real-World NOx Emissions from Ships and Implications for Future Regulations, used high-resolution AIS and ship-traffic data to compute real-world NOx emissions. The paper found a mean main engine NOx emission rate of 8.1 g/kWh at loads above 75%, with materially higher rates at lower loads. The paper documented that ships typically operate at loads lower than the certification cycle assumes, that emission rates at low loads exceed the IMO certification limits applicable at the engine's build date, and that observed engines emit roughly 14% more NOx than their certification implies.

The ICCT paper identified the "low-load problem" as a known feature of how IMO's certification methodology and weighted-average testing fail to capture in-service emissions performance, particularly for slow-speed two-stroke main engines that dominate large container ships.

3.2 Explicit ApS (AQMD Contract No. 21222)

A study commissioned by South Coast AQMD under Contract No. 21222, conducted by Explicit ApS and titled Real Sailing Emissions Data, documented observed NOx emission factors above 15 g/kWh at lower speed ratios. The study noted that the IMO certification weighted-average method permits a 20% reduction at the highest load point to coincide with an 80% increase at the lowest load point — the weighting asymmetry. The study's Tier II vessel characterization showed an average across loads of 14.2 g/kWh, illustrating that the lowest-load emissions disproportionately drive in-service performance.

Comment 14-16, Cont'd

3.3 Wang et al. (Journal of the Air & Waste Management Association, 2017)

A peer-reviewed analysis published in the Journal of the Air & Waste Management Association in 2017, by Wang et al., titled NOx emission calculations for bulk carriers by using engine power probabilities as weighting factors, developed a probability-weighted approach to bulk carrier NOx calculation that captured the real-world emission factor distribution of slow-speed two-stroke main engines during slow steaming. The study found that the in-service NOx emission factor effect of slow steaming increases with main engine rated power, and that conventional certification-based emission calculations systematically underestimate emissions during slow steaming.

4. Illustrative Arithmetic: The NOx Penalty in the VSR Operating Regime

Combining the engine performance evidence above with the cubed-Propeller Law load calculation yields the following illustrative arithmetic for a representative 24-knot-design container vessel transiting the VSR zone:

VSR-compliant transit: vessel operates at 12 knots within 20 nm of Point Fermin (extended to 40 nm in 2008). Propulsion engine load ≈ 12.5% MCR. Per the Explicit ApS observations, the NOx emission factor at this load is approximately 1.8× to 2× the rate at the engine's design point (~85% MCR). For an engine with design-point NOx of 8.1 g/kWh (ICCT 2023 mean for engines above 75% load), this implies an observed VSR-compliant operating point NOx emission factor in the range of 14.5–16 g/kWh — consistent with the Explicit ApS observations.

Implication for per-nautical-mile emissions: at the lower transit speed, the vessel covers each nautical mile at a slower pace, increasing transit time per mile. The energy required per nautical mile follows the cubed relationship as well — at 12 knots, propulsion energy required per nautical mile is approximately 25% of the 24-knot requirement under Propeller Law. The resulting per-nautical-mile NOx mass is approximately (0.25 × 1.8–2.0) = 0.45–0.50, i.e., roughly half the per-nautical-mile NOx of a 24-knot transit. **This is the air quality benefit of VSR — substantial, but not as large as the apparent fuel-consumption reduction would suggest, because the elevated per-kWh emission factor partially offsets the reduced energy demand.**

Where the fuel additive opportunity lies: a per-engine NOx reduction in the 10–20% range at the 12.5% MCR operating point — well within the documented range for additive effects across various engine and fuel combinations — translates directly to a 10–20% reduction in per-nautical-mile NOx mass during VSR-compliant transit, on top of the VSR baseline benefit. Such a reduction would have to be verified through structured testing and CARB §2710 multimedia analysis under ADVANCE-V; the arithmetic is illustrative.

Or, alternatively: at additive-treated speeds slightly above the 12-knot VSR threshold (e.g., 14–16 knots), the elevated per-kWh emission factor partially recovers but is offset by the additive's per-kWh NOx reduction. The trade-space between speed and additive use is one of the parameters the Study of Vessel Emissions at Low Speeds is uniquely positioned to characterize. If equivalent per-nautical-mile NOx mass can be achieved at 14–16 knots with additive application, the operational benefit to shipping companies (faster transit, reduced schedule disruption) accrues without compromising the air quality outcome — a true Pareto improvement.

Comment 14-16, Cont'd

5. Auxiliary Engines: A Second Pillar of Opportunity

Ocean-going vessels operate three to seven auxiliary engines in addition to their main propulsion engine, typically medium-speed four-stroke diesels. Auxiliary engines run continuously except when the ship is on shore power during hoteling, providing electrical power for ship-board systems including cargo handling, navigation, communications, and crew accommodations. Per EPA Port Emissions Inventory Guidance Table 3-4, container ship auxiliary engine load factors are:

Operating mode	Load factor
Cruise	0.13
Within the Reduced Speed Zone (RSZ / VSR zone)	0.25
Maneuver	0.50
Hotel (at berth)	0.17

Auxiliary engines therefore represent a continuous NOx and DPM source across the entire VSR transit, in addition to the main engine. The cumulative emissions footprint of three to seven auxiliaries running across the cruise, RSZ, maneuver, and hotel modes is substantial — and unlike the main engine, the auxiliary engines do not become more efficient at lower vessel speeds, because they are responding to ship-board electrical demand that is largely independent of propulsion power.

The Wärtsilä 20 and Wärtsilä 32 medium-speed engine families — common OGV auxiliary configurations — have established No Objection Letter pathways through Wärtsilä Services for fuel-related modifications on Marine Gas Oil and Marine Diesel Oil operation, providing a technically well-defined entry point for additive characterization. Khan et al. documented that on a fleet of three auxiliary engines, HFO-to-MDO fuel switching produced NOx reductions of 21–41% at 50% load on one of three engines tested, illustrating the substantial sensitivity of auxiliary engine NOx to fuel composition changes.

6. Why This Matters for the Cooperative Agreement and the Path to 2050

Ocean-going vessels are scheduled for Phase 3 of the Zero-Emission Infrastructure Plans under Attachment A of the Updated Draft Cooperative Agreement, with Plan approval no later than December 31, 2029 and operational electrification subsequent to that date and not subject to any deadline under the Agreement. Recital I.B.3.b reports a 72% reduction in NOx from port sources between 2005 and 2023; the Port of Los Angeles 2024 Air Emissions Inventory (released October 16, 2025) reports that NOx remained flat at its 2023 level despite a 19% increase in container volume. The remaining NOx is the difficult fraction. The conventional control technologies that delivered the 2005–2023 reductions — cleaner engine standards, shore power, fuel switching to distillates, the VSR program itself — have largely been deployed.

The technical opportunity that fuel additives address is the part-load operating regime that VSR creates and that shore power does not cover. Shore power addresses hoteling at berth. VSR addresses the approach and departure transit. Neither addresses the auxiliary engines operating constantly during the RSZ transit, nor the main propulsion engine operating at 10–20% MCR with elevated NOx emission factors during VSR compliance. This is the gap that the recommended additive-inclusive Study of Vessel Emissions at Low Speeds would characterize, and that the proposed three-track ADVANCE framework (Section 4 of the primary letter) — ADVANCE-V (Verification Acceleration), ADVANCE-B (Buildout Bridge Recognition), and ADVANCE-M (Methodology) — would operationalize through the regulatory architecture required for verified deployment during the buildout window.

For the harbor craft category — which, like OGV auxiliaries, operates medium-speed diesel engines well-suited to additive characterization — the regulatory pathway is already partially in place: CARB's Commercial Harbor Craft Regulation includes an Alternative Control of Emissions mechanism under which a §2710-verified additive can be advanced as a voluntary alternative strategy, reinforcing that the deployment architecture ADVANCE contemplates builds on existing California regulatory protocol rather than inventing a new one.

7. Recommended Scope for the Study of Vessel Emissions at Low Speeds

BESI respectfully recommends that the Study of Vessel Emissions at Low Speeds, as identified by the Ports at the May 14, 2026 public meeting, include the following technical scope. Mechanics are appropriately defined by the Ports in coordination with South Coast AQMD and the Emissions Inventory Technical Working Group (the methodology body engaged through ADVANCE-M of the main letter); the items below are offered as input to that scoping:

Comment 14-16, Cont'd

- Measurement of propulsion engine NOx, DPM, CO, and HC emission factors across the load band corresponding to the VSR-compliant speed range (10–20% MCR) for representative container ship engine generations (IMO Tier I, Tier II, and Tier III).
- Measurement of auxiliary engine emission factors across the RSZ, Maneuver, and Hotel load factors specified in EPA Port Emissions Inventory Guidance Table 3-4, for the Wärtsilä 20 and Wärtsilä 32 engine families and other common OGV auxiliary configurations.
- Comparative measurement with and without fuel additive application, on otherwise identical engines, fuel specifications, and operating conditions, to characterize the magnitude and consistency of the additive effect. Study findings would support — and are supported by — CARB Title 13, §2710 multimedia analysis verification for the additive formulations evaluated, with such verification a precondition for legal deployment in California under ADVANCE-V (Section 4.3 of the main letter).
- Characterization of the trade-space between VSR speed and additive use: at what additive-treated speeds within the VSR zone is the total per-nautical-mile NOx reduction equivalent to, or greater than, the current 12-knot baseline?
- Documentation of fuel-specification neutrality per ISO 8217 and ASTM D975, in coordination with the relevant Original Equipment Manufacturers and through established No Objection Letter pathways.
- Public reporting of the study findings, integrated with the Ports' annual emissions inventory framework under the methodology developed through ADVANCE-M (the Emissions Inventory Technical Working Group process described in Section 4.5 of the main letter) and made available to South Coast AQMD for consideration under Section II.A.1.e (SIP credit for voluntary mobile source measures) of the Cooperative Agreement.

The desired outcome: a peer-reviewable engineering basis for determining whether the air quality goals of the VSR program can be enhanced — or equivalently maintained at higher operating speeds — through the targeted use of CARB §2710-verified fuel additives at the propulsion and auxiliary engine operating points the VSR zone creates. Study findings would inform both the §2710 multimedia analysis verification effort that ADVANCE-V seeks to accelerate, and the Emissions Inventory Technical Working Group methodology development under ADVANCE-M. If the technical findings demonstrate the additive effect, the resulting public health and operational benefits during the 24-year buildout to the Ports' 2050 zero-emission goal are substantial — and would be recognized in the annual Ports Emissions Inventory under ADVANCE-M methodology, qualify as a voluntary compliance pathway under ADVANCE-B during the buildout window, and sunset automatically as each source category transitions to zero-emission operation per the date-certain sunset architecture of Section 4.4 of the main letter.

Comment 14-16, Cont'd

Citations

1 Vessel Speed Reduction Program Memorandum of Understanding, May 2001, between the Ports of Los Angeles and Long Beach, U.S. EPA Region 9, California Air Resources Board, South Coast Air Quality Management District, Pacific Merchant Shipping Association, and Marine Exchange of Southern California. Zone extended from 20 nm to 40 nm in 2008.

2 Port of Los Angeles, Vessel Speed Reduction Program 2022 reporting: 172 companies, 1,560 calls at 90% compliance within 20 nm of Point Fermin; 66 tons DPM, 749 tons NOx, 575 tons SOx, 31,000 tons CO2 reduced.

3 J.-P. Rodrigue, The Geography of Transport Systems, container ship speed classes and design-load characterization (Normal 20–25 knots, ~85–90% load match); see also MAN Diesel & Turbo engine performance documentation.

4 Sustainable Ships, "Specific Fuel Consumption [g/kWh] for Marine Engines" (2022): marine SFC ranges 155–225 g/kWh at optimal load ~85% MCR; increases greatly at 30% Pmax; doubles at 7% Pmax (idle).

5 Power Models and Average Ship Parameter Effects on Marine Emissions Inventories (Goldsworthy, Starcrest, EPA 2009 methodology): Propeller Law load factor approximated by cubed ratio of ship speed to design speed for hull frictional resistance regime.

6 Wärtsilä, slow steaming fuel consumption analysis: 59% fuel reduction from 27 to 18 knots on a representative container vessel (Asia-Europe route).

7 Roy, R., et al. (October 2023), "Real-World NOx Emissions from Ships and Implications for Future Regulations," ICCT Working Paper 2023-20: mean main engine NOx emission rate 8.1 g/kWh at loads >75%; documented engines typically operate at lower loads than certification cycles assume.

8 Explicit ApS, Real Sailing Emissions Data, South Coast AQMD Contract No. 21222: observed NOx EF >15 g/kWh at lower speed ratios; weighted-average certification asymmetry (20% reduction at high load may permit 80% increase at low load); Tier II vessel characterization (14.2 g/kWh average across loads).

9 Wang, Z., et al. (2017), "NOx emission calculations for bulk carriers by using engine power probabilities as weighting factors," Journal of the Air & Waste Management Association: real-world high emission factors of slow-speed two-stroke engines during slow steaming; effect increases with main engine rated power.

10 Khan, M.Y., et al., "Effectiveness of Emission Control Technologies for Auxiliary Engines on Ocean-Going Vessels," Journal of the Air & Waste Management Association 61(1):14–21: OGVs have one main + three to seven auxiliary engines; aux engines operate constantly except during shore power; HFO-to-MDO switching NOx reduction 21–41% at 50% load on one of three engines tested.

Additional references: U.S. EPA, Port Emissions Inventory Guidance: Methodologies for Estimating Port-Related and Goods Movement Mobile Source Emissions, EPA-420-B-22-011 (April 2022), Table 3-4 auxiliary engine load factor assumptions; IMO Fourth Greenhouse Gas Study (CE Delft, 2020); California Air Resources Board Title 13, CCR §2710 (Verification Procedure for Alternative Diesel Fuels and Fuel Additives).

* Methodological Note. The arithmetic in this appendix is illustrative engineering estimation grounded in published engine performance curves, EPA Port Emissions Inventory Guidance load-factor tables, and peer-reviewed real-world NOx measurement studies. Vessel-specific outcomes vary with hull form, engine generation, fuel type, ambient conditions, and other factors. The District, CARB, and the Ports are far better positioned than any private commenter to conduct precise modeling using vessel-by-vessel data.

Responses to Written Comment #14:

Joint Response to Comment 14-1

Staff from the Ports and the South Coast AQMD appreciate the comment and detailed technical information submitted on how fuel additives can potentially reduce emissions from internal combustion engines used in port sources, before the full transition to zero-emission port operation. The focus of the current Cooperative Agreement is zero-emission port infrastructure planning and implementation, and the additional CAAP Plus Measures are proposed to complement the zero-emission infrastructure plans. However, we welcome discussions on verified emission reduction methods as ongoing efforts by the Ports and South Coast AQMD, either jointly or individually, continue to occur outside of the Cooperative Agreement.

While we understand the potential to achieve near term emission reductions through deployment of fuel additives in combustion engines, the Ports have committed to achieving zero-emission operation of drayage trucks and cargo-handling equipment. Further, for drayage trucks specifically, the Board of Harbor Commissioners for each Port has reaffirmed this commitment by directing staff to limit spending of Clean Truck Fund revenue to zero-emission trucks and supporting infrastructure. This commitment to a zero-emission transition is reflected in Cooperative Agreement, which requires the Ports to develop zero-emission infrastructure plans for the five major sources of emissions.

Staff Response to Comment 14-2

Comments on CARB regulation and the mandatory fuels evaluations are best discussed with and addressed by CARB, who is not a party to the Cooperative Agreement.

Ports' emissions inventory reports are voluntarily compiled and published by the Ports of Long Beach and Los Angeles as part of their Clean Air Action Plan (CAAP) commitments. The emission reductions reported therein are not creditable towards federal air quality standards attainment under the State Implementation Plan (i.e., not "SIP creditable"), and the methodology document was published for transparency purposes and is not a regulatory document. The associated Technical Working Group is annually provided an opportunity to review and comment on the draft emissions inventory reports. The Technical Working Group does not oversee the preparation of the annual reports, nor does it approve the final report before it is presented to the Ports' respective Boards of Harbor Commissioners.

Staff Response to Comment 14-3

Comments on compliance pathways for CARB's Commercial Harbor Craft (CHC) Regulation are best discussed with and addressed by CARB, who is not a party to the Cooperative Agreement. The Cooperative Agreement generally focuses on near-term actions that go beyond regulatory compliance.

Staff Response to Comment 14-4

Please refer to Joint Response to Comment 14-1.

Staff Response to Comment 14-5

Please refer to Joint Response to Comment 14-1, and Staff Response to Comment 14-2 regarding CARB's fuels multimedia evaluations requirements.

Staff Response to Comment 14-6

Please refer to Staff Response to Comment 14-3 on compliance with CARB's CHC Regulation. Staff welcomes discussion outside of the Cooperative Agreement on verified emission reduction methods that go beyond regulatory compliance.

Staff Response to Comment 14-7

Please refer to Staff Response to Comment 14-2 related to Ports' emissions inventories.

Staff Response to Comment 14-8

Please refer to Joint Response to Comment 14-1.

Staff Response to Comment 14-9

The proposed additional measures include developing and implementing the Enhanced Clean Ship Incentive Program, which will enhance each Port's existing incentive program through alignment with the anticipated Environmental Ship Index (ESI) 2.0. Program development is required to include a public process where stakeholders may provide input and comments. Comments on ESI 2.0 per se are outside the scope of this Cooperative Agreement and are best discussed with and addressed by the International Association of Ports and Harbors (IAPH), who is not a party to the Cooperative Agreement. Regarding addressing emissions from port sources other than OGVs, staff welcomes discussion outside of the Cooperative Agreement on verified emission reduction methods that go beyond regulatory compliance.

Ports Response to Comment 14-10

The Clean Marine Fuels Assessment is focused on low- and no-carbon marine fuels for ships. At this time, the Ports do not anticipate including fuel additives in the assessment; however, the Ports are always open to evaluating technologies and fuels that have been verified by the California Air Resources Board, and there is nothing in the Cooperative Agreement or draft Addendum that precludes this ongoing evaluation.

Ports Response to Comment 14-11

While we understand the potential to achieve near term emission reductions through deployment of fuel additives in combustion engines, the Ports have committed to achieving zero-emission operation of cargo-handling equipment. For harbor craft, the Ports are always open to evaluating technologies and fuels that have been verified by the California Air Resources Board, and there is nothing in the Cooperative Agreement or draft Addendum that precludes this ongoing evaluation.

Ports Response to Comment 14-12

The study is intended to assess ship engine emissions at low loads. At this time, the Ports do not anticipate including fuel additives in the assessment; however, the Ports are always open to evaluating technologies and fuels that have been verified by the California Air Resources Board, and there is nothing in the Cooperative Agreement or draft Addendum that precludes this ongoing evaluation.

Staff Response to Comment 14-13

Please refer to Joint Response to Comment 14-1 and Staff Response to Comment 14-3.

Staff Response to Comment 14-14

Staff welcomes discussion outside of the Cooperative Agreement on verified emission reduction methods that go beyond regulatory compliance, particularly those with successfully demonstrated industry use cases.

Staff Response to Comment 14-15

Please refer to Joint Response to Comment 14-1, and Staff Responses to Comments 14-2 and 14-14.

Staff Response to Comment 14-16

Please refer to Joint Response to Comment 14-1, Staff Response to Comment 14-3, and Ports Responses to Comments 14-11 and 14-12.

Written Comment #15 from Earthjustice, et al.

June 5, 2026

Mayor Bass
200 N. Spring St.
Los Angeles, CA 90012

Mayor Richardson
411 W. Ocean Blvd.
Long Beach, CA 90802

Chair Cacciotti and Members of the Governing Board
South Coast Air Quality Management District
21865 Copley Dr.
Diamond Bar, CA 91765

RE: Comments on Draft Addendum to Cooperative Agreement

Dear Mayor Bass, Mayor Richardson, and Chair Cacciotti and Members of the South Coast Air Quality Management District Governing Board,

On behalf of the undersigned members of the Trade, Health, and Environment (THE) Impact Project, we submit the following comments on the Draft Addendum to the Cooperative Agreement. As noted in our previous comment letter, the additional CAAP Plus measures that the San Pedro Bay Ports and South Coast Air Quality Management District commit to in this Addendum must (1) prioritize the protection of public health; and (2) improve transparency and accountability to the public.

Comment 15-1

Unfortunately, the Draft Addendum is wholly insufficient in addressing the outsized pollution and health impacts attributable to port pollution. These comments emphasize the need for additional measures targeted at the remaining categories of port equipment. In addition, we offer feedback on the proposed Port Emission Reduction Programs and Regional Off-Port Truck Infrastructure Program.

I. Need for Emission Reduction Measures Covering All Port Sources

Comment 15-2

We want to point out that the Draft Addendum does not include any actions beyond what the Ports have previously stated that they intend to pursue, separate from this Cooperative Agreement process. Last August, the San Pedro Bay Ports announced in a Quarterly Clean Air

Action Plan Update that each Port would update their ESI Incentive Program due to changes expected from the ESI 2.0 baseline updates.[1] Similarly, through implementation of the Clean Truck Fund Rate, the Ports were already contemplating incentive programs, such as a per-trip incentive to lower operational costs for zero-emission trucks.[2] While we support these programs, these are the only two real commitments in the Draft Addendum, which were already underway at the Ports. Moreover, we want to point out that the Cooperative Agreement, approved last December, stated that the Ports and AQMD would negotiate additional CAAP Plus Measures for the following source categories: (1) oceangoing vessels; (2) drayage trucks; (3) cargo handling equipment; (4) harbor craft; (5) on-port locomotives; and (6) workforce development.

We are disappointed to see that the Ports are only proposing emission reduction programs for two source categories and offer no concrete actions for other key categories of port equipment, such as cargo handling equipment, locomotives, and harbor craft. While the Preamble states that each City will continue to develop and implement activities that support emission reductions, the listed actions do not address all port sources and fail to provide any tangible commitments or hard deadlines. For example, the Draft Addendum indicates that each City will "develop[] a projection for Zero-Emission Cargo Handling Equipment Deployments." These vague statements and the two Port Emission Reduction Programs identified in this Draft Addendum do not adequately address the health impacts borne by our portside communities.

Comment 15-2, Cont'd

The Ports' progress in cleaning up port operations has slowed in recent years, and emission trends at both Ports indicate that existing policies are inadequate in countering the ongoing growth and concomitant pollution poisoning our portside communities. In 2024, both Ports experienced record-breaking cargo throughput, and this growth was accompanied by an increase in emissions from all port sources – 23 percent increase in diesel pollution and 12 percent increase in nitrogen oxide pollution at the Port of Long Beach, and 8 percent increase in diesel pollution at the Port of Los Angeles, compared to the prior year.[3] These emission trends, coupled with the Ports' continued growth, make it clear that the proposed programs are not enough to safeguard public health and ameliorate the health risks borne by portside communities.

The Draft Addendum must include additional measures that will facilitate cleanup of all port sources and incorporate the recommendations from our previous letter, including the following proposals:

Comment 15-3

- Support electrification of the Alameda Corridor and provide at least $25 million to support overhead catenary infrastructure
- Devise Alternative Clean Freight Fee program, expanding the Clean Truck Fund Rate to containers moved by all modes of port equipment, which could generate incentive funds

[1] San Pedro Bay Ports, Clean Air Action Plan – Ocean Going Vessel Update presentation (Aug. 5, 2025), slides 2-7.
[2] Port of Long Beach, Clean Truck Program Update & Year 5 Spending Plan Priorities (Mar. 23, 2026), slide 3, 5.
[3] Port of Long Beach, Air Emissions Inventory – 2024, pg. ES-2 (Sep. 2025); Port of Los Angeles, Inventory of Air Emissions 2024, pg. ES-6 (Sep. 2025).

that can go towards cleanup of harbor craft, locomotives, cargo handling equipment, and ships, as well as supporting infrastructure.

- Set goal of achieving 100% zero-emission harbor craft fleet by 2035
- For each Port, commit at least $10 million per year to fund deployments of battery-electric cargo handling equipment, harbor craft, switcher locomotives, and installation of supporting infrastructure

Comment 15-3, Cont'd

As this Draft Addendum does not provide the full scope of Additional CAAP Plus Measures envisioned in the Cooperative Agreement, the Ports and AQMD must include, at minimum, a clause requiring further negotiations of additional measures following the release of Draft ZE Plans for the three Phase source categories.

Comment 15-4

II. Enhanced Clean Ship Incentive Program

Oceangoing vessels are the largest source of port emissions, and an overhaul of these programs is long overdue. As the Preamble notes, the San Pedro Bay Ports are conducting a Clean Marine Fuel Assessment, which must include a thorough analysis of the health and safety risks of each alternative marine fuel and technology that will help inform the development of the Enhanced Clean Ship Incentive Programs. Moreover, the Clean Marine Fuel Assessment cannot evaluate liquefied natural gas as an option, as LNG is not a clean fuel and should not be incentivized in the incentive programs.

Comment 15-5

We appreciate that the Draft Addendum identifies elements that will improve public transparency, such as publicly sharing information on ship types typically calling at each port and current participation levels in the existing programs. This transparency is critical to enabling community members to engage in the public process and provide feedback on the development of each Port's Enhanced Clean Ship Incentive Program. The Ports must maintain this transparency following adoption of the Enhanced Clean Ship Incentive Programs by continuing to report on participation levels and quantifying the emission benefits associated with the programs.

Comment 15-6

III. Zero-Emission Truck Utilization Incentive Program

We support the development of incentive programs that will encourage the use of zero-emission drayage trucks serving the Ports and the per-trip feebate proposal aligns with the previous recommendations several groups made in 2019 with the help of the UCLA Luskin Center. However, we want to emphasize that the Ports are already undertaking these efforts through their respective Clean Truck Programs. This proposal simply repackages existing efforts, while failing to appropriately chart a path towards the 2017 Clean Air Action Plan Update goal of achieving a 100% zero-emission drayage truck fleet by 2035.

Comment 15-7

With less than ten years left, it is imperative that the Ports develop a roadmap to achieving the 2035 goal, including exploring other policies that can further accelerate the adoption and deployment of zero-emission trucks. This request is consistent with the recommendation of the

Sustainable Supply Chain Advisory Committee, which was set up to advise the Mayors of Los Angeles and Long Beach. The Zero-Emission Truck Utilization Incentive Program is one of only two measures proposed in the Draft Addendum, yet the Ports can provide no assurances that this program is sufficient to get us on track to meet the 2035 goal. We ask that the Ports consider more effective policies, such as an increased Clean Truck Fund Rate of $70/TEU.

Comment 15-7, Cont'd

Comment 15-8

IV. Regional Off-Port Truck Charging & Fueling Infrastructure

We are glad that the Draft Addendum includes a funding commitment from both Ports for this regional truck charging and fueling infrastructure initiative, but we urge the AQMD to prioritize battery-electric technologies in selecting projects. We want to make clear now that we do not support hydrogen fuel cell technologies in applications where battery-electric technology is proven and already in operation.

The technology for battery-electric trucks is far more mature and more economically viable. Moreover, over 95 percent of hydrogen production is currently derived from fossil fuels and presents significant emission risks.[4] Fossil-based hydrogen production is also extremely water-intensive, requiring up to 40 liters of freshwater to produce a single kilogram of hydrogen.[5] We cannot allow more water extraction from communities that are already water scarce. Aside from the relative inefficiencies of hydrogen, it is a highly flammable substance that presents significant safety risks. A reliance on hydrogen fuel cell trucks would require the buildout of infrastructure, including pipelines and refueling stations through densely populated neighborhoods. The transportation and storage of hydrogen also threaten the safety of workers and frontline communities. In the administration of this program, the AQMD must conduct public workshops to solicit feedback from freight-impacted communities and ensure that the deployments of zero-emission trucks and installation of supporting infrastructure meet community needs. Therefore, we ask that the AQMD focus on charging infrastructure for this funding. In addition to the February 28, 2027 deadline for approval of MOUs, the Addendum should set a timeline for the AQMD to announce the solicitation and review project applications.

Comment 15-9

In entering into the Cooperative Agreement, the Ports and AQMD committed to work together to reduce port emissions for the health of all residents in the South Coast Air Basin, including our overburdened portside communities. This Draft Addendum does not go far enough in addressing our port pollution crisis, and we ask that the Ports and AQMD increase their ambition and devise additional emission reduction measures. We appreciate your consideration of these comments and welcome the opportunity to discuss with you.

Comment 15-10

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[4] U.S. Department of Energy, Hydrogen Resources, https://www.energy.gov/eere/fuelcells/hydrogen-resources
[5] RMI, *Hydrogen Reality Check: Distilling Green Hydrogen*, https://rmi.org/hydrogen-reality-check-distilling-green-hydrogens-water-consumption (2023).

Sincerely,

Regina Hsu
Earthjustice

Marven Norman
Center for Community Action & Environmental Justice

Alison Hahm
Natural Resources Defense Council

Davina Hurt
Cristhian Tapia-Delgado
Pacific Environment

Peter M. Warren
San Pedro & Peninsula Homeowners Coalition

Jennifer Maria Cardenas
Sierra Club

Theral Golden
West Long Beach Association

cc:

Los Angeles Board of Harbor Commissioners

Long Beach Board of Harbor Commissioners

Heather Tomley, Managing Director of Planning & Environmental Affairs, Port of Long Beach

Lisa Wunder, Director of Environmental Management, Port of Los Angeles

Ian MacMillan, Assistant Deputy Executive Officer, South Coast Air Quality Management District

Responses to Written Comment #15:

Joint Response to Comment 15-1

The draft Addendum to the Cooperative Agreement is not meant to be inclusive of all environmental efforts taking place at the Ports; instead focusing on specific measures that can be implemented within the term of the Agreement. The Ports and South Coast AQMD continue to advocate for additional emission reduction through many avenues outside of the Cooperative Agreement including but not limited to providing direct funding for ZE equipment; securing and implementing grants at the federal, state, and local level; conducting feasibility and other studies; and investing in emerging technology through the Technology Advancement Program.

Please refer to Staff Response to Comment 7-1, as well as other responses to Comment Letter #7, which was previously submitted by the same organizations and additional groups. Please also refer to Staff Responses to Comment Letter #11 on public health, community engagement, transparency and accountability.

Ports Response to Comment 15-2

Although some of the concepts have been previously introduced by the Ports, the measures proposed in the draft Addendum to the Cooperative Agreement provide an enforceable mechanism and timeline, including a defined stakeholder participation component that will help frame the scope of the measures.

The previously approved Cooperative Agreement focuses on infrastructure planning and implementation through the term of the Agreement. The parties to the Agreement consider infrastructure planning a key activity that will define needs across all five major mobile source categories, which will also be informed through a process with the public and expert stakeholders.

Since adoption of the 2017 Clean Air Action Plan, the Ports have seen an 8% decrease in diesel particulate matter, 30% decrease in nitrogen oxides, and a 22% decrease in sulfur oxides, despite a 28% increase in container throughput during this period, showing significant continued emission reduction in recent years. The proposed strategies in the draft Addendum to the Cooperative Agreement include new ZE truck incentives and cleaner ship incentives, which are designed to result in even more emission reductions. Coupled with funding already earmarked by the Ports and operators, as well as grants for ZE cargo-handling equipment, cleaner harbor craft, and ZE locomotives, these new proposed strategies will lead to continued reductions in coming years.

Ports Response to Comment 15-3

The Alameda Corridor is managed through the Alameda Corridor Transportation Authority (ACTA), and ACTA is not a party to this agreement. The approved Cooperative Agreement requires the Port to prepare an infrastructure plan for locomotives on port-managed properties, including a public and expert stakeholder process for input, that will also inform future pathways for ZE locomotives.

The Ports continue to monitor revenues and expenditures through the CTFR. Currently, the Ports are focusing on utilizing the funding that is being collected. The Ports will continue to report on

CTP funding availability and priorities and will assess effectiveness of the CTFR in advancing the deployment of ZE trucks and infrastructure.

Both Ports are implementing several large grant projects to facilitate the transition and upgrade of harbor craft using funding secured through grants. There is currently $33.7 million in active harbor craft projects for zero-emission capable tugboats and excursion vessels, with an additional $28.7 million awarded for vessel upgrades to the cleanest diesel or zero-emission capability. A second round of approximately $30 million in pass-through grant funding secured by Port of Long Beach for additional clean and ZE harbor craft operating in San Pedro Bay is expected to be awarded in mid-2026. Information about ongoing and upcoming activities by the Ports related to deploying cleaner harbor craft was provided at the April 14, 2026 Clean Air Action Plan Implementation Advisory Group meeting. Presentation materials can be found on the Ports' joint Clean Air Action Plan website (https://cleanairactionplan.org/about-the-plan/stakeholder-advisory-group/). During the preparation of the Harbor Craft Infrastructure Plan to be conducted in alignment with the terms of the previously adopted Cooperative Agreement, Port staff will review the current makeup of their respective harbor craft fleets and consider various strategies to encourage transition to cleaner harbor craft. Currently, ZE technology for most harbor craft has not reached the commercialization phase.

The Ports have each been very aggressive in pursuing state and federal grant funding on behalf of their tenants for zero-emission projects, including for zero-emission infrastructure. Combined to date, the Ports have secured more than $288 million for ZE terminal equipment, locomotives, and harbor craft along with $340 million in grant funding for ZE on-port infrastructure development that will be matched by more than $100 million in Port funds. Under the INVEST CLEAN program administered by South Coast AQMD, more than $100 million has additionally been awarded to support ZE terminal equipment, locomotives, and infrastructure at the ports (https://www.aqmd.gov/docs/default-source/agendas/governing-board/2026/2026-jun5-006.pdf). In addition, through the ZE infrastructure plans that will be developed under the terms of the Cooperative Agreement approved in 2025, both Ports will be working with the operators to identify cost estimates and projected funding sources for developing zero-emission infrastructure on port-managed properties.

Staff Response to Comment 15-4

The Cooperative Agreement and the proposed Addendum are not meant to encompass the full scope of efforts conducted collaboratively and individually by each Port and the South Coast AQMD in addressing port emissions. Furthermore, staff is directed to recommend potential next steps to the Board, before the end of the 5-year term of the Cooperative Agreement, which will be either to continue the non-regulatory approach through an enforceable contract (i.e., extend, amend, or create a new Cooperative Agreement) or to pursue rulemaking.

Ports Response to Comment 15-5

The draft measure for Enhanced Clean Ship Incentives proposes to consider several key areas for updating the Ports' existing incentive programs, including aligning with ESI 2.0, and potential "plus-up" incentives that could provide incentive funding based on utilization of cleaner marine fuels. The specific details of the program will be developed through a public and expert stakeholder process.

Ports Response to Comment 15-6

Thank you for acknowledging the draft Addendum's focus on public transparency. The Cooperative Agreement and the proposed Addendum prioritize public process and transparency. In response to previous public comments, South Coast AQMD and the Ports have already agreed to increase the public review period for draft materials related to programs developed under this Addendum to 45 days. Specific to the development of the Enhanced Clean Ship Incentive Program, the Ports encourage interested parties to review information that is already available to the public that will inform the upcoming enhancements to the ship incentive programs, including the existing port ESI-based incentive programs[1] [2], and the Port of Long Beach Clean Marine Fuels White Paper[3]. Requirements for progress reporting and program evaluation are included in the Addendum. In addition, each port publicly releases emissions information on an annual basis for all port emissions sources, including vessels, through their Emissions Inventories.

Ports Response to Comment 15-7

Thank you for your support of the proposed per-trip incentive program. The Ports also agree that more than one program will be needed to ensure the full transition to zero emissions trucks serving the ports. The proposed Zero-Emission Truck Utilization Incentive is one program in a portfolio of programs that the Ports are implementing to support progress toward achieving the Port's zero-emission drayage truck goal, which includes implementation of the Clean Truck Fund Rate (CTFR), providing incentives for the purchase of zero-emission trucks, support for development of charging and fueling infrastructure, hydrogen fuel subsidies and zero-emission truck early leaders awards. In addition, when the Ports established the ambitious goal of transitioning the port truck fleet to zero emission by 2035, this was based upon several assumptions, including when zero emission trucks would be commercially available, progress on the reduction of the cost per zero-emission trucks produced at scale, and the support of state and federal policies, funding programs, and regulations. In the years since the goal was established, many of the assumptions have not proceeded as anticipated. The Ports, however, have remained committed to supporting the zero-emission truck transition and continuing to identify opportunities to influence progress in alignment with the goal, such as through the development of the proposed Zero Emission Truck Utilization Incentive. Progress on zero-emission truck activity is reported monthly on each Port's website, included in each Port's annual emissions inventory, and reported to each Port's Board of Harbor Commissioners along with discussion of the CTFR spending priorities.

Ports Response to Comment 15-8

Each Port's Board of Harbor Commissioners set the Clean Truck Fund Rate (CTFR) at $10 per twenty-foot container (TEU) or $20 per forty-foot container. Depending upon cargo volumes and truck activity, each port collects between $2 million and $4 million per month. Both Ports are allocating funding to various programs and projects to support the transition to zero-emission trucks serving the Ports, including for providing incentives for the purchase of zero-emission trucks, support for development of charging and fueling infrastructure, hydrogen fuel subsidies and zero-emission truck early leaders awards. Based upon the current collection rate and the

[1] https://polb.com/business/incentives#green-ship-program
[2] https://portoflosangeles.org/environment/air-quality/environmental-ship-index
[3] https://polb.com/environment/air#clean-marine-fuels

revenue spending rate, each Port has unallocated funds available that will continue to be used for current incentive programs and toward future incentives, such as the proposed Zero Emission Truck Utilization Program. Each Port's Board of Harbor Commissioners reviews progress on the CTFR collection and spending, including whether or not any adjustments to the CTFR are needed.

Staff Response to Comment 15-9

South Coast AQMD has always maintained a technology-neutral position and focuses on emission reductions. The Regional Off-Port Truck Charging and Fueling Infrastructure measure will accelerate the development of off-port infrastructure supporting the regional operation of zero-emission port drayage trucks that are commercially deployed. Project selection criteria under this measure will be further determined in a subsequent MOU between South Coast AQMD and each port, and for each selected project, South Coast AQMD will ensure all necessary and applicable permits and entitlements are appropriately addressed which may include, but are not limited to safety and environmental clearances. The subsequent MOU will also specify a timeline to ensure timely allocation of funding to selected projects. Funding allocation follows from a public solicitation process of eligible projects and must occur or have occurred prior to the funding allocation timeline.

Joint Response to Comment 15-10

The Cooperative Agreement and the proposed Addendum will ensure progress on zero-emission infrastructure planning and development, and development and implementation on key programs to reduce emissions from vessels and trucks through 2030. Additionally, South Coast AQMD and the Ports will continue to develop programs and projects to reduce port-related emissions outside of the Cooperative Agreement. The public is encouraged to take full advantage of the many public comment opportunities that will be made available during program development, reporting, and program evaluation.

Please refer to Staff Response to Comment 7-9.

Written Comment #16 from Western States Petroleum Association

WSPA

Jodie Muller
President & CEO

July 20, 2026

submitted via e-mail to: ports_comments@aqmd.gov

Dr. Elaine Shen
Planning & Rules Manager
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Re: WSPA Comments on Proposed Addendum to the Cooperative Agreement

Dear Dr. Shen,

Western States Petroleum Association (WSPA) appreciates this opportunity to provide comments on the South Coast Air Quality Management District's (SCAQMD's or District's) Proposed Addendum to the Cooperative Agreement.[1] WSPA has been an active participant in air quality planning issues for over 30 years. WSPA is a non-profit trade association that represents companies that safely explore for, produce, refine, transport and market petroleum, petroleum products, natural gas and other energy supplies in California, Washington, Oregon, Nevada, and Arizona. WSPA-member companies operate tanker vessel and marine terminal facilities that could be impacted by the Cooperative Agreement.

Tanker operations and marine oil terminal operations differ materially from other vessel classes and cargo terminals. These differences include the nature of cargo transfer operations, associated safety systems, and equipment requirements essential to safe operation. Assumptions developed for other vessel types may not be directly applicable to tanker operations. The unique tanker operation challenges cannot be understated.

WSPA requests that tanker vessel activity and marine oil terminal operations be explicitly recognized as a distinct operational category as programs under this addendum are developed.

Enhanced Clean Ship Incentive Program

WSPA appreciates that the proposed Addendum would require each Port to enhance its Clean Ship Incentive Program to encourage calls by lower-emitting ocean-going vessels. As described in the Addendum, these enhancements would be aligned with the anticipated launch of Environmental Ship Index (ESI) 2.0, may include additional environmental "plus-ups," and would require the Ports to describe the vessel types that typically call at each Port, including annual visits by vessel type, engine tier level, and fuel type.

Comment 16-1

Because these elements will shape the design of the final program, WSPA urges the Ports and SCAQMD to ensure that the enhanced Clean Ship Incentive Program is developed in a manner that recognizes meaningful operational differences among vessel categories, including tankers. The Addendum appropriately requires the Ports to evaluate current participation and non-participation by vessel type, engine tier, and fuel type; to justify the proposed enhanced program based on relevant factors, including stakeholder outreach and operational and financial considerations; and to establish anticipated participation goals with the understanding that

[1] SCAQMD's Cooperative Agreement, Proposed Addendum. Available at: https://www.aqmd.gov/docs/default-source/ports-ca/0_draft-preamble-to-addendum_06-12-clean.pdf?sfvrsn=1ff4667e_2. Accessed on 29 June 2026.

participation levels are beyond the control of the Ports. These requirements should be applied in a way that ensures tanker operations are not evaluated against generalized assumptions that may be more applicable to other vessel classes.

In particular, WSPA recommends that the enhanced program design ensures that:

- program criteria do not assume equivalent applicability across vessel classes, fuel types, engine configurations, operating profiles, or terminal-interface requirements;

- participation expectations and any related program metrics reflect actual operational capability, technology availability, fuel availability, safety requirements, and commercial constraints for tanker vessels;

- incentive structures remain voluntary and do not create effective constraints on tanker vessel calls, terminal access, or marine terminal operators' ability to receive tanker vessels; and

In addition, the use of program metrics and participation targets should not result in tanker operations being evaluated against assumptions that do not reflect their operational constraints.

Comment 16-1, Cont'd

Low-Load and Fuel Considerations

WSPA appreciates that SCAQMD and the Ports recognize the importance of continued technical work related to vessel emissions and clean marine fuel pathways. The source documents identify several ongoing efforts outside the Cooperative Agreement that are directly relevant to future program design, including a Clean Marine Fuels Assessment, a Clean Marine Fuels Pilot Project, and a study of vessel emissions at low-speed operations. The June public meeting materials also note that coordination with CARB on low-load ship emissions research is ongoing and that these efforts are intended to inform program design.

These issues are especially important for tanker operations. Low-load emissions performance, clean marine fuel availability, fuel compatibility, bunkering readiness, and terminal-interface requirements remain evolving and unresolved considerations. Accordingly, WSPA urges SCAQMD and the Ports not to treat low-load emissions performance or clean-fuel availability as settled assumptions when developing the Enhanced Clean Ship Incentive Program or any related implementation measures.

For tanker vessels and marine oil terminals, program design should account for the practical realities of vessel operations, safety requirements, fuel availability, infrastructure readiness, energy reliability, and operational continuity. These considerations are consistent with the source documents' acknowledgement that program development may consider technical studies, stakeholder outreach, operational and financial considerations, and that implementation should account for energy cost, availability, reliability, workforce and infrastructure readiness, market demand, and safety.

Comment 16-2

Consistency with Ongoing Marine Regulatory Work

WSPA has provided input into maritime regulations at the state-level, including the California Air Resources Board's At Berth and Commercial Harbor Craft regulations, regarding feasibility, safety, and site-specific operational considerations; WSPA is also actively participating in the CARB's Ocean Going Vessel In-Transit regulations that are currently under development. Those considerations remain relevant here and should be reflected as program elements affecting tanker operations are developed.

Comment 16-3

Coordination is especially important because these efforts are developing in parallel with state regulatory programs and other port-led initiatives. Without clear coordination among SCAQMD, the Ports, CARB, the United States Coast Guard, and other relevant agencies, there is a risk of overlapping, duplicative, or inconsistent expectations affecting tanker vessels, marine terminal operations, and fuel supply logistics across California. This could create uncertainty for vessel operators, charterers, marine terminal operators, and fuel supply logistics, particularly where program expectations differ from state regulatory timelines, technology feasibility determinations, safety requirements, or site-specific compliance pathways. These programs collectively influence vessel operations, marine terminal operations, and fuel movement throughout California. Program development should therefore account for cumulative system impacts rather than evaluating individual initiatives in isolation.

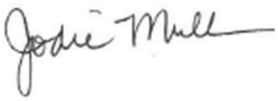
Comment 16-3, Cont'd

In summary, WSPA recommends the following:

- recognize tankers and marine oil terminal operations as a distinct operational category;
- avoid applying uniform assumptions across vessel classes;
- ensure incentive structures reflect feasibility and safety constraints;
- engage marine oil terminal operators and tanker stakeholders prior to finalizing program design elements affecting vessel operations; and,
- incorporate interagency coordination into program development for any elements affecting tanker operations.

WSPA appreciates the opportunity to provide these comments related to the Proposed Addendum for the Cooperative Agreement. We look forward to your consideration of our comments and further discussion. If you have any questions, please contact me or Ramine Ross at rross@wspa.org.

Sincerely,



cc: Wayne Nastri, SCAQMD
Ian MacMillan, SCAQMD
Elaine Shen, SCAQMD
Gene Seroka, Port of Los Angeles
Lisa Wunder, Port of Los Angeles
Dr. Noel Hacegaba, Port of Long Beach
Heather Tomley, Port of Long Beach
Captain Stacey Crecy, USCG Sector Los Angeles – Long Beach
Patty Senecal, WSPA
Ramine Ross, WSPA

Responses to Written Comment #16:

Ports Response to Comment 16-1

The Ports will conduct a public process to seek input on the clean ship incentive programs after the proposed Addendum is approved. Stakeholders are encouraged to provide comments on program specifics at that time.

Ports Response to Comment 16-2

The Ports will seek public input on the low-load vessel study referenced in the Addendum's preamble. Findings of this study may be used to inform ship incentive programs. The proposed Addendum also requires a public process for developing the clean ship incentive programs. Stakeholders are encouraged to provide comments on program specifics at that time.

Ports Response to Comment 16-3

Please refer to Ports Response to Comment 16-1.

Written Comment #17 from Coalition for Clean Air

From: Dori Chandler <dori@ccair.org>
Sent: Thursday, July 23, 2026 3:01 PM
To: Ian MacMillan <imacmillan@aqmd.gov>; Sarah Rees <srees@aqmd.gov>; Susan Nakamura <snakamura@aqmd.gov>
Cc: Felix Wang <felix@envirovoters.org>; Gracyna Mohabir <gracyna@envirovoters.org>
Subject: [EXTERNAL] Community Board Resolution

Dear Ian, Sarah, and Susan,

Our coalition is currently reaching out to AQMD Board and Staff members in the hopes that the Board will consider passing the attached resolution to honor communities' concerns about emissions reductions and AQMD's role in protecting communities across the air basin. We would love get staff support to pass the resolution on August 7th along with any CAAP+ measures. Please let us know if you have any suggestions or comments on the attached resolution language and let us know any next steps for how to get this on the agenda. We are also soliciting feedback and support from board members at this time. Comment 17-1

Best,

Dori

Dori Chandler, MUP
Policy Advocate
Coalition for Clean Air (CCA)
617 West Seventh Street, Suite #300
Los Angeles, CA 90017
(760) 644-8655

South Coast Air Quality Management District Board Resolution to Protect Community and Reduce Emissions from the San Pedro Bay Ports

Whereas, in response to community concerns, this Board of the South Coast Air Quality Management District resolves to continue addressing port related emissions and that the Ports Cooperative Agreement ("Agreement") and this addendum to the Clean Air Action Plan Plus ("CAAP Plus) Measures are not the only actions the Board will take to ensure that emissions from the San Pedro Bay Ports are being reduced; and

Comment 17-2

Whereas, the South Coast region, home to approximately 17 million residents, has been ranked the nation's smoggiest region for 25 of the past 26 years; and

Whereas, in the 2022 South Coast Air Quality Management Plan, measures MOB-O1 (Commercial Marine Ports) and MOB-02 (Railyards and Intermodal facilities) highlight the urgent need to reduce emissions from the San Pedro Bay Ports to reduce ground-level ozone, as the South Coast Air Basin is in "extreme" nonattainment under the federal Clean Air Act; and

Whereas, in the California's State Implementation Plan port emissions reductions are necessary to reduce our state's mobile-source emissions and there is a risk of federal action on California's non-attainment status; and

Whereas, infrastructure is the first step to enabling emissions reductions AND the residents of the Air Basin would benefit tremendously from reducing emissions from sources associated with the Port – oceangoing vessels, drayage trucks, locomotives, commercial harborcraft, and cargo handling equipment; and

Comment 17-3

Whereas, the Agreement terminates after approximately five years on December 31, 2030 and residents of the Air Basin need to see assurances that the Agreement is fulfilling its stated goal of "achiev[ing] cleaner air for community and public health protection"; and

Whereas, in 2024 there was an increase according to the San Pedro Bay Ports Emissions Inventory in total diesel particle pollution, greenhouse gas emissions, and either NOx or SOx for the Ports of Los Angeles and Long Beach Ports; then

Comment 17-4

Therefore, be it resolved, that the Board will live up to its obligation to help the Air Basin achieve federal air quality standards; and

Comment 17-5

Be it further resolved, that any interim status update and annual progress reports on the Agreement provided to the Board shall be made publicly available, including methodology for emissions reduction associated with the implementation of the CAAP Plus Measures and rationale for any suggested additional action; and

Comment 17-6

Be it further resolved, that the South Coast AQMD Board and Staff will continue to look at other actions that can be taken, especially for locomotives, at-anchor ships, and commercial harbor

Comment 17-7

craft, during the next five years of the agreement, to measurably reduce emissions at the Ports to reach our clean air objectives; and

Comment 17-7, Cont'd

Be it further resolved, that the Board will bring this matter up for an interim status update of emissions reductions and evaluation no later than August 2028. At that time, South Coast AQMD Staff should return to the Board with a CAAP Plus Measure implementation interim status update. Should overall emissions reductions not be meeting the pace necessary to meet state and federal air quality emission standards, Staff should prepare recommendations for actions the Board can take during and after the term of the Agreement; and

Comment 17-8

Be it further resolved, that the South Coast AQMD reaffirms the necessity of creating, maintaining, and growing partnership with communities impacted by environmental injustice; and

Be it further resolved, that the South Coast AQMD commits to providing transparent and public opportunities to engage on the Agreement in additional venues beyond the one time provided to the community by the ports on the infrastructure plan at the CAAP Stakeholder Advisory Meetings; and

Be it further resolved, that the community will be engaged more frequently on port air quality updates in the following ways:

A. Holding multiple public engagement opportunities at key milestones.
B. Publishing a clear public engagement timeline in advance.
C. Partnering with existing community structures (the Environmental Justice Advisory Group, AB 617 groups, trusted local organizations) to co-host engagement.
D. Holding at least one engagement opportunity accessible to Inland Empire residents (in-person or hybrid).
E. Providing public reporting back on how community feedback influences the final infrastructure plan.
F. Building in measurable accountability metrics and progress updates on emissions reductions since infrastructure does not directly benefit communities while considering additional third party analysis on data collection and evaluation.
G. Redesigning public engagement meetings to be more community-centered and participatory. Move beyond staff presentations by dedicating more meeting time to public discussion, interactive feedback collection, and opportunities for residents to ask questions, deliberate, and influence decisions before plans are finalized.
H. Providing public education or public study groups for community education on pollution and emissions reduction mechanisms.

Comment 17-9

Be it finally resolved, that this Board will work to protect the air for each member of our Air Basin.

Comment 17-10

Responses to Written Comment #17:

Staff Response to Comment 17-1

Thank you for the submitted comments and suggestions. South Coast AQMD's actions are guided by our mission "to clean the air and protect the health of all residents in the South Coast Air District through practical and innovative strategies."

Staff Response to Comment 17-2

Staff agreed and has emphasized during the public process that broader and longer-term strategies to address port emissions will be evaluated after the critical first step of zero-emission infrastructure planning and implementation and in considerations of other concurrent regulations and initiatives that may be relevant to port emission reductions. In the meantime, the South Coast AQMD Governing Board has and will continue to consider actions towards reducing port emissions; as an example, South Coast AQMD Governing Board approved in June 2026 multiple awards totaling more than $100 million to support zero-emission terminal equipment, locomotives, and infrastructure at the ports under the INVEST CLEAN program (https://www.aqmd.gov/docs/default-source/agendas/governing-board/2026/2026-jun5-006.pdf). In recognition of the above, the draft Board Resolution states that "the Cooperative Agreement and the proposed Addendum to the Cooperative Agreement do not represent the entirety of efforts in addressing port emissions that are collaboratively or individually conducted by the South Coast AQMD and the Ports of Long Beach and Los Angeles," and "the South Coast AQMD Governing Board directs staff to seek additional opportunities to further address port emissions from all port sources, including emission sources not specifically included in this Addendum such as locomotives, at-anchor ocean-going vessels, and commercial harbor craft, including by collaborating with the Ports of Long Beach and Los Angeles." Additionally, in the future when staff present publicly to the Mobile Source Committee on analyses of potential emissions benefits for approved plans and programs under the Cooperative Agreement (see Staff Response to Comment 17-6), the draft Board Resolution also directs staff to include a discussion of emissions trends from port sources and remaining emission reduction needs from ports and all other sources as determined in upcoming air quality management planning efforts.

Staff Response to Comment 17-3

Statements included in this and a few other comments are largely reflected in the Recitals section of the Cooperative Agreement, where the authority and responsibility of the South Coast AQMD, the Air District's attainment challenges, the associated public health impacts, and the need to further address emissions from port sources are recognized as motivation for implementing the CAAP Plus measures laid out in the Cooperative Agreement (including the Addendum to the Cooperative Agreement).

Staff Response to Comment 17-4

Staff agrees with the importance of tracking port emissions trends, which will serve as an important consideration when staff recommends the next step related to the Cooperative Agreement to the South Coast AQMD Governing Board before the end of the agreement's five-year term (see the November 7, 2025 Board Resolution at: https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf, Attachment C). The draft Board Resolution for the proposed Addendum to the Cooperative Agreement contains Board direction

to staff to track port emissions, work with the Ports to ensure best-practice emissions inventories, to evaluate how CAAP Plus measures affect future emission reduction trends, and to consider this and any other relevant data (e.g., remaining emission reduction needs from port and all other sources) to help inform staff's subsequent recommended action to the South Coast AQMD Governing Board.

Staff Response to Comment 17-5

Please refer to Staff Response to Comment 17-3.

Staff Response to Comment 17-6

South Coast AQMD is committed to governance transparency and makes meeting materials publicly available, typically at least three days in advance of the meeting. The draft Board Resolution reaffirms this ongoing practice and additionally directs staff to make publicly available the methodology, data, and calculations used for all analyses of potential emissions benefits pertaining to the Cooperative Agreement and publicly present the analysis to the Mobile Source Committee, unless exempt from disclosure to the public in accordance with South Coast AQMD's guidelines for implementing the California Public Records Act.

Staff Response to Comment 17-7

Please refer to Staff Response to Comment 17-2.

Staff Response to Comment 17-8

South Coast AQMD Governing Board has already directed staff to provide annual updates on implementation of Cooperative Agreement starting before April 2028 (see the November 7, 2025 Board Resolution at: https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf, Attachment C). The draft Board Resolution for the proposed Addendum to the Cooperative Agreement further directs staff to additionally provide semiannual updates, starting no later than December 2026, and subsequently present analyses of potential emissions benefits (see Staff Response to Comment 17-6), as well as a discussion of emissions trends from port sources and remaining emission reduction needs from port and all other sources determined in any air quality management planning efforts. In general, the region's overall emissions trends and its path to state and federal air quality attainment are evaluated and proposed during the development of Air Quality Management Plans and/or other State Implementation Plan activities, which go through their own public process and are brought separately for consideration for approval by the South Coast AQMD Governing Board.

Joint Response to Comment 17-9

South Coast AQMD is committed to community partnerships and providing public engagement opportunities, which are evidenced by the extensive public process not only for the proposed Addendum to the Cooperative Agreement (see Attachment D to the Board Letter) but through its broader work with the AB 617 communities and participation in community meetings and events. The public process for implementing the Cooperative Agreement and the proposed Addendum to the Cooperative Agreement consists of two parts: 1) Ports-led public process to guide policymaking by the Port Boards, and 2) South Coast AQMD public process to provide status updates on agreement implementation to its full Board and Mobile Source Committee (see also Staff Response to Comment 17-8).

The Cooperative Agreement includes a robust public process during the development of the defined plans and programs. The parties to the Agreement are committed to public engagement opportunities at key milestones under the Cooperative Agreement, in addition to the significant public outreach currently conducted for other air quality programs. For example, both Ports have already conducted initial outreach pertaining to the Phase I infrastructure plans for trucks and terminal cargo-handling equipment, with commitments for periodic updates and engagement both before the infrastructure plans are released for public review and during the public review period, with a similar process for subsequent infrastructure plans.

The parties to the Agreement appreciate the recommendations on how to improve the public process, including allowing for ample time for questions and open discussion, rather than just relying on presentations, and will look to incorporate these suggestions, as applicable.

In recent years, the Ports have partnered with various NGOs and expert stakeholders to convene knowledge sessions with the community, in focused meetings on environmental topics including Green Shipping Corridors and electrical infrastructure and will continue to seek opportunities for similar educational opportunities.

Staff Response to Comment 17-10

Please refer to Staff Responses to Comments 17-1 and 17-3.

ATTACHMENT G: CEQA ANALYSIS OF THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT BETWEEN SOUTH COAST AQMD AND THE PORTS OF LONG BEACH AND LOS ANGELES

INTRODUCTION AND SUMMARY OF THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT

CEQA ANALYSIS OF THE ADDITIONAL MEASURES IN THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT

Project Background and Approach for CEQA Analysis

Summary of Environmental Impacts of Additional Measures

Environmental Topic Areas with Potentially Significant Impacts

Environmental Topic Areas with Less than Significant or No Impacts

Conclusion of the CEQA Analysis of the Additional Measures in the Proposed Addendum to Cooperative Agreement

CEQA ANALYSIS OF THE COST RECOVERY PROVISION

CEQA ANALYSIS OF THE CLEAN AIR MITIGATION FUND

REFERENCES

INTRODUCTION AND SUMMARY OF THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT

The South Coast Air Quality Management District (South Coast AQMD), in collaboration with the Ports of Long Beach and Los Angeles (Ports), developed and entered into the 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 (Cooperative Agreement) to address sources of air pollution associated with port operations and to develop zero-emissions infrastructure plans which contain "Clean Air Action Plan Plus (CAAP Plus) Measures. Specifically, the Cooperative Agreement: 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. The South Coast AQMD Governing Board approved the Cooperative Agreement on November 7, 2025, and it was executed in full on December 17, 2025.

The provisions pertaining to the development and implementation of charging and fueling infrastructure plans in accordance with the Cooperative Agreement were determined to qualify as a later activity within the scope of the programs approved for the 2022 Air Quality Management Plan (AQMP) and the 2016 AQMP as set forth in the California Environmental Quality Act (CEQA), and the Final Program Environmental Impact Report (EIR) for the 2022 AQMP and the Final Program EIR for the 2016 AQMP were determined to adequately describe the activity for the purposes of CEQA such that no new environmental document was required. The cost recovery provisions in the Cooperative Agreement were determined to be exempt from CEQA. The creation of the Clean Air Mitigation Fund in the Cooperative Agreement was determined not to be a project within the meaning of CEQA.

In accordance with the commitments made in the Cooperative Agreement, South Coast AQMD and the Ports continued to negotiate about the potential to incorporate additional measures to address specific port source categories into the Cooperative Agreement which resulted in the development of the proposed Addendum to the Cooperative Agreement.

The proposed Addendum to the Cooperative Agreement (proposed Addendum) is comprised of two main components: the Preamble and the additional CAAP Plus measures. The Preamble provides the background and purpose of the proposed Addendum and describes the proposed additions to the Cooperative Agreement along with corresponding amendments necessary to integrate the proposed additions. The applicability of the terms and conditions in the current Cooperative Agreement, including enforcement provisions, to the proposed Addendum is specified in the Preamble. The Preamble also describes the Ports' other ongoing commitments which will occur separately and independently of the Cooperative Agreement, such as developing a Clean Marine Fuel Assessment[1], soliciting proposals for implementing a Clean Marine Fuel Pilot Project[2], conducting a technical study on vessel emissions at low-speed operations, preparing a

[1] San Pedro Bay Ports Clean Air Action Plan, 2026. https://cleanairactionplan.org/2026/07/07/july-28-2026-update/

[2] Port of Los Angeles: https://portoflosangeles.org/references/2026-news-releases/news_042026_green_corridor
C40 Cities: https://www.c40.org/news/los-angeles-long-beach-and-shanghai-green-shipping-corridor-successfully-complete-phase-one-milestone-targets/ and https://www.c40.org/news/los-angeles-long-beach-singapore-green-and-digital-shipping-corridor-unveils-inaugural-progress-report-showcasing-milestones-and-vision-ahead/

Clean Truck Fund Rate Spending Plan[3], and developing ZE cargo-handling equipment deployment projections. It is important to note, however, that these other ongoing commitments are being implemented by the Ports through existing agreements[4] or they do not fit the scope or focus of the proposed Addendum to the Cooperative Agreement, and thus, have only been included in the Preamble for reference purposes.

The proposed Addendum seeks to incorporate three additional CAAP Plus measures into the Cooperative Agreement in support of the existing requirement for the Ports to develop and implement zero-emission infrastructure. Two of the additional measures contain requirements for the Ports to develop and implement emission reduction programs. Specifically, the Ports must adopt enhancements to their current clean ship incentive programs so as to encourage increased port calls from the cleanest ocean-going vessels, according to an international clean ship-ranking system. The Ports must also develop and implement a new incentive program to encourage utilization of zero-emission trucks which serve the Ports. Additional key elements within these two measures include requirements for the Ports to conduct a public process, implement enforcement provisions, track progress and submit reports which evaluate the effectiveness or success of each program, determine if objectives are met, and determine whether a potential course correction is needed. Time extension provisions are also included in the event that delays are caused that are beyond the Ports' control.

The third additional CAAP Plus measure includes a requirement for each Port to allocate $20 million (totaling $40 million) to South Coast AQMD for regional off-port zero-emission truck charging and fueling infrastructure projects that will support off-port operations of zero-emission drayage trucks registered in the Ports Drayage Truck Registry. South Coast AQMD will be responsible for managing and distributing funds, as well as monitoring and reporting on the implementation of selected projects. This measure requires South Coast AQMD and each Port to enter into a memorandum of understanding (MOU) that includes the following elements: recitals, project selection requirements, process for uncommitted funds, reporting requirements, public process, and MOU term. South Coast AQMD staff costs to manage funds and projects will be recovered with an administration fee that will not exceed ten percent of the awarded project total.

In summary, the proposed Addendum to the Cooperative Agreement: 1) includes three additional measures requiring the Ports to enhance their current clean ship incentive programs to encourage port calls from the cleanest ocean-going vessels, to develop and implement a new incentive program to encourage utilization of zero-emission trucks, and to allocate funds to South Coast AQMD for regional off-port zero-emission truck charging and fueling infrastructure projects; 2) incorporates a provision for South Coast AQMD to recover reasonable costs for newly introduced staff expenses; and 3) directs payment for contract defaults to go into the Clean Air Mitigation Fund previously established in the Cooperative Agreement. This section summarizes these three

[3] Clean Truck Fund Rate Spending Plan, Port of Los Angeles. https://kentico.portoflosangeles.org/getmedia/c278bed6-7166-4d41-a958-13c12b96a8a9/10_environmental_ctf-2025-2027-spending-plan-transmittal-1
Clean Truck Fund Rate Spending Plan, Port of Long Beach: https://polb.com/port-info/news-and-press/port-to-increase-investment-in-clean-trucks-03-28-2025/

[4] Green Shipping Corridors Agreement, Port of Los Angeles: https://portoflosangeles.org/environment/air-quality/international-partnerships/green-shipping-corridors

components of the proposed Addendum to the Cooperative Agreement, and the following sections examine the applicability of CEQA, and analyze 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 in 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.

CAAP Plus Measures in the Proposed Addendum to Cooperative Agreement

CAAP Plus Measures – Port Emission Reduction Programs

The following two incentive programs are proposed to encourage clean ship calls and ZE truck utilization at the ports, as well as complement the planning and implementation of ZE on-port infrastructure required by the current Cooperative Agreement.

Enhanced Clean Ship Incentive Program

Under this program, each Port will enact enhancements to their respective Clean Ship Incentive Program to encourage ship calls via lower-emitting oceangoing vessels (OGVs). These enhancements will: 1) increase program participation levels defined as the percentage of calls from ships meeting more stringent air emissions requirements; 2) be aligned with the anticipated launch of Environmental Ship Index (ESI) 2.0, which is the international ship-ranking system used by both Ports to determine a ship's environmental score, with a focus on air-related environmental factors such as fuel use and engine type; and 3) consider any additional "plus-ups" to achieve over and above the ESI score.

Moreover, under this program, each Port is expected to develop a Clean Ship Incentive Program with the following elements: 1) a description of the OGVs that typically call at their port, including annual visits by vessel type, engine tier level and fuel type; 2) a description of the existing incentive program, including current vessel participation levels and a comparison of currently participating and non-participating vessels by vessel type, engine tier, and fuel type; 3) a description of the proposed enhanced program, including program objective(s), incentive amounts, ESI 2.0 scores aligned to each incentive level, and any additional environmental "plus-ups" to be incentivized; 4) a justification for the enhanced program describing the considerations and factors that were taken into account when developing the proposed enhanced program including but not limited to Port policies and goals, findings from technical studies, stakeholder outreach, and operational and financial considerations; 5) anticipated participation goals according to the known information at the time of program development, and justification for the participation goals, with the understanding that participation levels are beyond the control of the Ports;

6) annual Program budget and funding mechanism(s); and 7) program metrics for tracking and reporting program performance that will also allow for an evaluation of associated clean air benefits.

Zero-Emission Truck Utilization Incentive Program

Under this program, each Port will evaluate and develop an incentive program designed to encourage the deployment of ZE trucks to terminals. Incentives that may be provided on the basis of truck metrics (e.g., per truck trip) should be designed to encourage increased utilization of ZE trucks.

The proposed incentive program is required to have the following components: 1) objective(s), general guidelines, incentive amounts, and the mechanism of how incentives will be provided to participating fleets; 2) a justification of the proposed incentive approach that describes the considerations and factors taken into account when developing the program concept, including but not limited to port policies and goals, findings from technical studies, stakeholder outreach, software and hardware requirements, and operational and financial considerations; 3) anticipated participation goals according to the information known at the time of concept development, and justification for the participation goals, with the understanding that participation levels are beyond the control of the Ports, and description of anticipated program benefits from achieving performance goals, as they relate to clean air benefits; 4) annual program budget and funding mechanism(s); and 5) program metrics for tracking and reporting program performance that will also allow for an evaluation of associated clean air benefits.

<u>CAAP Plus Measures – Regional Off-Port Truck Charging and Fueling Infrastructure</u>

This proposed measure will support the buildout of ZE infrastructure outside of the Ports as a complement to the Port Zero-Emission Infrastructure Plans measure in the current agreement which focuses on infrastructure planning and implementation on Port-managed properties.

Under this measure, the Ports will provide $40 million in total, or $20 million per Port, to the South Coast AQMD to fund regional off-port ZE truck charging and fueling infrastructure projects that will further support off-port operations of ZE drayage truck registered in the Ports Drayage Truck Registry. South Coast AQMD will be responsible for managing and distributing funds to selected projects within a specific timeline. This measure requires South Coast AQMD and each Port to enter into a memorandum of understanding (MOU) to determine administrative details such as payment schedule and reporting of fund spending by the South Coast AQMD to the Ports and the public. Each MOU needs to include the following elements: recitals, project selection requirements, process for uncommitted funds, reporting requirements, public process, and MOU term. The final MOUs must be brought for the necessary approvals by each party's respective Boards no later than February 28, 2027, following a public process that includes an update to the South Coast AQMD Governing Board's Technology Committee.

This measure also includes a provision for recovering reasonable costs, which are expected to be incurred by South Coast AQMD for staff's fund administration and project management.

Cost Recovery Provision in the Proposed Addendum to Cooperative Agreement

The cost recovery provision in the proposed Addendum to Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles establishes payments by the Ports to South Coast AQMD in order for South Coast AQMD to recover its reasonable costs associated with administration and management of the CAAP Plus Measure – Regional Off-Port Truck Charging and Fueling Infrastructure. Under this measure, the Ports will provide $40 million in total, or $20 million per Port, to South Coast AQMD to fund regional off-port charging and fueling infrastructure projects that support ZE port drayage truck operations. South Coast AQMD will be responsible for managing and distributing these funds to selected projects within a defined timeline, and the measure requires that South Coast AQMD and each Port enter into a subsequent MOU to determine administrative details such as payment schedules and reporting requirements. The cost recovery provision specifies that South Coast AQMD's reasonable costs incurred for fund administration and project management will be recovered through an administrative fee not to exceed ten percent of the total award per project.

Direction of Payment for Contract Defaults of Additional Measures of the Proposed Addendum to Cooperative Agreement into the Clean Air Mitigation Fund

The Clean Air Mitigation Fund, a government funding mechanism without involving a commitment to any specific project, was established in the original Cooperative Agreement and consists of financial consequences in the event that contractual obligations were not met. As specified in the original Cooperative Agreement, the Ports agreed to pay into the South Coast AQMD-managed Clean Air Mitigation Fund in the event of failure to complete specified actions within their control, and these provisions will continue to apply to the additional measures in the proposed Addendum. Specifically, Attachment A2 – CAAP Plus Measures – Port Emission Reduction Programs, Section H – Enforcement Provisions, directs the Ports to pay into the Clean Air Mitigation Fund for noncompliance with specified requirements in the additional measures.

CEQA ANALYSIS OF THE ADDITIONAL MEASURES IN THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT

PROJECT BACKGROUND AND APPROACH FOR CEQA ANALYSIS

The Cooperative Agreement, which requires the Ports to prepare and implement charging and fueling infrastructure plans, originated from South Coast AQMD needing to seek emission reductions from commercial marine ports as part of its ongoing efforts to achieve attainment with the federal and state ambient air quality standards. Emission reductions from commercial marine ports can be achieved by shifting port-related mobile sources from current technologies, which rely on diesel fuel, to cleaner fuels or ZE technology, where feasible. The Proposed Addendum to the Cooperative Agreement seeks to expand upon this initial effort by including three additional measures requiring the Ports to enhance their current clean ship incentive programs to encourage port calls from the cleanest ocean-going vessels, to develop and implement a new incentive program to encourage utilization of zero-emission trucks, and to allocate funds to South Coast AQMD for regional off-port zero-emission truck charging and fueling infrastructure projects.

Initiatives to encourage this transition to cleaner technology were previously considered under several control measures that were adopted in South Coast AQMD's 2016 AQMP and 2022 AQMP, and the environmental impacts associated with implementing the control measures were analyzed in the Final Program EIRs for each AQMP. The analysis of the environmental impacts from the original Cooperative agreement relied on these prior CEQA documents.

As such, this section provides the history of the AQMP control measures and the corresponding CEQA analyses which are applicable to both the original Cooperative Agreement and the Proposed Addendum to the Cooperative Agreement. Similar to the CEQA analysis approach for the original Cooperative Agreement, this section compares the potential environmental impacts anticipated from activities associated with the additional measures in the proposed Addendum to the Cooperative Agreement, to the potential environmental impacts previously analyzed in the Final Program EIRs for the 2016 AQMP and 2022 AQMP for the port-specific control measures.

History of AQMP Control Measures Seeking Emission Reductions from Port Sources

Development of the 2016 AQMP[5] 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 both Ports implementing their Clean Air Action Plan (CAAP) which was initiated in 2006 and was undergoing an update. The Ports of Los Angeles and Long Beach had exceeded the emission reduction goals in the CAAP, and the updates contained in the 2016 AQMP were expected to support achieving attainment with the ambient air quality standards. Although many of the actions implemented under the CAAP were voluntary and not committed into the State Implementation Plan (SIP), they have, over time, been incorporated into various regulatory frameworks by the California Air Resources Board (CARB), U.S. Environmental Protection Agency (U.S. EPA), and

[5] South Coast AQMD, 2016 Air Quality Management Plan, March 2017. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/final-2016-aqmp

international entities such as the International Maritime Organization, which resulted in achieved 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.[6] The development of the 2022 AQMP continued to emphasize the need for facility-based mobile source measures, which were first introduced in the 2016 AQMP, by continuing to focus on emissions from commercial marine ports via Control Measure MOB-01. The 2022 AQMP builds upon measures already in place from previous AQMPs by including a variety of additional strategies such as: 1) developing a rule or regulation; 2) accelerating the deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low-NOx technologies in other applications); 3) implementing best management practices; 4) accounting for co-benefits from existing programs (e.g., climate and energy efficiency); 5) providing incentives; and 6) implementing other Clean Air Act (CAA) measures to achieve the 2015 8-hour ozone standard. Control Measure MOB-01 in the 2022 AQMP builds upon its 2016 counterpart by expanding efforts aimed at reducing emissions of nitrogen oxides (NOx), volatile organic compounds (VOC), and particulate matter (PM) associated with port-related operations at the Ports of Los Angeles and Long Beach, by emphasizing rulemaking and incentives and/or other voluntary programs designed to facilitate infrastructure development for ZE 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 sought the development of a work plan designed to support and accelerate the deployment of ZE infrastructure needed for the widespread adoption of ZE vehicles and equipment. Implementation of MOB-15 requires substantial collaboration with state agencies, local utilities and various other stakeholders involved in the planning, design, permitting, construction, operation, and maintenance of ZE infrastructure in the South Coast AQMD. For example, collaborative efforts would require close coordination with local utilities on their energy demand analyses and identification of prioritized locations for ZE infrastructure, including the level of upgrades needed as well as coordination with city/county jurisdictions, as needed, to address any potential land use issues associated with siting the ZE infrastructure.

History of Prior CEQA Analyses Conducted for the 2022 AQMP, 2016 AQMP, and Original Cooperative Agreement, and Relationship to Additional Measures in Proposed Addendum to the Cooperative Agreement

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).)

[6] 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

The 2022 AQMP and 2016 AQMP each: 1) had environmental impacts which were evaluated in a Final Program EIR as part of implementing the various control measures, including but not limited to MOB-01 and MOB-15; and 2) were discretionary actions which were individually considered and approved by the South Coast AQMD Governing Board.

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, pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 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.

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.

At the time the original Cooperative Agreement was developed, the proposed measures were considered a subset of the projects analyzed in the Final Program EIRs for the 2022 AQMP and 2016 AQMP because they were designed to implement the port-specific control measures (e.g., MOB-01 and MOB-15). The CEQA analysis for the original Cooperative Agreement, referred to as a "Use with Later Activities" analysis, compared the potential environmental impacts anticipated from the development and implementation of charging and fuel infrastructure plans to the potential environmental impacts previously analyzed in the Final Program EIRs for the 2016 AQMP and 2022 AQMP for the port-specific control measures (e.g., MOB-01 and MOB-15). The CEQA analysis for the development and implementation of charging and fuel infrastructure plans as set forth in the original Cooperative Agreement made the following conclusions:

1) The environmental impacts were within the scope of what was previously analyzed in the Final Program EIR for the 2022 AQMP for Control Measures MOB-01 – Emission Reductions at Commercial Marine Ports, and MOB-15 – Zero Emission Infrastructure for Mobile Sources, and Final Program EIR for the 2016 AQMP for Control Measure MOB-01;
2) No new Initial Study was required to be prepared leading to either an EIR or a Negative Declaration pursuant to CEQA Guidelines Section 15168(c)(2);
3) No new information was introduced which would 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;
4) No changes to the mitigation measures or alternatives previously considered in the Final Program EIRs for the 2022 AQMP and 2016 AQMP would be needed;
5) In accordance with CEQA Guidelines Section 15168(c)(2), a subsequent EIR was not required pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162; and
6) The development and implementation of charging and fuel infrastructure plans in accordance with the original Cooperative Agreement was 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 described the later activity for the purposes of CEQA such that no new environmental document was required.

The currently proposed Addendum to the Cooperative Agreement contemplates adding three port-related measures as an enhancement to the original Cooperative Agreement. The currently proposed additional measures are also designed to implement the same port-specific control measures (e.g., MOB-01 and MOB-15). Thus, similar to the CEQA analysis for the original Cooperative Agreement, this section follows the same "Use with Later Activities" approach taken for the original Cooperative Agreement compares the potential environmental impacts anticipated from activities associated with the additional measures in the proposed Addendum to the potential environmental impacts previously analyzed in the Final Program EIRs for the 2016 AQMP and 2022 AQMP for the port-specific control measures.

Incorporation of Prior CEQA Analyses By Reference

The additional measures in the Proposed Addendum to the Cooperative Agreement involve the same port-specific control measures from the 2016 and 2022 AQMP (e.g., MOB-01 and MOB-15). Further, the prior CEQA analysis for the original Cooperative Agreement is directly applicable to the potential environmental impacts for the additional measures in the Proposed Addendum to the Cooperative Agreement. Therefore, the additional measures in the proposed Addendum to Cooperative Agreement are integrally related to the "Use with Later Activities" analysis conducted for the original Cooperative Agreement which relied on 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,

2022[7]; and 2) the Final Program EIR for the 2016 AQMP which was certified by the South Coast AQMD Governing Board on March 3, 2017.[8]

As such, the following CEQA documents have also been relied upon for analyzing the potential environmental impacts of the additional measures in the Proposed Addendum to the Cooperative Agreement and have been incorporated by reference pursuant to CEQA Guidelines Section 15150:

- 2022 AQMP, with the December 2022 Final Program EIR for the 2022 AQMP (State Clearinghouse No. 2022050287) and its corresponding Findings, Statement of Overriding Considerations, Mitigation, Monitoring, and Reporting Plan, and Notice of Determination;
- 2016 AQMP, with the March 2017 Final Program EIR for the 2016 AQMP (State Clearinghouse No. 2016071006) and its corresponding Findings, Statement of Overriding Considerations, Mitigation, Monitoring, and Reporting Plan, and Notice of Determination;
- "Use with Later Activities" Analysis for the Development and Implementation of the Charging and Fueling Infrastructure Plans in Accordance with the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles and its corresponding Notice of Determination, Approved in South Coast AQMD's Governing Board Meeting on November 7, 2025

All of these aforementioned documents 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

[7] 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

[8] 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

Notice of Determination for 2022 AQMP
https://www.aqmd.gov/docs/default-source/ceqa/notices/notices-of-decision-or-determination/2022/2022-aqmp-nod.pdf

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

Notice of Determination for 2016 AQMP
https://www.aqmd.gov/docs/default-source/ceqa/notices/notices-of-decision-or-determination/2022/2022-aqmp-nod.pdf

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 (Original Cooperative Agreement), and Approve Supporting Budget Actions Approved on November 2025

Item Number 30 of the Governing Board Meeting Agenda: November 7, 2025
https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf

Record of Approval/Approved Minutes for the November 7, 2025 South Coast AQMD Governing Board Meeting)
https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-dec5-001.pdf

Notice of Determination for Original Cooperative Agreement
https://www.aqmd.gov/docs/default-source/ceqa/notices/notices-of-decision-or-determination/2025/cooperative-agreement-for-ports_nod_flattened-ocr.pdf

Copies of these referenced documents may also be obtained from:

Lisa Tanaka/Public Advisor
South Coast AQMD
21865 Copley Drive, Diamond Bar, CA 91765
Phone: (909) 396-2432
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"Use with Later Activities" Analysis for Additional Measures in Proposed Addendum to the Cooperative Agreement

As with the development and implementation of the charging and fueling infrastructure plans for the original Cooperative Agreement, the additional measures in the proposed Addendum to Cooperative Agreement also pertain to the previously adopted Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP and Control MOB-15 of the 2022 AQMP. As such, this Attachment examines whether the additional measures in the proposed Addendum to Cooperative Agreement qualifies 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 Section 15168 (c) – Use with Later Activities. Specifically, this Attachment: 1) compares the proposed later activity of the additional measures in the proposed Addendum to Cooperative Agreement with the previously approved programs related to Control Measure MOB-01 which was adopted in the 2022 AQMP and 2016 AQMP and Control Measure MOB-15 which was adopted in the 2022 AQMP; 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 additional measures in the proposed Addendum to Cooperative Agreement and, as needed, identifies any other impact areas which may require further analysis; and 4) considers the evidence and determines whether: a) the additional measures in the proposed Addendum to Cooperative Agreement 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 additional measures in the proposed Addendum to Cooperative Agreement for the purposes of CEQA such that no new environmental document is required.

SUMMARY OF ENVIRONMENTAL IMPACTS OF ADDITIONAL MEASURES

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.). In 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.[9]

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.[10]

[9] 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

[10] 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

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 additional measures in the proposed Addendum to Cooperative Agreement 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 adverse environmental impacts were identified in the Final Program EIR.

Table 4 summarizes the physical changes expected, environmental topic areas affected, and the applicable mitigation measures associated with the additional measures in the proposed Addendum to Cooperative Agreement 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 additional measures in the proposed Addendum to 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 additional measures in the proposed Addendum to Cooperative Agreement.

Table 1. Environmental Topic Areas with Potential Adverse Impacts from Port-Related Control Measures

			Potential Adverse Impact(s)							
Control Measure Number	**Title**	**Effect of Implementation and Nature of Potential 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

<table>
<tr><th colspan="2">Physical Changes Expected From MOB-01</th><th>Environmental Topic Areas with Potentially Significant Impacts</th><th>Adopted Mitigation Measures</th><th>Environmental Topic Areas with Less than Significant Impacts</th><th>Environmental Topic Areas with No Impacts</th></tr>
<tr><td rowspan="2">Construction</td><td>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.</td><td>• Air Quality
• Noise
• Solid and Hazardous Waste</td><td>• Air Quality: AQ-1 to AQ-26
• Noise: NS-1 to NS-14
• Solid and Hazardous Waste: SHW-1 to SHW-3</td><td>• GHG</td><td rowspan="3">• 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</td></tr>
<tr><td rowspan="2">Operation</td><td>Increased demand for electricity and natural gas, and increased production and use of alternative fuels.</td><td>• Energy
• Hazards and Hazardous Materials</td><td>• Energy: E-1 to E-12</td><td rowspan="2">• Air Quality and GHG</td></tr>
<tr><td>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.</td><td>• Solid and Hazardous Waste</td><td>• Solid and Hazardous Waste: SHW-1 to SHW-3</td></tr>
</table>

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 • Cultural and Tribal Cultural Resources • Geology and Soils • Land Use and Planning • Mineral Resources • Population and Housing • Public Services • Recreation • Wildfire
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	
	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	
	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	

Table 4. Comparison of Environmental Impacts between Control Measure MOB-01 and the Additional Measures in the Proposed Addendum to Cooperative Agreement

	Additional Measures and Expected Physical Changes	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	***South Coast AQMD-led Measure:*** - Regional Off-Port Truck Charging and Fueling Infrastructure Measure *Construction and installation of charging and alternative fueling infrastructure for electricity, and the storage and dispensing of alternative fuels.*	• **Air Quality** • **Noise** • **Solid and Hazardous Waste** • **Transportation and Traffic** *While the exact scope of future actions under the additional measure in the proposed Addendum to the Cooperative Agreement is still uncertain, similar or fewer potentially significant impacts are expected compared to those analyzed for construction activities associated with Control Measure MOB-01 in the 2022 and 2016 AQMPs.*	• **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 *The mitigation measures minimizing impacts from Control Measure MOB-01 of the 2022 and 2016 AQMPs were previously incorporated into the original Cooperative Agreement, are expected to apply to the additional measures in the proposed Addendum to the Cooperative Agreement, and are incorporated into this Addendum.*	• **GHG** *While the exact scope of future actions under the additional measure in the proposed Addendum to the Cooperative Agreement is still uncertain, similar or fewer less than significant impacts are expected compared to those analyzed for construction activities associated with Control Measure MOB-01 in the 2022 and 2016 AQMPs.*	• **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** *Same as for construction activities associated with Control Measure MOB-01 of the 2022 and 2016 AQMPs.*

Table 4. Comparison of Environmental Impacts between Control Measure MOB-01 and the Additional Measures in the Proposed Addendum to Cooperative Agreement (continued)

	Additional Measures and Expected Physical Changes	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	***Port Emission Reduction Programs:*** - Enhanced Clean Ship Incentive Program - Zero Emission Truck Utilization Incentive ***South Coast AQMD-led Measure:*** - Regional Off-Port Truck Charging and Fueling Infrastructure Measure *Increased demand for electricity and natural gas, and increased production and use of alternative fuels.*	• **Energy** • **Hazards and Hazardous Materials** *While the exact scope of future actions under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, similar or fewer potentially significant impacts are expected compared to those anticipated for increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs.*	**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 *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 were previously incorporated into the original Cooperative Agreement, are expected to apply to the additional measures in the proposed Addendum to the Cooperative Agreement, and are incorporated into this Addendum.*	• **Air Quality and GHG** • **Hydrology and Water Quality** *While the exact scope of future actions under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, similar or fewer less than significant impacts are expected compared to those anticipated for increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs.*	• **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** *Same as for increased demand for electricity, natural gas, and alternative fuels from Control Measure MOB-01 of the 2022 and 2016 AQMPs.*

Table 4. Comparison of Environmental Impacts between Control Measure MOB-01 and the Additional Measures in the Proposed Addendum to Cooperative Agreement (concluded)

CAAP Plus Measures and Expected Physical Changes		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	***Port Emission Reduction Programs:*** - Enhanced Clean Ship Incentive Program - Zero Emission Truck Utilization Incentive ***South Coast AQMD-led Measure:*** - Regional Off-Port Truck Charging and Fueling Infrastructure Measure *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** *While the exact scope of future actions under the additional measures in the proposed Addendum to Cooperative Agreement is still uncertain, similar or fewer potentially significant impacts are expected compared to those anticipated for the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs.*	• **Solid and Hazardous Waste:** SHW-1 to SHW-3 of the Final Program EIR for the 2022 AQMP *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 were previously incorporated into the original Cooperative Agreement, are expected to apply to the additional measures in the proposed Addendum to the Cooperative Agreement, and are incorporated into this Addendum.*	• **Air Quality and GHG** • **Hydrology and Water Quality** *While the exact scope of future actions under the additional measures in the proposed Addendum to Cooperative Agreement is still uncertain, similar or fewer less than significant impacts are expected compared to those anticipated for the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs.*	• **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** *Same as for the potential acceleration in scrapping of equipment and vehicles from Control Measure MOB-01 of the 2022 and 2016 AQMPs.*

The additional measures in the proposed Addendum to the Cooperative Agreement 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 associated with the Ports, including through deployment of zero emission infrastructure. Under the Regional Off-Port Truck Charging and Fueling Infrastructure Measure, the Ports will provide $40 million in total to the South Coast AQMD to fund regional off-port ZE truck charging and fueling infrastructure projects.

The additional measures in the proposed Addendum to Cooperative Agreement could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin, which is the same outcome as what was anticipated for Control Measure MOB-01 of the 2022AQMP and 2016 AQMP. Under the Enhanced Clean Ship Incentive Program, each Port will enact enhancements to their respective Clean Ship Incentive Program to encourage ship calls via lower-emitting OGVs. Under the Zero Emission Truck Utilization Incentive, each Port will evaluate and develop an incentive program designed to encourage the deployment of ZE trucks to terminals. Under the Regional Off-Port Truck Charging and Fueling Infrastructure Measure, new off-port ZE truck charging and fueling infrastructure projects would be implemented. By encouraging the use of lower-emitting OGVs and ZE trucks, and increasing the availability of charging and fueling infrastructure, implementing the three additional measures may result in an increased demand for electricity and alternative fuels. 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 additional measures in the proposed Addendum to Cooperative Agreement will also likely accelerate the purchase of ZE-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, which is the same outcome as what was anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Under the Enhanced Clean Ship Incentive Program, the Ports will encourage ship calls via lower-emitting OGVs. Under the Zero Emission Truck Utilization Incentive, the Ports will encourage the deployment of ZE trucks to terminals. Under the Regional Off-Port Truck Charging and Fueling Infrastructure Measure, new off-port ZE truck charging and fueling infrastructure projects would be implemented. By encouraging use of lower-emitting OGVs and ZE trucks, and increasing the availability of charging and fueling infrastructure, implementing the three additional measures may accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles. All of these impacts associated with these infrastructure improvements and acceleration of cleaner technologies under the additional measures were previously analyzed in the Final EIRs for the 2022 AQMP and the 2016 AQMP.

As with the original Cooperative Agreement, the precise level and type of zero-emission infrastructure installations that would be associated with the additional measures in the proposed Addendum to Cooperative Agreement is unknown and may vary (e.g., fast or slow charging electrification, fast or slow fueling of hydrogen, etc.). Under the CAAP Plus Measure – Regional Off-Port Truck Charging and Fueling Infrastructure, South Coast AQMD must select suitable

projects to be funded by monies allocated by the Ports for the purpose of supporting off-port operations of zero-emission drayage trucks registered in the Ports Drayage Truck Registry. It is speculative to determine what specific impacts will occur as a result of the three additional measures beyond what has been previously forecasted and analyzed in accordance with CEQA Guidelines Section 15144 in the Final Program EIRs for the 2022 AQMP and 2016 AQMP. Predicting what applicants would propose without factual, supporting evidence is inappropriate and prohibited by CEQA because it would require speculation or conjecture (CEQA Guidelines Section 15145.). When project-level details and corresponding environmental information are not available and a particular impact is too speculative for evaluation, as is the case with the additional measures, no additional analysis of potential modifications that may occur at individual sites is required (CEQA Guidelines Section 15145.).

Lastly, Control Measure MOB-15 of the 2022 AQMP is administrative in nature such that no adverse environmental impacts were identified in the Final Program EIR for the 2022 AQMP, and the additional measures will not change the characterization of Control Measure MOB-15 being administrative in nature. Thus, the additional measures in the proposed Addendum to the Cooperative Agreement will not create new or worsened impacts that were not previously analyzed in the Final Program EIR for the 2022 AQMP for Control Measure MOB-15.

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 identify and analyze the same potential adverse impacts that are expected to result from implementing the additional measures in the proposed Addendum to Cooperative Agreement.

The analysis 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 analysis 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. The following discussion provides a summary of each environmental topic area and conclusion previously analyzed for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP and analyzes whether the additional measures in the proposed Addendum to Cooperative Agreement would create new or worsened impacts, or require new or revised mitigation measures.

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 additional measures in the proposed Addendum to 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 additional measures in the proposed Addendum to Cooperative Agreement. 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 additional measures in the proposed Addendum to Cooperative Agreement 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-A[11], 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).)

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.

[11] 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

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_2eq 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/m3	
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 ≥ = greater than or equal to
MT/yr CO2eq = metric tons per year of CO2 equivalent > = greater than
Revision: March 2023

Air Quality Impacts from Construction[12]

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 additional measures in the proposed Addendum to Cooperative Agreement relies (see pp. 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

[12] 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

- Paving: Pavers, Cement/Mortar Mixers, Rollers, Construction Workers' Vehicles, and Medium Duty Trucks
- 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 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	NOx	CO	SOx	PM10	PM2.5
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 additional measures in the proposed Addendum to Cooperative Agreement 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 Quality[13]

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.

[13] 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 Impacts[14]

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: 1) 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 2) 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 Plan[15] and the CARB 2022 State SIP Strategy[16], 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)[17], 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.

[14] 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

[15] 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

[16] 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

[17] SCAG, The 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy, April 2016, https://scag.ca.gov/sites/main/files/file-attachments/f2016rtpscs.pdf.

Summary of Construction Air Quality Analyses

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Specifically, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin similar to what was anticipated to occur under Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. These three additional measures could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles similar to what was anticipated for Control Measure MOB-01 of the 2022 and 2016 AQMPs.

Table 8 presents a summary of the construction air quality analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Further, the potentially significant air quality construction impacts identified for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP will be the same or similar if the additional measures are implemented.

In addition, the air quality mitigation measures from Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, which were adopted to reduce the air quality impacts from construction associated with the installation of charging and fueling infrastructure for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, were previously incorporated into the original Cooperative Agreement and are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. As such, these air quality mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP, such as the SCAG Connect SoCal Plan and the CARB 2022 State SIP Strategy. Relative to cumulative effects, implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, is expected to represent a subset of the overall significant construction air quality impacts previously identified in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Therefore, the conclusion of significant and unavoidable cumulative construction air quality impacts in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP will continue to apply to the additional measures, and no new or additional cumulative impacts beyond those previously evaluated are expected.

Thus, the construction air quality analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP adequately describe the potential air quality impacts during construction and the associated mitigation measures which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant air quality impacts during construction or make the previously identified significant impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new or modified mitigation measures. The previously adopted mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

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. - *Air Quality impacts are considered significant under specific conditions.* - *Significance is determined by exceeding identified quantitative, qualitative, or performance thresholds for environmental effects.* - *Projects that have emissions less than these thresholds are typically deemed less than significant.* - *The evaluation of air quality and GHG emissions impact compares estimated emissions to air quality significance thresholds in Table A-5.*	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 additional measures in the proposed Addendum to Cooperative Agreement 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 Demand[18]

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.

[18] 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 NOx 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 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 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, the increase in electricity was considered to be potentially significant because it exceeded one percent of supplies, which is

a numerical surrogate that South Coast AQMD relies upon for determining whether the amount of electricity needed would result in a substantial depletion of existing energy resource supplies and the current capacities of electricity utilities as noted in the South Coast AQMD's energy significance thresholds. 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 Demand[19]

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)[20] (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

[19] 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

[20] Senate Bill 100, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB100.

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 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 Demand[21]

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 additional measures in the proposed Addendum to the 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 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.[22] 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.[23] 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

[21] 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

[22] Executive Order B-48-18, https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/39-B-48-18.pdf

[23] 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.

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 NOx 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 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 Impacts[24]

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.

[24] 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-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 capacity of existing transmission lines to meet forecast demand that supports sustainable growth where feasible and appropriate in coordination with local planning agencies.	**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-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-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 charging of electrical vehicles and other mobile sources during off-peak hours.	**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.	**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 Impacts[25]

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

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Specifically, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin similar to what was anticipated to occur under Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. These three additional measures could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles similar to what was anticipated for Control Measure MOB-01 of the 2022 and 2016 AQMPs.

[25] 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 presents a summary of the energy analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Further, the potentially significant energy impacts identified for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP will be the same or similar if the additional measures are implemented.

In addition, the energy mitigation measures from Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, which were adopted to reduce the energy impacts associated with the increased demand for electricity and natural gas, and increased production and use of alternative fuels for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, were previously incorporated into the original Cooperative Agreement and are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. As such, these energy mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Relative to cumulative effects, implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, is expected to represent a subset of the overall significant energy impacts previously identified in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Therefore, the conclusion of significant and unavoidable cumulative energy demand impacts in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP will continue to apply to the additional measures, and no new or additional cumulative impacts beyond those previously evaluated are expected.

Thus, the energy demand analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP adequately describe the potential energy impacts and associated mitigation measures which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant energy impacts or make the previously identified significant impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new or modified mitigation measures. The previously adopted mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

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 additional measures in the proposed Addendum to Cooperative Agreement 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 additional measures in 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 Vehicles[26]

The control measures in the 2022 AQMP focus on maximizing the implementation of zero emission and low NOx 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

[26] 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

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.

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 exiting 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.[27] (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 Hydrogen[28]

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

[27] 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).

[28] 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

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 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 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 Hydrogen[29]

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)[30]. (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

[29] 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

[30] 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

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 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 AQMP[31]

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.

[31] See Section 4.4.5 Cumulative Hazards and Hazardous Materials Impacts and Mitigation Measures of the Final Program EIR for the 2022 AQMP

Cumulative Impacts[32]

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 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

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Specifically, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin similar to what was anticipated to occur under Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. These three additional measures could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles similar to what was anticipated for Control Measure MOB-01 of the 2022 and 2016 AQMPs.

Table 12 presents a summary of the hazards and hazardous materials analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain,

[32] 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

the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Further, the potentially significant hazards and hazardous materials impacts associated with hydrogen production identified for Control Measure MOB-01 of the 2022 AQMP will be the same or similar if the additional measures are implemented.

The Final Program EIR for the 2022 AQMP concluded that implementation of Control Measure MOB-01 could result in potentially significant hazards and hazardous materials impacts from the construction of new natural gas pipelines to service hydrogen plants, but no mitigation measures were identified or adopted because implementation of extensive state and federal requirements on new and existing natural gas pipelines is expected to minimize the severity of potential hazard impacts of natural gas pipeline releases should they occur. The Final Program EIR for the 2016 AQMP concluded that implementation of Control Measure MOB-01 would not result in significant adverse hazards and hazardous materials impacts. For these reasons, no hazards and hazardous materials mitigation measures were previously incorporated into the original Cooperative Agreement, and none are directly applicable for the additional measures in the proposed Addendum to the Cooperative Agreement.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Relative to cumulative effects, implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, is expected to represent a subset of the overall significant hazards and hazardous materials impacts previously identified in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Therefore, the conclusion of significant and unavoidable cumulative hazards and hazardous materials impacts in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP will continue to apply to the additional measures and no new or additional cumulative impacts beyond those previously evaluated are expected.

Thus, the hazards and hazardous materials analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP adequately describe the potential hazards and hazardous materials impacts which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant hazards and hazardous materials impacts or make the previously identified significant impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new mitigation measures.

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 Construction[33]

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;

[33] 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

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.

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 pp 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 pp. 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 Construction[34]

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.

[34] 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 access 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** 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** 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-7 Designate an on-site construction complaint and enforcement manager for the project.	**NS-8** 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-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 Impacts[35]

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

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Specifically, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin similar to what was anticipated to occur under Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. These three additional measures could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles similar to what was anticipated for Control Measure MOB-01 of the 2022 and 2016 AQMPs.

Table 15 presents a summary of the noise analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical

[35] 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

changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Further, the potentially significant noise impacts identified for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP will be the same or similar if the additional measures are implemented.

In addition, the noise mitigation measures from Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, which were adopted to reduce the noise impacts associated with the installation of charging and fueling infrastructure for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, were previously incorporated into the original Cooperative Agreement and are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. Further, these noise mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Relative to cumulative effects, implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, is expected to represent a subset of the overall significant noise impacts previously identified in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Therefore, the conclusion of significant and unavoidable cumulative noise impacts in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP will continue to apply to the additional measures and no new or additional cumulative impacts beyond those previously evaluated are expected.

Thus, the noise analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP adequately describe the potential noise impacts and associated mitigation measures and the associated mitigation measures which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant noise impacts or make the previously identified significant impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new or modified mitigation measures. The previously adopted mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

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 additional measures in the proposed Addendum to Cooperative Agreement.

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 Filters[36]

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

[36] 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

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 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 Development[37]

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 Equipment[38]

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.

[37] 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

[38] 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

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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 pp. 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 Waste[39]

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.

[39] 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 Impacts[40]

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

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Specifically, the Enhanced Clean Ship Incentive Program,

[40] 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

the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin similar to what was anticipated to occur under Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. These three additional measures could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles similar to what was anticipated for Control Measure MOB-01 of the 2022 and 2016 AQMPs.

Table 19 presents a summary of the solid and hazardous waste analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Further, the potentially significant solid and hazardous waste impacts, associated with construction waste from infrastructure development and operational waste from the early retirement of equipment, identified for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP will be the same or similar if the additional measures are implemented.

In addition, the solid and hazardous waste mitigation measures from Control Measure MOB-01 of the 2022 AQMP, which were adopted to reduce the solid and hazardous waste impacts from construction and operational activities associated with the installation of charging and fueling infrastructure for Control Measure MOB-01 of the 2022 AQMP, were previously incorporated into the original Cooperative Agreement and are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. As such, these solid and hazardous waste mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP, such as the SCAG Connect SoCal Plan and the CARB 2022 State SIP Strategy. Relative to cumulative effects, implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, are expected to represent a subset of the overall significant construction and operational solid and hazardous waste impacts previously identified in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP. Therefore, the conclusion of significant and unavoidable cumulative construction and operational solid and hazardous waste impacts in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP will continue to apply to the additional measures and no new or additional cumulative impacts beyond those previously evaluated are expected.

Thus, the solid and hazardous waste analyses conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP adequately describe the potential solid and hazardous waste impacts and associated mitigation measures which are directly applicable to the additional measures in the proposed Addendum to

the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant solid and hazardous waste impacts or make the previously identified significant impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new or modified mitigation measures. The previously adopted mitigation measures have been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

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-NOx 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 additional measures in the proposed Addendum to Cooperative Agreement 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 Activities[41]

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 pp. 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

[41] See Section 4.7.4.1 Construction Impacts of the Final Program EIR for the 2016 AQMP

EIR for the 2016 AQMP concluded that the overall transportation and traffic impacts during construction activities would remain significant.

Transportation and Traffic Impacts from Operational Activities[42]

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 Traffic[43]

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

[42] See Section 4.7.4.2 Operational Activities of the Final Program EIR for the 2016 AQMP
[43] See Section 4.7.5 Mitigation Measures of the Final Program EIR for the 2022 AQMP

street shall be restored to its condition prior to the new construction as established by the 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 Impacts[44]

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

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measure MOB-01 of the 2016 AQMP. Specifically, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin similar to what was anticipated to occur under Control Measure MOB-01 of the 2016 AQMP. These three additional measures could accelerate the purchase of ZE-capable

[44] See Section 5.18.1 Cumulative Impacts of Transportation and Traffic of the Final Program EIR for the 2016 AQMP

or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles similar to what was anticipated for Control Measure MOB-01 of the 2016 AQMP.

The Final Program EIR for the 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. Therefore, the 2022 AQMP would enhance air quality goals without creating new traffic hazards or permanent transportation disruptions, and impacts to transportation would be less than significant. The Final Program EIR for the 2016 AQMP identified potential adverse transportation and traffic impacts, and Table 20 presents a summary of the transportation and traffic analyses conducted in the Final Program EIR for the 2016 AQMP for Control Measure MOB-01 of the 2016 AQMP. While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2016 AQMP. Further, the potentially significant transportation and traffic impacts identified for Control Measure MOB-01 of the 2016 AQMP will be the same or similar if the additional measures are implemented.

In addition, the transportation and traffic mitigation measure from Control Measure MOB-01 of the 2016 AQMP, which was adopted to reduce the transportation and traffic impacts associated with the installation of charging and fueling infrastructure for Control Measure MOB-01 of the 2016 AQMP, was previously incorporated into the original Cooperative Agreement and is directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. As such, this transportation and traffic mitigation measure has been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2016 AQMP and other projects considered in the Final Program EIR for the 2016 AQMP. Relative to cumulative effects, implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2016 AQMP, is expected to represent a subset of the overall significant construction and operational transportation and traffic impacts previously identified in the Final Program EIR for the 2016 AQMP. Therefore, the conclusion of significant and unavoidable cumulative transportation and traffic impacts in the Final Program EIR for the 2016 AQMP will continue to apply to the additional measures and no new or additional cumulative impacts beyond those previously evaluated are expected.

Thus, the transportation and traffic analysis conducted in the Final Program EIR for 2016 AQMP for Control Measure MOB-01 of the 2016 AQMP adequately describes the potential transportation and traffic impacts and associated mitigation measure which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant transportation and traffic impacts during construction and operational activities or make the previously identified significant impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new or modified mitigation

measures. The previously adopted mitigation measure has been incorporated into the proposed Addendum to the Cooperative Agreement and will remain in effect.

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 additional measures in the proposed Addendum to Cooperative Agreement implement 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 additional measures in the proposed Addendum to 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 the other environmental topic areas which have 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 Operation[45]

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

[45] 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

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 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 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. 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.[46] 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 PM2.5

[46] State of California Auto Dismantlers Association, 2025, Members Direct Search, https://scada1.com/chapters.htm

per pound of PM10[47, 48], a corresponding 25 pounds per day of PM2.5 emissions can be expected, and this is less than the PM2.5 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 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 impacts. Since no significant air quality impacts relating to operational activities were identified, no mitigation measures were necessary or required.

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[47] CARB 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

[48] 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.

Greenhouse Gas Emissions Impacts[49]

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.50 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 GWh, a 7.8 percent increase, by the year 2023 and produce 3.4907 million metric tons (MMT) of

[49] 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

[50] 2020 eGRID data of 453 lb/MWh for SCE, U.S. EPA, 2022, https://epa.gov/egrid/download-data.

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 CO2eq 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_{2eq} Emissions[(a)] (million metric tons)	2031 CO_{2eq} 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.[51] 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.

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measures MOB-01 and MOB-15 of the 2022 AQMP, and Control Measure MOB-01 of the 2016 AQMP. Similar to what was anticipated to occur under Control

[51] Alternative Fuels Data Center, 2022. Fuel Cell Electric Vehicle Emissions, https://afdc.energy.gov/vehicles/emissions_hydrogen.html, accessed August 17, 2022.

Measure MOB-01 of the 2022 AQMP and 2016 AQMP, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin, and could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles.

While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Further, the less than significant air quality impacts during operation and greenhouse gas emissions impacts identified for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP will be the same or similar if the additional measures are implemented.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP, such as the SCAG Connect SoCal Plan and the CARB 2022 State SIP Strategy. Implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, will not change the prior conclusion that the project will not contribute to cumulatively considerable impacts to air quality during operation or GHG emissions. It will also not change the prior overall conclusion that, due to significant air quality impacts during construction, there are cumulatively considerable impacts to the overall environmental topic area of air quality.

Thus, the analyses of operational air quality and greenhouse gas emissions conducted in the Final Program EIRs for the 2022 AQMP and 2016 AQMP for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP adequately describe the potential air quality impacts during operation and greenhouse gas emissions impacts which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant air quality impacts during operation or greenhouse gas emissions impacts, or make the previously identified impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new or modified mitigation measures.

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 Additives[52]

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 with conventional diesel. Because biodiesel is typically made 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

[52] 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

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 Batteries[53]

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 of 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, which are more common in electric vehicles, are also becoming more popular in hybrids. Because Li-ion batteries have the 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

[53] See Section 4.4.4.2.4 Electric Vehicles of the Final Program EIR for the 2016 AQMP.

post-automotive markets and applications for Li-ion battery packs (Green Car Reports, 2014.) With the 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, battery recycling is required by law and since batteries 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 is 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 caused 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.

As explained in the section titled "Summary of Environmental Impacts of Additional Measures", the Regional Off-Port Truck Charging and Fueling Infrastructure Measure would result in the deployment of zero-emission infrastructure in a similar manner to what was originally contemplated for Control Measure MOB-01 of the 2016 AQMP. Similar to what was anticipated to occur under Control Measure MOB-01 of the 2016 AQMP, the Enhanced Clean Ship Incentive Program, the Zero Emission Truck Utilization Incentive, and the Regional Off-Port Truck Charging and Fueling Infrastructure Measure could generate increased demand for electricity and alternative fuels to support zero-emission equipment and vehicle utilization in the South Coast Air Basin, and could accelerate the purchase of ZE-capable or low-NOx emitting equipment and vehicles that would replace older equipment and vehicles.

While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2016 AQMP. Further, the less than significant hydrology and water quality impacts identified for Control Measure MOB-01 of the 2016 AQMP will be the same or similar if the additional measures are implemented.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2016 AQMP and other projects considered in the Final Program EIR for the 2016 AQMP. Implementation of the additional measures, which are designed to implement Control Measure MOB-01 of the 2016 AQMP, will not change the prior conclusion that the project will not contribute to cumulatively considerable impacts to water quality. It will also not change the prior overall conclusion that, due to significant water demand from the implementation of other control measures in the 2016

AQMP, there are cumulatively considerable impacts to the overall environmental topic area of hydrology and water quality.

Thus, the hydrology and water quality analysis conducted in the Final Program EIR for the 2016 AQMP for Control Measure MOB-01 of the 2016 AQMP adequately describes the potential hydrology and water quality impacts which are directly applicable to the additional measures in the proposed Addendum to the Cooperative Agreement. The additional measures in the proposed Addendum to the Cooperative Agreement do not add new significant hydrology and water quality impacts, or make the previously identified impacts worse. For these reasons, the additional measures in the proposed Addendum to the Cooperative Agreement do not require new mitigation measures.

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.

While the exact scope of the future actions that may occur under the additional measures in the proposed Addendum to the Cooperative Agreement is still uncertain, the nature of the physical changes that would occur are expected to be the same or similar compared to those anticipated for Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP. Since the additional measures in the proposed Addendum to Cooperative Agreement implement 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 additional measures in the proposed Addendum to Cooperative Agreement are 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 additional measures in the proposed Addendum to Cooperative Agreement do 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 additional measures in the proposed Addendum to Cooperative Agreement. As such, the discussion of the environmental topic area of aesthetics is provided in this section alongside the discussion of the other environmental topic areas with conclusions of either less than significant impacts or no impacts.

The following summaries provide the background regarding the conclusions of no potential adverse impacts for each of the aforementioned environmental topic areas.

Aesthetics[54]: 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 Control Measure 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 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-

[54] 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

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 Resources[55]: 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 2022 AQMP and 2016 AQMP.

Biological Resources: Implementation of the 2022 AQMP and 2016 AQMP control measures, including Control Measure 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 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

[55] 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

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 Resources[56]: 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.

Geology and Soils[57]***:*** 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

[56] 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

[57] 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

modification of a structure. Projects that occur as a result of the 2022 AQMP and 2016 AQMP are largely expected to occur in 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, including Control Measure MOB-01, 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 Planning[58]: 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 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-NOx 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

[58] 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

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 Resources[59]: 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-NOx 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 Housing[60]: The Final Program EIRs for the 2022 AQMP and 2016 AQMP concluded that implementing the control measures, including Control Measure MOB-01, 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.

Public Services[61]: 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

[59] 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

[60] 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

[61] 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

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.

Recreation[62]: 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.

Wildfire[63]***:*** 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 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

[62] 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

[63] See Section 4.8.12 Wildfire of the Final Program EIR for the 2022 AQMP

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.

The additional measures in the proposed Addendum to the Cooperative Agreement do not change the reasonably foreseeable activities resulting from implementing the 2022 AQMP, 2016 AQMP, and other projects considered in the Final Program EIR for the 2022 AQMP and the Final Program EIR for the 2016 AQMP, such as the SCAG Connect SoCal Plan and the CARB 2022 State SIP Strategy. Implementation of Control Measure MOB-01 of the 2022 AQMP and 2016 AQMP, upon which the additional measures in the proposed Addendum to Cooperative Agreement rely, was concluded to have no potentially adverse impacts for any of the aforementioned environmental topic areas, and the additional measures in the proposed Addendum to the Cooperative Agreement are also expected to have no new impacts. As such, the implementation of the additional measures in the proposed Addendum to the Cooperative Agreement is not expected to change the previous conclusions reached in the Final Program EIRs for the 2022 AQMP and 2016 AQMP regarding cumulatively considerable impacts for these environmental topic areas. Therefore, as with the original Cooperative Agreement, the additional measures in the proposed Addendum to the Cooperative Agreement would not cause any 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.

Further, since no cumulatively considerable impacts were identified for these environmental topic areas in the Final Program EIRs for the 2022 AQMP and 2016 AQMP, mitigation measures were not required at that time. Similarly, since implementation of the additional measures in the proposed Addendum to the Cooperative Agreement is not expected to result in cumulatively considerable impacts for these environmental topic areas, no new mitigation measures would be required.

CONCLUSION OF THE CEQA ANALYSIS OF THE ADDITIONAL MEASURES IN THE PROPOSED ADDENDUM TO COOPERATIVE AGREEMENT

As with the development and implementation of charging and fueling infrastructure plans in the original Cooperative Agreement, the additional measures in the proposed Addendum to Cooperative Agreement 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. The CEQA analysis of the development and implementation of charging and fueling infrastructure plans in the original Cooperative Agreement concluded that no 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 were expected. Since the additional measures in the proposed Addendum to Cooperative Agreement do not introduce new information that would create new or worsen the previously analyzed environmental impacts, the adoption of additional measures 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. 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 additional measures in the proposed Addendum to Cooperative Agreement is implemented.

Therefore, the environmental impacts associated with implementing the additional measures in the proposed Addendum to 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 additional measures in the proposed Addendum to 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. In addition, the additional measures in the proposed Addendum to Cooperative Agreement would not require changes or additions to the adopted 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 additional measures in the proposed Addendum to Cooperative Agreement 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 are incorporated into this Addendum and 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 additional measures in the proposed Addendum to Cooperative Agreement are 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 PROVISION

The cost recovery provision in the proposed Addendum to the Cooperative Agreement establishes payments by the Ports to South Coast AQMD in order for South Coast AQMD to recover its reasonable costs associated with administration and management of the CAAP Plus Measure – Regional Off Port Truck Charging and Fueling Infrastructure. Pursuant to the CEQA Guidelines Sections 15002(k) and 15061, the cost recovery provision of the proposed Addendum to the Cooperative Agreement is exempt from CEQA. The cost recovery provision of the proposed Addendum to the Cooperative Agreement is statutorily exempt from CEQA requirements pursuant to CEQA Guidelines Section 15273, because it establishes a funding mechanism for the purpose of meeting operating expenses associated with executing the requirements and terms of the proposed Addendum to the Cooperative the Agreement. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062. If the proposed Addendum to the 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 Clean Air Mitigation Fund was established in the original Cooperative Agreement and consists of financial consequences in the event that contractual obligations were not met. As specified in the original Cooperative Agreement, the Ports agreed to pay into the South Coast AQMD-managed Clean Air Mitigation Fund in the event of failure to complete specified actions within their control, and these provisions will continue to apply to the additional measures in the proposed Addendum. Specifically, Attachment A2 – CAAP Plus Measures – Port Emission Reduction Programs, Section H – Enforcement Provisions, directs the Ports to pay into the Clean Air Mitigation Fund for noncompliance with specified requirements in the additional measures.

The Clean Air Mitigation Fund is an existing government funding mechanism that does not involve a commitment to any specific project that could result in a potentially significant physical impact on the environment. In making CEQA determinations for the original Cooperative Agreement, the South Coast AQMD Governing Board found that the Clean Air Mitigation Fund was not considered a "project" within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4).[64, 65] Directing further payment for contract defaults associated with the additional measures into the Clean Air Mitigation Fund does not change the prior determination that the creation of the Clean Air Mitigation Fund in the Cooperative Agreement is not considered a project within the meaning of CEQA pursuant to CEQA Guidelines Section 15378(b)(4).

[64] Agenda Item 30 of the November 7, 2025 of the South Coast AQMD's Governing Board Meeting at: https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf

[65] December 5, 2025 approval of minutes for the November 7, 2025 South Coast AQMD Governing Board Meeting, https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-dec5-001.pdf.

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

2022 AQMP
https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan

Notice of Determination for 2022 AQMP
https://www.aqmd.gov/docs/default-source/ceqa/notices/notices-of-decision-or-determination/2022/2022-aqmp-nod.pdf

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

Notice of Determination for 2016 AQMP
https://www.aqmd.gov/docs/default-source/ceqa/notices/notices-of-decision-or-determination/2022/2022-aqmp-nod.pdf

The CEQA analysis for the Cooperative Agreement is incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available from the South Coast AQMD's website at:

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 (Original Cooperative Agreement), and Approve Supporting Budget Actions Approved on November 2025

Item Number 30 of the Governing Board Meeting Agenda: November 7, 2025
https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-nov7-030.pdf

Record of Approval/Approved Minutes for the November 7, 2025 South Coast AQMD Governing Board Meeting)
https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-dec5-001.pdf

Notice of Determination for Original Cooperative Agreement
https://www.aqmd.gov/docs/default-source/ceqa/notices/notices-of-decision-or-determination/2025/cooperative-agreement-for-ports_nod_flattened-ocr.pdf

INTRODUCTION AND SUMMARY OF THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT

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2. Clean Marine Fuel Pilot Project, Ports of Los Angeles. https://portoflosangeles.org/references/2026-news-releases/news_042026_green_corridor and C40

3. C40 Cities. https://www.c40.org/news/los-angeles-long-beach-and-shanghai-green-shipping-corridor-successfully-complete-phase-one-milestone-targets/ and https://www.c40.org/news/los-angeles-long-beach-singapore-green-and-digital-shipping-corridor-unveils-inaugural-progress-report-showcasing-milestones-and-vision-ahead/

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CEQA ANALYSIS OF THE ADDITIONAL MEASURES IN THE PROPOSED ADDENDUM TO THE COOPERATIVE AGREEMENT

Project Background and Approach for CEQA Analysis

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8. 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

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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 PROVISION IN THE PROPOSED ADDENDUM TO THE 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: https://www.aqmd.gov/nav/about/public-notices/ceqa-notices/notices-of-exemption/noe---year-2026.

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

Project Title: Cost Recovery Provision in the Proposed Addendum to the 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 provision in the Proposed Addendum to the Cooperative Agreement are the Ports of Long Beach and Los Angeles which are both located within Los Angeles County and 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 proposed Addendum to the Cooperative Agreement between South Coast AQMD and the Ports of Long Beach and Los Angeles (Addendum to the Cooperative Agreement) contains a cost recovery provision which requires each Port to allocate $20 million (totaling $40 million) to South Coast AQMD for regional off-port zero-emission truck charging and fueling infrastructure projects that will support off-port operations of zero-emission drayage trucks registered in the Ports Drayage Truck Registry. South Coast AQMD will be responsible for managing and distributing funds, as well as monitoring and reporting on the implementation of selected projects. The cost recovery provision also requires South Coast AQMD and each Port to enter into a memorandum of understanding (MOU) that includes the following elements: recitals, project selection requirements, process for uncommitted funds, reporting requirements, public process, and MOU term. South Coast AQMD will recover reasonable fund administration and project management costs through an administrative fee that will not exceed 10 percent of total project cost. The cost recovery provision in the proposed Addendum to the Cooperative Agreement enables South Coast AQMD to meet operating expenses while executing the requirements and terms of the MOUs reached with each Port.

Public Agency Approving Project: South Coast Air Quality Management District	**Agency Carrying Out Project:** South Coast Air Quality Management District

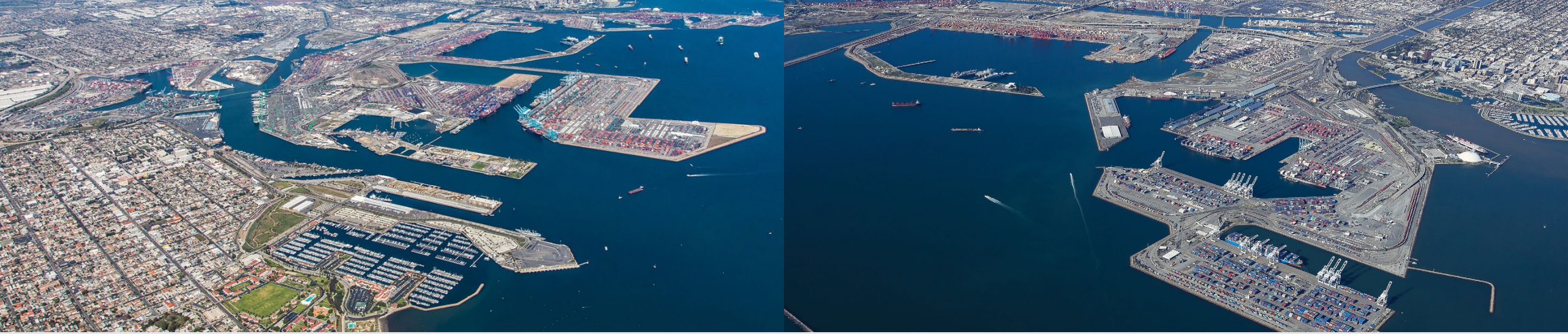
Exempt Status:
CEQA Guidelines Section 15273 – Rates, Tolls, Fares, and Charges

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 provision in the proposed Addendum to the Cooperative Agreement is statutorily exempt from CEQA requirements pursuant to CEQA Guidelines Section 15273 – Rates, Tolls, Fares, and Charges, because it requires each Port to allocate funding to South Coast AQMD for the purpose of fund administration, project management costs and meeting operating expenses associated with executing the requirements and terms of the proposed Addendum to the Cooperative Agreement.

Date When Project Will Be Considered for Approval (subject to change): South Coast AQMD Governing Board Public Hearing: August 7, 2026		
CEQA Contact Person: Farzaneh Khalaj, Ph.D.	**Phone Number:** (909) 396-3022	**Email:** fkhalaj@aqmd.gov
Cooperative Agreement Contact Person: Melissa Gamoning	**Phone Number:** (909) 396-3115	**Email:** mgamoning@aqmd.gov

Date Received for Filing: _____ **Signature:** *(Signed and Dated Upon Board Approval)*

Kevin Ni
Program Supervisor, CEQA
Planning, Rule Development, and Implementation



Attachment I

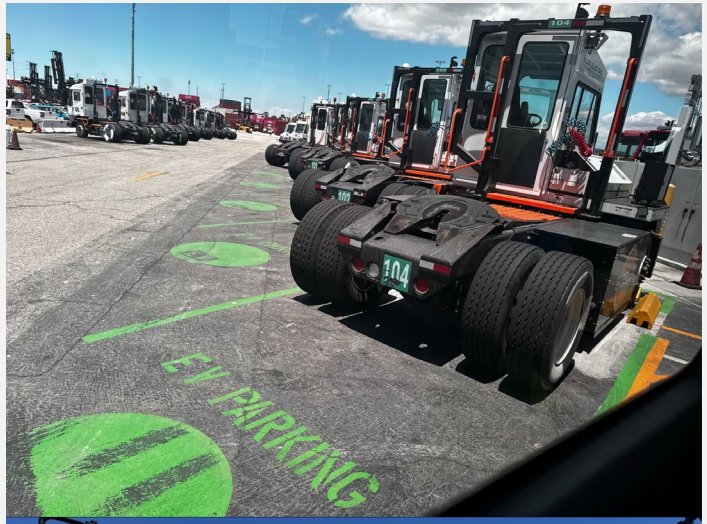
Proposed Addendum to Cooperative Agreement with the Ports of Long Beach and Los Angeles

BOARD MEETING

August 7, 2026

Background

- Ports Cooperative Agreement signed and executed on December 17, 2025
  - Between South Coast AQMD and Ports of Long Beach and Los Angeles
  - Focused on zero-emission (ZE) on-port infrastructure planning and implementation
    - *For all 5 categories of port sources*
    - *3 planning phases, due between 2027-2029*
  - 5-year term
- Parties agreed to continue to negotiate on additional measures to incorporate into the Cooperative Agreement



Incremental Approach to Reducing Port Emissions

South Coast AQMD, Ports of Long Beach and Los Angeles Cooperative Agreement

Current Agreement
Zero-emission infrastructure planning and implementation

New Measures
Complement current agreement with near-term actions

Other Efforts
Ongoing international, federal, state, and local strategies and private sector initiatives

Longer-Term Actions
Achieve additional emission reductions from port sources

Development of Additional Measures

Public process since December 2025:

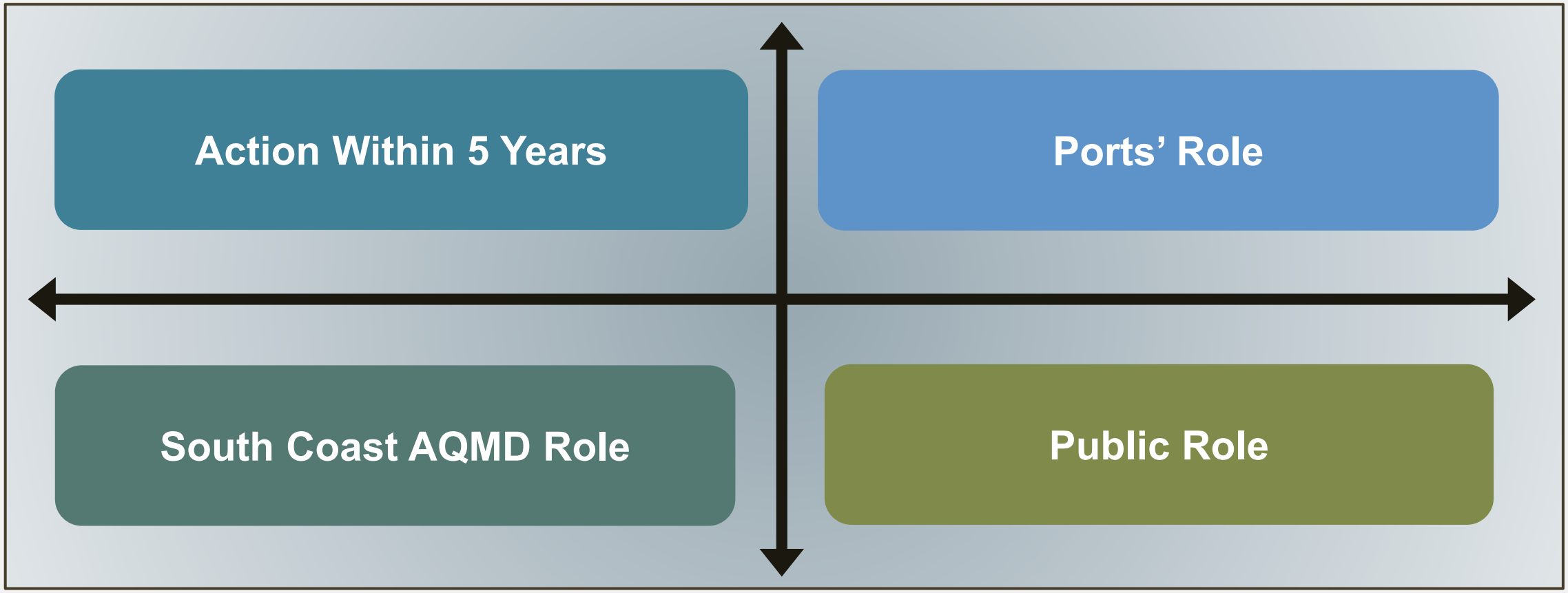
- 5 Public Meetings
- 6 Office Hours Sessions
- 3 Mobile Source Committee Updates
- 2 AB 617 WCWLB CSC Updates
- Ports' CAAP Stakeholder Update
- Ports' respective environmental and community monthly meetings

Negotiations between South Coast AQMD and the Ports

Iterations of Draft Concept and Language

WCWLB CSC = Wilmington / Carson / West Long Beach Community Steering Committee
CAAP = Clean Air Action Plan

Focus for Developing Additional Measures



Concurrently pursuing other efforts that do not fit within this framework

Overview of Proposed Addendum

Preamble

- Specifies additions to agreement
- Highlights future collaboration opportunities outside of agreement

Additional Measures

2 Source-Specific Incentive Measures

1 Regional Infrastructure Measure

Ports' Commitments Outside of Cooperative Agreement

- Clean Marine Fuels Assessment
- Clean Marine Fuels Pilot Project
- Study of Vessel Emissions at Low Speeds
- Clean Truck Fund Rate Spending Plan
- ZE Cargo Handling Equipment Deployment Projection

South Coast AQMD and the Ports will continue to work collaboratively on additional programs and activities outside of Cooperative Agreement to address Ports' emissions

Source-Specific Incentive Measures

Enhanced Clean Ship Incentive Program	**Ports will develop and implement an incentive program for clean ship calls to San Pedro Bay Ports**
Zero-Emission Truck Utilization Incentive	**Ports will develop and implement an incentive program for use of ZE drayage trucks**

South Coast AQMD to monitor and enforce program development, reporting, and evaluation processes

Key Elements of Incentive Measures

Overview and Responsibilities

- Measure description
- Roles for each party

Transparency in Implementation

- Tracking metrics
- Public reporting

Requirements for Measure Implementation

- Steps, timeline, and policy considerations
- Public review process

Potential Course Correction

- Time extension
- Program evaluation
- Enforcement provisions

Regional Infrastructure Measure

Accelerate development of off-port ZE infrastructure supporting regional operation of port drayage trucks

- *South Coast AQMD to administer $40 million provided by Ports*
- *Administrative details to be specified in subsequent MOUs*
- *Ports responsible for complying with Tidelands Trust for funded projects*
- *South Coast AQMD to recover reasonable costs for fund and project management*

Ports' Public Process to Inform Their Policymaking

- Release multiple drafts of plans/programs
- Comment period and public workshop
- Ports respond to received comments
- Comments and responses presented to Port's Boards

Ports' Initial Process Goes Beyond Requirements

- First public meetings in June/July 2026
- Next meetings in August/September 2026

South Coast AQMD's Public Process Focuses on Status Updates

- Semiannual updates to Mobile Source Committee
  - Includes reports on potential emissions benefits for Port-approved plans/programs
- Annually to full Board, starting by April 2028
- *Recommendation to Board on next steps before Agreement ends in December 2030*

Key Remaining Issues

Concern that addendum does not include emission reduction targets

Response

- Infrastructure planning critical first step before identifying emission reductions and equipment deployment strategies

Concern about South Coast AQMD cost recovery in regional infrastructure measure

Response

- Real resource impact across South Coast AQMD divisions to administer and manage projects and contracts
- Exact cost to be determined in subsequent billing, not to exceed 10% project cost

Concern that measures do not address all port sources or on-port infrastructure

Response

- Many concurrent efforts outside of Cooperative Agreement that don't fit within framework of Addendum
  - *Example: Hundreds of millions in grant funding awarded to ZE on-port switcher locomotives, cargo-handling equipment, harbor craft, and on-port infrastructure*

Staff Recommendations

Adopt the Resolution:

- Make the following CEQA determinations:
  - Additional measures in the Addendum to the Cooperative Agreement qualify as a later activity within the scope of the 2022 and 2016 AQMP Final Program EIRs – no new CEQA document required
  - Cost recovery provision is exempt from CEQA
  - No change to prior determination that the creation of Clean Air Mitigation Fund in the Cooperative Agreement is not a project within the meaning of CEQA
- Authorize Executive Officer to execute the Addendum to the Cooperative Agreement

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 31

PROPOSAL: Determine That South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS Are Exempt from CEQA; Adopt South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS; and Submit for Inclusion Into State Implementation Plan

SYNOPSIS: The South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS include the redesignation requests and maintenance plans for the 1997 annual and 24-hour PM2.5 NAAQS, and the second maintenance plan for the 1987 PM10 NAAQS for the South Coast Air Basin (Basin). The Basin is in "moderate" nonattainment for the 1997 annual and 24-hour PM2.5 NAAQS. Over the past two decades, air quality in the Basin has significantly improved, and current PM2.5 levels now meet these standards. This plan requests that U.S. EPA redesignate the Basin to attainment for the 1997 PM2.5 NAAQS and includes maintenance plans demonstrating continued attainment through 2039. In addition, U.S. EPA approved the Basin's first maintenance plan for the 1987 24-hour PM10 standard in 2013. This plan includes the required second maintenance plan to ensure continued attainment of the PM10 standard through 2033.

COMMITTEE: Mobile Source: May 15, 2026, Reviewed

RECOMMENDED ACTION:
Adopt the attached Resolution:

1. Determining that the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS are exempt from the requirements of the California Environmental Quality Act; and
2. Adopting the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS; and
3. Directing staff to submit to U.S. EPA via CARB the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS for inclusion into the State Implementation Plan.

Wayne Nastri
Executive Officer

SR:IM:SL:EP

Background

Over the past two and a half decades, air quality has significantly improved in the South Coast Air Basin (Basin) due to stringent regulation of emission sources. As a result, the levels of fine particulate matter (PM2.5) and coarse particulate matter (PM10) measured in the Basin now meet multiple older National Ambient Air Quality Standards (NAAQS or standards). To be redesignated to attainment, South Coast AQMD must submit redesignation requests and maintenance plans to U.S. EPA to ensure that the region will continue to meet the standards. The South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS (Redesignation Requests and Maintenance Plans) contain two redesignation requests and three maintenance plans for PM2.5 and PM10 NAAQS in the Basin, as summarized in Table 1. Brief background on these NAAQS is presented below.

TABLE 1

STANDARDS ADDRESSED BY THIS SIP REVISION

Air Quality Standard	Level	Attainment Status	Redesignation Request Included?	Maintenance Plan Included?
1997 Annual PM2.5	15.0 $\mu g/m^3$	"Moderate" nonattainment	Yes, Maintenance requested	Yes, 1st plan
1997 24-hour PM2.5	65 $\mu g/m^3$	"Moderate" nonattainment	Yes, Maintenance requested	Yes, 1st plan
1987 24-hour PM10	150 $\mu g/m^3$	Maintenance	No	Yes, 2nd plan

<u>1997 Annual and 24-Hour PM2.5 NAAQS</u>

The annual and 24-hour PM2.5 NAAQS of 15.0 and 65 $\mu g/m^3$, respectively, were promulgated on July 18, 1997. Effective April 5, 2005, the Basin was designated as a nonattainment area for the 1997 PM2.5 standards with an attainment date of April 5, 2010. The 2007 Air Quality Management Plan (AQMP) concluded that attainment by 2010 was impractical and requested a five-year extension of the attainment date until April 5, 2015. On November 9, 2011, U.S. EPA approved multiple elements in the 2007 AQMP and subsequent SIP revision including the extension request. Following substantial improvements in air quality, on July 25, 2016, U.S. EPA published a clean data determination, finding that the Basin attained the 1997 PM2.5 NAAQS based on 2011–2013 monitoring data. More recent data demonstrates that the Basin has continued to meet the 1997 PM2.5 NAAQS.

1987 24-Hour PM10 NAAQS

The 24-hour PM10 NAAQS of 150 μg/m^3 was promulgated on July 1, 1987. The Basin was designated as a "moderate" nonattainment area for the PM10 NAAQS on November 15, 1990 and later reclassified as a "serious" nonattainment area on January 8, 1993. While the 1987 annual PM10 standard was revoked in 2006, U.S. EPA retained the 1987 24-hour PM10 standard. After exclusion of exceptional events, monitoring data collected from 2004–2008 demonstrated attainment of the 24-hour PM10 standard in the Basin. On April 28, 2010, South Coast AQMD submitted a redesignation request and maintenance plan for the PM10 standard to U.S. EPA via CARB. Effective July 26, 2013, U.S. EPA redesignated the Basin to attainment and approved the first maintenance plan.

Clean Air Act (CAA) Section 175A(b) requires submission of a second maintenance plan eight years after an area is redesignated to attainment to provide for continued maintenance for an additional 10 years after the period covered by the first maintenance plan and 20 years in total from the redesignation date. Pursuant to this requirement, South Coast AQMD submitted a second PM10 maintenance plan in July 2021, demonstrating continued attainment of the PM10 standard through 2035. However, U.S. EPA deferred action on this plan due to high levels of PM10 measured in 2018 at the Long Beach–Hudson monitoring site, which was directly impacted by nearby construction activities. Continuous PM10 measurements were reestablished at both the Long Beach–Hudson and Long Beach–Signal Hill monitoring sites prior to 2022 and no exceedances have been observed since then. Furthermore, since being redesignated to attainment, the Basin has not exceeded the PM10 standard at any monitoring site after excluding potential exceptional events such as high-wind dust events.

Proposal

The Redesignation Requests and Maintenance Plans include redesignation requests for the annual and 24-hour 1997 PM2.5 NAAQS, accompanied by initial maintenance plans, and an updated second maintenance plan for the 1987 PM10 NAAQS, replacing the 2021 PM10 maintenance plan. The redesignation requests seek to fulfill the requirements specified in CAA Section 107(d)(3)(E), and the maintenance plans address the requirements in CAA Section 175A and U.S. EPA guidance. The Redesignation Requests and Maintenance Plans contain the following key elements:

- A demonstration that attainment of the 1997 PM2.5 NAAQS is due to permanent, enforceable emission reductions, not due to temporary reductions or favorable meteorology. Between 2002 and 2023, PM2.5, NOx, VOC, and SOx emissions have been reduced by 27%, 73%, 53%, and 83%, respectively, due to regulations and programs to reduce emissions from stationary and mobile sources;
- Emission inventories for attainment (2023) and future milestone years (2030, 2033 and 2039);
- A maintenance demonstration showing that the Basin will continue to attain the 1987 PM10 NAAQS and the 1997 PM2.5 NAAQS through 2033 and 2039,

respectively, with emission reductions anticipated from continued implementation of already adopted regulations and programs;

- A commitment by South Coast AQMD to periodically review inputs and assumptions for the emissions inventory and update the inventory if significant changes occur;
- A commitment to continue to maintain a PM2.5 and PM10 monitoring network in the Basin to verify continued attainment of the NAAQS; and
- Contingency provisions to be triggered if there is a violation of the 1997 PM2.5 or 1987 PM10 NAAQS, after excluding potential exceptional events.

As part of the contingency provisions, South Coast AQMD will evaluate by the end of April each year whether there was an exceedance based on the most recent three years of monitoring data. If an exceedance was caused by potential exceptional events, South Coast AQMD will develop a contingency provision exceptional event demonstration and submit it to CARB and U.S. EPA concurrently for review by May 31 each year. If, however, the exceedance was not caused by exceptional events, South Coast AQMD will, within 24 months from the determination that the NAAQS was violated in the Basin, implement the following contingency provision actions:

1. After considering the emission sources that may have contributed to the exceedance, consult with regulated industry to explore voluntary or incentive-based emission reduction measures;
2. Evaluate potential changes to the enforcement of existing rules;
3. Consider amendments to PM2.5 or PM10 rules to reduce emissions; and
4. Develop and propose new rules to reduce particulate emissions, if necessary.

Public Process
The Redesignation Requests and Maintenance Plans were released on May 14, 2026 for public review and a Public Consultation Meeting was held on May 20, 2026. One written comment was received on the Redesignation Requests and Maintenance Plans, and a response is included in Chapter 7 of the Draft Final Staff Report. Staff is not aware of any remaining key issues from the public comments.

Resource Impacts
The Redesignation Requests and Maintenance Plans will have nominal impacts on South Coast AQMD resources.

California Environmental Quality Act (CEQA)
Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS) is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062

and is included as Attachment C to this Board letter. If the proposed project is approved, the Notice of Exemption will be filled 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.

Socioeconomic Impact

No socioeconomic impact assessment is required under Health and Safety Code Sections 40440.8 and 40728.5, because the proposed project is not a rule or regulation within the meaning of those statutes. Further, no socioeconomic impacts will result from the proposed project.

AQMP and Legal Mandates

The Redesignation Requests and Maintenance Plans are consistent with the federal CAA and U.S. EPA guidance.

Attachments

A. Resolution

B. Draft Final Staff Report for South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

C. Notice of Exemption from CEQA

D. Board Presentation

ATTACHMENT A

RESOLUTION NO. 26-____

A Resolution of the South Coast Air Quality Management District (South Coast AQMD) Governing Board determining that the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS, are exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board adopting the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS, which includes redesignation requests and maintenance plans for the 1997 annual and 24-hour PM2.5 NAAQS, and the second maintenance plan for the 1987 24-hour PM10 NAAQS for the South Coast Air Basin.

A Resolution of the South Coast AQMD Governing Board directing staff to forward the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS to the California Air Resources Board (CARB) for approval and subsequent submission to the United States Environmental Protection Agency (U.S. EPA) for inclusion into the State Implementation Plan (SIP).

WHEREAS, the South Coast AQMD Governing Board finds and determines that the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS are considered a "project" as defined by the CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that the proposed project is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is comprised of administrative updates to meet federal Clean Air Act (CAA) requirements without proposing new requirements or new control measures that would result in additional physical modifications. Thus, it can be seen with certainty that there is no possibility that the proposed project may have any significant adverse effects on the environment and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that the proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the

Environment, because the proposed project intended to further protect or enhance the environment; and

WHEREAS, the South Coast AQMD Governing Board has determined that there is no substantial evidence indicating that any of the exceptions to the categorical exemption as set forth in CEQA Guidelines Section 15300.2 – Exceptions, apply to the proposed project; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the proposed project, that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS (Redesignation Requests and Maintenance Plans) and supporting documentation, including but not limited to, the Notice of Exemption and Draft Final Staff Report, were presented to the South Coast AQMD Governing Board, and the South Coast AQMD Governing Board has reviewed and considered this information, and has taken and considered staff testimony and public comments prior to approving the project; and

WHEREAS, the South Coast Air Basin (Basin) is a "moderate" nonattainment area for the 1997 annual and 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS). In July 2016, U.S. EPA determined that the Basin attained the 1997 annual and 24-hour PM2.5 NAAQS based on 2011–2013 monitoring data. Since 2013, the Basin has continued meeting the standards excluding potential exceptional events; and

WHEREAS, the Redesignation Requests and Maintenance Plans include the required elements to be redesignated to attainment – a demonstration that the Basin is attaining the standards, attainment is due to permanent and enforceable emission reductions, the Basin has an approved SIP and is in compliance with the Clean Air Act (CAA), and maintenance plans; and

WHEREAS, pursuant to CAA Section 107(d)(3)(E), South Coast AQMD developed the Redesignation Requests and Maintenance Plans and demonstrated that the Basin will continue to attain the 1997 annual and 24-hour PM2.5 NAAQS through 2039; and

WHEREAS, the Basin was a "serious" nonattainment area for the 1987 24-hour PM10 NAAQS. Effective July 26, 2013, U.S. EPA redesignated the Basin to attainment for the standard and approved the first maintenance plan; and

WHEREAS, pursuant the requirement for a second maintenance plan under federal CAA Section 175A(b), South Coast AQMD adopted and submitted the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin (2021 PM10 Maintenance Plan) to

U.S. EPA via CARB. However, U.S. EPA deferred action on the 2021 PM10 Maintenance Plan due to high PM10 levels measured at a poorly located monitor directly impacted by nearby construction activity; and

WHEREAS, since being redesignated to attainment, the Basin has not exceeded the 1987 24-hour PM10 standard at any monitoring site after excluding potential exceptional events; and

WHEREAS, the 1987 24-hour PM10 NAAQS portion of the Redesignation Requests and Maintenance Plans replaces the 2021 PM10 Maintenance Plan; and

WHEREAS, the maintenance plans included in the Redesignation Requests and Maintenance Plans seek to satisfy the requirements of CAA Section 175A and include an emissions inventory, maintenance demonstration, verification of continued attainment, transportation conformity, and contingency provisions; and

WHEREAS, the maintenance demonstration shows that the Basin will continue to meet the 1997 PM2.5 annual and 24-hour standards through 2039 and the 1987 24-hour PM10 standard through 2033, based on ongoing emission reductions from already adopted rules and regulations. These maintenance horizon years are selected to satisfy the requirements of federal CAA Sections 175A(a) and 175A(b), providing for at least 10 years of maintenance following redesignation and a subsequent 10-year extension, for a total of 20 years of continued attainment; and

WHEREAS, the Draft Redesignation Requests and Maintenance Plans for were released for public review and comment on May 14, 2026, with a 30-day comment period until June 16, 2026; and

WHEREAS, a public consultation meeting was held on May 20, 2026 to solicit comments and suggestions from the public, affected businesses, and stakeholders; and

WHEREAS, the South Coast AQMD Governing Board has determined that no Socioeconomic Impact Assessment is required under Health and Safety Code Sections 40440.8 and 40728.5, because the Redesignation Requests and Maintenance Plans are not rules or regulations in the meaning of those statutes, and further no socioeconomic impacts will result from the Redesignation Requests and Maintenance Plans; and

WHEREAS, the public hearing has been properly noticed in accordance with all provisions regarding notice of revisions to the SIP in the Code of Federal Regulations Title 40, Part 51, Section 51.102; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all provisions of law; and

WHEREAS, the South Coast AQMD specifies the Planning and Rules Manager of the Redesignation Requests and Maintenance Plans as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of the Redesignation Requests and Maintenance Plans is based, which are located at the South Coast AQMD, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS are exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption, and CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for the Protection of the Environment. No exceptions to the application of the categorical exemption as set forth in CEQA Guidelines Section 15300.2 – Exceptions, apply to the proposed project. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered, and approved the information therein prior to acting on the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board, whose members reviewed, considered, and approved the information contained in the documents listed herein, adopt the redesignation request and maintenance plan for the 1997 annual PM2.5 NAAQS, the redesignation request and maintenance plan for the 1997 24-hour PM2.5 NAAQS, and the second maintenance plan for the 1987 24-hour PM10 NAAQS for the South Coast Air Basin dated August 7, 2026 consisting of the document entitled South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS as amended by the final changes, if applicable, set forth by the South Coast AQMD Governing Board; and

BE IT FURTHER RESOLVED, that the South Coast AQMD commits to implement contingency provisions as included in the Redesignation Requests and Maintenance Plans, if the Basin violates the 1997 PM2.5 or 1987 PM10 standards; and

BE IT FURTHER RESOLVED, that, pursuant to CAA Section 175A(b), the South Coast AQMD commits to submit a second maintenance plan for the 1997 24-hour PM2.5 standard eight years after U.S. EPA redesignates the Basin to attainment; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board directs the Executive Officer to work with CARB and the U.S. EPA and take appropriate action to resolve any completeness or approvability issues that may arise regarding the SIP submission; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of the redesignation request and maintenance plan for the 1997 annual PM2.5 NAAQS, the redesignation request and maintenance plan for the 1997 24-hour PM2.5 NAAQS, and the second maintenance plan for the 1987 24-hour PM10 NAAQS for the South Coast Air Basin to CARB for approval and subsequent submission to the U.S. EPA for inclusion into the SIP.

DATE: _____ _____

CLERK OF THE BOARDS

ATTACHMENT B

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Draft Final Staff Report
South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

~~May~~July 2026

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ATTACHMENT B

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South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

EXECUTIVE SUMMARY

Purpose

Over the past two decades, air quality has significantly improved in the South Coast Air Basin (Basin) due to stringent regulation of emission sources. As a result, the levels of fine particulate matter (PM2.5) and coarse particulate matter (PM10) measured in the Basin now meet several National Ambient Air Quality Standards (NAAQS or standards). When an area meets the NAAQS, the United States Environmental Protection Agency (U.S. EPA) can issue a Clean Data Determination (CDD) to suspend certain federal Clean Air Act (CAA) planning requirements. While U.S. EPA has issued clean data determinations for the 1997 24-hour and annual PM2.5 standards in the Basin, the Basin remains designated formally as nonattainment of those standards. To be redesignated to attainment, South Coast AQMD must submit redesignation requests and maintenance plans to U.S. EPA to ensure that the region will continue to meet the standards.

This State Implementation Plan (SIP) revision contains two redesignation requests and three maintenance plans for PM2.5 and PM10 NAAQS in the Basin. The standards, along with the Basin's attainment status and objective of this SIP revision, are summarized in Table ES-1 and the following sections provide a brief overview for each standard.

TABLE ES-1

STANDARDS ADDRESSED BY THIS SIP REVISION FOR THE SOUTH COAST AIR BASIN

Air Quality Standard	Concentration Limit	Attainment Status	Redesignation Request Included?	Maintenance Plan Included?
1987 24-hour PM10	150 µg/m^3	Attainment	No	Yes, 2nd maintenance plan
1997 24-hour PM2.5	65 µg/m^3	"Moderate" nonattainment	Yes	Yes, 1st maintenance plan
1997 Annual PM2.5	15.0 µg/m^3	"Moderate" nonattainment	Yes	Yes, 1st maintenance plan

1997 PM2.5 Standards

The Basin was originally designated as a nonattainment area for the 1997 PM2.5 standards in 2005.[1] Since then, air quality has steadily improved, largely driven by regulations adopted by South Coast AQMD and CARB. In 2016, U.S. EPA determined that the Basin met the 1997 24-hour and annual PM2.5 standards based on 2011-2013 monitoring data.[2] This SIP revision demonstrates that the 1997 PM2.5 standards will continue to be met through 2039, ensuring a full 10-year maintenance period following U.S. EPA approval of the redesignation requests.

1987 24-hour PM10 Standard

In April 2010, South Coast AQMD via CARB submitted a request to U.S. EPA to redesignate the Basin from "serious" nonattainment to attainment for the 1987 24-hour PM10 standard. The request was accompanied by a maintenance plan showing continued attainment of the PM10 standard through 2030. Effective July 26, 2013, U.S. EPA approved the redesignation request and maintenance plan.[3]

CAA Section 175A(b) requires the submission of a second maintenance plan eight years after redesignation to attainment. To comply with this requirement, South Coast AQMD developed and submitted to U.S. EPA via CARB the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin (2021 PM10 Maintenance Plan),[4] which ensured continued attainment of the standard through 2035. However, U.S. EPA deferred action on the 2021 PM10 Maintenance Plan due to high PM10 measured in 2018 at Long Beach – Hudson, which was directly impacted by nearby construction activities. A continuous PM10 Beta Attenuation Monitor has been collecting data since January 2022 at both the Long Beach–Hudson and Long Beach–Signal Hill monitoring sites. A monitor at the Long Beach – Hudson was previously decommissioned due to the termination of the lease by the landlord. Following the resumption of the measurements, the first valid design value for these sites is 2024, covering the 2022–2024 period. During this time, both sites confirmed no exceedances of the 24-hour PM10 standard. The 2024 design values at all other monitoring sites in the Basin are in attainment of the PM10 standard except for Mira Loma. Two windblown dust events contributed to PM10 exceedances in 2024 at Mira Loma and exceptional event demonstrations

[1] U.S. EPA, Air Quality Designations and Classifications for the Fine Particles (PM2.5) National Ambient Air Quality Standards, 70 Fed. Reg. 944, January 5, 2005. https://www.federalregister.gov/documents/2005/01/05/05-1/air-quality-designations-and-classifications-for-the-fine-particles-pm25-national-ambient-air

[2] U.S. EPA, Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements, 81 Fed. Reg. 48350, July 25, 2016. https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25-standards-california-south-coast-applicability-of-clean-air

[3] U.S. EPA, Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; California; South Coast Air Basin; Approval of PM10 Maintenance Plan and Redesignation to Attainment for the PM10 Standard, 78 Fed. Reg. 38223, June 26, 2013. https://www.federalregister.gov/documents/2013/06/26/2013-15145/approval-and-promulgation-of-implementation-plans-designation-of-areas-for-air-quality-planning-purposes

[4] Available at https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2021-pm10-maintenance-plan-for-the-south-coast-air-basin.pdf

were developed to exclude these days from the design value.[5] This SIP revision seeks to update the 2021 PM10 Maintenance Plan with the latest information and demonstrate maintenance through 2033, which will be 20 years after the Basin was redesignated to attainment.

Requirements for Redesignation

South Coast AQMD is requesting redesignation to attainment for the 1997 24-hour and annual PM2.5 standards. The CAA establishes the requirements for redesignation of a nonattainment area to attainment. Specifically, CAA Section 107(d)(3)(E) allows for redesignation provided that:

1. U.S. EPA determines that the area has attained the applicable NAAQS;
2. U.S. EPA has fully approved the applicable implementation plan for the area under Section 110(k);
3. U.S. EPA determines that the improvement in air quality is due to permanent and enforceable reductions in emissions resulting from implementation of the applicable SIP, applicable federal air pollution control regulations, and other permanent and enforceable reductions;
4. U.S. EPA has fully approved a maintenance plan for the area meeting the requirements of CAA Section 175A; and
5. The State containing such area has met all requirements applicable to the area under Section 110 and Part D of the CAA.

This SIP revision demonstrates how the above requirements are met for the 1997 PM2.5 standards.

Maintenance Plan Requirements

CAA Section 175A requires areas requesting redesignation to submit an initial maintenance plan ensuring continued attainment for at least 10 years after redesignation. Additionally, the plan must include a commitment to submit a second maintenance plan eight years after redesignation. The second maintenance plan must ensure continued maintenance for another 10 years following the initial maintenance period (i.e., 20 years in total after redesignation).

In this SIP revision, South Coast AQMD is submitting initial maintenance plans for the PM2.5 standards and a second maintenance plan for PM10 (see Table ES-1). Maintenance plans are required to include an emissions inventory, a maintenance demonstration, motor vehicle emissions budgets, monitoring network requirements, verification of continued attainment, and contingency provision elements. This SIP revision

[5] Exceptional Event Demonstration report will be ~~forthcoming~~posted at https://www.aqmd.gov/home/air-quality/exceptional-events

seeks to satisfy all requirements applicable to maintenance plans and ensures continued attainment of the PM10 and PM2.5 standards in the Basin through 2033 and 2039, respectively.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 1: INTRODUCTION

Purpose

The South Coast Air Basin (Basin) is currently designated as a nonattainment area for multiple National Ambient Air Quality Standards (NAAQS or standards) for particulate matter (PM). PM is defined by its diameter for air quality regulatory purposes.[6] In terms of criteria pollutants, PM is segregated into those with a diameter of 10 micrometers or smaller (PM10) and those that are 2.5 micrometers or smaller (PM2.5). PM2.5 and PM10 levels in the Basin have improved significantly over the past two decades resulting in levels that meet several standards. Once a nonattainment area meets the NAAQS, the Clean Air Act (CAA) allows areas to develop and submit a request to redesignate the area to attainment. Among other requirements, the CAA stipulates that redesignation requests must be accompanied by a maintenance plan showing that the area will continue to meet the standard.

This State Implementation Plan (SIP) revision contains two redesignation requests and three maintenance plans for PM2.5 and PM10 NAAQS in the Basin. The standards, along with the Basin's attainment status and objective of this SIP revision, are summarized in Table 1-1. This chapter provides background on PM2.5 and PM10 SIPs and discusses each of the standards addressed by this SIP revision.

TABLE 1-1
STANDARDS ADDRESSED BY THIS SIP REVISION FOR THE SOUTH COAST AIR BASIN

Air Quality Standard	Concentration Limit	Attainment Status	Redesignation Request Included?	Maintenance Plan Included?
1987 24-hour PM10	150 µg/m^3	Attainment	No	Yes, 2nd maintenance plan
1997 24-hour PM2.5	65 µg/m^3	"Moderate" nonattainment	Yes	Yes, 1st maintenance plan
1997 Annual PM2.5	15.0 µg/m^3	"Moderate" nonattainment	Yes	Yes, 1st maintenance plan

[6] CARB, Inhalable Particulate Matter and Health (PM2.5 and PM10) webpage. https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health#:~:text=Fine%20particulate%20matter%20is%20defined,comprises%20a%20portion%20of%20PM10

PM10 and PM2.5 in the Atmosphere

Airborne PM is not a homogeneous pollutant, but is a mixture of many chemical species. Particles vary widely in size, shape, and chemical composition, and may contain inorganic ions, metallic compounds, elemental carbon, organic compounds, and crustal materials.

PM2.5 and PM10 Formation

PM2.5 and PM10 originate from both natural and anthropogenic sources and consist of a mix of solid particles and liquid droplets suspended in the air. PM2.5 and PM10 can be emitted directly (primary PM) or formed in the atmosphere through chemical reactions (secondary PM). Key sources of primary PM10 in the Basin are construction and demolition activities, dust from paved and unpaved roads, residential fuel combustion and commercial cooking. Key sources of primary PM2.5 include road dust, commercial cooking, residential fuel combustion, and industrial activities such as wood processing and paper manufacturing. Wildfires and windblown dust are significant sources of PM2.5 and PM10 emissions as well. Secondary PM formation occurs through reactions of precursors such as oxides of sulfur (SOx), oxides of nitrogen (NOx), volatile organic compounds (VOC), and ammonia (NH3), leading to the formation of species with lower volatility that condense into the particle-phase. While both primary and secondary PM2.5 contribute to ambient PM2.5 concentrations, about two thirds of PM2.5 in the Basin is secondary.

Health Impacts

Both PM10 and PM2.5 have significant health effects, but PM2.5 poses a greater risk due to its ability to penetrate deeper into the respiratory system and bloodstream, causing respiratory and cardiovascular disease. Long-term exposure to PM2.5 is strongly linked to premature death, particularly among individuals with chronic heart and lung diseases. PM2.5 contributes to reduced lung development in children and increases risk of chronic respiratory illnesses such as bronchitis and chronic obstructive pulmonary disease (COPD). Studies show that PM2.5 exposure is associated with an increased risk of stroke, lung cancer, diabetes, and adverse pregnancy outcomes (e.g., low birth weight and preterm birth).[7,8]

Although PM10 includes PM2.5, epidemiologists typically describe the health impacts of PM10 by focusing on particles between 2.5 and 10 micrometers in diameter (PM10-2.5). These larger particles tend to deposit on the surfaces of the upper region of the lung where they do not cause health effects as severe as those caused by PM2.5. Short-term exposure to PM10-2.5 can irritate airways, cause coughing and throat discomfort, and worsen asthma and COPD, leading to hospitalization and emergency department

[7] Brook, R.D., et al. (2010). "Particulate Matter Air Pollution and Cardiovascular Disease: An Update to the Scientific Statement from the American Heart Association." Circulation, 121(21), 2331–2378. https://doi.org/10.1161/CIR.0b013e3181dbece1

[8] Pope, C.A., et al. (2019). "Fine Particulate Air Pollution and Human Mortality: 25+ Years of Cohort Studies." Environmental Research, 183, 108924. https://doi.org/10.1016/j.envres.2019.108924

visits. Long-term exposure to PM10-2.5 may contribute to reduced lung function and may be associated with increased risk of respiratory disease, although the effects are less clear than with PM2.5.

1987 24-Hour PM10 Standard

The 24-hour PM10 NAAQS of 150 µg/m^3 was promulgated on July 1, 1987. The United States Environmental Protection Agency (U.S. EPA) subsequently categorized areas into three groups based on the likelihood that the existing SIP would need to be revised to meet the PM10 NAAQS. The Basin was categorized as a Group I area, indicating a strong likelihood that the SIP would require revision.[9]

~~In~~The 1990~~, amendments were introduced in the~~ CAA ~~which~~Amendments changed procedures and requirements for implementation of the NAAQS. Under Section 107(d)(4)(B) of the amended CAA, the Basin was designated as a "moderate" nonattainment area for the PM10 NAAQS by operation of law on November 15, 1990. Subsequently, U.S. EPA established a deadline of November 15, 1991 for the submission of "moderate" area PM10 SIPs with a corresponding attainment date of December 31, 1994.[10] In response, South Coast AQMD submitted a PM10 SIP as part of the 1991 Air Quality Management Plan (AQMP) to U.S. EPA via CARB. The 1991 AQMP included a control strategy based on Reasonably Available Control Measures (RACM) for fugitive dust sources and a request for reclassification to "serious" nonattainment, as air quality modeling indicated that the Basin would not meet the December 31, 1994 attainment deadline.

On January 8, 1993, U.S. EPA reclassified the Basin as a "serious" PM10 nonattainment area under CAA Section 188(b)(1) with an attainment date of December 31, 2001.[11] CAA section 189(b)(2) requires the submission of 1) a Best Available Control Measures (BACM) demonstration within 18 months of reclassification and 2) an attainment demonstration within 4 years of reclassification. The BACM demonstration was adopted by South Coast AQMD as part of the 1994 AQMP on September 9, 1994 and submitted to U.S. EPA via CARB on November 15, 1994. To comply with the requirement for an attainment demonstration, South Coast AQMD adopted the 1997 AQMP on November 15, 1996 and submitted it to U.S. EPA via CARB on February 5, 1997. The 1997 AQMP included an emissions inventory, a control strategy, an updated BACM demonstration, a Reasonable Further Progress (RFP) demonstration, contingency measures, an attainment demonstration, and Motor Vehicle Emissions Budgets (MVEBs). Additionally, it requested a five-year attainment date extension to December 31, 2006, as allowed under CAA Section 188(e). To qualify for the extension, the 1997 AQMP demonstrated that it included the Most Stringent Measures (MSM) that were implemented or achieved in practice in any state and could be

[9] U.S. EPA, PM10 Group I and Group II Areas, 52 Fed. Reg. 29383, August 7, 1987. https://archives.federalregister.gov/issue_slice/1987/8/7/29375-29385.pdf#page=9

[10] U.S. EPA, Designations and Classifications for Initial PM10 Nonattainment Areas, 56 Fed. Reg. 11101, March 15, 1991. https://archives.federalregister.gov/issue_slice/1991/3/15/11100-11105.pdf#page=2

[11] U.S. EPA, Reclassification of Moderate PM-10 Nonattainment Areas to Serious Areas, 58 Fed. Reg. 3334, January 8, 1993. https://archives.federalregister.gov/issue_slice/1993/1/8/3328-3342.pdf#page=7

feasibly implemented in the Basin.

In 2002, South Coast AQMD submitted a PM10 SIP update for the South Coast Air Basin and requested U.S. EPA to expedite its approval of the five-year extension of the attainment date. As part of this update, South Coast AQMD committed to develop a new attainment demonstration using the latest emissions inventory and planning assumptions. On April 18, 2003, U.S. EPA approved the five-year attainment date extension and multiple SIP elements contained in the 1994 and 1997 AQMPs.[12] South Coast AQMD subsequently adopted the 2003 AQMP and submitted it to U.S. EPA via CARB on January 9, 2004. The 2003 AQMP fulfilled South Coast AQMD's commitment to update the PM10 attainment demonstration with the latest planning assumptions and emissions inventory. On November 14, 2005, U.S. EPA approved the PM10 SIP elements in the 2003 AQMP.[13]

In January 2010, South Coast AQMD adopted a PM10 redesignation request and maintenance plan and submitted it to U.S. EPA via CARB on April 28, 2010.[14] The action was prompted by monitoring data collected from 2004–2008 that demonstrated attainment of the 24-hour PM10 standard in the Basin after exclusion of exceptional events. Effective July 26, 2013, U.S. EPA redesignated the Basin to attainment for the 24-hour PM10 standard and approved the maintenance plan.[15]

Under CAA Section 175A(b), a second maintenance plan is required eight years after redesignation to ensure continued attainment for another decade after the initial 10-year period following redesignation. To comply with this requirement, South Coast AQMD adopted the Final 2021 PM10 Maintenance Plan for the South Coast Air Basin (2021 PM10 Maintenance Plan)[16] in June 2021 and submitted the plan to U.S. EPA via CARB in July 2021. The 2021 PM10 Maintenance Plan ensured continued attainment of the standard through 2035. However, U.S. EPA deferred action on the plan due to an unusually high PM10 concentration (587 µg/m^3) measured in 2018 at the Long Beach–Hudson monitoring site, which was directly impacted by nearby construction activities. A continuous PM10 Beta Attenuation Monitor has

[12] U.S. EPA, Approval and Promulgation of State Implementation Plans; California—South Coast, 68 Fed. Reg. 19316, April 18, 2003. https://www.federalregister.gov/documents/2003/04/18/03-9478/approval-and-promulgation-of-state-implementation-plans-california-south-coast

[13] U.S. EPA, Approval and Promulgation of State Implementation Plans for Air Quality Planning Purposes; California-South Coast and Coachella, 70 Fed. Reg. 69081, November 14, 2005. https://www.federalregister.gov/documents/2005/11/14/05-22463/approval-and-promulgation-of-state-implementation-plans-for-air-quality-planning-purposes

[14] South Coast AQMD, Final PM10 Redesignation Request and Maintenance Plan for the South Coast Air Basin, December 2009. https://downloads.regulations.gov/EPA-R09-OAR-2013-0007-0008/attachment_27.pdf

[15] U.S. EPA, Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; California; South Coast Air Basin; Approval of PM10 Maintenance Plan and Redesignation to Attainment for the PM10 Standard, 78 Fed. Reg. 38223, June 26, 2013. https://www.federalregister.gov/documents/2013/06/26/2013-15145/approval-and-promulgation-of-implementation-plans-designation-of-areas-for-air-quality-planning

[16] South Coast AQMD, Final 2021 PM10 Maintenance Plan for the South Coast Air Basin, June 2021. https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2021-pm10-maintenance-plan-for-the-south-coast-air-basin.pdf

been collecting data since January 2022 at both the Long Beach–Hudson and Long Beach–Signal Hill monitoring sites. The first valid design value for these sites is 2024, covering the 2022–2024 period. During this time, both sites confirmed no exceedances of the 24-hour PM10 standard. A request has been submitted to U.S. EPA to formally close the Hudson site and continue monitoring at the Signal Hill site to provide ongoing representation of PM10 air quality in the Long Beach area.

The 2024 design values at monitoring sites in the Basin are in attainment of the PM10 standard except for Mira Loma. Several windblown dust events have contributed to PM10 exceedances in the 2024 design value period at Mira Loma. South Coast AQMD has prepared two exceptional event demonstrations to exclude two events in 2024 from the design value;[17] removal of these dates results in a design value that meets the standard.

South Coast AQMD has developed a new PM10 maintenance plan with updated information that extends the demonstration of continued attainment through 2033, 20 years after the Basin was redesignated to attainment. The new PM10 maintenance plan is intended to replace the 2021 PM10 Maintenance Plan that is pending action by U.S. EPA.

1997 PM2.5 Standards

Effective April 5, 2005, U.S. EPA designated the South Coast Air Basin as nonattainment under Subpart 1 of the CAA for the 1997 24-hour and annual PM2.5 NAAQS with an attainment date of April 5, 2010.[18] South Coast AQMD adopted and submitted the 2007 AQMP, which contained all necessary SIP elements for the 1997 PM2.5 standards, to U.S. EPA via CARB on November 28, 2007.[19] Air quality modeling in the 2007 AQMP demonstrated that the Basin could not meet the April 2010 deadline and therefore the 2007 AQMP included a request for a five-year extension of the attainment date until April 5, 2015, as allowed under Section 172(a)(2)(A) of the CAA.

On July 21, 2011, CARB adopted revisions to the MVEBs in the 2007 AQMP and subsequently submitted them to U.S. EPA.[20] On November 9, 2011, U.S. EPA approved multiple PM2.5 SIP elements including the emissions inventory, RACM/Reasonably Available Control Technology (RACT) demonstration, RFP and

[17] Exceptional Event Demonstration report will be posted at https://www.aqmd.gov/home/air-quality/exceptional-events

[18] U.S. EPA, Air Quality Designations and Classifications for the Fine Particles (PM2.5) National Ambient Air Quality Standards, 70 Fed. Reg. 944, January 5, 2005. https://www.federalregister.gov/documents/2005/01/05/05-1/air-quality-designations-and-classifications-for-the-fine-particles-pm25-national-ambient-air

[19] South Coast AQMD, 2007 Air Quality Management Plan, June 2007. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2007-air-quality-management-plan

[20] CARB, Proposed 8-Hour Ozone State Implementation Plan Revisions and Technical Revisions to the PM2.5 State Implementation Plan Transportation Conformity Budgets for the South Coast and San Joaquin Valley Air Basins, June 2011. https://ww2.arb.ca.gov/sites/default/files/classic/planning/sip/2007sip/2011_ozone_sip_staff_report_with_appendices.pdf

attainment demonstrations, and transportation conformity MVEBs.[21] However, U.S. EPA disapproved the contingency measures SIP element because the measures did not achieve sufficient emission reductions, nor did they address the 2012 RFP milestone year. In October 2011, South Coast AQMD adopted a SIP revision to address U.S. EPA's disapproval of the contingency measure elements in the 2007 AQMP.[22] The SIP revision quantified excess emission reductions that were not included in the 2007 AQMP and demonstrated that actual emission levels in the Basin in 2012 were below the corresponding RFP targets. On October 29, 2013, U.S. EPA approved the SIP revision as satisfying contingency measure requirements for the 1997 PM2.5 standards.[23]

In January 2013, the U.S. Court of Appeals, D.C. Circuit ruled that U.S. EPA erred in implementing the 1997 PM2.5 NAAQS pursuant solely to the general implementation provisions of Subpart 1 of the CAA, without considering the particulate matter specific provisions of Subpart 4.[24] Although Subpart 4 relates to PM10, the Court reasoned that the plain meaning of the CAA requires implementation of the PM2.5 standards under Subpart 4 because PM2.5 falls within the statutory definition of PM10 and is thus subject to the same statutory requirements as PM10. Subpart 4 is more specific about what states must do to bring areas into attainment through the establishment of a two-tier classification system for nonattainment areas ("moderate" or "serious"). Subpart 4 also has specific provisions regarding the regulation of emissions of PM precursors that are not present in Subpart 1.

On June 2, 2014, U.S. EPA reclassified the Basin as a "moderate" nonattainment area for the 1997 PM2.5 standards to implement the more stringent provisions of Subpart 4.[25] However, the reclassification carried no immediate consequence for the Basin as monitoring data demonstrated attainment of the 1997 PM2.5 standards. Effective August 24, 2016, U.S. EPA formally determined that the Basin attained the 1997

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[21] U.S. EPA, Approval of Air Quality Implementation Plans; California; South Coast; Attainment Plan for 1997 PM2.5 Standards, 76 Fed. Reg. 69928, November 9, 2011. https://www.federalregister.gov/documents/2011/11/09/2011-27620/approval-of-air-quality-implementation-plans-california-south-coast-attainment-plan-for-1997-pm25

[22] South Coast AQMD, Adopt Revisions to 2007 PM2.5 State Implementation Plan for South Coast Air Basin, October 7, 2011. https://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2011/2011-oct7-036.pdf

[23] U.S. EPA, Approval and Promulgation of Implementation Plans; California; South Coast; Contingency Measures for 1997 PM2.5 Standards, 78 Fed. Reg. 64402, October 29, 2013. https://www.federalregister.gov/documents/2013/10/29/2013-25182/approval-and-promulgation-of-implementation-plans-california-south-coast-contingency-measures-for-1997

[24] Natural Resources Defense Council v. E.P.A. (D.C. Cir. 2013) 706 F.3d 428; see also U.S. EPA, Identification of Nonattainment Classification and Deadlines for Submission of State Implementation Plan (SIP) Provisions for the 1997 Fine Particle (PM2.5) National Ambient Air Quality Standard (NAAQS) and 2006 PM2.5 NAAQS, 79 Fed. Reg. 31566, June 2, 2014. https://www.federalregister.gov/documents/2014/06/02/2014-10395/identification-of-nonattainment-classification-and-deadlines-for-submission-of-state-implementation

[25] U.S. EPA, Identification of Nonattainment Classification and Deadlines for Submission of State Implementation Plan (SIP) Provisions for the 1997 Fine Particle (PM2.5) National Ambient Air Quality Standard (NAAQS) and 2006 PM2.5 NAAQS, 79 Fed. Reg. 31566, June 2, 2014. https://www.govinfo.gov/content/pkg/FR-2014-06-02/pdf/2014-10395.pdf

PM2.5 NAAQS based on 2011–2013 monitoring data.[26] More recent data demonstrate that the Basin has continued to attain the 1997 PM2.5 standards. Therefore, this SIP revision includes redesignation requests and maintenance plans for both annual and 24-hour standards.

Requirements for Redesignation to Attainment

South Coast AQMD is requesting redesignation to attainment for the 1997 annual and 24-hour PM2.5 standards. Section 107(d)(3)(E) of the CAA allows for redesignation provided that:

1. U.S. EPA determines that the area has attained the applicable NAAQS;
2. U.S. EPA has fully approved the applicable implementation plan for the area under Section 110(k);
3. U.S. EPA determines that the improvement in air quality is due to permanent and enforceable reductions in emissions resulting from implementation of the applicable SIP, applicable federal air pollution control regulations, and other permanent and enforceable reductions;
4. U.S. EPA has a fully-approvable maintenance plan for the area meeting the requirements of CAA Section 175A; and
5. The State containing such area has met all requirements applicable to the area under Section 110 and Part D of the CAA.

This SIP revision demonstrates how the above requirements are met for the 1997 PM2.5 annual and 24-hour standards.

Maintenance Plan Requirements

CAA Section 175A requires areas requesting redesignation to submit an initial maintenance plan ensuring continued attainment for at least 10 years after redesignation. Further, areas must develop and submit a second maintenance plan eight years after redesignation. The second maintenance plan must ensure continued maintenance for another 10 years following the initial maintenance period and 20 years in total from the original redesignation date. However, the requirement to submit a second maintenance plan for the 1997 annual PM2.5 standard is no longer in effect as the standard is revoked in areas redesignated to

[26] U.S. EPA, Clean Data Determination for 1997 PM2.5 Standards; California-South Coast; Applicability of Clean Air Act Requirements, 81 Fed. Reg. 48350, July 25, 2016. https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25-standards-california-south-coast-applicability-of-clean-air

attainment.[27]

In this SIP revision, South Coast AQMD is submitting two initial maintenance plans and one second maintenance plan (see Table 1-1). The maintenance plans ensure continued attainment until the maintenance horizon years of 2033 and 2039 for PM10 and PM2.5, respectively. For the PM2.5 standards, the maintenance horizon year must be at least 10 years after U.S. EPA approves the redesignation request. Although U.S. EPA's timeline is uncertain, under CAA section 107(d)(3)(D), U.S. EPA is required to act on redesignation requests within 18 months of submittal. Therefore, staff assumes that U.S. EPA will act on the SIP revision by 2029 and therefore 2039 would serve as an appropriate maintenance horizon year. Given the length of time between now and 2039, the PM2.5 maintenance plans also include 2033 as an interim milestone year to provide assurance that the standards will not be exceeded during the maintenance period.

In addition to a maintenance demonstration, maintenance plans are required to include an emissions inventory, MVEBs, monitoring network requirements, verification of continued attainment, and contingency provision elements. The requirement for maintenance areas to adopt contingency provisions is separate from nonattainment area requirements for contingency measures under CAA Sections 172(c)(9) and 182(c)(9). Unlike nonattainment area contingency measures, maintenance areas are not required to have adopted measures that take effect automatically. Instead, contingency provisions must include a list of actions and specify a schedule and procedure for implementation of the actions once triggered. This SIP revision seeks to satisfy all requirements applicable to maintenance plans.

Format of This Document

This document is organized into nine chapters, each addressing a specific topic. Each of the chapters is summarized below.

Chapter 1, "Introduction," provides background on the PM2.5 and PM10 standards in the Basin and discusses requirements related to redesignation requests and maintenance plans.

Chapter 2, "Monitoring Network," discusses the network of ambient air quality monitors located within the Basin.

Chapter 3, "Emissions Inventory," summarizes the attainment year and future milestone year emissions inventories.

Chapter 4, "1997 24-Hour PM2.5 Standard Redesignation Request and Maintenance Plan," discusses requirements related to the redesignation request and maintenance plan for the 1997 24-hour PM2.5

[27] U.S. EPA, Fine Particulate Matter National Ambient Air Quality Standards; State Implementation Plan Requirements, 81 Fed. Reg. 58010, August 24, 2016. https://www.federalregister.gov/documents/2016/08/24/2016-18768/fine-particulate-matter-national-ambient-air-quality-standards-state-implementation-plan

standard.

Chapter 5, “1997 Annual PM2.5 Standard Redesignation Request and Maintenance Plan,” discusses requirements related to the redesignation request and maintenance plan for the 1997 annual PM2.5 standard.

Chapter 6, “1987 24-Hour PM10 Standard Second Maintenance Plan,” discusses requirements related to the second maintenance plan for the 1987 24-hour PM10 standard.

Chapter 7, “Transportation Conformity,” discusses the motor vehicle emissions budget for the South Coast Air Basin Maintenance Plans for PM2.5 and PM10 NAAQS.

Chapter 8, “Public Process,” discusses the role of public participation in developing the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10.

Chapter 9, “California Environmental Quality Act and Socioeconomic Impacts,” discusses legal requirements related to CEQA and socioeconomic impact assessments.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 2: MONITORING NETWORK

Current Monitoring Network

South Coast AQMD monitors PM2.5 and PM10 with a comprehensive monitoring network. The PM2.5 and PM10 monitors and their locations are shown in this section. For information about the types of monitors, sampling schedule, monitoring purpose, and spatial scale of each monitor in the PM2.5 and PM10 monitoring networks, see the South Coast AQMD Monitoring Network Plan.[28] The PM2.5 and PM10 monitoring networks meet the minimum monitoring requirements specified in 40 CFR Part 58.

PM2.5 Monitoring Network

South Coast AQMD monitors PM2.5 at the locations shown in Figure 2-1 and listed in Table 2-1. The figure shows currently operating monitors and monitors that have operated between 2009 – 2024 but have now been relocated. Based on site availability, some monitoring locations may move over time. Two types of monitors are shown: federal reference method (FRM) gravimetric monitors and hourly Beta Attenuation monitors (BAM).

Only some of the BAMs meet the requirements for comparability with FRM; other BAMs that do not meet the requirements are not used for comparison with the NAAQS. For calculation of design value, we use data that is labeled with air quality system (AQS) parameter code 88101, which is the code for PM2.5 data that is comparable with the NAAQS.

[28] South Coast AQMD. 2020. South Coast AQMD FINAL 2024 Annual Air Quality Monitoring Network Plan. Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/monitoring-network-plan#

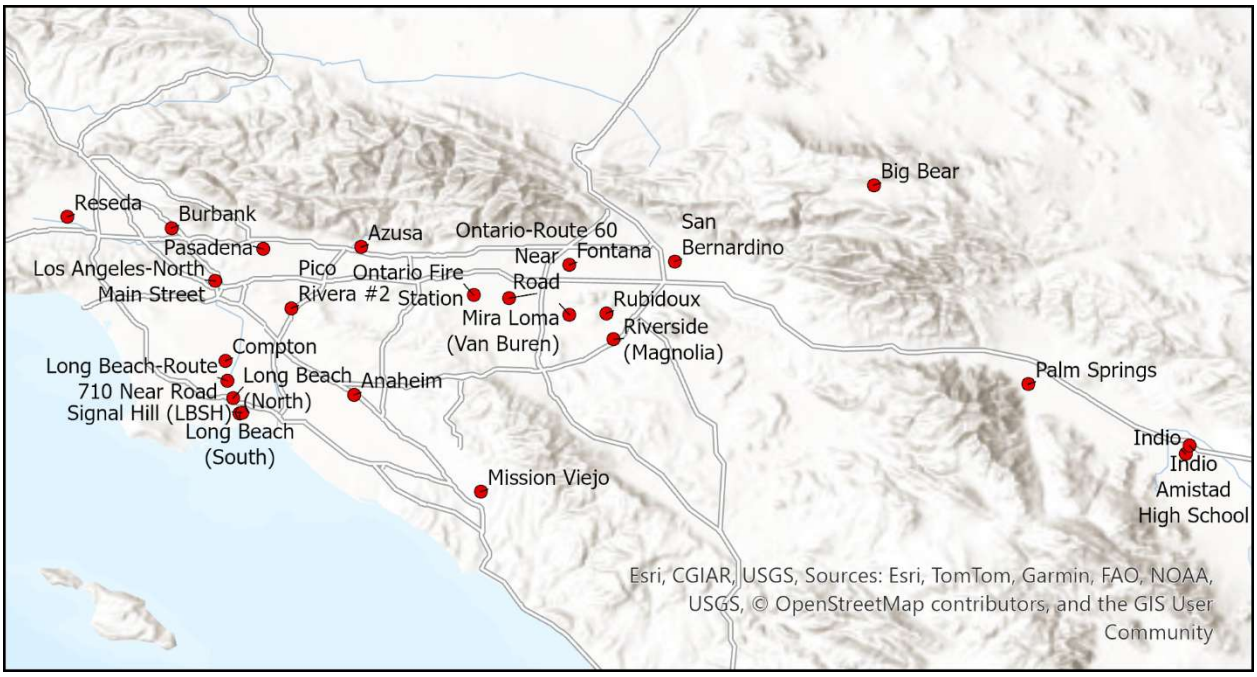

FIGURE 2-1

LOCATIONS OF PM2.5 MONITORS THAT ARE CURRENTLY OPERATING OR OPERATED BETWEEN 2009-2024 BUT HAVE BEEN RELOCATED.

TABLE 2-1

LIST OF PM2.5 MONITORS IN THE SOUTH COAST AIR BASIN THAT ARE CURRENTLY OPERATING OR OPERATED BETWEEN 2009 – 2024 BUT HAVE BEEN RELOCATED.

State Code	County Code	Site Num	POC	Local Site Name	Open Date	Close Date	Last Method Type
06	037	0002	1	Azusa	1999-01-01	2022-09-29	Gravimetric
06	037	0002	21	Azusa	2018-01-02	2022-01-20	Gravimetric
06	037	1002	3	Burbank	2008-01-01	2009-12-31	Beta Attenuation
06	037	1002	1	Burbank	1999-01-01	2014-06-30	Gravimetric
06	037	1103	3	Los Angeles-North Main Street	2008-01-01		Beta Attenuation
06	037	1103	1	Los Angeles-North Main Street	1999-01-01		Gravimetric
06	037	1103	9	Los Angeles-North Main Street	2011-10-01	2011-10-01	Beta Attenuation
06	037	1103	2	Los Angeles-North Main Street	1999-01-01		Gravimetric
06	037	1201	1	Reseda	1999-01-01		Gravimetric
06	037	1302	3	Compton	2024-01-01		Beta Attenuation
06	037	1302	1	Compton	2008-11-02		Gravimetric
06	037	1602	1	Pico Rivera #2	2005-10-01		Gravimetric
06	037	1602	21	Pico Rivera #2	2017-02-01	2022-01-20	Gravimetric
06	037	1602	2	Pico Rivera #2	2017-05-01	2022-01-17	Gravimetric
06	037	2005	1	Pasadena	1999-01-01		Gravimetric
06	037	2005	2	Pasadena	1999-01-01	2020-02-04	Gravimetric
06	037	4002	1	Long Beach (North)	1999-01-01	2022-06-30	Gravimetric
06	037	4002	3	Long Beach (North)	2009-01-06	2009-12-31	Beta Attenuation
06	037	4004	1	Long Beach (South)	2003-08-07	2022-04-30	Gravimetric
06	037	4004	3	Long Beach (South)	2012-01-01	2022-04-30	Beta Attenuation
06	037	4008	3	Long Beach-Route 710 Near Road	2016-01-01		Beta Attenuation
06	037	4008	1	Long Beach-Route 710 Near Road	2015-01-01		Gravimetric
06	037	4009	1	Signal Hill (LBSH)	2022-04-21		Gravimetric
06	037	4009	3	Signal Hill (LBSH)	2022-04-01		Beta Attenuation
06	059	0007	3	Anaheim	2008-01-01		Beta Attenuation
06	059	0007	1	Anaheim	2001-09-01		Gravimetric
06	059	0007	2	Anaheim	2017-05-01	2018-08-07	Gravimetric
06	059	2022	1	Mission Viejo	1999-06-15	2021-12-31	Gravimetric
06	059	2022	3	Mission Viejo	2020-01-01	2022-04-21	Beta Attenuation
06	065	1003	1	Riverside (Magnolia)	1999-01-01	2014-12-31	Gravimetric
06	065	8001	9	Rubidoux	2011-08-01	2021-12-31	Beta Attenuation
06	065	8001	3	Rubidoux	2008-01-01		Beta Attenuation
06	065	8001	1	Rubidoux	1999-01-01		Gravimetric
06	065	8001	2	Rubidoux	1999-01-01		Gravimetric
06	065	8005	3	Mira Loma (Van Buren)	2008-01-01		Beta Attenuation
06	065	8005	1	Mira Loma (Van Buren)	2005-10-25		Gravimetric
06	065	8005	2	Mira Loma (Van Buren)	2012-04-03		Gravimetric
06	071	0025	1	Ontario Fire Station	1999-01-01	2014-06-30	Gravimetric
06	071	0025	2	Ontario Fire Station	1999-01-01	2011-04-06	-
06	071	0027	1	Ontario-Route 60 Near Road	2015-01-01		Gravimetric
06	071	0027	3	Ontario-Route 60 Near Road	2015-08-01		Beta Attenuation
06	071	2002	21	Fontana	2016-04-30	2018-11-29	Gravimetric
06	071	2002	1	Fontana	1999-01-01		Gravimetric
06	071	8001	3	Big Bear	2022-01-01		Beta Attenuation
06	071	8001	1	Big Bear	1999-02-08		Gravimetric
06	071	9004	1	San Bernardino	1999-01-01		Gravimetric

PM10 Monitoring Network

South Coast AQMD monitors PM10 at the locations shown in Figure 2-2 and listed in Table 2-2. The figure shows currently operating monitors and monitors that have operated between 2009 – 2024 but have now been relocated. Based on site availability, some monitoring locations may move over time. Three types of monitors are shown: federal reference method (FRM) gravimetric monitors, hourly Beta Attenuation monitors (BAM), and hourly Tapered Element Oscillating Microbalance (TEOM) monitors.

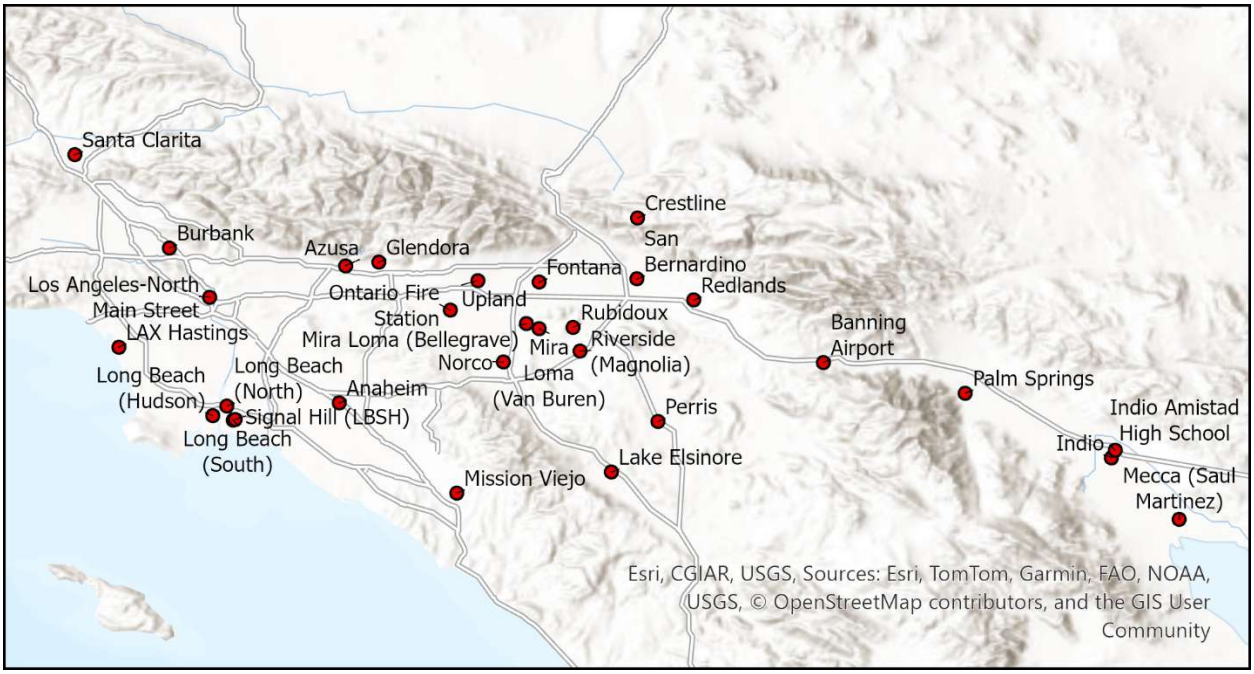

FIGURE 2-2

LOCATIONS OF PM10 MONITORS THAT ARE CURRENTLY OPERATING OR OPERATED BETWEEN 2009-2024 BUT HAVE BEEN RELOCATED.

TABLE 2-2

LIST OF PM10 MONITORS IN THE SOUTH COAST AIR BASIN THAT ARE CURRENTLY OPERATING OR OPERATED BETWEEN 2009 – 2024 BUT HAVE BEEN RELOCATED.

State Code	County Code	Site Num	POC	Local Site Name	Open Date	Close Date	Last Method Type
06	037	0002	2	Azusa	1985-01-01	2022-09-29	Gravimetric
06	037	0016	3	Glendora	2008-01-01		Beta Attenuation
06	037	1002	3	Burbank	2008-01-01	2014-06-30	TEOM
06	037	1002	2	Burbank	1985-01-01	2014-06-30	Gravimetric
06	037	1103	2	Los Angeles-North Main Street	1985-02-01		Gravimetric
06	037	1103	4	Los Angeles-North Main Street	2023-08-23		Gravimetric
06	037	1103	9	Los Angeles-North Main Street	2011-10-01	2011-12-31	-
06	037	1103	3	Los Angeles-North Main Street	2008-01-01		Beta Attenuation
06	037	4002	5	Long Beach (North)	1993-01-01	2013-09-30	Beta Attenuation
06	037	4002	2	Long Beach (North)	1985-01-01	2013-10-10	Gravimetric
06	037	4004	1	Long Beach (South)	2003-08-07	2009-12-31	-
06	037	4004	2	Long Beach (South)	2003-08-07	2022-04-30	Gravimetric
06	037	4006	1	Long Beach (Hudson)	2013-07-01	2020-07-01	Gravimetric
06	037	4006	3	Long Beach (Hudson)	2022-01-01		Beta Attenuation
06	037	4009	3	Signal Hill (LBSH)	2022-01-01		Beta Attenuation
06	037	5005	1	LAX Hastings	2004-04-12	2021-09-14	Gravimetric
06	037	6012	1	Santa Clarita	2001-04-25		Gravimetric
06	059	0007	1	Anaheim	2001-09-01		Gravimetric
06	059	0007	5	Anaheim	2010-01-01	2010-02-28	TEOM
06	059	0007	3	Anaheim	2008-01-01		Beta Attenuation
06	059	2022	1	Mission Viejo	1999-06-15	2022-07-31	Gravimetric
06	065	0003	1	Norco	1993-01-01	2021-12-31	Gravimetric
06	065	0004	3	Mira Loma (Bellegrave)	2008-01-01	2011-05-12	TEOM
06	065	0004	1	Mira Loma (Bellegrave)	2006-01-05	2011-06-03	Gravimetric
06	065	0012	1	Banning Airport	1998-02-01		Gravimetric
06	065	1003	5	Riverside (Magnolia)	2010-08-04	2014-12-31	Beta Attenuation
06	065	6001	1	Perris	1985-01-01	2021-12-01	Gravimetric
06	065	8001	5	Rubidoux	1993-01-01	2011-07-31	TEOM
06	065	8001	9	Rubidoux	1993-01-01	2011-12-31	Beta Attenuation
06	065	8001	3	Rubidoux	1988-01-01		Beta Attenuation
06	065	8001	2	Rubidoux	1985-01-01		Gravimetric
06	065	8001	4	Rubidoux	2009-01-01	2023-08-23	Gravimetric
06	065	8005	1	Mira Loma (Van Buren)	2006-01-01	2023-10-04	Gravimetric
06	065	8005	2	Mira Loma (Van Buren)	2015-04-06	2023-10-04	Gravimetric
06	065	8005	3	Mira Loma (Van Buren)	2010-03-08		Beta Attenuation
06	065	8005	4	Mira Loma (Van Buren)	2015-04-03	2023-10-04	Gravimetric
06	065	9001	3	Lake Elsinore	2008-01-01		Beta Attenuation
06	071	0005	1	Crestline	1980-01-17		Gravimetric
06	071	0025	1	Ontario Fire Station	1998-12-11	2014-06-30	Gravimetric
06	071	0025	2	Ontario Fire Station	2009-01-01	2014-06-30	Gravimetric
06	071	1004	3	Upland	2008-01-01	2023-04-01	Beta Attenuation
06	071	2002	3	Fontana	2024-09-11		Beta Attenuation
06	071	2002	2	Fontana	1985-10-01		Gravimetric
06	071	4003	1	Redlands	1993-01-01		Gravimetric
06	071	9004	3	San Bernardino	2008-01-01		Beta Attenuation
06	071	9004	2	San Bernardino	1988-01-01	2021-12-31	Gravimetric

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 3: EMISSIONS INVENTORY

Introduction

This chapter represents annual average day emissions by major source category for the South Coast Air Basin. Reported pollutants are directly emitted PM2.5 and PM10, and their precursors: volatile organic compounds (VOCs), nitrogen oxides (NOx), sulfur oxides (SOx), and ammonia (NH3). Emissions inventory for the base (2023) and future milestone years (2033 and 2039) are included. Pursuant to the U.S. Environmental Protection Agency (EPA) PM2.5 National Ambient Air Quality Standard (NAAQS) implementation rule,[29] the filterable and condensable portion of PM2.5 emissions are provided in Appendix III. Filterable PM2.5 refers to the fine particles that already exist in solid form as they leave a source (such as a smokestack or engine) and can be collected directly from the exhaust using a filter. Condensable PM2.5, in contrast, consists of gases in the hot exhaust that cannot be captured by a filter at the source but form fine particles once the exhaust cools in the atmosphere.

Inventory Description

The emissions inventory for this Plan builds upon previous inventories developed for the 2022 Air Quality Management Plan (AQMP)[30] and the South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard (hereinafter referred to as the 2024 PM2.5 Plan).[31] The 2022 AQMP inventory was developed with actual commercial and industrial activity data, socioeconomic data, and vehicle activity representing 2018. Future year emissions were projected from the base year using socioeconomic growth forecast included in the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan (RTP). The 2024 PM2.5 Plan emissions inventory is largely consistent with that of the 2022 AQMP, with the primary difference being the on-road mobile source emissions. The 2024 PM2.5 Plan utilizes EMFAC 2021—the most recent U.S. EPA-approved model for on-road mobile sources at the time—whereas the 2022 AQMP was based on EMFAC 2017. Since the 2024 PM2.5 Plan, SCAG has adopted the 2024 RTP, which supersedes the 2020 RTP and provides updated travel activities and land use planning.

The emissions inventory in this Plan introduces updates to large point and on-road mobile sources while it is largely based on the 2022 AQMP. Reported emissions from facilities subject to Annual Emission Reporting requirements replaced the point source emissions projected to 2023. On-road mobile source emissions were estimated using travel activity data from the 2024 RTP and EMFAC 2021. Appendix III includes a brief analysis comparing the travel activity data used in the 2022 AQMP and this Plan, along with detailed discussions on emissions inventory methodology.

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[29] 40 CFR 51.1008(a)(1)(iv).

[30] 2022 Air Quality Management Plan, available at https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf

[31] South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard, available at https://www.aqmd.gov/docs/default-source/clean-air-plans/pm2.5-plans/final-pm2.5-plan/2012-annual-pm2-5-plan.pdf

Attainment Inventory and Future Emissions

U.S. EPA guidance recommends that areas develop an attainment inventory that represents "emissions during the time period associated with the monitoring data showing attainment."[32] The most recent year design value (DV) demonstrating attainment of the PM10 and PM2.5 standards and available during the development of this Plan is 2024 DV, representing the 2022-2024 monitoring period. Since 2023 falls within this period and aligns with other planning efforts, this Plan defines 2023 as attainment inventory year. The corresponding 2023 inventory is presented in Table 3-1.

This Plan presents projected emissions for the maintenance horizon years 2033 and 2039, as summarized in Tables 3-2 and 3-3, respectively. The baseline emissions, so-called business-as-usual scenario, reflect rules and regulations already adopted during the development of the 2022 AQMP and the 2024 PM2.5 Plan.

Recent actions by CARB, U.S. EPA, U.S. Congress, and related litigation affecting California's authority to regulate mobile sources may impact emission reductions from certain regulations included in the baseline emissions inventory. Under the Clean Air Act (CAA), California may request U.S. EPA waivers or authorizations to implement its own on-road and off-road emissions standards. CARB has submitted its regulations to U.S. EPA for its review and approval, where applicable, and in the past, the U.S. EPA approved such submissions. Advanced Clean Transit (ACT) and Low NOx Omnibus regulations are among those for which waivers were previously granted. In addition, CARB adopted the Heavy-Duty Inspection and Maintenance (HD I/M) regulation, also known as "Clean Truck Check", on December 9, 2021. This regulation requires periodic emissions inspections, On-Board Diagnostics (OBD) monitoring, and compliance fees for heavy-duty vehicles beginning in January 2023. All these regulations were originally included in the baseline emissions.

However, in June 2025, the waivers for ACT and Low NOx Omnibus as well as Advanced Clean Cars II were rescinded under the Congressional Review Act (CRA). While California and ten other states filed suit, challenging the rescissions as unlawful under the CRA and contrary to long-standing precedent, the SIP creditability of the emission reductions from these rules is uncertain. In addition, in February 2026, U.S. EPA disapproved the HD I/M regulation as it applies to out-of-state trucks.[33] To reflect these developments, CARB released adjustment factors to remove the associated reductions from the baseline inventory.[34] The baseline emissions presented in this Plan incorporate those adjustment factors (i.e., reductions from ACT, Low NOx Omnibus and the out-of-state portion of the HD I/M regulation have been

[32] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment. Memorandum from John Calcagni to USEPA Regional Directors. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

[33] US EPA, Air Plan Revisions; California; Heavy-Duty Vehicle Inspection and Maintenance Program, 91 Fed. Reg. 5325, February 6, 2026.

[34] Adjustment Emissions Benefits of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Warranty Phase 1, and Heavy-Duty Omnibus Regulations. Available at https://www.epa.gov/system/files/documents/2025-12/attachment-a-description-of-emfac2021-adjustment-factors.pdf

removed).

Potential future federal actions could affect baseline emissions if additional waivers and authorizations are rescinded under the CRA or U.S. EPA weakens existing federal emissions requirements, such as delaying the Tier 4 criteria pollutant standards for light- and medium-duty vehicles and emissions requirements for heavy-duty vehicles.[35,36] However, despite the uncertainties in future baseline emissions, the Basin is anticipated to continue meeting the 1997 PM2.5 and the 1987 PM10 NAAQS due to the wide margin of compliance relative to the standards and the nature of PM10 air quality in the Basin. Detailed maintenance demonstrations are presented in subsequent chapters.

Figure 3-1 shows overall emission trends for PM2.5, PM10 and precursors. NOx emissions are projected to decline significantly through 2039. In contrast, SOx emissions are expected to grow slightly, driven by increased activity from ocean-going vessels and aircraft. PM2.5 and PM10 emissions are also projected to increase, largely due to growing vehicle activity that contributes to road dust, along with increases in construction and commercial cooking associated with continued population growth. Overall VOC emissions are expected to decline, despite continuous increase in VOC emissions from consumer products driven by population growth. NH3 emissions are also expected to increase, driven by both population growth and emissions from on-road vehicles.

[35] U.S. EPA, Revision of Tier 4 Criteria Pollutant Standards, Part 1: Amendments to Phase-In Schedule for Light-Duty and Medium-Duty Vehicles, 91 Fed. Reg. 28463, May 18, 2026. https://www.federalregister.gov/documents/2026/05/18/2026-09905/revision-of-tier-4-criteria-pollutant-standards-part-1-amendments-to-phase-in-schedule-for

[36] U.S. EPA, Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines, 91 Fed. Reg. 43154, July 14, 2026. https://www.federalregister.gov/documents/2026/07/14/2026-14112/amendments-and-nonconformance-penalties-for-model-year-2027-and-later-heavy-duty-highway-engines-and

TABLE 3-1
2023 ANNUAL AVERAGE EMISSIONS BY MAJOR SOURCE CATEGORY IN THE SOUTH COAST AIR BASIN (TONS PER DAY)

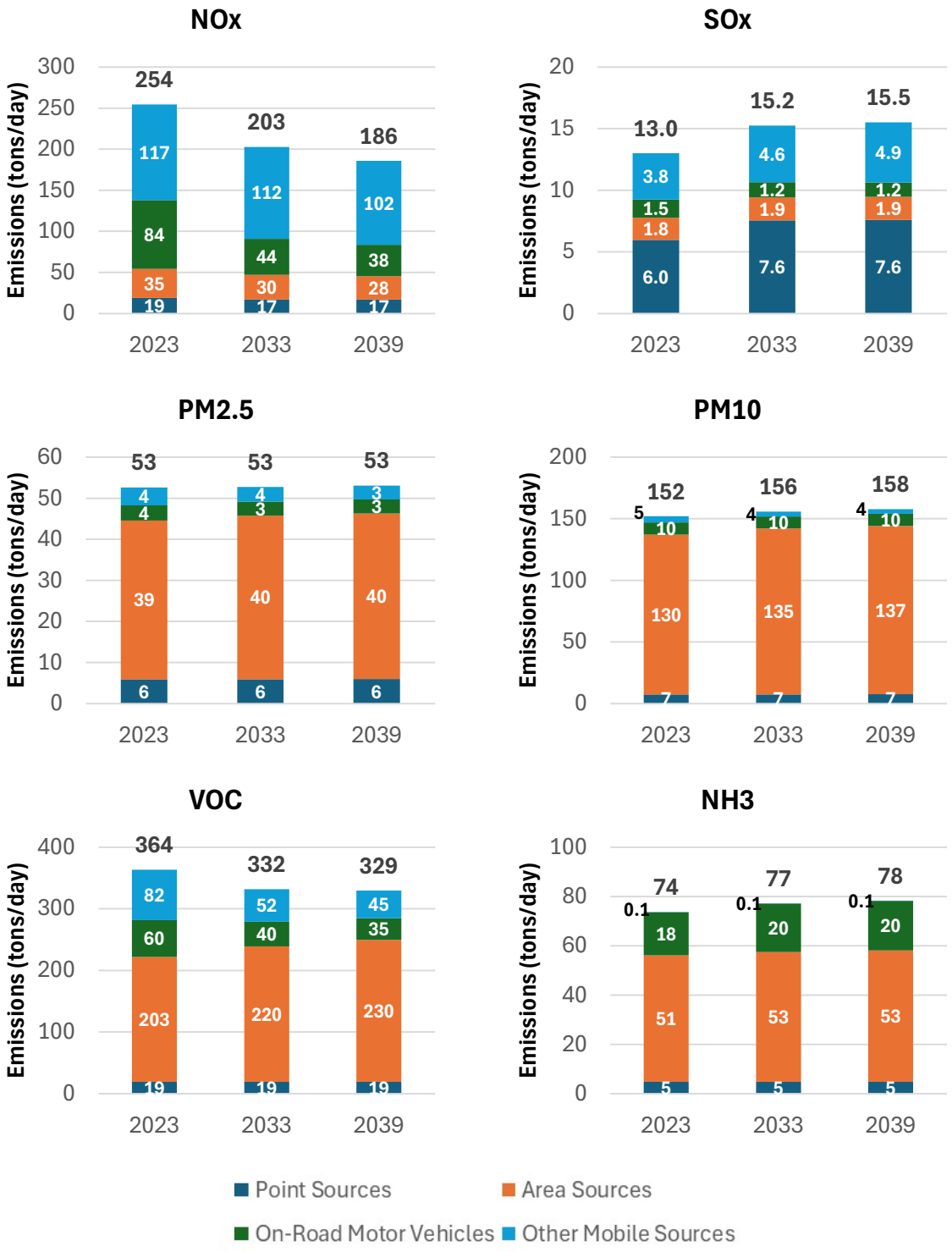
	VOC	NOX	SOX	PM10	PM2.5	NH3
Stationary and Area Sources						
Fuel Combustion	5.10	21.57	2.01	4.88	4.84	6.96
Waste Disposal	15.08	1.04	0.55	0.29	0.29	5.76
Cleaning and Surface Coatings	35.72	0.03	0.00	1.52	1.46	0.12
Petroleum Production and Marketing	18.28	0.19	0.28	1.01	0.70	0.05
Industrial Processes	10.74	0.21	0.07	10.08	5.00	9.11
Solvent Evaporation	125.36	0.00	0.00	0.03	0.02	1.20
Residential Fuel Combustion	8.97	18.99	0.34	6.96	6.78	0.11
Farming Operations	1.06	0.00	0.00	0.68	0.14	5.87
Construction And Demolition	0.00	0.00	0.00	23.59	2.36	0.00
Paved Road Dust	0.00	0.00	0.00	57.21	8.56	0.00
Unpaved Road Dust	0.00	0.00	0.00	16.74	1.67	0.00
Commercial Cooking	1.12	0.00	0.00	11.79	11.79	0.00
Residential Ammonia						26.90
Other Miscellaneous Sources	0.50	0.16	0.03	2.32	0.91	0.03
RECLAIM		11.97	4.49			
Total Stationary and Area Sources	**221.93**	**54.16**	**7.78**	**137.12**	**44.52**	**56.11**
On-Road Motor Vehicles						
Light and Medium Duty Vehicles	55.94	39.35	1.17	6.80	2.46	12.22
Heavy-Duty Vehicles	3.54	41.63	0.28	2.85	1.19	4.43
Buses and Motorhomes	0.43	2.75	0.02	0.21	0.09	0.87
Total On-Road Sources	**59.91**	**83.73**	**1.47**	**9.86**	**3.73**	**17.52**
Other Mobile Sources						
Aircraft	3.35	17.77	1.54	0.73	0.65	0.00
Trains	0.69	16.13	0.02	0.37	0.34	0.01
Ocean-Going Vessels and Harbor Craft	9.80	36.90	2.08	0.95	0.88	0.03
Off-Road Equipment	49.41	42.88	0.10	2.22	1.94	0.08
Other Off-Road Sources	18.55	2.87	0.00	0.73	0.55	0.01
Total Other Mobile Sources	**81.81**	**116.55**	**3.76**	**5.00**	**4.36**	**0.12**
Total Anthropogenic Sources	**363.65**	**254.44**	**13.00**	**151.98**	**52.63**	**73.75**

TABLE 3-2
2033 ANNUAL AVERAGE EMISSIONS BY MAJOR SOURCE CATEGORY IN THE SOUTH COAST AIR BASIN (TONS PER DAY)

	VOC	NOX	SOX	PM10	PM2.5	NH3
Stationary and Area Sources						
Fuel Combustion	5.05	29.46	2.03	4.62	4.58	6.31
Waste Disposal	15.87	1.25	0.57	0.31	0.30	6.22
Cleaning and Surface Coatings	37.14	0.08	0.00	1.58	1.52	0.12
Petroleum Production and Marketing	17.72	0.52	0.31	1.01	0.70	0.05
Industrial Processes	10.95	1.21	0.08	10.68	5.35	9.11
Solvent Evaporation	140.80	0.00	0.00	0.03	0.03	1.16
Residential Fuel Combustion	8.86	14.29	0.32	6.77	6.58	0.11
Farming Operations	1.00	0.00	0.00	0.65	0.13	5.79
Construction And Demolition	0.00	0.00	0.00	25.43	2.54	0.00
Paved Road Dust	0.00	0.00	0.00	59.50	8.90	0.00
Unpaved Road Dust	0.00	0.00	0.00	16.73	1.67	0.00
Commercial Cooking	1.18	0.00	0.00	12.50	12.50	0.00
Residential Ammonia						28.49
Other Miscellaneous Sources	0.50	0.16	0.03	2.24	0.90	0.03
RECLAIM			6.08			
Total Stationary and Area Sources	**239.06**	**46.98**	**9.42**	**142.05**	**45.70**	**57.39**
On-Road Motor Vehicles						
Light and Medium Duty Vehicles	37.67	19.73	0.95	6.50	2.19	13.63
Heavy-Duty Vehicles	2.22	23.02	0.26	3.02	1.17	5.43
Buses and Motorhomes	0.28	1.27	0.01	0.18	0.07	0.63
Total On-Road Sources	**40.17**	**44.02**	**1.23**	**9.69**	**3.42**	**19.69**
Other Mobile Sources						
Aircraft	3.89	26.24	2.03	0.81	0.72	0.00
Trains	0.69	17.41	0.03	0.36	0.33	0.01
Ocean-Going Vessels and Harbor Craft	10.13	39.22	2.43	1.04	0.96	0.03
Off-Road Equipment	24.30	26.26	0.10	1.37	1.19	0.08
Other Off-Road Sources	13.40	2.68	0.01	0.51	0.39	0.01
Total Other Mobile Sources	**52.41**	**111.80**	**4.59**	**4.09**	**3.59**	**0.13**
Total Anthropogenic Sources	**331.64**	**202.79**	**15.24**	**155.84**	**52.73**	**77.21**

TABLE 3-3
2039 ANNUAL AVERAGE EMISSIONS BY MAJOR SOURCE CATEGORY IN THE SOUTH COAST AIR BASIN (TONS PER DAY)

	VOC	NOX	SOX	PM10	PM2.5	NH3
Stationary and Area Sources						
Fuel Combustion	5.06	29.10	2.05	4.56	4.51	6.11
Waste Disposal	16.20	1.27	0.58	0.32	0.31	6.38
Cleaning and Surface Coatings	37.17	0.07	0.00	1.58	1.52	0.12
Petroleum Production and Marketing	18.00	0.51	0.33	1.01	0.70	0.05
Industrial Processes	10.96	1.20	0.08	10.72	5.37	9.11
Solvent Evaporation	150.61	0.00	0.00	0.03	0.03	1.14
Residential Fuel Combustion	8.85	12.99	0.32	6.76	6.57	0.11
Farming Operations	0.97	0.00	0.00	0.64	0.12	5.72
Construction And Demolition	0.00	0.00	0.00	26.47	2.65	0.00
Paved Road Dust	0.00	0.00	0.00	60.30	9.02	0.00
Unpaved Road Dust	0.00	0.00	0.00	16.73	1.67	0.00
Commercial Cooking	1.22	0.00	0.00	12.91	12.91	0.00
Residential Ammonia						29.33
Other Miscellaneous Sources	0.50	0.16	0.03	2.20	0.89	0.03
RECLAIM			6.08			
Total Stationary and Area Sources	**249.55**	**45.31**	**9.47**	**144.22**	**46.27**	**58.10**
On-Road Motor Vehicles						
Light and Medium Duty Vehicles	32.95	16.44	0.90	6.37	2.09	13.79
Heavy-Duty Vehicles	2.07	20.96	0.26	3.20	1.23	5.87
Buses and Motorhomes	0.22	0.85	0.01	0.17	0.06	0.43
Total On-Road Sources	**35.23**	**38.25**	**1.17**	**9.75**	**3.38**	**20.09**
Other Mobile Sources						
Aircraft	3.91	27.85	2.09	0.82	0.73	0.00
Trains	0.57	14.51	0.03	0.28	0.26	0.02
Ocean-Going Vessels and Harbor Craft	10.34	34.34	2.64	1.10	1.02	0.03
Off-Road Equipment	18.11	22.84	0.10	1.21	1.03	0.06
Other Off-Road Sources	11.71	2.63	0.01	0.44	0.33	0.01
Total Other Mobile Sources	**44.65**	**102.16**	**4.86**	**3.84**	**3.37**	**0.12**
Total Anthropogenic Sources	**329.43**	**185.72**	**15.50**	**157.81**	**53.05**	**78.31**



(Numbers may not add up due to rounding)

FIGURE 3-1
TRENDS IN EMISSIONS BY MAJOR SOURCE CATEGORIES

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 4: 1997 24-HOUR STANDARD REDESIGNATION REQUEST AND MAINTENANCE PLAN

1.0 Introduction

The South Coast Air Basin (Basin) is a "moderate" nonattainment area for the 1997 24-hour PM2.5 National Ambient Air Quality Standard (NAAQS or standard). In July 2016, U.S. EPA determined that the Basin attained the 1997 24-hour PM2.5 NAAQS based on 2011 – 2013 monitoring data.[37] The complete SIP history of the 1997 24-hour standard for the Basin is discussed in Chapter 1.

This chapter presents South Coast AQMD's request to redesignate the Basin to attainment for the 1997 24-hour PM2.5 standard. This request complies with the requirements of CAA Section 107(d)(3)(E): the standard has been met, emission reductions are permanent and enforceable, the SIP is approved under CAA Section 110(k), and all applicable Clean Air Act requirements have been satisfied.

In addition, this chapter includes a maintenance plan (Plan) as required under CAA Section 175A. The Plan demonstrates continued attainment through 2039, commits to maintaining the PM2.5 monitoring network, outlines methods to verify continued attainment, and includes contingency provisions in case violations occur.

2.0 Redesignation Request

2.1 Attainment of the Standard

The 1997 24-hour PM2.5 NAAQS is attained if the design value is less than or equal to 65 µg m^{-3}. The design value is calculated by determining the 98th percentile of the 24-hour PM2.5 concentrations in a year and then averaging the 98th percentile values over three years. The calculation is performed at each monitoring site and the highest design value in the Basin is used to determine attainment. Details on the monitoring network can be found in Chapter 2.

Design values during 2001 – 2024 were calculated to demonstrate attainment and analyze trends to provide evidence that the improvement in PM2.5 air quality is due to permanent and enforceable emission reductions. To evaluate trends in design values, measurements that are not ~~regulatory~~ significant for regulatory purposes but generally meet the definition of an exceptional event were removed. These events are defined as "suspected exceptional events" as they do not have a supporting exceptional event demonstration because removal or inclusion of the exceedance does not have regulatory significance. Exceptional events are those data points where the concentration was caused by a natural event or activity that is unlikely to recur and that is not reasonably controllable or preventable. For this analysis, only July 4th and 5th are considered suspected exceptional events since Independence Day fireworks often cause

[37] U.S. EPA, Clean Data Determination for 1997 PM2.5 Standards; California-South Coast; Applicability of Clean Air Act Requirements, 81 Fed. Reg. 48350, July 25, 2016. https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25-standards-california-south-coast-applicability-of-clean-air

exceedances of the PM2.5 24-hour NAAQS and according to Title 40 in the Code of Federal Regulations, fireworks that are significantly integral to traditional national, ethnic, or other cultural events are considered exceptional events.[38] Wildfires may also be considered PM2.5 exceptional events, but these were not removed from the trends analysis.

Figure 4-1 shows the trend of the 24-hour PM2.5 design values from 2001-2024. The figure demonstrates that design values have not exceeded the 1997 24-hour PM2.5 NAAQS of 65 µg m^{-3} since 2005. Therefore, the Basin meets the 1997 24-hour PM2.5 NAAQS. Furthermore, maximum PM2.5 design values in the Basin have decreased by 54% since 2001. This provides evidence that concentration reductions are due to permanent and enforceable emission reductions rather than favorable meteorology, since design values show a generally decreasing trend. They have been below the NAAQS for two decades.

Appendix I provides an analysis of meteorology in the 2022 – 2024 time period. The analysis provides additional evidence that meteorology was not favorable to lower concentrations during 2022 – 2024, and that precipitation was especially low during November and December 2024, contributing to higher than usual PM2.5 levels. This shows that concentration reductions are due to reductions in emissions rather than due to favorable meteorology.

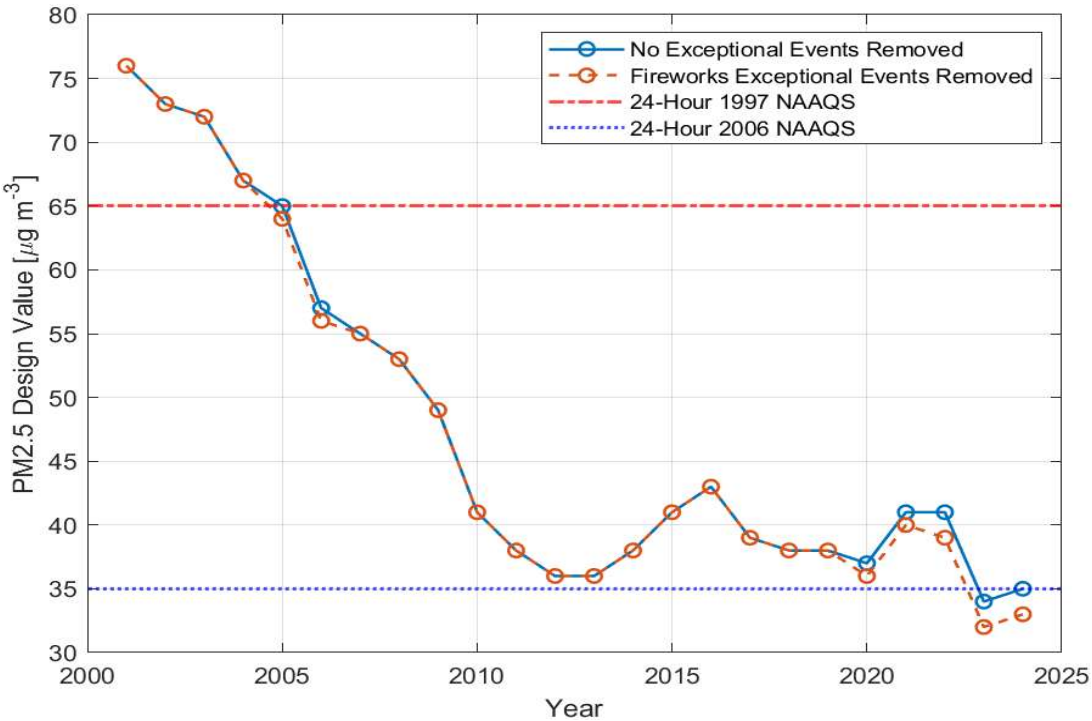


FIGURE 4-1
24-HOUR PM2.5 DESIGN VALUES FOR SOUTH COAST AIR BASIN

[38] Title 40 Code of Federal Regulations, Part 50.14 (b)(2) (40 CFR § 50.14(b)(2)) https://www.ecfr.gov/current/title-40/part-50/section-50.14#p-50.14(b)(2)

Table 4-1 shows design values calculated for the 2022 – 2024 three-year period. Before removing any events, the highest 24-hour average PM2.5 design value in the Basin is 35 µg m^{-3} at Fontana, and after removing the fireworks events, the highest design value is 33 µg m^{-3} at Mira Loma (Van Buren). If the design value is equal to or less than the NAAQS, the area is considered to meet the standard. The design value is well below the 1997 24-hour average PM2.5 NAAQS (65 µg m^{-3}); thus, the Basin met the 1997 24-hour average PM2.5 NAAQS during 2022 – 2024. In 2016, U.S. EPA finalized a determination that the Basin attained the 1997 24-hour PM2.5 NAAQS.[39] This determination was based on 2011 – 2013 data and the design value calculations in this plan demonstrate that the Basin continues to attain the 1997 24-hour PM2.5 NAAQS.

TABLE 4-1
DESIGN VALUES FOR 1997 24-HOUR AVERAGE PM2.5 NAAQS IN THE SOUTH COAST AIR BASIN DURING 2022-2024

State Code	County Code	Site Number	Site Name	No Exceptional Events Removed (ug/m3)	Suspected Fireworks Events Removed (ug/m3)
06	037	1103	Los Angeles-North Main Street	27	26
06	037	1201	Reseda	26	22
06	037	1302	Compton	32	29
06	037	1602	Pico Rivera #2	30	27
06	037	2005	Pasadena	26	21
06	037	4008	Long Beach-Route 710 Near Road	26	26
06	059	0007	Anaheim	25	24
06	065	8001	Rubidoux	28	27
06	065	8005	Mira Loma (Van Buren)	34	33
06	071	0027	Ontario-Route 60 Near Road	31	30
06	071	2002	Fontana	35	30
06	071	8001	Big Bear	29	29
06	071	9004	San Bernardino	30	29

Since 2018, the design site—the site with the highest design value—has shifted over time in the Basin. To demonstrate the reduction in concentrations at these design stations over the past decade, we plotted their design value trends in Figure 4-2. There is a decreasing trend at Mira Loma (Van Buren), Fontana, and Pico Rivera #2 since 2008. Design values have also decreased at Ontario-Route 60 Near Road and Compton

[39] U.S. EPA, Clean Data Determination for 1997 PM2.5 Standards; California-South Coast; Applicability of Clean Air Act Requirements, 81 Fed. Reg. 48350, July 25, 2016.
https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25

since 2017. The gap from 2014 to 2016 at several sites is due to invalid measurements resulting in invalid design values during those years.

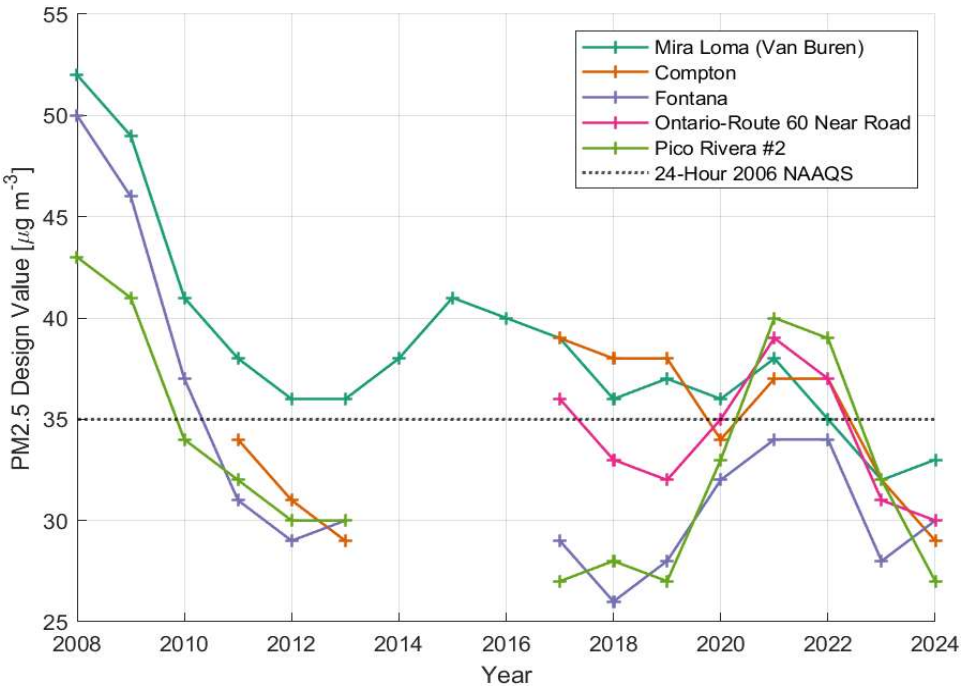


FIGURE 4-2
TREND OF 24-HOUR PM2.5 DESIGN VALUES AT SEVERAL STATIONS AFTER REMOVING SUSPECTED EXCEPTIONAL EVENTS CAUSED BY FIREWORKS

2.2 Permanent and Enforceable Emission Reductions

The improvement in PM2.5 must be attributable to permanent and enforceable emission reductions for U.S. EPA to redesignate an area to attainment. Attainment based on temporary emission reductions or unusually favorable meteorology does not satisfy the criteria for redesignation to attainment. A comprehensive discussion of recent meteorology can be found in Appendix II.

U.S. EPA guidance recommends quantifying the percentage reduction of emissions from the year used to designate an area as nonattainment as part of a redesignation request.[40] The Basin was designated as nonattainment for the 1997 24-hour PM2.5 standard based on the 2003 design value, which reflects measurements taken during 2001 – 2003. The 2007 Air Quality Management Plan (AQMP), which addressed the 1997 24-hour PM2.5 NAAQS for the Basin, used 2002 as the base year for emissions inventory development. Considering these two factors, the emissions inventory for 2002 was included

[40] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment, 1992. Memorandum from John Calcagni to USEPA Regional Directors. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

in this analysis to quantify progress in reducing emissions.

As shown in Table 4-2, all pollutant emissions have decreased substantially. In particular, PM2.5, NOx, VOC, and SOx emissions have been reduced by 27%, 73%, 53%, and 83%, respectively, since 2002. The percentage reductions are calculated based on 2023 emissions, derived from the attainment inventory presented in Chapter 3.

TABLE 4-2
REDUCTION OF ANNUAL AVERAGE BASIN TOTAL EMISSIONS OF PM2.5 AND ITS PRECURSORS FROM 2002 TO 2023*

	2002 (tons per day)	2023 (tons per day)	Reductions from 2002 to 2023 (%)
PM2.5	71.98	52.63	26.9
NOx	948.49	254.44	73.2
VOC	772.95	363.65	53.0
SOx	76.45	13.00	83.0
NH3	95.19	73.75	22.5

*Emissions for 2002 are derived from CEPAM2022 PM2.5 SIP Version 1.00

The emission reductions are due to permanent and enforceable stationary and mobile source regulations adopted by South Coast AQMD and the California Air Resources Board (CARB). Summaries of selected South Coast AQMD rules and CARB regulations that have reduced emissions of PM2.5 and PM2.5 precursors over the past decade are provided below. A complete list of rules approved into the SIP is available on U.S. EPA's website.[41]

[41] U.S. EPA, EPA-Approved South Coast Air District Regulations in the California SIP. https://www.epa.gov/air-quality-implementation-plans/epa-approved-south-coast-air-district-regulations-california-sip#iv

2.2.1 Summary of Key South Coast AQMD Rules

Rule 444

Rule 444 – Open Burning was adopted in 1976 and last amended in 2013 to regulate open burning practices to minimize emissions and smoke impacts. It applies to activities such as agricultural burning, disposal of tumbleweeds, prescribed burns, and fire prevention training. Rule 444 mandates obtaining prior authorization for burns and burning only on designated days that meet meteorological and air quality criteria. The rule prohibits the burning of non-vegetative materials such as trash and construction debris. For large projects or prescribed burns that produce more than one ton of PM emissions, a Smoke Management Plan (SMP) is required to minimize public smoke exposure. Entities must notify South Coast AQMD before and after burning and maintain records of the activity. Certain exemptions apply, including recreational fires and ceremonial burns.

Rule 445

Rule 445 – Wood-Burning Devices reduces emissions from wood-burning devices such as fireplaces or wood stoves. It was originally adopted in 2008 to implement control measure BCM-03 – Emission Reductions from Wood Burning Fireplaces and Wood Stoves in the 2007 AQMP. The rule contains requirements regarding the sale and installation of wood-burning devices, prohibits the burning or sale of unseasoned wood, and includes curtailment of wood-burning on "No-Burn" days when the ambient concentration of PM2.5 is forecast to exceed the curtailment threshold.

In June 2020, Rule 445 was amended to include PM2.5 contingency measures and to switch the Source-Receptor-area specific curtailment to a Basin-wide curtailment approach. In October 2020, it was again amended to include ozone contingency measures. The rule was subsequently approved by U.S. EPA, excluding paragraph (g) (Ozone Contingency Measures) and paragraph (k) (Penalties).[42] Rule 445 contains four PM2.5 contingency measures, each of which impose lower curtailment thresholds upon any of U.S. EPA's findings of failure to comply or attain as specified in 40 CFR §51.1014(a). In 2020, the first PM2.5 contingency measure was triggered upon U.S. EPA's finding of failure to attain the 2006 24-hour PM2.5 standard by the December 31, 2019 attainment deadline.[43] As a result, the wood burning curtailment threshold was lowered from 30 $\mu g/m^3$ to 29 $\mu g/m^3$ during November-February.

On September 5, 2025, Rule 445 was amended to implement the South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard (2024 PM2.5 Plan) control measure BCM-18 – Further Emission

[42] U.S. EPA, Air Plan Approval; California; Los Angeles-South Coast Air Basin, 87 Fed. Reg. 12866, March 8, 2022. https://www.federalregister.gov/documents/2022/03/08/2022-04761/air-plan-approval-california-los-angeles-south-coast-air-basin#page-12869

[43] U.S. EPA, Finding of Failure To Attain the 2006 24-Hour Fine Particulate Matter Standards; California; Los Angeles-South Coast Air Basin, 85 Fed. Reg. 57733, September 16, 2020. https://www.federalregister.gov/documents/2020/09/16/2020-19588/finding-of-failure-to-attain-the-2006-24-hour-fine-particulate-matter-standards-california-los

Reductions from Wood-Burning Fireplaces and Wood Stoves.[44] The amendment lowered the wood burning curtailment threshold from 29 µg/m^3 to 25 µg/m^3 and removed the low-income exemption from the curtailment program. The PM2.5 contingency provisions were amended as well to include two contingency measures, which each reduce the curtailment threshold by 2 µg/m^3.

Rule 1111

Originally adopted in 1978, Rule 1111 reduces NOx emissions from natural-gas-fired, fan-type central furnaces with a heat input capacity below 175,000 BTU per hour, or, for combination heating and cooling units, a cooling capacity under 65,000 BTU per hour. In 2009, South Coast AQMD amended Rule 1111 to lower the NOx emission limit from 40 to 14 nanograms per joule (ng/J), setting a compliance deadline of October 1, 2016, for most new residential space heating furnaces. Since then, the rule has been revised multiple times to provide additional flexibility and address implementation challenges.

A significant amendment was introduced in 2014 to allow a mitigation fee alternative compliance option. This allowed manufacturers to continue selling non-compliant furnaces for up to 36 months beyond the applicable compliance date by paying a fee. In 2018, further amendments increased the mitigation fee, prohibited the use of propane furnaces capable of operating on natural gas without proper certification, and added labeling requirements for clarity and enforcement.

In 2019, a temporary exemption from the 14 ng/J emission limit was granted for condensing and non-condensing furnaces installed at elevations of 4,200 feet or higher, recognizing the unique challenges of high-altitude installations. The 2020 amendment extended both this exemption and the mitigation fee option for weatherized furnaces through September 30, 2021. In 2021, the compliance deadline for mobile home furnaces using the mitigation fee option was also extended, this time to September 30, 2023.

The most recent amendment, adopted in January 2026, designated mobile home furnaces as the final category eligible for the mitigation fee option until September 30, 2030. The mitigation fee compliance option is needed due to the unique challenges for mobile homes, such as space constraints and limited electrical capacity.

Rule 1147

Rule 1147 – NOx Reductions from Miscellaneous Sources reduces emissions from combustion equipment such as ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, and incinerators. Initially adopted in 2008, the rule has been amended three times to extend implementation dates, provide compliance flexibility for small and large sources, and introduce more stringent limits.

The most recent amendment in 2022 updated the NOx limits to reflect Best Available Retrofit Control Technology (BARCT). Under Rule 1147, micro-turbines must meet a stringent NOx emission limit of 9 parts

[44] South Coast AQMD, South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard, June 7, 2024. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/other-state-implementation-plan-(sip)-revisions/2012-annual-pm2-5-plan

per million (ppm). All other equipment types that require a South Coast AQMD permit, but are not regulated by other NOx rules, must comply with emission limits ranging from 20 to 60 ppm, based on the equipment type and process temperature. Compliance deadlines are determined by equipment age and manufacturing date. Units already meeting the earlier Rule 1147 limits must comply with updated BARCT limits by July 1 of the year after the unit burner becomes 32 years old. Units not previously in compliance must submit applications to meet the revised emission limits by July 1, 2023, or July 1 of the year after the unit burner becomes 12 years old, whichever is later.

RECLAIM

South Coast AQMD's Regulation XX – Regional Clean Air Incentives Market (RECLAIM) has resulted in significant reductions of NOx and SOx emissions from facilities belonging to the RECLAIM program. Established in 1993, RECLAIM is a market-based, cap-and-trade program for facilities that emit greater than or equal to 4 tons per year of NOx or SOx, as defined in Rule 2001. RECLAIM includes 15 rules that outline the applicability, definitions, allocations, trading and operational requirements, as well as monitoring, reporting, and recordkeeping obligations.

Under this program, facilities are issued NOx and SOx allocations, known as RECLAIM Trading Credits (RTCs) or facility emission caps, which decline annually to drive emission reductions. To meet the declining annual facility caps, RECLAIM facilities have the option to install pollution control equipment, modify operations, or purchase RTCs from the RECLAIM market. RECLAIM further promoted additional reductions by re-assessing RTCs based on periodic assessments of BARCT for a wide range of equipment such as boilers, heaters, furnaces, ovens, kilns, coke calciners, fluid catalytic cracking units, internal combustion engines, and turbines. RECLAIM intended to provide BARCT-equivalent or greater emission reductions in the aggregate for the facilities in the program.

In 1994, the initial RTC allocations were set at 110 tons per day (tpd) of NOx and 25 tpd of SOx. On January 7, 2005, South Coast AQMD adopted amendments to reduce the NOx RTC allocation—effectively a "shave" or reduction in the cap of allowable emissions. The 2005 NOx shave resulted in a NOx RTC reduction of 7.7 tpd, a reduction of approximately 22.5 percent of the total 2003 RTC holdings, which was implemented in 5 phases: 4 tpd by 2007 and an additional 0.925 tpd in each of the following 4 years (2008-2011). On November 5, 2010, South Coast AQMD adopted additional amendments to the RECLAIM program that resulted in cumulative SOx reductions of 5.7 tpd, a more than 51 percent reduction based on 2004 allocations, from all RECLAIM facilities by 2019. In December 2015, RECLAIM was amended again to implement a second NOx shave that reduced NOx RTC allocations by 12 tpd from 2016 to 2022. The remaining RECLAIM RTC allocation was set to 14.5 tpd.[45]

The RECLAIM program has been evaluated for its transition to a command-and-control regulatory structure as a result of implementation of control measure CMB-05: Further NOx Reductions from RECLAIM Assessment from the 2016 AQMP. In addition, CMB-05 sought to achieve an additional 5 tpd of NOx reductions by implementing source- and industry-specific BARCT-level controls to address the

[45] Annual RECLAIM Audit Report for 2022 Compliance Year, South Coast AQMD, March 1, 2024. http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2024/2024-mar1-021.pdf

concerns that the cap-and-trade structure was not reducing emissions as effectively or rapidly as a traditional regulatory approach. To facilitate this transition and implement BARCT level controls, South Coast AQMD adopted a series of RECLAIM landing rules between 2018 and 2024 that establish source-specific and industry-specific BARCT requirements under a command-and-control regulatory structure. The landing rules include Rules 1109.1, 1110.2, 1118.1, 1134, 1135, 1146 series, 1147 series, 1153.1, and 1159.1. Implementation of some of these rules has already resulted in emission reductions, contributing to continued attainment of the 1997 PM2.5 standards.

2.2.2 Summary of Key CARB Regulations

Key Mobile Source Regulations and Programs Providing Emission Reductions

Given the severity of California's air quality challenges and the need for ongoing emission reductions, the California Air Resources Board (CARB) has implemented the most comprehensive mobile source emissions control program in the nation. CARB's comprehensive program relies on four fundamental approaches:

- Stringent emissions standards that minimize emissions from new vehicles and equipment;
- In-use programs that target the existing fleet and require the use of the cleanest vehicles and emissions control technologies;
- Cleaner fuels that minimize emissions during combustion; and,
- Incentive programs that remove older, dirtier vehicles and equipment and replace those vehicles with the cleanest technologies.

This multi-faceted approach has spurred the development of increasingly cleaner technologies and fuels and achieved significant emission reductions across all mobile source sectors that go far beyond federal programs or programs in other states.

Regulations

CARB's mobile source regulatory programs extend back to the 1960s, and predate the federal Clean Air Act Amendments (Act) of 1970, which established the basic national framework for controlling air pollution. In recognition of the pioneering nature of CARB's efforts, the Act preserves California's inherent authority to set emission standards for new motor vehicles that are at least as stringent, in the aggregate, as the federal government via a federal waiver of preemption under Section 209(b) of the Act. The Act under section 209(e) also allows California to seek federal authorization to set emission standards for off-road engines and vehicles. Since the 1970s, CARB has sought and obtained more than 100 waivers and authorizations for its new motor vehicle and engine regulations. CARB's history of progressively strengthening standards as technology advances, coupled with the waiver process requirements, has ensured that California's regulations remain the most stringent in the nation.

Incentive Programs

CARB and District staff work closely on identifying and distributing incentive funds to accelerate cleanup of vehicles and engines, which work in tandem with regulations to accelerate deployment of cleaner technology. Incentive programs encourage both the early retirement of dirty, older cars and the purchase of newer, lower-emitting vehicle engines and technologies. Several State and local incentive funding pools have been used historically and remain available to fund the accelerated turnover of vehicles and equipment. To date, CARB incentive programs have been allocated approximately $9 billion, resulting in over 700,000 vehicles and equipment being replaced or deployed.

In recognition of the key role that incentives play in complementing State and local air quality regulations to reduce emissions, the scope and scale of California's air quality incentive programs has since greatly expanded. Each of CARB's incentive programs has its own statutory requirements, goals, and categories of eligible projects that collectively provide for a diverse and complex incentives portfolio. CARB uses this portfolio approach to incentives to accelerate development and early commercial deployment of the cleanest mobile source technologies and to improve access to clean transportation.

A. Light-Duty Vehicles

Cars are 99 percent cleaner than they were in 1975 due to CARB's longstanding light-duty mobile source program. Since setting the nation's first motor vehicle exhaust emission standards in 1966 that led to the first pollution controls, California has dramatically tightened emission standards for light-duty vehicles. As a result of these efforts, light-duty vehicle emissions in the South Coast Air Basin (South Coast) have been reduced significantly since 1990 and will continue to go down through 2039. Key light-duty programs include Advanced Clean Cars (ACC), On-Board Diagnostics, Reformulated Gasoline, Incentive Programs, and the Enhanced Smog Check Program.

1. Advanced Clean Cars

CARB's ACC Program, adopted in 2012, was a pioneering package of regulations that - although separate in construction - are related and were developed to address both ambient air quality needs and climate change. The ACC program combines the control of smog, soot causing pollutants and greenhouse gas (GHG) emissions into a single coordinated package of requirements for model years beginning in 2015. The ACC Program included amendments affecting the ZEV requirements through the 2017 model year in order to enable manufacturers to successfully meet 2018 and subsequent model year requirements. These ZEV amendments were intended to achieve commercialization through simplifying the regulation and pushing technology to higher volume production in order to achieve cost reductions. The ACC Program will continue to achieve benefits into the future as new cleaner cars enter the fleet and displace older and dirtier vehicles.

2. California Enhanced Smog Check Program

The Bureau of Automotive Repair (BAR) is the State agency charged with administration and implementation of the Smog Check Program. The Smog Check Program is designed to reduce air pollution from California registered vehicles by requiring periodic inspections for emission-control system problems, and by requiring repairs for any problems found. The Enhanced Smog Check program began in 1998 and subsequent amendments occurred in 2009 and 2013.

3. Reformulated Gasoline (CaRFG)

Since 1992, CARB has been regulating the formulation of gasoline through the California Reformulated Gasoline program (CaRFG). The CaRFG program has been implemented in three phases, and has resulted in California gasoline being the cleanest in the world. California's cleaner-burning gasoline regulation is one of the cornerstones of the State's efforts to reduce air pollution and cancer risk. The results from cleaning up fuel can have an immediate impact as soon as it is sold in the State. Vehicle manufacturers design low-emission emission vehicles to take full advantage of cleaner-burning gasoline properties.

B. Medium- and Heavy-Duty On-Road Vehicles

Due to the benefits of CARB's longstanding heavy-duty mobile source program, heavy-duty on-road vehicle emissions throughout California and in the South Coast have been reduced significantly since 1990 and will continue to decrease through 2039. Key programs contributing to those reductions include new heavy-duty engine standards, cleaner diesel fuel requirements, California's Truck and Bus Regulation, and incentive programs.

1. Engine Standards

Since 1990, heavy-duty engine NOx emission standards have become dramatically more stringent, dropping from 6 grams per brake horsepower-hour (g/bhp-hr) in 1990 down to the current 0.2 g/bhp-hr standard, which took effect in 2010. In addition to mandatory NOx standards, there have been several generations of optional lower NOx standards put in place over the past 15 years. Starting in 2015, engine manufacturers were allowed to certify to three optional NOx emission standards of 0.1 g/bhp-hr, 0.05 g/bhp-hr, and 0.02 g/bhp-hr (i.e., 50 percent, 75 percent, and 90 percent lower than the mandatory standard of 0.2 g/bhp-hr). The optional standards allow local air districts and CARB to preferentially provide incentive funding to buyers of cleaner trucks, and to encourage the development of cleaner engines.

2. Cleaner In-Use Heavy-Duty Trucks (Truck and Bus Regulation)

California's Regulation to Reduce Emissions from In-Use On-Road Diesel Fueled Vehicles (Truck and Bus Regulation) was first adopted in December 2008. This rule represents a multi-year effort to turn over the legacy fleet of heavy-duty on-road engines and replace them with the cleanest technology available. In December 2010, CARB revised specific provisions of the Truck and Bus Regulation, in recognition of the deep economic effects of the recession on businesses and the corresponding decline in emissions.

Starting in 2012, the Truck and Bus Regulation phased in requirements applicable to an increasingly larger percentage of California's truck and bus fleet over time, so that by 2023 nearly all older vehicles were upgraded to have exhaust emissions meeting 2010 model year engine emissions levels. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating greater than 14,000 pounds that are privately or federally owned, including on-road and off-road agricultural yard goat trucks, and privately and publicly owned school buses.

3. Heavy-Duty Inspection and Maintenance Regulation

To ensure heavy-duty trucks remain clean in-use, CARB adopted in 2021 the Heavy-Duty Inspection and Maintenance Regulation (Clean Truck Check), which requires periodic demonstrations that vehicles' emissions control systems are properly functioning in order to legally operate within the State. This regulation is designed to achieve criteria emissions reductions by ensuring that malfunctioning emissions control systems are repaired in a timely fashion.

In January 2026, U.S. EPA partially approved CARB's Clean Truck Check submittal as a revision to the California SIP. While this partial approval does not impact CARB's ability to protect public health by fully enforcing and implementing Clean Truck Check in California, it does impact the State's ability to credit emissions reductions from the program in the SIP. Though CARB questions the propriety of not granting full approval, the emissions inventory in this plan reflects emissions reduction benefits from only the portion of the regulation that U.S. EPA approved into the SIP.

4. Clean Diesel Fuel

Since 1993, CARB has limited the aromatic hydrocarbon content and sulfur content of diesel fuel. Diesel powered vehicles account for a disproportionate amount of diesel particulate matter, which is considered a toxic air contaminant in California. In 2006, CARB required low-sulfur diesel fuel to be used not only by on-road diesel vehicles but also for off-road engines. The diesel fuel regulation allows alternative diesel formulations as long as emission reductions are equivalent to the CARB formulation.

5. Advanced Clean Fleet Regulation (ACF)

Adopted in 2023, the Advanced Clean Fleet (ACF) regulation established requirements for fleets to phase in zero-emission medium- and heavy-duty vehicles to improve air quality and public health. After the lack of action by the previous federal administration on its Clean Air Act waiver request for ACF, CARB amended the regulation in September 2025 to repeal parts of the ACF regulation applying to federal or private fleets, including requirements for drayage trucks, to reduce confusion for federal and private fleet operators and resolve pending litigation. The amendments also provide new flexibility in meeting the regulation's requirements for state and local government fleets, and streamlined the processes for applying for exemptions.

C. Off-Road Sources

Off-road sources encompass equipment powered by an engine that does not operate on the road. Sources vary and include locomotives, aircraft, tractors, harbor craft, off-road recreational vehicles, construction equipment, forklifts, and cargo handling equipment. As a result of these emission control efforts, off-road mobile source emissions in the South Coast have been reduced significantly since 1990 and will continue to decrease through 2039. Key programs in this sector include Off-Road Engine Standards, Clean Diesel Fuel, Cleaner In-Use Off-Road Regulation, and the In-Use Large Spark Ignition (LSI) Fleet Regulation.

1. Off-Road Engine Standards

Off-road diesel engines were first subject to engine standards and durability requirements in 1996, with the most recent Tier 4 Final emission standards being phased in starting in 2013. Tier 4 emission standards are based on the use of advanced after-treatment technologies such as diesel particulate filters and selective catalytic reduction. Manufacturers of forklift engines are subject to new engine standards for both diesel and Large Spark Ignition (LSI) engines. LSI engines have been subject to new engine standards that include both criteria pollutant and durability requirements since 2001 with the cleanest requirements phased-in starting in 2010.

CARB first approved regulations to control exhaust emissions from small off-road engines (SORE) such as lawn and garden equipment in December 1990. The 1990 - 2016 regulations were implemented through three tiers of progressively more stringent exhaust emission standards that were phased in between 1995 and 2008. The most recent suite of amendments (December 2021) requires most newly manufactured SORE engines to be zero-emission starting in 2024.

To control emissions from Transport Refrigeration Units (TRUs), CARB adopted in 2004 the Airborne Toxic Control Measure (ATCM) for In-Use Diesel-Fueled TRUs, TRU Generator Sets, and Facilities where TRUs Operate, which set increasingly stringent engine standards to reduce diesel particulate matter emissions from TRUs and TRU generator sets. The ATCM for TRUs was subsequently amended in 2010 and 2011, and most recently in February 2022, as the first phase of new requirements to transition diesel-powered TRUs to zero-emission technology. CARB plans to develop a subsequent Part 2 regulation to require zero-emission trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU generator sets, for future CARB Board consideration. In January 2025, U.S. EPA partially granted CARB's request for authorization for the February 2022 Amendments.

2. In-Use Off-Road Diesel Fueled Fleets (Off-Road Regulation)

The Off-Road Regulation was first approved in 2007 and applies to equipment used in construction, manufacturing, the rental industry, road maintenance, airport ground support and landscaping. The Off-Road Regulation significantly reduces emissions of diesel PM and NOx from the over 150,000 in-use off-road diesel vehicles that operate in California. The regulation requires owners to modernize their fleets

by replacing older engines or vehicles with newer, cleaner models, retiring older vehicles or using them less often, or by applying retrofit exhaust controls.

Fleets are subject to increasingly stringent restrictions on adding older vehicles. The regulation also sets performance requirements. While the regulation has many specific provisions, in general by each compliance deadline, a fleet must demonstrate that it has either met the fleet average target for that year, or has completed the Best Available Control Technology requirements.

3. Large Spark-Ignition (LSI) Engine Fleet Requirements

Large spark-ignition engines, which are defined as spark-ignition (i.e., Otto-cycle) engines greater than 25 horsepower, are used in a variety of equipment, including, but not limited to, forklifts, airport ground support equipment (GSE), sweeper/scrubbers, industrial tow tractors, generator sets, and irrigation pumps. LSI equipment is found throughout the state operating at warehouses and distribution centers, seaports, airports, railyards, manufacturing plants, and many other commercial and industrial facilities. Forklift fleets are subject to in-use fleet requirements either under the LSI fleet regulation, if fueled by gasoline or propane, or under the off-road diesel fleet regulation, if fueled by diesel. Both regulations require fleets to retire, repower, or replace higher-emitting equipment in order to maintain fleet average standards.

The LSI Fleet Regulation was adopted in 2006 and amended in 2010 and 2016. It requires fleet operators with four or more LSI forklifts to meet fleet average emission standards. The 2006 LSI rulemaking and 2010 amendments required specific hydrocarbon + NOx fleet average emission level standards that became increasingly more stringent over time. The focus of the 2016 amendments was to collect data from fleet operators in order to inform the development of requirements that would support the broad-scale deployment of zero-emission equipment in LSI applications. The 2016 amendments also required fleet operators to report key compliance information to CARB and extended to 2023 requirements from the prior LSI Fleet Regulation that were otherwise due to sunset in 2016.

4. Cargo Handling Equipment (CHE)

Cargo handling equipment (CHE) include yard trucks (hostlers), rubber-tired gantry cranes, container handlers, forklifts, and dozers. The Cargo Handling Equipment (CHE) Regulation established requirements for in-use and newly purchased diesel-powered equipment at ports and intermodal rail yards. CARB adopted the CHE Regulation in 2005, which established best available control technology for new and in-use CHE that operate at California's ports and intermodal rail yards through accelerated turnover of older equipment through retrofits and/or replacement to cleaner engines. Since 2006, the CHE Regulation has resulted in reductions of diesel PM and NOx at ports and intermodal rail yards throughout California.

5. Clean Diesel Fuel

Since 1993, CARB has limited the aromatic hydrocarbon content and sulfur content of diesel fuel. In 2006, CARB required low-sulfur diesel fuel to also be used for off-road engines. The diesel fuel regulation allows alternative diesel formulations as long as emission reductions are equivalent to the CARB formulation.

6. Marine Sources and Ocean-Going Vessels (OGVs)

To reduce emissions from Ocean Going Vessels (OGV), CARB has in place the Fuel Sulfur and Other Operational Requirements for Ocean-Going Vessels within California Waters and 24 Nautical Miles of the California Baseline (Ocean-Going Vessel Fuel Regulation, 2008) and the Ocean-Going Vessels At- Berth Regulation (2007). The At Berth Regulation requires container ships, passenger ships, and refrigerated-cargo ships at six California ports to meet compliance requirements for auxiliary engines while they are docked, including emission or power reduction requirements.

In 2007, CARB adopted the Commercial Harbor Craft Regulation (CHC Regulation), which reduces toxic and criteria emissions. Commercial harbor craft include ferries, excursion vessels, tugboats (including ocean-going tugboats), barges, and commercial and commercial passenger fishing boats. This regulation was subsequently amended in 2010, and again in March 2022, to establish expanded and more stringent in-use requirements to cover more vessel categories and mandate accelerated deployment of zero emission and advanced technologies in vessel categories where technology feasibility has been demonstrated. In January 2025, U.S. EPA partially granted CARB's request for authorization for Amendments to the CHC Regulation.

Conclusion

In conclusion, CARB has implemented the most comprehensive mobile source emissions control program in the nation. CARB's mobile source control program is robust and targets all sources of emissions through a four-pronged approach. First, increasingly stringent emissions standards drive the use of the cleanest available engines and equipment, and minimize emissions from new vehicles and equipment. Second, to speed the turnover of older, dirtier engines and equipment to cleaner new equipment, in-use programs target emissions from the existing fleet by requiring vehicle and fleet owners to transition legacy fleets and vehicles to the cleanest vehicles and emissions control technologies. Third, cleaner fuels minimize emissions from all combustion engines being used across the State. Finally, incentive programs help accelerate the turnover to cleaner technologies, while also facilitating the development of the next generation of clean technologies that are needed to meet future air quality targets.

This multi-faceted approach has spurred the development and use of increasingly cleaner technologies and fuels, and has also provided significant emission reductions across all mobile source sectors that go far beyond other programs across the country.

2.3 SIP and Compliance with CAA

To be eligible for redesignation, an area must have an approved SIP and be in compliance with all applicable requirements under Section 110 and Part D of the CAA. As the SIP history of the 1997 24-hour PM2.5 standard is discussed in Chapter 1, the 1997 24-hour PM2.5 NAAQS was addressed in the 2007 AQMP and the 2011 SIP revision and subsequently approved by U.S. EPA. Table 4-3 summarizes the SIP revisions addressing the 1997 24-hour PM2.5 standard and U.S. EPA's actions on each item.

TABLE 4-3
SOUTH COAST AIR BASIN STATE IMPLEMENTATION PLAN REVISIONS FOR THE 1997 24-HOUR PM2.5 STANDARD

SIP Revision	Submittal Date	U.S. EPA Action	Approval Date
2007 AQMP	11/28/2007	Approved all elements except contingency measures (76 FR 69928)[46]	11/09/2011
2011 SIP revision for the 2007 AQMP	11/14/2011 and supplemented on 4/24/2013	Approved contingency measures (78 FR 64402)[47]	10/29/2013

Although PM2.5 attainment plans have been approved, U.S. EPA has long held that requirements associated with attainment are not applicable for purposes of evaluating whether an area that has attained the standard qualifies for redesignation.[48] This interpretation is rooted in the General Preamble and the Calcagni memorandum[49] which states: "The requirements for reasonable further progress … and other measures needed for attainment will not apply for redesignations because they only have meaning for areas not attaining the standard." As the Basin already attains the 1997 24-hour PM2.5 standard, the

[46] U.S. EPA, Approval of Air Quality Implementation Plans; California; South Coast; Attainment Plan for 1997 PM2.5 Standards, 76 Fed. Reg. 69928, November 9, 2011. https://www.federalregister.gov/documents/2011/11/09/2011-27620/approval-of-air-quality-implementation-plans-california-south-coast-attainment-plan-for-1997-pm25

[47] U.S. EPA, Approval and Promulgation of Implementation Plans; California; South Coast; Contingency Measures for 1997 PM2.5 Standards, 78 Fed. Reg. 64402, October 29, 2013. https://www.federalregister.gov/documents/2013/10/29/2013-25182/approval-and-promulgation-of-implementation-plans-california-south-coast-contingency-measures-for?utm_

[48] U.S. EPA, State Implementation Plans; General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990, 57 Fed. Reg. 13498, April 16, 1992. https://archives.federalregister.gov/issue_slice/1992/4/16/13412-13570.pdf#page=87

[49] U.S. EPA. Procedures for Processing Requests to Redesignate Areas to Attainment. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

remaining applicable CAA requirements include:

1. An emission inventory under section 172(c)(3);
2. A permit program for the construction and operation of new and modified major stationary sources of $PM_{2.5}$ under sections 172(c)(5) and 189(a)(1)(A);
3. Control requirements for major stationary sources of $PM_{2.5}$ precursors under section 189(e), except where the Administrator determines that such sources do not contribute significantly to $PM_{2.5}$ levels that exceed the standard in the area;
4. Requirements under section 172(c)(7) that meet the applicable provisions of section 110(a)(2); and
5. Provisions to ensure that federally supported or funded projects conform to the air quality planning goals in the applicable SIP under section 176(c).

The following sections discuss South Coast AQMD's fulfillment of these requirements.

2.3.1 Emissions Inventory

Chapter 3 and Appendix III present a comprehensive, accurate, current inventory of PM2.5 and its precursors for 2023 and future milestone years. Thus, this plan satisfies the requirement for an emissions inventory.

2.3.2 Permit Program for New or Modified Stationary Sources

CAA Section 172(c) requires permits for the construction and operation of new or modified major stationary sources. New Source Review (NSR) for major and in some cases minor sources of PM2.5 and its precursors is presently addressed through South Coast AQMD's NSR and RECLAIM programs (Regulations XIII and XX, respectively). Both programs are applicable to sources located in the South Coast AQMD jurisdiction, including the South Coast Air Basin and the Coachella Valley. Regulation XIII establishes the federal and State mandated pre-construction review program for new, modified, or relocated sources. The NSR program ensures that all new and modified sources install BACT and their emission increases are fully offset with creditable emission reductions.

The components of South Coast AQMD's NSR program are contained within Regulation XIII. Rule 1325 was first adopted on June 3, 2011 to incorporate U.S. EPA's requirements for PM2.5 and its precursors into Regulation XIII. The rule mirrors federal requirements which include the definition of major source, significant emissions rate, offset ratios, and the applicability requirements of Lowest Achievable Emission Rate (LAER), facility compliance, offsets, and control of PM2.5 precursors. In 2021, U.S. EPA approved Rule 1325 as meeting all applicable NSR requirements.[50]

[50] Air Plan Approval; California; South Coast Air Quality Management District; Stationary Source Permits, 86 Fed. Reg. 58592 (Oct. 22, 2021) https://www.federalregister.gov/documents/2021/10/22/2021-22884/air-plan-approval-california-south-coast-air-quality-management-district-stationary-source-permits

RECLAIM facilities are currently not subject to emission offsets for NOx and SOx under Regulation XIII; however, these facilities are instead subject to NOx and SOx emission offsets under Regulation XX. In 2017, U.S. EPA approved the emission offset requirements for RECLAIM facilities.[51] The RECLAIM transition to a command-and-control regulatory structure will require former RECLAIM sources to become subject to traditional NSR for NOx and SOx under Regulation XIII, as applicable.

VOC and ammonia emissions are also subject to BACT under existing NSR. VOC emissions are required to be offset when a new or modified source has the potential to emit 4 tons per year or more of VOC. Ammonia emission sources have not historically been subject to NSR offset requirements. However, for permitted ammonia sources, Rule 1303 (NSR Requirements) requires denial of "the Permit to Construct for any relocation, or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia, unless BACT is employed for the new or relocated source or for the actual modification to an existing source." BACT shall be at least as stringent as LAER as defined in CAA Section 171(3); therefore, South Coast AQMD's current regulations requiring BACT comply with the federal LAER requirements.

2.3.3 PM Precursor Requirement in Nonattainment NSR

CAA Section 189(e) states that control requirements applicable to plans in effect for major stationary PM sources shall also apply to major stationary sources of PM precursors, except where such sources do not contribute significantly to PM levels which exceed the standard in the area. Rule 1325 defines a major stationary source as a facility that has the potential to emit 70 or more tons per year of PM2.5 or PM2.5 precursors, including NOx, VOC, ammonia, and SOx. In 2021, U.S. EPA approved Rule 1325 as meeting all applicable NSR requirements.[52]

[51] U.S. EPA, Implementation of the 2015 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications Approach, 82 Fed. Reg. 43176, September 14, 2017. https://www.federalregister.gov/documents/2017/09/14/2017-19454/approval-of-california-air-plan-revisions-south-coast-air-quality-management-district

[52] U.S. EPA, Air Plan Approval; California; South Coast Air Quality Management District; Stationary Source Permits, 86 Fed. Reg. 58592 (October 22, 2021)

2.3.4 Compliance with CAA Section 110(a)(2)

CAA Section 110(a)(2) contains general SIP requirements, including those related to enforceable emission limitations; monitoring, compiling and analyzing ambient air quality data; preconstruction review of new or modified stationary sources; the availability of funding, staff, and resources necessary to implement the SIP; and assurances that the State maintains responsibility for ensuring adequate implementation of the SIP. South Coast AQMD and CARB have submitted and U.S. EPA has approved SIP revisions addressing the general CAA Section 110 provisions for the 1997 24-hour PM2.5 standard in the Basin (see Table 4-2). There are no outstanding or disapproved SIP elements that prevent redesignation to attainment.

2.3.5 General and Transportation Conformity

Under CAA Section 176(c), states are required to establish criteria and procedures to ensure that federally supported or funded projects conform to the air quality planning goals in the applicable SIP. Section 176(c) further provides that state conformity provisions must be consistent with federal conformity regulations that the CAA requires U.S. EPA to promulgate. U.S. EPA's conformity regulations are codified at 40 CFR part 93, subparts A (referred to herein as “transportation conformity”) and B (referred to herein as “general conformity”). Pursuant to 40 CFR part 93 and CAA Section 107(d), transportation conformity budgets are provided in Chapter 7. Transportation conformity budgets are established for each NAAQS for which an area has been designated as nonattainment or maintenance. Thus, new transportation plans are required to meet the budgets set for any NAAQS including those established in this maintenance plan, once U.S. EPA approves them.

2.3.7 Summary

The Basin has a fully approved SIP for the 1997 24-hour PM2.5 standard and South Coast AQMD has complied with all applicable CAA requirements.

3.0 Maintenance Plan

To comply with CAA Sections 107(d)(3)(E) and 175A, South Coast AQMD has developed a maintenance plan to ensure continued attainment of the 1997 24-hour PM2.5 standard for at least 10 years following redesignation. U.S. EPA must approve the maintenance plan in order to redesignate the Basin to attainment. A maintenance plan must contain an emissions inventory, a maintenance demonstration, motor vehicle emissions budgets, monitoring network requirements, verification of continued attainment, and contingency provisions. In addition, a commitment must be made to submit a second maintenance plan 8 years after redesignation. This section demonstrates how all requirements are fulfilled.

3.1 Attainment Inventory

U.S. EPA guidance recommends that areas develop an attainment inventory that represents emissions during the time period associated with the monitoring data showing attainment.[53] The most recent year with an attaining design value for the 1997 24-hour PM2.5 standard is 2024, representing 2022-2024 monitoring data. Therefore, 2023 provides an appropriate foundation for the attainment inventory. The 2023 attainment inventory is presented in Chapter 3 and Appendix III.

3.2 Maintenance Demonstration

Section 175A(a) of the CAA requires a demonstration of maintenance of the NAAQS for at least 10 years after redesignation. The maintenance horizon year in this plan is 2039, which will cover a period of more than 10 years after U.S. EPA approves the redesignation request. Generally, areas can demonstrate maintenance of the NAAQS by either showing that future emissions of a pollutant or its precursors will not exceed the level of the attainment inventory, or by modeling to show that the future anticipated mix of sources and emission rates will not cause a violation of the NAAQS. In addition, South Coast AQMD consulted with U.S. EPA for the most appropriate approach to demonstrate maintenance. Considering all these factors, this maintenance demonstration utilizes a proportional rollback method, where the 2024 design value is scaled to reflect changes in the emissions corresponding to PM2.5 chemical species between 2023 and 2039. The detailed methodology describing how the future values are calculated is presented in Appendix IV.

The maintenance demonstration for the 1997 24-hour PM2.5 NAAQS uses 2023 as the base year emissions inventory and includes 2033 (interim milestone year) and 2039 (maintenance horizon year). Chapter 3, Figure 3-1, shows how emissions of PM2.5 and its precursors change from 2023 to 2033 and 2039. Future emissions of NOx and VOCs will decline after 2023, while direct PM2.5, NH3, and SOx emissions will marginally increase or remain almost unchanged. However, the large reduction in NOx emissions will ensure maintenance of the PM2.5 standards. Further, the inventory does not project sudden increases in emissions during any year between 2023 and 2039, providing assurance that the standard will not be exceeded during interim years.

The 24-hour PM2.5 projected design values for 2039 are shown in Table 4-4. To demonstrate maintenance of the 1997 24-hour PM2.5 standard, future design values must be less than or equal to 65 µg/m³. By 2039, Fontana is expected to have the highest 24-hour PM2.5 design value among all monitoring sites at 34 µg/m³, which is far below the standard, ensuring continued attainment of the 1997 PM2.5 NAAQS until 2039 and very likely beyond. Furthermore, this wide margin ~~below the NAAQS~~of compliance means that even an unforeseen loss in emission reductions would be unlikely to jeopardize the maintenance demonstration. Some emission reductions could be foregone if future federal actions impact the waivers

[53] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment, September 4, 1992. https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

and authorizations that allow CARB to enforce more stringent emissions requirements for on-road and off-road mobile sources. For instance, on June 12, 2025, three Congressional Review Act (CRA) resolutions were signed into law, rescinding U.S. EPA-approved waivers for certain CARB mobile source regulations.[54,55,56] Although this demonstration does not rely on those recently affected regulations, other mobile source regulations could face similar federal challenges. Foregone reductions may also result if U.S. EPA weakens existing federal emissions requirements, such as the Tier 4 criteria pollutant standards for light- and medium-duty vehicles and emissions requirements for heavy-duty vehicles.[57,58] Nevertheless, given the wide margin between the NAAQS and the projected design values, the region would still be expected to meet the NAAQS as long as the Basin has less NOx emissions in the future milestone years than in the base year (2023), and future PM2.5 emissions do not change substantially from the current projection.

Future design values exhibit little to no change because the decrease in ammonium nitrate is offset by increases in other chemical species. Refer to Appendix IV for details on the speciation.

TABLE 4-4

PROJECTED 24-HOUR PM2.5 DESIGN VALUES IN THE BASIN FOR 2033 AND 2039

Station	2024 DV (ug/m3)	2033 DV (ug/m3)	2039 DV (ug/m3)
Anaheim	25	25	25
Big Bear	29	28	28
Compton	32	31	31
Fontana	35	34	34
Long Beach near-road	26	26	25
Los Angeles	26	26	25
Mira Loma	34	33	33
Ontario near-road	31	30	30
Pasadena	26	26	25
Pico Rivera	30	29	29
Reseda	26	26	25

[54] U.S. House of Representatives (2025). *H.J. Res. 87, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/87

[55] U.S. House of Representatives (2025). *H.J. Res. 88, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/88

[56] U.S. House of Representatives (2025). *H.J. Res. 89, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/89

[57] U.S. EPA, Revision of Tier 4 Criteria Pollutant Standards, Part 1: Amendments to Phase-In Schedule for Light-Duty and Medium-Duty Vehicles, 91 Fed. Reg. 28463, May 18, 2026. https://www.federalregister.gov/documents/2026/05/18/2026-09905/revision-of-tier-4-criteria-pollutant-standards-part-1-amendments-to-phase-in-schedule-for

[58] U.S. EPA, Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines, 91 Fed. Reg. 43154, July 14, 2026. https://www.federalregister.gov/documents/2026/07/14/2026-14112/amendments-and-nonconformance-penalties-for-model-year-2027-and-later-heavy-duty-highway-engines-and

Riverside	28	27	27
San Bernardino	30	29	29
Long Beach	22	22	21

3.3 Transportation Conformity

Details on transportation conformity can be found in Chapter 7.

3.4 Verification of Continued Attainment

U.S. EPA guidance requires that air districts indicate how they will track the progress of their maintenance plans over time to ensure continued attainment.[59] Two options suggested by the guidance include: 1) periodic updates to the emissions inventory, and 2) periodic review of the inputs and assumptions used for the emission inventory and subsequent updates to the inventory if those inputs or assumptions have significantly changed. South Coast AQMD is committing to the latter option to verify continued attainment.

The underlying data for the Basin's emissions inventory is updated regularly. For example, South Coast AQMD maintains reported emissions data from major facilities through the Annual Emissions Reporting program and submits the data to CARB every year.[60] Traffic activity data, which is an essential input to estimate on-road mobile emissions, is updated every four years when Southern California Association of Governments (SCAG) develops a new regional transportation plan. The on-road motor vehicle emissions model, EMFAC, is updated approximately every three to five years. South Coast AQMD tracks emission reductions resulting from regulations and programs impacting stationary and mobile sources. In collaboration with CARB and SCAG, the methodologies, input data, and assumptions used to develop the emissions inventory are reviewed and updated as new data and/or methods become available. These reviews and updates are conducted regularly. If South Coast AQMD finds that the inputs to the emissions inventory have changed significantly, South Coast AQMD will update the existing inventory in coordination with CARB, evaluate the revised inventory against the inventories presented in this maintenance plan, and evaluate the potential impacts.

In addition, South Coast AQMD will analyze the PM2.5 ambient air quality data collected from its monitoring network to verify continued attainment of the standard. Specifically, as part of the contingency provisions described in the next section, the 24-hour PM2.5 concentrations will be compared

[59] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

[60] South Coast AQMD, Annual Emissions Reporting webpage. https://www.aqmd.gov/home/rules-compliance/compliance/annual-emission-reporting

with the 1997 24-hour PM2.5 NAAQS on an annual basis. South Coast AQMD commits to continue operation of a robust monitoring network, in accordance with 40 CFR part 58 and in consultation with U.S. EPA. A thorough discussion of the monitoring network is provided in Chapter 2.

3.5 Contingency Provisions

CAA Section 175A(d) requires maintenance plans to identify contingency provisions to promptly correct any violation of the standard which occurs after the redesignation of the area as attainment. Contingency provisions should, at minimum, identify control measures to be adopted and/or implemented as a contingency in the event of emission increases, a schedule and procedure for adoption and implementation, and a time limit for action by South Coast AQMD. The contingency provisions should also identify the indicators or triggers that will determine when contingency provision actions need to be implemented.

3.5.1 Definitions

Exceptional event (EE): Measurements that are removed from the calculation of design values. South Coast AQMD must submit an exceptional event demonstration that is concurred upon by U.S. EPA.

Contingency provision trigger value: A calculated statistic that is used to determine if the contingency provisions have been triggered. It is analogous to the design value except that "contingency provision exceptional events," defined below, are removed from the calculation. Further details are presented in Appendix V.

Contingency provision exceptional event: Measurements that are removed from the calculation of the contingency provision trigger value. South Coast AQMD will develop a contingency provision exceptional event demonstration (CEED) and submit the CEED to CARB and U.S. EPA for review. Upon submittal, South Coast AQMD will await further guidance from CARB and/or U.S. EPA staff. Contingency provision exceptional events could have occurred at any time in the latest 3-year period, not necessarily in the last year that is the subject of the most recent contingency provision trigger value calculation. CEEDs, submitted to CARB and U.S. EPA, can be disapproved by either agency. Further details are presented in Appendix V.

Contingency provision triggering event: A determination by South Coast AQMD that the contingency provision trigger value exceeds the NAAQS, or a written notice by U.S. EPA to disagree with a submitted CEED.

Contingency provision actions triggering event: A determination by South Coast AQMD that the contingency provision trigger value exceeds the NAAQS or, if an EE demonstration is submitted to U.S. EPA, a decision by U.S. EPA to reject the EE demonstration. This determination will trigger the contingency provision actions.

3.5.2 Schedule for Implementation

The schedule for implementation of the contingency provisions is illustrated in Figure 4-3. By April 30 each year, South Coast AQMD will calculate the design value using quality assured monitoring data for the previous year. This timeline allows for the analysis of 24-hour integrated sample data, which requires laboratory analysis and is not available in real-time. If the design value exceeds the NAAQS, South Coast AQMD will evaluate potential contingency provision exceptional events that occurred in the latest three-year period and determine if they meet the criteria for a CEED. If a CEED is warranted, it will be prepared and submitted to U.S. EPA and CARB for concurrent review by May 31st. While this timeline requires an expedited analysis of the potential contingency provision exceptional events, it is consistent with the data certification timeline, which typically occurs in May. During the preparation of the CEED, South Coast AQMD will consult U.S. EPA and CARB to develop an approvable demonstration.

If neither a CEED nor an EE demonstration is submitted and South Coast AQMD determines that the contingency provision trigger value exceeds the NAAQS, then the contingency provision actions will be triggered. South Coast AQMD will start implementing the contingency provision actions as soon as the determination is made, which will be no later than June 1st of each year. South Coast AQMD will complete the implementation of contingency provision actions within 24 months from this determination.

If either CARB or U.S. EPA disagrees with a CEED, it may be necessary for South Coast AQMD to submit a comprehensive EE demonstration. If South Coast AQMD has submitted a comprehensive EE demonstration to U.S. EPA, South Coast AQMD will begin the implementation of the contingency provisions while awaiting U.S. EPA's decision on the submitted EE demonstration, even if U.S. EPA's concurrence on the EE demonstration would avoid triggering the contingency provision actions. During this period, South Coast AQMD will focus on identifying possible causes of the violation, opportunities to reduce emissions, available funding if an incentive-based approach is needed, key stakeholders to solicit contingency provision actions, and other elements necessary to fully implement contingency provision actions upon U.S. EPA's rejection of the submitted EE demonstration. If U.S. EPA rejects the EE demonstration, it will trigger the full implementation of all contingency provision actions as necessary. South Coast AQMD will implement contingency provision actions, as needed, to avoid future exceedances of the standard. In this case, it may take longer than 24 months to complete implementation of the contingency provision actions. This timeline allows for up to 6 months for the South Coast AQMD to develop an EE demonstration including time for CARB review, up to an additional 12 months for U.S. EPA to concur or reject the EE demonstration after formal submission,[61] and up to 12 months for the South Coast AQMD to complete the implementation of necessary contingency provision actions. If U.S. EPA concurs on the EE demonstration, South Coast AQMD will stop the implementation of the contingency provisions and will not initiate contingency provision actions. Further details on contingency provision exceptional events and procedures are provided in Appendix V.

[61] U.S. EPA Exceptional Event Rule. The final rule and supporting documentation is available at https://www.epa.gov/air-quality-analysis/final-2016-exceptional-events-rule-supporting-guidance-documents-updated-faqs.

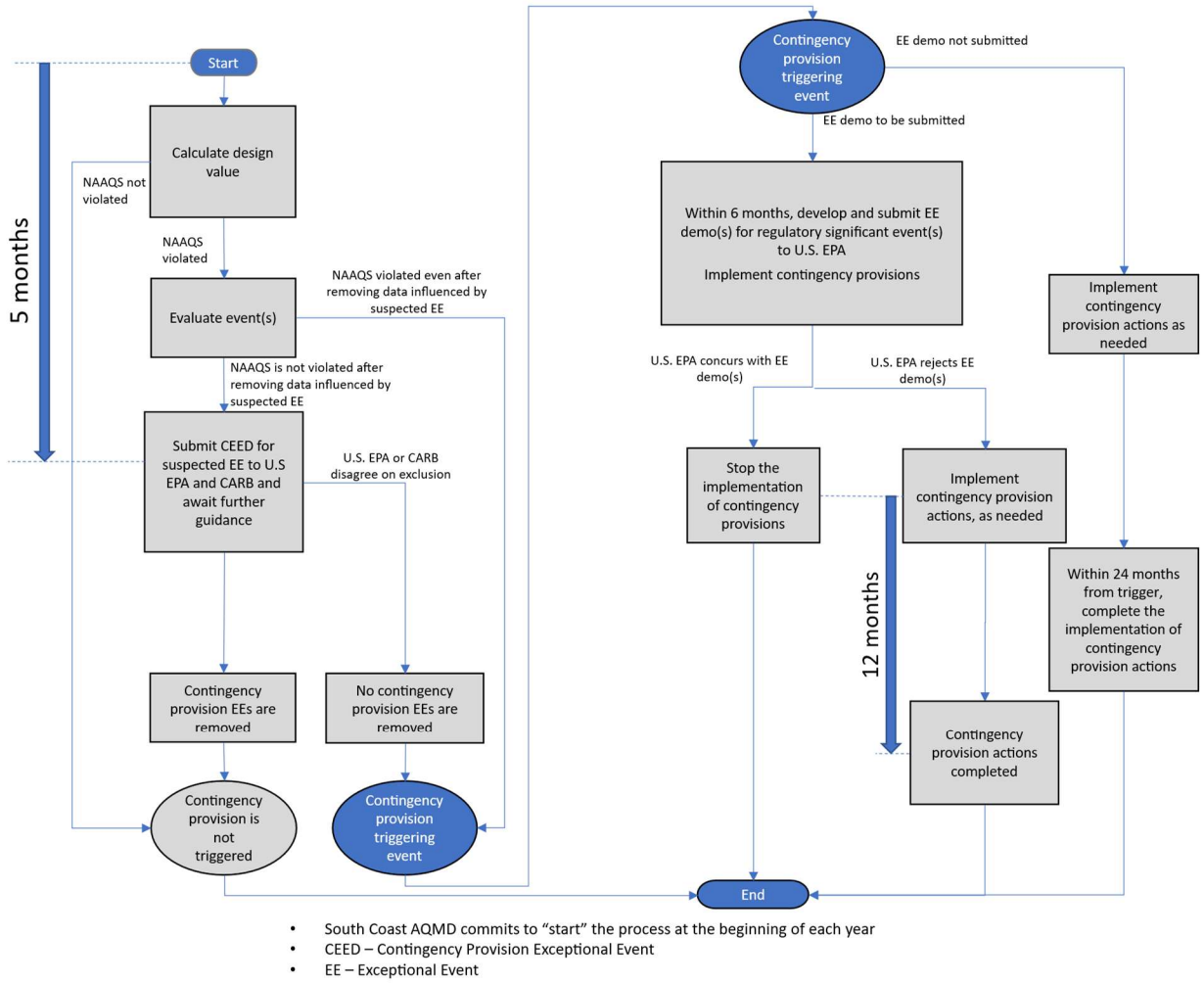


FIGURE 4-3
CONTINGENCY PROVISION TRIGGER AND SCHEDULE FOR IMPLEMENTATION

3.5.3 Contingency Provision Actions

The contingency provision actions begin implementation when the contingency provision trigger value exceeds 65 µg/m3, the level of the NAAQS, or, if an EE demonstration is submitted to U.S. EPA, a decision by U.S. EPA to reject the EE demonstration. South Coast AQMD will review available data to identify the emission sources that contributed to the exceedance. This review may involve an analysis of speciation data, source attribution studies, meteorological data, etc. Causes of the trigger event may include local and regional primary PM2.5 emission sources and secondary particulate matter formation. If the causes of the trigger event can be determined, South Coast AQMD will use this information when evaluating

potential actions to target emission reductions for the emission sources that contributed to the exceedance. If the causes of the trigger event cannot be determined, South Coast AQMD will use a granular-level emissions inventory, available advanced sensor-based monitoring data, or other large datasets to inform the contingency provision actions.

The contingency provision actions, specified below, will be evaluated and implemented as needed to address the cause of the exceedance and correct the exceedance as expeditiously as possible:

1. Consult with key stakeholders of the relevant emission sources to determine if voluntary or incentive-based control measures could reduce emissions, if feasible.
2. Evaluate whether changes to enforcement of existing rules could reduce emissions.
3. Evaluate amending Rule 445 - Wood-Burning Devices to further strengthen prohibitions on particulate emissions and to promote best management practices on biomass burning. An overview of this rule is provided in Section 2.2 of this chapter.
4. Propose new rules or modify other existing rules to reduce particulate emissions, if needed.

3.6 Commitment to Submit a Second Maintenance Plan

South Coast AQMD commits to adopt and submit a second maintenance plan eight years after U.S. EPA redesignates the Basin to attainment for the 1997 24-hour PM2.5 standard, in accordance with CAA Section 175A(b). The second maintenance plan will include a horizon year that is 20 years from the date of redesignation.

4.0 Summary Checklist

Table 4-5 summarizes the elements that need to be satisfied in order to meet CAA requirements, as well as conform to U.S. EPA's guidance. Sections 2.1 – 2.3 address the requirements associated with redesignation while Sections 3.1 – 3.6 contain the maintenance plan. Section 3.2 demonstrates maintenance of the 1997 24-hour PM2.5 NAAQS through 2039. Section 3.4 commits South Coast AQMD to maintain a future PM2.5 monitoring network and to verify continued attainment of the 1997 24-hour PM2.5 NAAQS by reviewing inputs and assumptions used for the emission inventory when new information becomes available. If South Coast AQMD finds that these inputs have changed significantly, South Coast AQMD will update the existing inventory in coordination with CARB, evaluate the revised inventory against the inventory presented in this maintenance plan, and evaluate the potential impacts. Section 3.5 establishes contingency provisions that are triggered by a measured violation of the 1997 24-hour PM2.5 NAAQS.

TABLE 4-5
SUMMARY CHECKLIST OF DOCUMENT REFERENCES

Element	CAA/U.S. EPA Requirement	Document Reference
Redesignation Request	Attainment of the standard	Section 2.1
Redesignation Request	Improvement due to permanent and enforceable reductions	Section 2.2
Redesignation Request	SIP approved under CAA Section 110(k)	Section 2.3
Redesignation Request	Satisfied applicable requirements under CAA Section 110 and Part D	Section 2.3
Maintenance Plan	Attainment inventory	Section 3.1; Chapter 3; Appendix III
Maintenance Plan	Maintenance demonstration	Section 3.2
Maintenance Plan	Transportation conformity	Section 3.3 Chapter 7
Maintenance Plan	Monitoring network	Section 3.4; Chapter 2
Maintenance Plan	Verification of continued attainment	Section 3.4
Maintenance Plan	Contingency provisions	Section 3.5
Maintenance Plan	Commitment to adopt second maintenance plan	Section 3.6

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 5: 1997 ANNUAL PM2.5 STANDARD REDESIGNATION REQUEST AND MAINTENANCE PLAN

1.0 Introduction

The South Coast Air Basin (Basin) is currently a "moderate" nonattainment area for the 1997 annual PM2.5 National Ambient Air Quality Standard (NAAQS or standard). In 2016, U.S. EPA determined that the Basin met the standard, thereby suspending certain Clean Air Act (CAA) planning requirements related to attainment.[62] The complete SIP history of the 1997 annual PM2.5 standard for the Basin is discussed in Chapter 1.

This chapter presents South Coast AQMD's request to redesignate the Basin to attainment for the 1997 annual PM2.5 standard. This request complies with the requirements of CAA Section 107(d)(3)(E): the standard has been met, emission reductions are permanent and enforceable, the SIP is approved under CAA Section 110(k), and all applicable Clean Air Act requirements have been satisfied.

In addition, this chapter includes a maintenance plan (Plan) as required under CAA Section 175A. The Plan demonstrates continued attainment through 2039, commits to maintaining the PM2.5 monitoring network, outlines methods for verifying continued attainment, and includes contingency provisions should violations occur.

2.0 Redesignation Request

2.1 Attainment of the Standard

The 1997 annual PM2.5 NAAQS is attained if the design value is less than or equal to 15.0 µg/m3. The Basin's design value is determined based on the monitoring site with the highest 3-year average of annual mean PM2.5 concentrations. Details on the monitoring network can be found in Chapter 2.

Design values during 2001 – 2024 were calculated to demonstrate attainment and analyze trends to provide evidence that the improvement in PM2.5 air quality is due to permanent and enforceable emission reductions. To evaluate trends in design values, measurements that are not ~~regulatory~~ significant for regulatory purposes but generally meet the definition of an exceptional event were removed. These events are defined as "suspected exceptional events" as they do not have a supporting exceptional event demonstration because removal or inclusion of the exceedance does not have regulatory significance. Exceptional events are those data points where the concentration was caused by a natural event or activity that is unlikely to recur and that is not reasonably controllable or preventable. For this analysis, only July 4th and 5th are considered suspected exceptional events. According to Title 40 in the Code of Federal Regulations, fireworks that are significantly integral to traditional national, ethnic, or other cultural events

[62] U.S. EPA, Clean Data Determination for 1997 PM2.5 Standards; California-South Coast; Applicability of Clean Air Act Requirements, 81 Fed. Reg. 48350, July 26, 2016. https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25-standards-california-south-coast-applicability-of-clean-air

are considered exceptional events.[63] Wildfires may also be considered PM2.5 exceptional events but these were not removed from the trends analysis.

In 2016, U.S. EPA finalized a determination that the Basin attained the 1997 annual PM2.5 NAAQS with a design value of 14.8 µg m^{-3} at Mira Loma based on 2011 – 2013 monitoring data.[64] The design values presented in this Plan demonstrate that the Basin continues to meet the 1997 annual PM2.5 NAAQS as shown in Figure 5-1. In addition, there has been an overall downward trend in the Basin's design value despite regional growth and periodic drought, which is conducive to elevated PM2.5 concentrations. Appendix II includes an analysis of meteorology in the 2022 – 2024 time period, providing additional evidence that meteorology was not favorable for lower concentrations during 2022–2024.

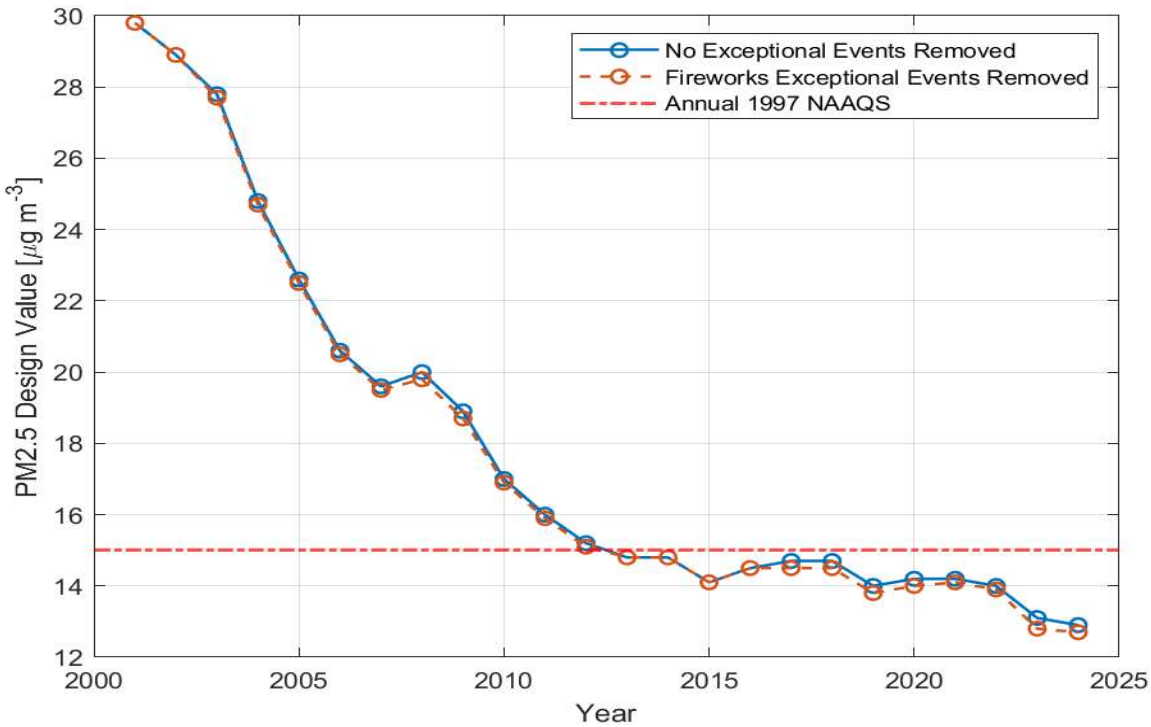


FIGURE 5-1
ANNUAL PM2.5 DESIGN VALUES FOR THE SOUTH COAST AIR BASIN FROM 2001 TO 2024

Table 5-1 shows design values calculated for the 2022 – 2024 three year period before and after removing July 4th and 5th, suspected exceptional events due to fireworks. Before removing any events, the highest annual PM2.5 design value in the Basin is 12.9 µg m-3 at Ontario-Route 60 Near Road, and after removing

[63] Title 40 Code of Federal Regulations, Part 50.14 (b)(2) (40 CFR § 50.14(b)(2)) https://www.ecfr.gov/current/title-40/part-50/section-50.14#p-50.14(b)(2)

[64] U.S. EPA, Clean Data Determination for 1997 PM2.5 Standards; California-South Coast; Applicability of Clean Air Act Requirements, 81 Fed. Reg. 48350, July 25, 2016. https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25-standards-california-south-coast-applicability-of-clean-air

the fireworks days the highest design value is 12.7 µg m-3. Thus, the Basin met the 1997 annual PM2.5 NAAQS during 2022 – 2024 because the design value is less than the NAAQS. The design station–the station with the highest design value in the basin–has been Ontario-Route 60 Near Road since 2017. This persistent decrease of design value over time matches the general downward trends of direct PM2.5 and its precursor emissions, providing evidence that concentration reductions are due to emission reductions rather than favorable meteorology.

TABLE 5-1
DESIGN VALUES FOR THE 1997 ANNUAL PM2.5 NAAQS IN THE SOUTH COAST AIR BASIN DURING 2022-2024 WITH AND WITHOUT REMOVING FIREWORK DAYS, SUSPECTED EXCEPTIONAL EVENTS

State Code	County Code	Site Number	Site Name	No Exceptional Events Removed	Suspected Exceptional Events Removed
06	037	1103	Los Angeles-North Main Street	11.1	11
06	037	1201	Reseda	9.2	9.1
06	037	1302	Compton	11.9	11.8
06	037	1602	Pico Rivera #2	11.5	11
06	037	2005	Pasadena	10	9.6
06	037	4008	Long Beach-Route 710 Near Road	11.5	11.5
06	059	0007	Anaheim	9.8	9.7
06	065	8001	Rubidoux	11.3	11.2
06	065	8005	Mira Loma (Van Buren)	12.4	12.3
06	071	0027	Ontario-Route 60 Near Road	12.9	12.7
06	071	2002	Fontana	11.9	11.5
06	071	8001	Big Bear	7.4	7.4
06	071	9004	San Bernardino	11.7	11.5

To demonstrate the reduction in concentrations at stations throughout the Basin over the past decade, ~~we~~staff plotted design value trends of the stations with the highest design values in Figure 5-2. There is a decreasing trend at all of these stations since their measurements began.

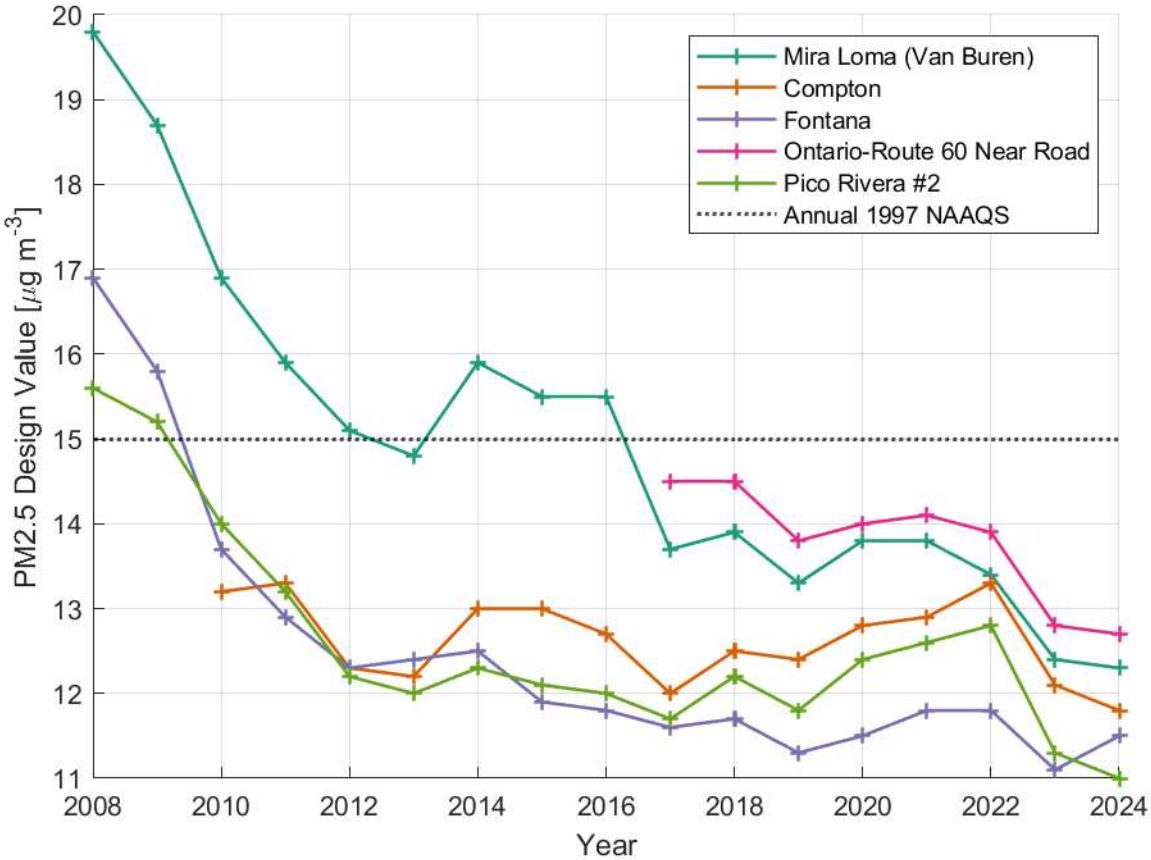


FIGURE 5-2
TREND OF ANNUAL PM2.5 DESIGN VALUES AT SEVERAL STATIONS WITHOUT FIREWORK DAYS, SUSPECTED EXCEPTIONAL EVENTS

2.2 Permanent and Enforceable Emission Reductions

The improvement in PM2.5 must be attributable to permanent and enforceable emission reductions for U.S. EPA to redesignate an area to attainment. Attainment based on temporary emission reductions or unusually favorable meteorology does not satisfy the criteria for redesignation to attainment. As shown in Figure 5-1, the Basin has not exceeded the 1997 annual PM2.5 NAAQS over the last decade. The improvement observed in PM2.5 concentrations is therefore not due to temporary reductions or unusually favorable meteorology. Appendix II presents a detailed evaluation of recent meteorology to further support this claim.

U.S. EPA guidance recommends quantifying the percentage reduction of emissions from the year used

to designate an area as nonattainment as part of a redesignation request.[65] The Basin was originally designated as nonattainment for the 1997 annual PM2.5 standard based on the 2003 design value, which reflected measurements taken from 2001 to 2003. The 2007 Air Quality Management Plan (AQMP), which was the first AQMP to address the 1997 PM2.5 NAAQS, used 2002 as the base year for emissions inventory development. Considering these two factors, the emissions inventory for 2002 was selected for comparison. California Emissions Projection Analysis Model (CEPAM) 2022 PM2.5 SIP v1.00 was used to estimate 2002 emissions and the 2023 emissions are from the attainment inventory provided in Chapter 3.

As shown in Table 5-2, all pollutant emissions have decreased substantially, especially PM2.5, VOC, NOx, and SOx emissions, which have been reduced by 27%, 73%, 53%, and 83%, respectively, since 2002. These reductions are attributable to regulations and programs that reduce emissions from stationary and mobile sources. For discussion of the key regulations and programs contributing to the reductions, refer to Chapter 4, Section 2.2. The regulations that contributed to attainment of the 1997 24-hour PM2.5 NAQQS also contributed to improvements in annual PM2.5 levels in the Basin. The extensive history of air quality regulation in the Basin provides strong evidence that the improvement in air quality is due to permanent and enforceable emission reductions.

TABLE 5-2
REDUCTION OF ANNUAL AVERAGE BASIN TOTAL EMISSIONS OF PM2.5 AND ITS PRECURSORS FROM 2002 TO 2023*

	2002 (tons per day)	2023 (tons per day)	Reductions from 2002 to 2023 (%)
PM2.5	71.98	52.63	26.9
NOx	948.49	254.44	73.2
VOC	772.95	363.65	53.0
SOx	76.45	13.00	83.0
NH3	95.19	73.75	22.5

*Emissions for 2002 are derived from CEPAM2022 PM2.5 SIP Version 1.00

2.3 SIP and Compliance with CAA

To be eligible for redesignation, an area must have an approved SIP and be in compliance with all applicable requirements under Section 110 and Part D of the CAA. Chapter 1 discusses the history of the

[65] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment, 1992. Memorandum from John Calcagni to USEPA Regional Directors. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

1997 annual PM2.5 standard in the Basin, including U.S. EPA's approval of attainment plans. In summary, multiple PM2.5 SIP elements in the 2007 AQMP were approved by U.S. EPA in 2011 except for the contingency measures element which was disapproved.[66] However, U.S. EPA later approved the contingency measures element following the submission of a SIP revision.[67] Therefore, the Basin has an approved SIP for the 1997 annual PM2.5 standard.

Although PM2.5 attainment plans have been approved, U.S. EPA has long held that requirements associated with attainment are not applicable for purposes of evaluating whether an area that has attained the standard qualifies for redesignation.[68] This interpretation is rooted in the General Preamble and the Calcagni memorandum[69] which states: "The requirements for reasonable further progress … and other measures needed for attainment will not apply for redesignations because they only have meaning for areas not attaining the standard." As the Basin already attains the 1997 annual PM2.5 standard, the remaining applicable CAA requirements for a "moderate" nonattainment area include:

1. An emission inventory under section 172(c)(3);
2. A permit program for the construction and operation of new and modified major stationary sources of $PM_{2.5}$ under sections 172(c)(5) and 189(a)(1)(A);
3. Control requirements for major stationary sources of $PM_{2.5}$ precursors under section 189(e), except where the Administrator determines that such sources do not contribute significantly to $PM_{2.5}$ levels that exceed the standard in the area;
4. Requirements under section 172(c)(7) that meet the applicable provisions of section 110(a)(2); and
5. Provisions to ensure that federally supported or funded projects conform to the air quality planning goals in the applicable SIP under section 176(c).

The following sections discuss South Coast AQMD's fulfillment of these requirements.

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[66] U.S. EPA, Approval of Air Quality Implementation Plans; California; South Coast; Attainment Plan for 1997 PM2.5 Standards, 76 Fed. Reg. 69928, November 9, 2011. https://www.federalregister.gov/documents/2011/11/09/2011-27620/approval-of-air-quality-implementation-plans-california-south-coast-attainment-plan-for-1997-pm25

[67] U.S. EPA, Approval and Promulgation of Implementation Plans; California; South Coast; Contingency Measures for 1997 PM2.5 Standards, 78 Fed. Reg. 64402, October 29, 2013. https://www.federalregister.gov/documents/2013/10/29/2013-25182/approval-and-promulgation-of-implementation-plans-california-south-coast-contingency-measures-for?utm_

[68] U.S. EPA, State Implementation Plans; General Preamble for the Implementation of Title I of the Clean Air Act Amendments of 1990, 57 Fed. Reg. 13498, April 16, 1992. https://archives.federalregister.gov/issue_slice/1992/4/16/13412-13570.pdf#page=87

[69] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

2.3.1 Emissions Inventory

Chapter 3 and Appendix III present a comprehensive, accurate, current inventory of PM2.5 and its precursors for 2023 and future milestone years. Thus, this plan satisfies the requirement for an emissions inventory.

2.3.2 Permit Program for New or Modified Stationary Sources

CAA Section 172(c) requires permits for the construction and operation of new or modified major stationary sources. New Source Review (NSR) for major and in some cases minor sources of PM2.5 and its precursors is presently addressed through South Coast AQMD's NSR and RECLAIM programs (Regulations XIII and XX, respectively). Both programs are applicable to sources located in the South Coast AQMD jurisdiction, including the South Coast Air Basin and the Coachella Valley. Regulation XIII establishes the federal and State mandated pre-construction review program for new, modified, or relocated sources. The NSR program ensures that all new and modified sources install BACT and their emission increases are fully offset with creditable emission reductions.

The components of South Coast AQMD's NSR program are contained within Regulation XIII. Rule 1325 was first adopted on June 3, 2011 to incorporate U.S. EPA's requirements for PM2.5 and its precursors into Regulation XIII. The rule mirrors federal requirements which include the definition of major source, significant emissions rate, offset ratios, and the applicability requirements of Lowest Achievable Emission Rate (LAER), facility compliance, offsets, and control of PM2.5 precursors. In 2021, U.S. EPA approved Rule 1325 as meeting all applicable NSR requirements.[70]

RECLAIM facilities are currently not subject to emission offsets for NOx and SOx under Regulation XIII; however, these facilities are instead subject to NOx and SOx emission offsets under Regulation XX. In 2017, U.S. EPA approved the emission offset requirements for RECLAIM facilities.[71] The RECLAIM transition to a command-and-control regulatory structure will require former RECLAIM sources to become subject to traditional NSR for NOx and SOx under Regulation XIII, as applicable.

VOC and ammonia emissions are also subject to BACT under existing NSR. VOC emissions are required to be offset when a new or modified source has the potential to emit 4 tons per year or more of VOC. Ammonia emission sources have not historically been subject to NSR offset requirements. However, for permitted ammonia sources, Rule 1303 (NSR Requirements) requires denial of "the Permit to Construct for any relocation, or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia, unless BACT is employed for the new or relocated source or for the actual modification to an existing source." BACT shall be at

[70] U.S. EPA, Air Plan Approval; California; South Coast Air Quality Management District; Stationary Source Permits, 86 Fed. Reg. 58592, October 22, 2021. https://www.federalregister.gov/documents/2021/10/22/2021-22884/air-plan-approval-california-south-coast-air-quality-management-district-stationary-source-permits

[71] U.S. EPA, Approval of California Air Plan Revisions, South Coast Air Quality Management District, 82 Fed. Reg. 43176, September 14, 2017. https://www.federalregister.gov/documents/2017/09/14/2017-19454/approval-of-california-air-plan-revisions-south-coast-air-quality-management-district

least as stringent as LAER as defined in CAA Section 171(3); therefore, South Coast AQMD's current regulations requiring BACT comply with the federal LAER requirements.

2.3.3 PM Precursor Requirement in Nonattainment NSR

CAA Section 189(e) states that control requirements applicable to plans in effect for major stationary PM sources shall also apply to major stationary sources of PM precursors, except where such sources do not contribute significantly to PM levels which exceed the standard in the area. Rule 1325 defines a major stationary source as a facility that has the potential to emit 70 or more tons per year of PM2.5 or PM2.5 precursors, including NOx, VOC, ammonia, and SOx. In 2021, U.S. EPA approved Rule 1325 as meeting all applicable NSR requirements.[72]

2.3.4 Compliance with CAA Section 110(a)(2)

CAA Section 110(a)(2) contains general SIP requirements, including those related to enforceable emission limitations; monitoring, compiling and analyzing of ambient air quality data; preconstruction review of new or modified stationary sources; the availability of funding, staff, and resources necessary to implement the SIP; and assurances that the State maintains responsibility for ensuring adequate implementation of the SIP. South Coast AQMD and CARB have submitted and U.S. EPA has approved SIP revisions addressing the general CAA Section 110 provisions for the 1997 annual PM2.5 standard in the Basin.[73] There are no outstanding or disapproved SIP elements that prevent redesignation for the 1997 annual PM2.5 standard.

[72] U.S. EPA, Air Plan Approval; California; South Coast Air Quality Management District; Stationary Source Permits, 86 Fed. Reg. 58592, October 22, 2021. https://www.federalregister.gov/documents/2021/10/22/2021-22884/air-plan-approval-california-south-coast-air-quality-management-district-stationary-source-permits

[73] U.S. EPA, EPA-Approved South Coast Air District Regulations in the California SIP. https://www.epa.gov/air-quality-implementation-plans/epa-approved-south-coast-air-district-regulations-california-sip

2.3.5 General and Transportation Conformity

Under CAA Section 176(c), states are required to establish criteria and procedures to ensure that federally supported or funded projects conform to the air quality planning goals in the applicable SIP. Section 176(c) further provides that state conformity provisions must be consistent with federal conformity regulations that the CAA requires U.S. EPA to promulgate. U.S. EPA's conformity regulations are codified at 40 CFR part 93, subparts A (referred to herein as "transportation conformity") and B (referred to herein as "general conformity"). Pursuant to 40 CFR part 93 and CAA section 107(d), transportation conformity budgets are provided in Chapter 7. However, conformity determinations for the 1997 annual PM2.5 standard will no longer be required once the Basin has been redesignated to attainment for the standard. This is because transportation conformity budgets are not required for a revoked standard.[74]

2.3.6 Summary

The Basin has a fully approved SIP for the 1997 annual PM2.5 standard and South Coast AQMD has complied with all applicable CAA requirements.

3.0 Maintenance Plan

To comply with CAA Sections 107(d)(3)(E) and 175A, South Coast AQMD has developed a maintenance plan to ensure continued attainment of the 1997 annual PM2.5 standard for at least 10 years following redesignation. The maintenance plan addresses requirements applicable to the 1997 annual PM2.5 standard which include an emissions inventory, a maintenance demonstration, monitoring network requirements, verification of continued attainment, and contingency provisions. Because the 1997 annual PM2.5 standard is revoked in areas redesignated to attainment, submission of a second 10-year maintenance plan will not be required for the Basin.[75] Therefore, the maintenance plan does not include a commitment to submit a second maintenance plan 8 years after redesignation.

3.1 Attainment Inventory

U.S. EPA guidance recommends that areas develop an attainment inventory that represents emissions during the time period associated with the monitoring data showing attainment.[76] The most recent year with an attaining design value for the 1997 annual PM2.5 standard is 2024, based on 2022-2024 data.

[74] U.S. EPA, Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements, 81 Fed. Reg. 48350, July 25, 2016. https://www.federalregister.gov/documents/2016/07/25/2016-17410/clean-data-determination-for-1997-pm25-standards-california-south-coast-applicability-of-clean-air

[75] U.S. EPA, Fine Particulate Matter National Ambient Air Quality Standards: State Implementation Plan Requirements, 81 Fed. Reg. 58010, August 24, 2016. https://www.federalregister.gov/documents/2016/08/24/2016-18768/fine-particulate-matter-national-ambient-air-quality-standards-state-implementation-plan

[76] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

Therefore, 2023 provides an appropriate foundation for the attainment inventory. The 2023 attainment inventory is presented in Chapter 3 and Appendix III.

3.2 Maintenance Demonstration

Section 175A(a) of the CAA requires a demonstration of maintenance of the NAAQS for at least 10 years after redesignation. The maintenance horizon year in this plan is 2039, which will cover a period of more than 10 years after U.S. EPA approves the redesignation request. Generally, areas can demonstrate maintenance of the NAAQS by either showing that future emissions of a pollutant or its precursors will not exceed the level of the attainment inventory, or by modeling to show that the future anticipated mix of sources and emission rates will not cause a violation of the NAAQS. In addition, South Coast AQMD consulted with U.S. EPA for the most appropriate approach to demonstrate maintenance. Considering all these factors, this maintenance demonstration utilizes a proportional rollback method, where the 2024 design value is scaled to reflect changes in the emissions corresponding to PM2.5 chemical species between 2023 and 2039. The detailed methodology describing how the future values are calculated is presented in Appendix IV.

The maintenance demonstration for the 1997 annual PM2.5 NAAQS uses 2023 as the base year (attainment year) emissions inventory and includes 2033 (interim milestone year) and 2039 (maintenance horizon year). Chapter 3, Figure 3-1, shows how emissions of PM2.5 and its precursors change from 2023 to 2033 and 2039. Future emissions of NOx and VOCs will decline after 2023, while direct PM2.5, NH3, and SOx emissions will marginally increase or remain almost unchanged. However, the large reduction in NOx emissions will ensure maintenance of the 1997 annual PM2.5 standard. Further, the inventory does not project sudden increases in emissions during any year between 2023 and 2039, providing assurance that the standard will not be exceeded during interim years.

The annual PM2.5 projected design values for 2039 are shown in Table 5-3. To demonstrate maintenance of the 1997 annual PM2.5 standard, future design values must be less than or equal to 15.0 µg/m³. By 2039, Ontario is expected to have the highest annual PM2.5 design value among all monitoring sites, at 12.7 µg/m³, which is well below the 1997 annual PM2.5 NAAQS. Furthermore, this wide margin of compliance means that even an unforeseen loss in emission reductions would be unlikely to jeopardize the maintenance demonstration. Some emission reductions could be foregone if future federal actions impact the waivers and authorizations that allow CARB to enforce more stringent emissions requirements for on-road and off-road mobile sources. For instance, on June 12, 2025, three Congressional Review Act (CRA) resolutions were signed into law, rescinding U.S. EPA-approved waivers for certain CARB mobile source regulations.[77,78,79] Although this demonstration does not rely on those recently affected

[77] U.S. House of Representatives (2025). *H.J. Res. 87, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/87
[78] U.S. House of Representatives (2025). *H.J. Res. 88, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/88
[79] U.S. House of Representatives (2025). *H.J. Res. 89, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/89

regulations, other mobile source regulations could face similar federal challenges. Foregone reductions may also result if U.S. EPA weakens existing federal emissions requirements, such as the Tier 4 criteria pollutant standards for light- and medium-duty vehicles and emissions requirements for heavy-duty vehicles.[80,81] Nevertheless, given the wide margin between the NAAQS and the projected design values, the region would still be expected to meet the NAAQS as long as the Basin has less NOx emissions in the future milestone years than in the base year (2023), and future PM2.5 emissions do not change substantially from the current projection.

Future design values exhibit little to no change because the decrease in ammonium nitrate is offset by increases in other chemical species. Refer to Appendix IV for details on the speciation.

TABLE 5-3

PROJECTED ANNUAL PM2.5 DESIGN VALUES (μg/m³) FOR 2033 AND 2039

Monitoring Site	2024 DV (μg/m³)	2033 DV (μg/m³)	2039 DV (μg/m³)
Anaheim	9.8	9.8	9.8
Big Bear	7.4	7.3	7.3
Compton	11.9	11.8	11.8
Fontana	11.9	11.7	11.7
Long Beach-Route 710 Near Road	11.5	11.4	11.4
Los Angeles-North Main Street	11.2	11.1	11.1
Mira Loma (Van Buren)	12.4	12.2	12.2
Ontario-Route 60 Near Road	12.9	12.7	12.7
Pasadena	10.0	9.9	9.9
Pico Rivera #2	11.5	11.4	11.4
Reseda	9.2	9.1	9.1
Rubidoux	11.3	11.2	11.1
San Bernardino	11.7	11.5	11.5
Signal Hill (LBSH)	9.2	9.1	9.1

[80] U.S. EPA, Revision of Tier 4 Criteria Pollutant Standards, Part 1: Amendments to Phase-In Schedule for Light-Duty and Medium-Duty Vehicles, 91 Fed. Reg. 28463, May 18, 2026. https://www.federalregister.gov/documents/2026/05/18/2026-09905/revision-of-tier-4-criteria-pollutant-standards-part-1-amendments-to-phase-in-schedule-for

[81] U.S. EPA, Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines, 91 Fed. Reg. 43154, July 14, 2026. https://www.federalregister.gov/documents/2026/07/14/2026-14112/amendments-and-nonconformance-penalties-for-model-year-2027-and-later-heavy-duty-highway-engines-and

3.3 Transportation Conformity

Details on transportation conformity can be found in Chapter 7.

3.4 Verification of Continued Attainment

U.S. EPA guidance requires that air districts indicate how they will track the progress of their maintenance plans over time to ensure continued attainment.[82] Two options suggested by the guidance include: 1) periodic updates to the emissions inventory, and 2) periodic review of the inputs and assumptions used for the emission inventory and subsequent updates to the inventory if those inputs or assumptions have significantly changed. South Coast AQMD is committing to the latter option to verify continued attainment.

The underlying data for the Basin's emissions inventory is updated regularly. South Coast AQMD maintains reported emissions data from major facilities through the Annual Emissions Reporting program and submits the data to CARB every year.[83] Traffic activity data, which is an essential input to estimate on-road mobile emissions, is updated every four years when Southern California Association of Governments (SCAG) develops a new regional transportation plan. The on-road motor vehicle emissions model, EMFAC, is updated approximately every three to four years. South Coast AQMD tracks emission reductions resulting from regulations and programs impacting stationary and mobile sources. In collaboration with CARB and SCAG, the methodologies, input data, and assumptions used to develop the emissions inventory are reviewed and updated as new data and/or methods become available. These reviews and updates are conducted regularly. If South Coast AQMD finds that the inputs to the emissions inventory have changed significantly, South Coast AQMD will update the existing inventory in coordination with CARB, evaluate the revised inventory against the inventories presented in this maintenance plan, and evaluate the potential impacts.

In addition, South Coast AQMD will analyze the PM2.5 ambient air quality data collected from its monitoring network to verify continued attainment of the standard. Each year, as part of the contingency provisions described in the next section, the annual average PM2.5 concentrations from monitoring stations will be compared with the 1997 annual average PM2.5 NAAQS. South Coast AQMD commits to continue operation of a robust monitoring network, in accordance with 40 CFR part 58 and in consultation with U.S. EPA and CARB. A thorough discussion of the monitoring network is provided in Chapter 2.

[82] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

[83] South Coast AQMD, Annual Emissions Reporting. https://www.aqmd.gov/home/rules-compliance/compliance/annual-emission-reporting

3.5 Contingency Provisions

CAA Section 175A(d) requires maintenance plans to identify contingency provisions to promptly correct any violation of the standard which occurs after the redesignation of the area as attainment. Contingency provisions should, at minimum, identify control measures to be adopted and/or implemented as a contingency in the event of emission increases, a schedule and procedure for adoption and implementation, and a time limit for action by South Coast AQMD. The contingency provisions should also identify the indicators or triggers that will determine when contingency provision actions need to be implemented.

3.5.1 Definitions

Exceptional event (EE): Measurements that are removed from the calculation of design values. South Coast AQMD must submit an exceptional event demonstration that is concurred upon by U.S. EPA.

Contingency provision trigger value: A calculated statistic that is used to determine if the contingency provisions have been triggered. It is analogous to the design value except that "contingency provision exceptional events," defined below, are removed from the calculation. Further details are presented in Appendix V.

Contingency provision exceptional event: Measurements that are removed from the calculation of the contingency provision trigger value. South Coast AQMD will develop a contingency provision exceptional event demonstration (CEED) and submit the CEED to CARB and U.S. EPA for review. Upon submittal, South Coast AQMD will await further guidance from CARB and/or U.S. EPA staff. Contingency provision exceptional events could have occurred at any time in the latest 3-year period, not necessarily in the last year that is the subject of the most recent contingency provision trigger value calculation. CEEDs, submitted to CARB and U.S. EPA, can be disapproved by either agency. Further details are presented in Appendix V.

Contingency provision triggering event: A determination by South Coast AQMD that the contingency provision trigger value exceeds the NAAQS, or a written notice by U.S. EPA to disagree with a submitted CEED.

Contingency provision actions triggering event: A determination by South Coast AQMD that the contingency provision trigger value exceeds the NAAQS or, if an EE demonstration is submitted to U.S. EPA, a decision by U.S. EPA to reject the EE demonstration. This determination will trigger the contingency provision actions.

3.5.2 Schedule for Implementation

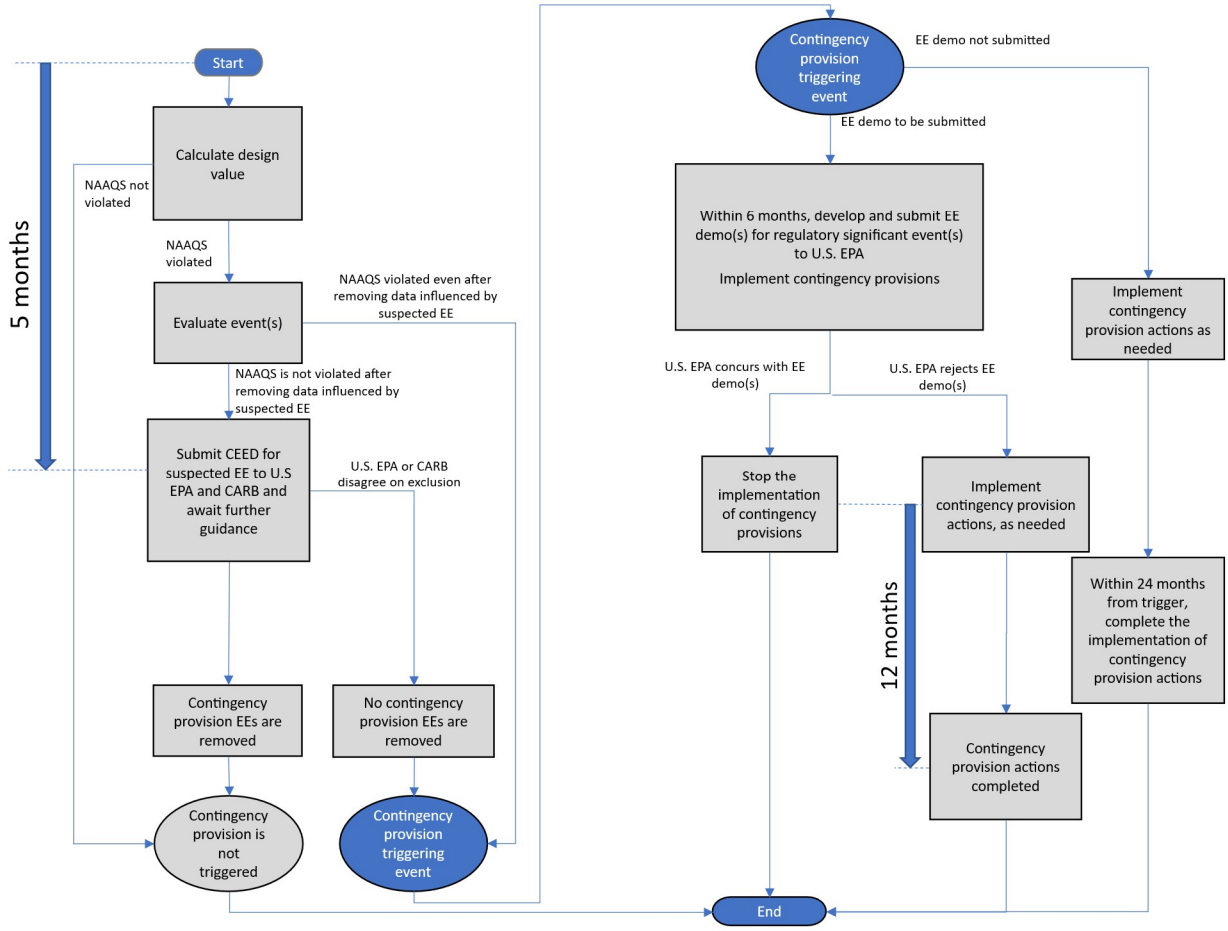
The schedule for implementation of the contingency provisions is illustrated in Figure 5-3. By April 30 each year, South Coast AQMD will calculate the design value using quality assured monitoring data for the previous year. This timeline allows for the analysis of 24-hour integrated sample data, which requires

laboratory analysis and is not available in real-time. If the design value exceeds the NAAQS, South Coast AQMD will evaluate potential contingency provision exceptional events that occurred in the latest three-year period and determine if they meet the criteria for a CEED. If a CEED is warranted, it will be prepared and submitted to U.S. EPA and CARB for concurrent review by May 31st. While this timeline requires an expedited analysis of the potential contingency provision exceptional events, it is consistent with the data certification timeline, which typically occurs in May. During the preparation of the CEED, South Coast AQMD will consult U.S. EPA and CARB to develop an approvable demonstration.

If neither a CEED nor an EE demonstration is submitted and South Coast AQMD determines that the contingency provision trigger value exceeds the NAAQS, then the contingency provision actions will be triggered. South Coast AQMD will start implementing the contingency provision actions as soon as the determination is made, which will be no later than June 1st of each year. South Coast AQMD will complete the implementation of contingency provision actions within 24 months from this determination.

If either CARB or U.S. EPA disagrees with a CEED, it may be necessary for South Coast AQMD to submit a comprehensive EE demonstration. If South Coast AQMD has submitted a comprehensive EE demonstration to U.S. EPA, South Coast AQMD will begin the implementation of the contingency provisions while awaiting U.S. EPA's decision on the submitted EE demonstration, even if U.S. EPA's concurrence on the EE demonstration would avoid triggering the contingency provision actions. During this period, South Coast AQMD will focus on identifying possible causes of the violation, opportunities to reduce emissions, available funding if an incentive-based approach is needed, key stakeholders to solicit contingency provision actions, and other elements necessary to fully implement contingency provision actions upon U.S. EPA's rejection of the submitted EE demonstration. If U.S. EPA rejects the EE demonstration, it will trigger the full implementation of all contingency provision actions as necessary. South Coast AQMD will implement contingency provision actions, as needed, to avoid future exceedances of the standard. In this case, it may take longer than 24 months to complete implementation of the contingency provision actions. This timeline allows for up to 6 months for the South Coast AQMD to develop an EE demonstration including time for CARB review, up to an additional 12 months for U.S. EPA to concur or reject the EE demonstration after formal submission,[84] and up to 12 months for the South Coast AQMD to complete the implementation of necessary contingency provision actions. If U.S. EPA concurs on the EE demonstration, South Coast AQMD will stop the implementation of the contingency provisions and will not initiate contingency provision actions. Further details on contingency provision exceptional events and procedures are provided in Appendix V.

[84] U.S. EPA Exceptional Event Rule. The final rule and supporting documentation is available at https://www.epa.gov/air-quality-analysis/final-2016-exceptional-events-rule-supporting-guidance-documents-updated-faqs.



- South Coast AQMD commits to "start" the process at the beginning of each year
- CEED – Contingency Provision Exceptional Event
- EE – Exceptional Event

FIGURE 5-3
CONTINGENCY PROVISION TRIGGER AND SCHEDULE FOR IMPLEMENTATION

3.5.3 Contingency Provision Actions

The contingency provision actions begin implementation when the contingency provision trigger value exceeds 15.0 µg/m3, the level of the NAAQS, or, if an EE demonstration is submitted to U.S. EPA, a decision by U.S. EPA to reject the EE demonstration. South Coast AQMD will review available data to identify the emission sources that contributed to the exceedance. This review may involve an analysis of speciation data, source attribution studies, meteorological data, etc. Causes of the trigger event may include local and regional primary PM2.5 emission sources and secondary particulate matter formation. If the causes of the trigger event can be determined, South Coast AQMD will use this information when evaluating potential actions to target emission reductions for the emission sources that contributed to the exceedance. If the causes of the trigger event cannot be determined, South Coast AQMD will use a

granular-level emissions inventory, available advanced sensor-based monitoring data, or other large datasets to inform the contingency provision actions.

The contingency provision actions, specified below, will be evaluated and implemented as needed to address the cause of the exceedance and correct the exceedance as expeditiously as possible:

1. Consult with key stakeholders of the relevant emission sources to determine if voluntary or incentive-based control measures could reduce emissions, if feasible.
2. Evaluate whether changes to enforcement of existing rules could reduce emissions.
3. Evaluate amending Rule 445 - Wood-Burning Devices to further strengthen prohibitions on particulate emissions and to promote best management practices on biomass burning. An overview of this rule is provided in Section 2.2 of this chapter.
4. Propose new rules or modify other existing rules to reduce particulate emissions, if needed.

4.0 Summary Checklist

Table 5-4 summarizes the elements that need to be satisfied in order to meet CAA requirements as well as conform to U.S. EPA's guidance. Sections 2.1 – 2.3 address the requirements associated with redesignation while Sections 3.1 – 3.5 contain the maintenance plan. Section 3.2 demonstrates maintenance of attainment of the 1997 annual PM2.5 NAAQS through 2039. Section 3.4 commits South Coast AQMD to maintain a future PM2.5 monitoring network and to verify continued attainment by reviewing inputs and assumptions used for the emission inventory when new information becomes available. If South Coast AQMD finds that these inputs have changed significantly, South Coast AQMD will update the existing inventory in coordination with CARB, evaluate the revised inventory against the inventory presented in this maintenance plan, and evaluate the potential impacts. Section 3.5 establishes contingency provisions that are triggered by a measured violation of the 1997 annual PM2.5 NAAQS.

TABLE 5-4
SUMMARY CHECKLIST OF DOCUMENT REFERENCES

Element	CAA/U.S. EPA Requirement	Document Reference
Redesignation Request	Attainment of the standard	Section 2.1
Redesignation Request	Improvement due to permanent and enforceable reductions	Section 2.2
Redesignation Request	SIP approved under CAA Section 110(k)	Section 2.3
Redesignation Request	Satisfied applicable requirements under CAA Section 110 and Part D	Section 2.3
Maintenance Plan	Attainment inventory	Section 3.1; Chapter 3; Appendix III
Maintenance Plan	Maintenance demonstration	Section 3.2
Maintenance Plan	Transportation conformity	Section 3.3; Chapter 7
Maintenance Plan	Monitoring network	Section 3.4; Chapter 2
Maintenance Plan	Verification of continued attainment	Section 3.4
Maintenance Plan	Contingency provisions	Section 3.5

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 6: 1987 24-HOUR PM10 STANDARD SECOND MAINTENANCE PLAN

1.0 Introduction

Although the South Coast Air Basin (Basin) was previously classified as a "serious" nonattainment area for the 1987 24-hour PM10 NAAQS, PM10 levels improved significantly beginning in 2004. In April 2010, South Coast AQMD submitted a redesignation request and maintenance plan to U.S. EPA in accordance with CAA Sections 107(d)(3)(E) and 175A. Effective July 26, 2013, U.S. EPA redesignated the Basin to attainment for the 24-hour PM10 standard and approved the maintenance plan.[85] CAA Section 175A(b) requires the submission of a second maintenance plan eight years after an area has been redesignated to attainment. Accordingly, South Coast AQMD submitted the second PM10 maintenance plan to U.S. EPA in 2021. However, as discussed in detail in Chapter 1, U.S. EPA expressed concerns regarding a high PM10 measurement in 2018 that was invalidated by South Coast AQMD staff due to direct impact from nearby construction activities. Therefore, U.S. EPA did not act on the 2021 maintenance plan. To address the concern raised by U.S. EPA, a revised maintenance plan was developed.

The revised maintenance plan for the 1987 24-hour PM10 standard (PM10 Maintenance Plan) covers 2023 through 2033. It is designed to comply with CAA Section 175A and U.S. EPA guidance and includes monitoring data showing continued attainment, a maintenance demonstration, verification of continued attainment, transportation conformity, and contingency provisions.[86]

2.0 Monitoring Data Showing Continued Attainment

This section includes a description of the South Coast AQMD monitoring network for PM10 in the Basin, an analysis of PM10 trends, an analysis of trends of meteorological factors that influence PM10 concentrations, and a discussion of exceedances of the NAAQS for the 2010 - 2020 period. In addition, this section provides a list of exceedances of the PM10 NAAQS during the first maintenance period and PM10 exceptional events for which South Coast AQMD is preparing exceptional event demonstrations for submission to U.S. EPA to request exclusion of the events from comparison with the NAAQS. This analysis demonstrates that the Basin has continued to attain the PM10 standard during the first maintenance plan period and that meteorological factors during the first maintenance period were not unusually favorable

[85] U.S. EPA, Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; California; South Coast Air Basin; Approval of PM10 Maintenance Plan and Redesignation to Attainment for the PM10 Standard, 78 Fed. Reg. 38223, June 26, 2013. https://www.federalregister.gov/documents/2013/06/26/2013-15145/approval-and-promulgation-of-implementation-plans-designation-of-areas-for-air-quality-planning

[86] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment. Memorandum from John Calcagni to U.S. EPA Regional Directors. September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

to lower pollutant levels. This section also discusses the major sources of PM10 and South Coast AQMD rules that regulate emissions of particulate matter in the Basin.

2.1 PM10 Trends and Influence of Meteorological Factors Over the First Maintenance Period

Attainment of the 24-hour PM10 NAAQS is based on the design value, which represents the average number of exceedances of the standard in a three-year period. This form is not useful for analyzing trends of concentrations over time. We therefore use a different but related form, referred to as the concentration-based design value in this document, and the annual average PM10 concentration to analyze PM10 trends.

For this analysis, the concentration-based design value is defined as the fourth highest concentration at a monitor in a three-year period, after simulating days without measurements. To simulate days without measurements, each measurement is repeated n times in each year, where $n = round\left(\frac{dyear}{d}\right)$, where $dyear$ is the number of days in the year (365 or 366), d is the number of measurements at the monitor, and $round()$ rounds to the nearest integer. The concentration-based design value can be complete or incomplete. The value is complete if all quarters in the three-year period are at least 75% complete or the concentration-based design value is 155 µg m^{-3} or larger. Completeness is calculated by dividing the number of valid samples by the number of scheduled samples. This methodology produces similar conclusions as the official exceedance-based design values, but also provides additional context when tracking trends in measured concentrations over time. In general, concentration-based design values of 155 µg m^{-3} or larger would also have exceedance-based design values that do not attain the standard.

Figure 6-1 shows the design values with all valid data, removing exceedance exceptional events, and after removing all potential exceptional events (see Appendix I for definition of exceptional events). The South Coast Air Basin PM10 design value, which represents the maximum design value of all monitors, without removing exceptional events, increased over the 2011 - 2024 period (Figure 6-1). This is because there have been more wind-blown dust and wildfire driven exceedances of the NAAQS in the later years of the 2011 - 2024 period. After removing exceedance exceptional events that meet screening criteria listed in Table I-1 (Appendix I), there were nine exceedances of the 24-hour PM10 NAAQS over the first maintenance period (Table 6-1). On July 31, 2023, four monitoring locations recorded PM10 levels exceeding the standard. However, the three-year 24-hour PM10 design value did not exceed one, indicating successful maintenance of the standard during the 2011 - 2024 period.

TABLE 6-1
EXCEEDANCES OF THE 24-HOUR PM10 NAAQS AFTER REMOVAL OF SUSPECTED EXCEPTIONAL EVENTS

Date	Stations
11/12/2013	Mira Loma (Van Buren)
7/9/2018	Upland
10/26/2020	Glendora
10/7/2022	San Bernardino
7/31/2023	Rubidoux, Mira Loma (Van Buren), Lake Elsinore, San Bernardino
9/8/2024	Mira Loma (Van Buren)

The maximum concentration-based design value after removing exceedance exceptional events in the South Coast Air Basin increased from 110 to 150 (36%) over this period, with most of the increase occurring before 2015. From 2015 to 2024, the trend of the concentration-based design value after removing exceedance or all potential exceptional events is relatively flat.

PM10 concentrations are influenced by precipitation because the water droplets remove particulate matter from the air and less fugitive dust is emitted from moist outdoor surfaces than similar dry surfaces. In addition, the atmospheric instability that commonly occurs with rainstorms facilities ventilation of the Basin and vertical mixing. Appendix II analyzes trends in meteorological data including precipitation and includes a discussion on the impact on particulate matter concentrations. Briefly, precipitation conditions during 2010 – 2024 were not conducive to lower PM10 concentrations since precipitation tended to be lower than average in prior years during this period. Additionally, a more than 10-year period is likely a long enough time frame to represent most of the variation in other meteorological factors that influence mixing, transport, and dispersion of pollution and can influence PM10 concentrations. Since the trends in PM10 concentration-based design value after removing exceedance or all potential exceptional events are relatively flat, this provides evidence that meteorology was not unusually favorable to lower PM10 concentrations over the first maintenance period (2010-2024). Rather, PM10 concentrations after removing exceptional events have continued to attain the PM10 NAAQS due to implementation of control measures and enforcement of rules for emission controls.

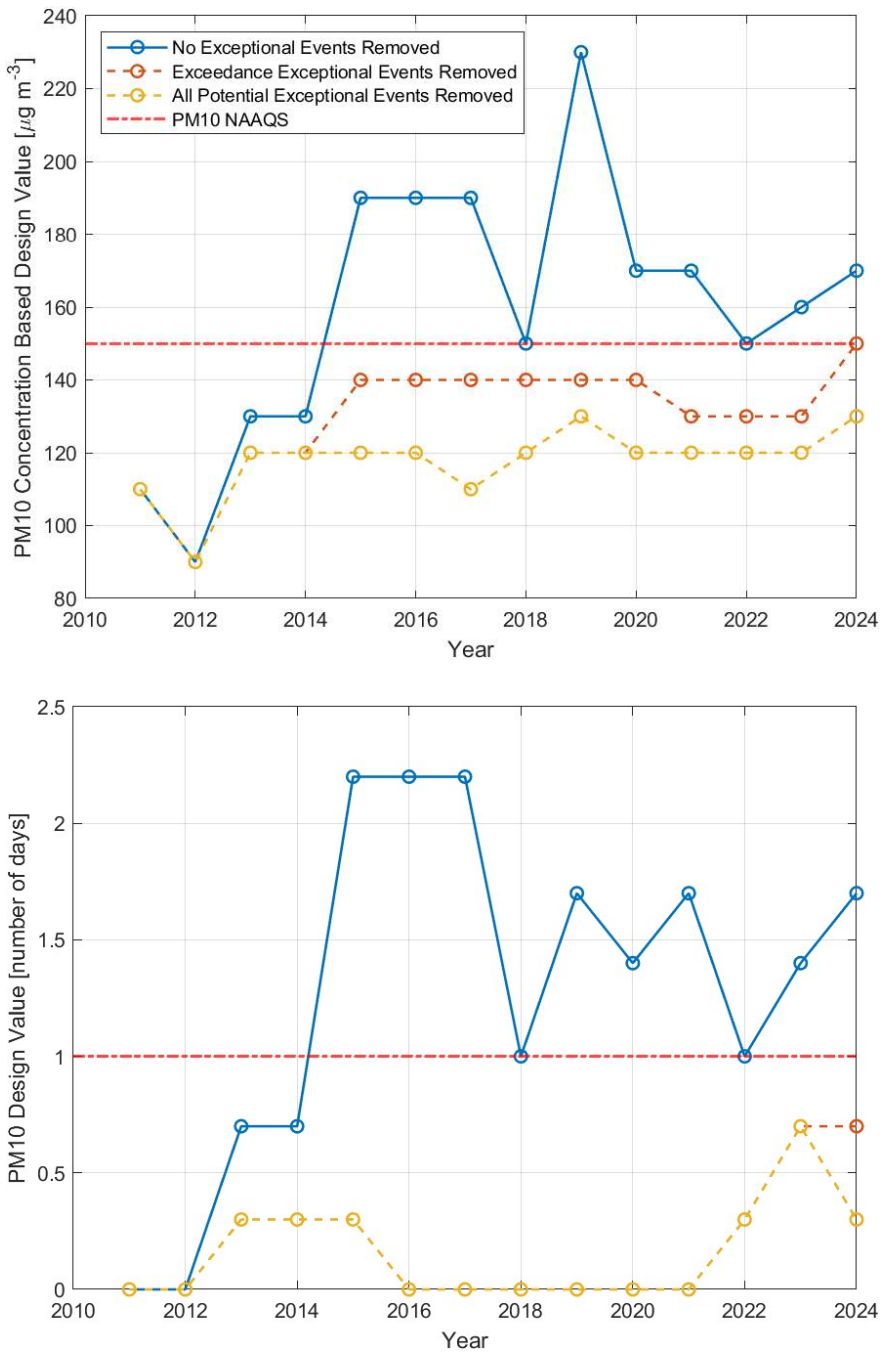


FIGURE 6-1

TREND OF PM10 CONCENTRATION-BASED DESIGN VALUES (TOP) AND DESIGN VALUE (BOTTOM). THE VALUE SHOWN IS THE MAXIMUM OF ALL PM10 MONITORS IN THE SOUTH COAST AIR BASIN.[87]

[87] One high PM10 concentration (587 µg/m³) measured on July 19, 2018 at the Long Beach–Hudson monitoring site was not included in the design value calculations because the data was considered to be invalid due to impacts from construction adjacent to and underneath the monitoring site, and the data was flagged with a null qualifier code in U.S. EPA's air quality system (AQS).

2.2 Contingency Provision Trigger in the First Maintenance Period

The first maintenance plan established a contingency provision trigger that involved first determining if a violation of the PM10 NAAQS has occurred, and second determining if the violation was due to an exceptional event.[88] Only violations of the PM10 NAAQS after removing exceptional events would trigger the contingency provisions. Staff used the analysis of PM10 design values in the first maintenance period to determine if the contingency provisions were triggered during 2013 - 2024.

Figure 6-1 shows that design values in the South Coast Air Basin have been less than 1 after removing exceedance exceptional events since 2011. Thus, the Basin has continued to attain the 1987 24-Hour PM10 NAAQS after removing exceptional events since the start of the first maintenance period, July 26, 2013, the effective date of the redesignation to attainment for the 1987 PM10 standard. Based on this, staff conclude that the contingency provisions were not triggered since the beginning of the first maintenance period to December 31, 2024. The complete measurement data for 2025 was unavailable during the development of this maintenance plan, therefore 2025 was not included in this report. However, preliminary data indicates continued maintenance of the standard in 2025, excluding potential exceptional events.

One exceedance measured at Long Beach-Hudson monitoring site on July 19, 2018 was excluded in the design value calculations because the data was considered to be invalid due to construction activities adjacent to and underneath the station, and the data was flagged with a null qualifier code in U.S. EPA's air quality system (AQS). Because the measurement was considered invalid, the contingency provisions were not triggered. A continuous PM10 Beta Attenuation Monitor has been collecting data since January 2022 at both the Long Beach–Hudson and Long Beach–Signal Hill monitoring sites. The first valid design value for these sites since the Long Beach—Hudson site closure is 2024, covering the 2022–2024 period. During this time, both sites confirmed no exceedances of the 24-hour PM10 standard.

3.0 Second Maintenance Period

3.1 Maintenance Demonstration

An area can demonstrate continued compliance with the NAAQS in one of two ways: by showing that future emissions of a pollutant or its precursors will remain below the levels in the attainment inventory, or by using modeling to demonstrate that the expected mix of future emission sources will not cause a violation of the standard. South Coast AQMD's first PM10 maintenance plan for the Basin, adopted in January 2010, used photochemical transport modeling to demonstrate continued compliance. Since then, the Basin has consistently met the PM10 standard, after exclusion of exceptional events, and 2023

[88] See letter from Elaine Chang to Deborah Jordan, dated March 19, 2023, in docket EPA-R09-OAR-2013-0007 at www.regulations.gov

emissions are significantly lower than those in the 2009 attainment inventory approved by the U.S. EPA.[89] In addition, South Coast AQMD consulted with U.S. EPA for the most appropriate approach to demonstrate maintenance. Considering all these factors, this maintenance demonstration utilizes a proportional rollback method, where the 2024 PM10 concentrations are scaled to reflect changes in the emissions corresponding to PM10 chemical species between 2023 and 2033. The detailed methodology describing how the future PM10 concentrations are calculated is presented in Appendix IV.

The maintenance demonstration for the 1987 24-hour PM2.5 NAAQS uses 2023 as the base year emissions inventory and 2033 as the maintenance horizon year. Chapter 3, Figure 3-1, shows how emissions of PM10 and its precursors change from 2023 to 2033. As discussed in Chapter 3, future emissions of NOx and VOCs will decline after 2023, while direct PM2.5, NH3, and SOx emissions will marginally increase or remain almost unchanged. However, the large reduction in NOx emissions will ensure maintenance of the PM10 standard. No sudden increases in emissions are projected between 2023 and 2033, providing assurance that the standard will not be exceeded during interim years.

The 24-hour PM10 design value represents the number of days per year when PM10 concentrations are greater than or equal to 155 µg/m³, averaged over a three-year period. An area meets the standard if the design value is one or less. However, because this value reflects exceedance frequency rather than actual concentrations, it is not well-suited for demonstrating maintenance. Instead, this maintenance demonstration uses the concentration-based design value described in Section 2.1.

The 24-hour PM10 fourth-highest concentrations from 2022 to 2024 as well as projected concentrations for 2033 are shown in Table 6-2. Both monitored concentrations from 2022 to 2024 and projected concentrations for 2033 are well below 155 µg/m^3, demonstrating that the 24-hour PM10 standard will continue to be met through 2033. ~~Furthermore, this wide margin below the NAAQS means that an unforeseen loss in emission reductions would be unlikely to jeopardize the maintenance demonstration.~~ The maintenance demonstration relies on the projected emissions for 2033. However, future emissions could be impacted by regulatory actions. Recently, California's authority to implement certain mobile source regulations was withdrawn by the federal administration and the U.S. Congress. For instance, on June 12, 2025, three Congressional Review Act (CRA) resolutions were signed into law, rescinding U.S. EPA-approved waivers for certain CARB mobile source regulations.[90,91,92] Although this demonstration does not rely on those recently affected regulations, other mobile source regulations could face similar

[89] U.S. EPA, Approval and Promulgation of Implementation Plans; Designation of Areas for Air Quality Planning Purposes; State of California; PM10; Redesignation of the South Coast Air Basin to Attainment; Approval of PM10 Redesignation Request and Maintenance Plan for the South Coast Air Basin, 78 Fed. Reg. 20868, April 8, 2013. https://www.federalregister.gov/documents/2013/04/08/2013-08117/approval-and-promulgation-of-implementation-plans-designation-of-areas-for-air-quality-planning

[90] U.S. House of Representatives (2025). *H.J. Res. 87, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/87

[91] U.S. House of Representatives (2025). *H.J. Res. 88, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/88

[92] U.S. House of Representatives (2025). *H.J. Res. 89, 119th Congress*. https://www.congress.gov/bill/119th-congress/house-joint-resolution/89

federal challenges. Reductions may also be foregone if U.S. EPA weakens existing federal emissions requirements, such as the Tier 4 criteria pollutant standards for light- and medium-duty vehicles and emissions requirements for heavy-duty vehicles.[93,94] Nevertheless, despite potential foregone emissions, the region would still be expected to meet the standard as long as PM10 emissions do not increase substantially in the future. This is because of the nature of PM10 air quality in the Basin. High levels of PM10 are largely driven by direct PM10 emissions and exceptional events such as wildfires and windblown dust. Secondary PM10, chemically formed from its precursors, accounts for a small fraction of PM10 and generally does not cause exceedances in the Basin. The regulations subject to recent federal and congressional actions mostly affect NOx and PM2.5 emissions which contribute to secondary PM10.

[93] U.S. EPA, Revision of Tier 4 Criteria Pollutant Standards, Part 1: Amendments to Phase-In Schedule for Light-Duty and Medium-Duty Vehicles, 91 Fed. Reg. 28463, May 18, 2026. https://www.federalregister.gov/documents/2026/05/18/2026-09905/revision-of-tier-4-criteria-pollutant-standards-part-1-amendments-to-phase-in-schedule-for

[94] U.S. EPA, Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines, 91 Fed. Reg. 43154, July 14, 2026. https://www.federalregister.gov/documents/2026/07/14/2026-14112/amendments-and-nonconformance-penalties-for-model-year-2027-and-later-heavy-duty-highway-engines-and

TABLE 6-2
2033 PROJECTED 24-HOUR PM10 CONCENTRATIONS (mg/m³)

Station	2022–2024 4th Highest Concentration (µg/m³)	2033 Concentration (µg/m³)
Anaheim	100	101
Fontana	130	132
Los Angeles	70	71
Mira Loma	130	132
Riverside	120	122
San Bernardino	130	132
Long Beach	70	71
Mission Viejo	30	30
Banning Airport	100	101
Crestline	50	51
Redlands	70	71
Santa Clarita	70	71
Glendora	80	81

3.2 Verification of Continued Attainment

U.S. EPA guidance requires that air districts indicate how they will track the progress of their maintenance plans over time to ensure continued attainment.[95] Two options suggested by the guidance include: 1) periodic updates to the emissions inventory, and 2) periodic review of the inputs and assumptions used for the emission inventory and subsequent updates to the inventory if those inputs or assumptions have significantly changed. South Coast AQMD is committing to the latter option to verify continued attainment.

The underlying data for the Basin's emissions inventory is updated regularly. South Coast AQMD maintains reported emissions data from major facilities through the Annual Emissions Reporting program and submits the data to CARB every year.[96] Traffic activity data, which is an essential input to estimate on-road mobile emissions, is updated every four years when Southern California Association of Governments (SCAG) develops a new regional transportation plan. The on-road motor vehicle emissions model, EMFAC, is updated approximately every three to four years. South Coast AQMD tracks emission reductions resulting from regulations and programs impacting stationary and mobile sources. In collaboration with CARB and SCAG, the methodologies, input data, and assumptions used to develop the emissions inventory are reviewed and updated as new data and/or methods become available. These reviews and updates are conducted regularly. If South Coast AQMD finds that the inputs to the emissions inventory have changed

[95] U.S. EPA, Procedures for Processing Requests to Redesignate Areas to Attainment, September 4, 1992. Available at: https://www.epa.gov/sites/default/files/2016-03/documents/calcagni_memo_-_procedures_for_processing_requests_to_redesignate_areas_to_attainment_090492.pdf

[96] South Coast AQMD, Annual Emissions Reporting. https://www.aqmd.gov/home/rules-compliance/compliance/annual-emission-reporting

significantly, South Coast AQMD will update the existing inventory in coordination with CARB, evaluate the revised inventory against the inventories presented in this maintenance plan, and evaluate the potential impacts.

In addition, South Coast AQMD will analyze the PM10 ambient air quality data collected from its monitoring network to verify continued attainment of the standard. Specifically, as part of the contingency provisions described in the next section, the PM10 concentrations from monitoring stations will be compared with the 1987 24-hour PM10 NAAQS on a quarterly basis. South Coast AQMD commits to continue operation of a robust monitoring network, in accordance with 40 CFR part 58 and in consultation with U.S. EPA and CARB. A thorough discussion of the monitoring network is provided in Chapter 2.

3.3 Transportation Conformity

Details on transportation conformity can be found in Chapter 7.

3.4 Contingency Provisions

CAA Section 175A(d) requires maintenance plans to identify contingency provisions to promptly correct any violation of the standard which occurs after the redesignation of the area as attainment. Contingency provisions should, at minimum, identify control measures to be adopted and/or implemented as a contingency in the event of emission increases, a schedule and procedure for adoption and implementation, and a time limit for action by South Coast AQMD. The contingency provisions should also identify the indicators or triggers that will determine when contingency provision actions need to be implemented.

3.4.1 Definitions

Exceptional event (EE): Measurements that are removed from the calculation of design values. South Coast AQMD must submit an exceptional event demonstration that is concurred upon by U.S. EPA.

Contingency provision trigger value: A calculated statistic that is used to determine if the contingency provisions have been triggered. It is analogous to the design value except that “contingency provision exceptional events,” defined below, are removed from the calculation. Further details are presented in Appendix V.

Contingency provision exceptional event: Measurements that are removed from the calculation of the contingency provision trigger value. South Coast AQMD will develop a contingency provision exceptional event demonstration (CEED) and submit the CEED to CARB and U.S. EPA for review. Upon submittal, South Coast AQMD will await further guidance from CARB and/or U.S. EPA staff. Contingency provision exceptional events could have occurred at any time in the latest 3-year period, not necessarily in the last year that is the subject of the most recent contingency provision trigger value calculation. CEEDs, submitted to CARB and U.S. EPA, can be disapproved by either agency. Further details are presented in Appendix V.

Contingency provision triggering event: A determination by South Coast AQMD that the contingency provision trigger value exceeds the NAAQS, or a written notice by U.S. EPA to disagree with a submitted CEED.

Contingency provision actions triggering event: A determination by South Coast AQMD that the contingency provision trigger value exceeds the NAAQS or, if an EE demonstration is submitted to U.S. EPA, a decision by U.S. EPA to reject the EE demonstration. This determination will trigger the contingency provision actions.

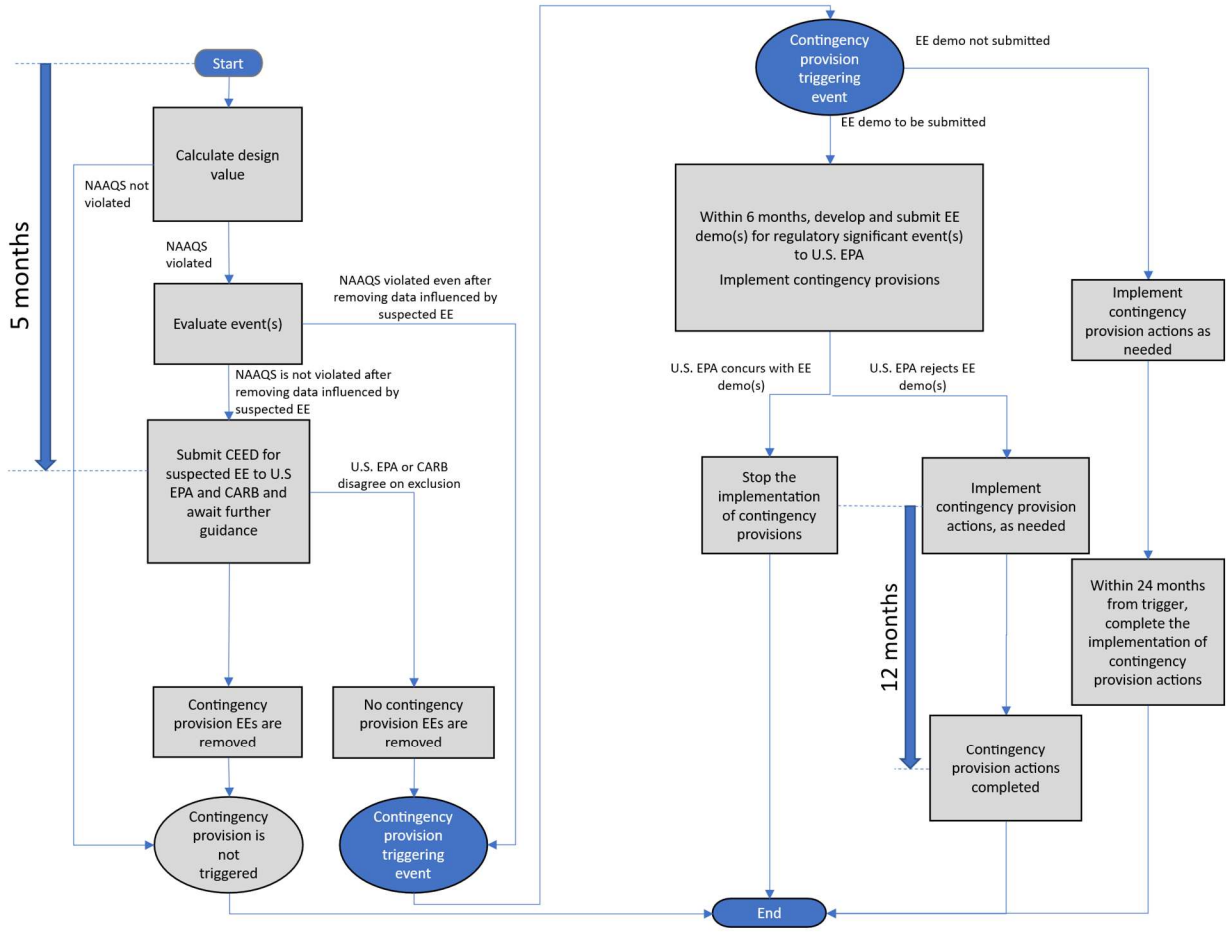
3.4.2 Schedule for Implementation

The schedule for implementation of the contingency provisions is illustrated in Figure 6-2. Within four months after the end of each quarter (i.e., by April 30, July 31, October 31, and January 31), South Coast AQMD will calculate the design value using quality assured monitoring data for the previous quarter. This timeline allows for the analysis of 24-hour integrated sample data, which requires laboratory analysis and is not available in real-time. If the design value exceeds the NAAQS, South Coast AQMD will evaluate potential contingency provision exceptional events that occurred in the latest three-year period and determine if they meet the criteria for a CEED. If a CEED is warranted, it will be prepared and submitted to U.S. EPA and CARB for concurrent review within five months after the end of each quarter (i.e., by May 31, August 31, November 30, and February 28 or 29). While this timeline requires an expedited analysis of the potential contingency provision exceptional events, it is consistent with the data certification timeline, which typically occurs four months after the end of each quarter. During the preparation of the CEED, South Coast AQMD will consult U.S. EPA and CARB to develop an approvable demonstration.

If neither a CEED nor an EE demonstration is submitted and South Coast AQMD determines that the contingency provision trigger value exceeds the NAAQS, then the contingency provision actions will be triggered. South Coast AQMD will start implementing the contingency provision actions as soon as the determination is made, which will be no later than five months after the end of each quarter. South Coast AQMD will complete the implementation of contingency provision actions within 24 months from this determination.

If either CARB or U.S. EPA disagrees with a CEED, it may be necessary for South Coast AQMD to submit a comprehensive EE demonstration. If South Coast AQMD has submitted a comprehensive EE demonstration to U.S. EPA, South Coast AQMD will begin the implementation of the contingency provisions while awaiting U.S. EPA's decision on the submitted EE demonstration, even if U.S. EPA's concurrence on the EE demonstration would avoid triggering the contingency provision actions. During this period, South Coast AQMD will focus on identifying possible causes of the violation, opportunities to reduce emissions, available funding if an incentive-based approach is needed, key stakeholders to solicit contingency provision actions, and other elements necessary to fully implement contingency provision actions upon U.S. EPA's rejection of the submitted EE demonstration. If U.S. EPA rejects the EE demonstration, it will trigger the full implementation of all contingency provision actions as necessary. South Coast AQMD will implement contingency provision actions, as needed, to avoid future

exceedances of the standard. In this case, it may take longer than 24 months to complete implementation of the contingency provision actions. This timeline allows for up to 6 months for the South Coast AQMD to develop an EE demonstration including time for CARB review, up to an additional 12 months for U.S. EPA to concur or reject the EE demonstration after formal submission,[97] and up to 12 months for the South Coast AQMD to complete the implementation of necessary contingency provision actions. If U.S. EPA concurs on the EE demonstration, South Coast AQMD will stop the implementation of the contingency provisions and will not initiate contingency provision actions. Further details on contingency provision exceptional events and procedures are provided in Appendix V.



- South Coast AQMD commits to "start" the process at the beginning of each quarter
- CEED – Contingency Provision Exceptional Event
- EE – Exceptional Event

FIGURE 6-2
CONTINGENCY PROVISION TRIGGER AND SCHEDULE FOR IMPLEMENTATION

[97] U.S. EPA Exceptional Event Rule. The final rule and supporting documentation is available at https://www.epa.gov/air-quality-analysis/final-2016-exceptional-events-rule-supporting-guidance-documents-updated-faqs.

3.4.3 Contingency Provision Actions

The contingency provision actions begin implementation when the contingency provision trigger value is greater than 1 exceedance, the level of the PM10 NAAQS, or, if an EE demonstration is submitted to U.S. EPA, a decision by U.S. EPA to reject the EE demonstration. South Coast AQMD will review available data to identify the emission sources that contributed to the exceedance. This review may involve an analysis of speciation data, source attribution studies, meteorological data, etc. Causes of the trigger event may include local and regional PM10 emission sources. If the causes of the trigger event can be determined, South Coast AQMD will use this information when evaluating potential actions to target emission reductions for the emission sources that contributed to the exceedance. If the causes of the trigger event cannot be determined, South Coast AQMD will use a granular-level emissions inventory, available advanced sensor-based monitoring data, or other large datasets to inform the contingency provision actions.

The contingency provision actions, specified below, will be evaluated and implemented as needed to address the cause of the exceedance and correct the exceedance as expeditiously as possible:

- Consult with stakeholders to determine if voluntary or incentive-based control measures could reduce emissions, if feasible.
- Assess whether improved education and training on fugitive dust mitigation could help lower emissions.[98]
- Evaluate whether changes to enforcement of existing rules could reduce emissions.
- Consider amending Rules 403, 403.2, 444, 445, 1105.1, 1112.1, 1137, 1156, 1157, 1158, and 1186 to further strengthen prohibitions on particulate emissions. These rules are described in Section 3.4.4.
- Develop and propose new rules to reduce particulate emissions, if necessary.

3.4.4 South Coast AQMD's PM10 Rules

The largest sources of primary PM10 in the Basin are road dust and construction and demolition. However, the dominant sources vary throughout the Basin, and some source categories may cause localized areas with elevated PM10 concentrations relative to the surrounding area or other parts of the Basin. Rules for regulating emissions from sources of primary PM10 in the Basin are listed in Table 6-3 along with the emission source categories that are covered by those rules. These rules are described in this section. Some of these rules may be considered for amendment to further reduce particulate emissions as part of the contingency provision actions described in Section 3.4.2.

[98] Training to mitigate fugitive dust emissions is implemented as part of South Coast AQMD Rule 403. Information about this training is available at: https://www.aqmd.gov/home/programs/business/training-403-403-1-403-2-fugitive-dust

TABLE 6-3
SOUTH COAST AQMD RULES THAT REGULATE MAJOR SOURCES OF PM10

Emission Sources	South Coast AQMD Rule Number
Fugitive Dust and Construction	403
Fugitive Dust from Large Roadway Projects	403.2
Open Burning	444
Wood-Burning Devices	445
Fluid Catalytic Cracking Units (FCCUs)	1105.1
Cement Kilns	1112.1
Woodworking Operations	1137
Cement Manufacturing Facilities	1156
Aggregate and Related Operations	1157
Storage, Handling, and Transport of Coke, Coal, and Sulfur	1158
Paved and Unpaved Roads and Livestock Operations	1186

Rule 403 – Fugitive Dust

Rule 403, first adopted in 1976 and amended six times since, reduces particulate matter entrained in the ambient air as a result of anthropogenic fugitive dust sources. The rule requires implementation of control measures to prevent, reduce, or mitigate fugitive dust emissions and includes a performance standard that prohibits visible emissions from crossing any property line. Projects greater than 50 acres and/or those that move more than 5,000 cubic yards of earth are required to notify South Coast AQMD of the project location, implement specific control measures, and maintain recordkeeping. While Rule 403 applies to a wide range of fugitive dust source categories, source-specific rules that control PM10 emissions may also apply.

To assist with dust control planning, South Coast AQMD and Coachella Valley local governments have developed guidance handbooks.[99,100] Additionally, South Coast AQMD offers a three-hour training class, *Dust Control in the South Coast Air Basin*,[101] available in person and virtually. This class provides a comprehensive overview of dust control requirements and strategies for minimizing airborne particulate matter from earth-moving activities.

[99] South Coast AQMD, Rule 403 Fugitive Dust Implementation Handbook. https://www.aqmd.gov/docs/default-source/compliance/rule-403-dust-control-forms/rule-403-fugitive-dust-implementation-handbook-0120km-arc.pdf
[100] South Coast AQMD, Rule 403.1 Coachella Valley Dust Class Volume 1: https://www.aqmd.gov/docs/default-source/compliance/rule-403-dust-control-forms/coachella-valley-dustclass-volume-i-0120km-arc.pdf, and Volume II: https://www.aqmd.gov/docs/default-source/compliance/rule-403-dust-control-forms/coachella-valley-dustclass-volume-ii-0120km-arc.pdf
[101] South Coast AQMD, Dust Control in the South Coast Air Basin (Rule 403). https://www.aqmd.gov/home/programs/business/training-403-403-1-403-2-fugitive-dust

Rule 403.2 – Fugitive Dust from Large Roadway Projects

Rule 403.2, adopted on June 3, 2022, aims to reduce fugitive dust emissions from large roadway projects and minimize air quality impacts. It applies to construction and demolition activities near large roadways classified as interstates or expressways. The rule requires dust control measures such as water misting systems, material pile covers, vehicle speed restrictions, and designated dust control supervisors. It also mandates project signage, recordkeeping, and public notifications for projects near sensitive receptors. The rule supplements existing dust control regulations (e.g., Rules 403 and 403.1[102]) to ensure compliance with air quality standards.

Rule 444 – Open Burning

Rule 444 – Open Burning was adopted in 1976 and last amended in 2013 to regulate open burning practices to minimize emissions and smoke impacts. It applies to activities such as agricultural burning, disposal of tumbleweeds, prescribed burns, beach burning, and fire prevention training. Rule 444 mandates obtaining prior authorization for burns and burning only on designated days that meet meteorological and air quality criteria. The rule prohibits the burning of non-vegetative materials such as trash and construction debris. For large projects or prescribed burns that produce more than one ton of PM emissions, a Smoke Management Plan (SMP) is required to minimize public smoke exposure. Entities must notify South Coast AQMD before and after burning and maintain records of the activity.

Rule 445 – Wood-Burning Devices

Rule 445 reduces emissions from wood-burning devices such as fireplaces or wood stoves. It was originally adopted in 2008 and contains requirements regarding the sale and installation of wood-burning devices, prohibits the burning or sale of unseasoned wood, and includes curtailment of wood-burning on "No-Burn" days when the ambient concentration of PM2.5 is forecast to exceed the curtailment threshold.

In June 2020, Rule 445 was amended to include PM2.5 contingency measures and to switch the source-receptor area-specific curtailment to a Basin-wide curtailment approach. In October 2020, it was amended again to include ozone contingency measures. The rule was subsequently approved by U.S. EPA, excluding paragraph (g) (Ozone Contingency Measures) and paragraph (k) (Penalties).[103] Rule 445 contains four PM2.5 contingency measures, each of which impose lower curtailment thresholds upon any of U.S. EPA's findings of failure to comply or attain as specified in 40 CFR §51.1014(a). In 2020, the first PM2.5 contingency measure was triggered upon U.S. EPA's finding of failure to attain the 2006 24-hour PM2.5

[102] Rule 403.1 applies to fugitive dust sources in Coachella Valley.

[103] U.S. EPA, Air Plan Approval; California; Los Angeles-South Coast Air Basin, 87 Fed. Reg. 12866, March 8, 2022. https://www.federalregister.gov/documents/2022/03/08/2022-04761/air-plan-approval-california-los-angeles-south-coast-air-basin#page-12869

standard by the December 31, 2019 attainment deadline.[104] As a result, the wood burning curtailment threshold was lowered from 30 µg/m^3 to 29 µg/m^3 during November–February.

On September 5, 2025, Rule 445 was amended to implement the South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard (2024 PM2.5 Plan)[105] control measure BCM-18 – Further Emission Reductions from Wood-Burning Fireplaces and Wood Stoves. The amendment lowered the wood burning curtailment threshold from 29 µg/m^3 to 25 µg/m^3 and removed the low-income exemption from the curtailment program. The PM2.5 contingency provisions were amended as well to include two contingency measures, which each reduce the curtailment threshold by 2 µg/m3.

Rule 1105.1 – Reduction of PM10 and Ammonia Emissions from Fluid Catalytic Cracking Units

Adopted in 2003, Rule 1105.1 focuses on reducing PM10 emissions from FCCUs at petroleum refineries. The rule establishes strict emission limits for filterable PM10, requiring effective control technologies, regular testing, and continuous monitoring to minimize PM10 pollution. Filterable PM10 emissions are limited to 3.6 pounds per hour, 0.005 grains per dry standard cubic foot (gr/dscf) of flue gas corrected to 3 percent O2 dry, or 2.8 pounds per thousand barrels of fresh feed.

Rule 1112.1 – Emissions of Particulate Matter and Carbon Monoxide from Cement Kilns

Adopted in 1986 and amended in 2009, Rule 1112.1 sets PM emission limits for cement kilns and clinker coolers, requiring accurate monitoring, compliance testing, and reporting to control air pollution from cement manufacturing operations. Combined PM emissions from cement kilns and clinker coolers shall not exceed 0.40 pounds per ton of kiln feed if the kiln feed rates are less than 75 tons per hour and shall be limited to 30 pounds per hour if the kiln feed rates are 75 tons per hour or greater.

Rule 1137 – PM10 Emission Reductions from Woodworking Operations

Adopted in 2002, Rule 1137 mandates strict PM10 control measures for woodworking facilities, requiring effective capture and filtration of sawdust emissions, and proper waste handling to minimize airborne particulate pollution. In particular, sawdust emissions are required to be vented to an emission control device such that no visible emissions exit from external ductwork or the control device, except for 15 minutes after start-up or 15 minutes before shutdown.

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[104] U.S. EPA, Finding of Failure To Attain the 2006 24-Hour Fine Particulate Matter Standards; California; Los Angeles-South Coast Air Basin, 85 Fed. Reg. 57733, September 16, 2020. https://www.federalregister.gov/documents/2020/09/16/2020-19588/finding-of-failure-to-attain-the-2006-24-hour-fine-particulate-matter-standards-california-los

[105] South Coast AQMD, South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard, June 7, 2024. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/other-state-implementation-plan-(sip)-revisions/2012-annual-pm2-5-plan

Rule 1156 – Further Reductions of Particulate Emissions from Cement Manufacturing Facilities

Adopted in 2005 and amended once in 2015, Rule 1156 reduces PM emissions and minimizes hexavalent chromium emissions from cement manufacturing facilities by regulating operations, material handling, and transport. The rule mandates the use of baghouse systems, dust suppressants, and enclosures for storage piles, conveyors, and transfer points to prevent fugitive dust emissions. Facilities must comply with opacity limits, conduct continuous emissions monitoring, and follow strict PM10 monitoring requirements if violations occur. After facility closure, former cement plants must continue monitoring hexavalent chromium and implement dust control measures to prevent emissions from contaminated sites.

Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations

Rule 1157 was adopted in 2005 and amended in 2006. It further reduces PM10 emissions from aggregate and related operations and implements the 2003 AQMP Control Measure BCM-08 – Further Emission Reductions from Aggregate and Cement Manufacturing Operations. At the time of the 2006 rule amendment, Rule 1157 affected approximately 29 aggregate facilities. These facilities generate PM10 emissions during their mining, processing, and handling (i.e., transporting, loading/unloading, conveying, crushing, screening, mixing, and storing) of the aggregates. Unpaved roads and track-out from these facilities are two other significant sources of PM10 emissions.

Rule 1158 – Storage, Handling, and Transport of Coke, Coal and Sulfur

Rule 1158 was adopted in 1983 and was last amended in 2008. Rule 1158 requires coke, coal, and sulfur piles to be enclosed, covered, or treated with water sprays or dust suppressants to prevent airborne PM emissions. Furthermore, the rule sets a visible dust standard. The road surfaces and vehicle movement areas where material has accumulated have to be paved to allow effective cleaning. Trucks and trailers transporting materials have to be covered, be leak resistant, and be cleaned before leaving the facility.

Rule 1186 – PM10 Emissions from Paved and Unpaved Roads and Livestock Operations

Adopted in 1997 and amended multiple times, Rule 1186 reduces PM10 emissions from vehicular travel on paved and unpaved public roads, as well as at livestock operations, and implements the 1994 AQMP control measure BCM-01 – Control of Emissions from Paved and Unpaved Roads. Rule 1186 applies to the entire South Coast AQMD jurisdiction, except for unpaved road requirements, which are limited to the South Coast Air Basin. The rule mandates that government agencies procure and use certified street sweepers for routine street sweeping. To support implementation, South Coast AQMD developed a testing protocol to certify street sweepers based on pick-up efficiency and PM10 emissions. Manufacturers undergo independent testing to obtain certification, and the list of approved equipment is updated periodically to reflect new certifications and emerging information.[106]

[106] South Coast AQMD, Rule 1186 Certified Street Sweepers. https://www.aqmd.gov/docs/default-source/rule-book/support-documents/rule-1186/certified-street-sweepers-equipment-list-6-2-2021.pdf

4.0 Summary Checklist

As described in Section 2, almost all PM10 measurements that exceeded the level of the NAAQS were caused by exceptional events. By excluding these measurement data, PM10 design values in the Basin have not exceeded the NAAQS during the first maintenance period (2013–2023) and the 2024 monitoring data is consistent with continued attainment. South Coast AQMD is preparing exceptional event demonstrations for those exceedances that are regulatory significant.

Table 6-4 summarizes the elements that need to be satisfied in order to meet CAA requirements as well as conform to U.S. EPA's guidance. Section 3.1 demonstrates continued attainment of the PM10 NAAQS through 2033. Section 3.2 commits South Coast AQMD to maintain a future PM10 monitoring network and to verify continued attainment of the PM10 NAAQS by reviewing inputs and assumptions used for the emission inventory when new information becomes available. If South Coast AQMD finds that these inputs have changed significantly, South Coast AQMD will update the existing inventory in coordination with CARB, evaluate the revised inventory against the inventories presented in this maintenance plan, and evaluate the potential impacts. Chapter 7 includes transportation conformity budgets. Section 3.4 establishes contingency provisions that are triggered by a measured violation of the PM10 NAAQS.

TABLE 6-4
SUMMARY CHECKLIST OF DOCUMENT REFERENCES

CAA/U.S. EPA Requirement	Document Reference
Attainment inventory	Chapter 3; Appendix III
Maintenance demonstration	Section 3.1
Verification of continued attainment	Section 3.2
Transportation conformity	Section 3.3; Chapter 7
Contingency provisions	Section 3.4

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 7: TRANSPORTATION CONFORMITY

Introduction

The California Air Resources Board (CARB) has prepared the motor vehicle emissions budget (MVEB)[107] for the South Coast Air Basin Maintenance Plans for the 1987 24-hour PM10 and 1997 annual and 24-hour PM2.5 National Ambient Air Quality Standards (NAAQS) (South Coast Air Basin Maintenance Plans for PM2.5 and PM10 NAAQS). The MVEB is the maximum allowable emissions from motor vehicles within nonattainment and maintenance areas and is used for determining whether transportation plans and projects conform to the applicable State Implementation Plan (SIP).

Transportation conformity is the federal regulatory process for linking and coordinating transportation and air quality planning through the MVEB established in the SIP. Under section 176(c) of the Clean Air Act (Act), federal agencies may not approve or fund transportation plans and projects unless they are consistent with the regional SIP. In addition, conformity with the SIP requires that transportation activities do not (1) cause or contribute to new air quality violations, (2) increase the frequency or severity of any existing violation, or (3) delay the timely attainment of NAAQS. Therefore, quantifying on-road motor vehicle emissions and comparing those emissions with a budget established in the SIP determines transportation conformity between air quality and transportation planning.

The MVEBs are set for each criteria pollutant or its precursors for each milestone year and the attainment year of the SIP. Subsequent transportation plans and programs produced by transportation planning agencies must demonstrate that the emissions from the proposed plan, program, or project do not exceed the MVEBs established in the applicable SIP. The MVEBs established in this SIP apply as a "ceiling" or limit on transportation emissions for the Southern California Association of Governments (SCAG) metropolitan planning organization (MPO) for the years in which they are defined and for all subsequent years until another year for which a different budget is specified, or until a SIP revision modifies the budget. For the South Coast Air Basin Maintenance Plans for PM2.5 and PM10 NAAQS, the maintenance years of the SIP (also referred to as the plan analysis years) are 2030 and 2033 for the 1987 24-hour PM10 NAAQS, and 2033 and 2039 for the 1997 annual and 24-hour PM2.5 NAAQS, both for the annual season.

Methodology

The MVEB for the South Coast Maintenance Plans for PM2.5 and PM10 is established based on guidance from the U.S. EPA on the motor vehicle emission categories and precursors that must be considered in transportation conformity determinations, as found in the transportation conformity regulation and final rules as described below.

[107] Federal transportation conformity regulations are found in 40 CFR Part 51, subpart T – Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 U.S.C. of the Federal Transit Laws. Part 93, subpart A of this chapter was revised by the EPA in the August 15, 1997 Federal Register.

The MVEB must be clearly identified, precisely quantified, and consistent with applicable Act requirements. Further, it should be consistent with the emission inventory and control measures included in the South Coast Maintenance Plans for PM2.5 and PM10 NAAQS.

The South Coast Maintenance Plans for PM2.5 and PM10 NAAQS establishes the MVEB for primary emissions of PM2.5 and PM10 from motor vehicle exhaust, tire and brake wear, and paved, unpaved, and construction road dust, as well as the precursors of ~~nitrous~~ nitrogen oxides (NOx), reactive organic gases (ROG), respectively, with respect to the standards, except that PM2.5 budgets include only NOx as PM2.5 precursor, pursuant 40 CFR 93.102 (b)(2)(iv).[108] This section discusses budgets for annual average daily emissions set for the milestone years of 2030 and 2033 for the 1987 PM10 standard and 2033 and 2039 for the 1997 PM2.5 standards. The MVEB presented below uses emission rates from California's motor vehicle emission model, EMFAC2021 (V.1.0.2),[109] with SCAG's activity data (VMT and speed distributions). The activity data are from their 2025 Federal Transportation Improvement Program (FTIP).[110]

On November 15, 2022, the U.S. EPA approved EMFAC2021 for use in SIPs and for demonstrating transportation conformity.[111] The EMFAC model estimates emissions from two combustion processes (running and start exhaust) and four evaporative processes (hot soak, running losses, diurnal, and resting losses). The California Emissions Projection Analysis Model (CEPAM) 2022 v1.00 was used to calculate emissions from mobile-adjacent area sources, including paved, unpaved, and construction road dust.[112] However, recent actions by the federal government and Congress challenged a series of CARB's regulations of which reductions are critical to attain multiple NAAQS in California. The rules affected by these recent federal actions and reflected in EMFAC2021 are the Advanced Clean Trucks (ACT) and the Heavy-Duty Low NOx Omnibus (Omnibus) regulations. Therefore, the MVEB in these maintenance plans was adjusted to remove the emissions benefits from these regulations. In addition, the estimated emissions were adjusted to account for the Heavy-Duty Inspection and Maintenance (HD I/M) Program,[113] reflecting U.S. EPA's latest decision to include a portion of the regulation into the SIP.

[108] ROG, sulfur dioxide (SO2) and ammonia (NH3) emissions from motor vehicles do not contribute to ambient PM2.5 significantly in the South Coast Air Basin. On-road motor vehicles account for approximately 12%, 8% and 26%, respectively, of the total anthropogenic ROG, SO2 and NH3 emissions in the Basin in 2033. Therefore, those pollutants are not included in the MVEB.

[109] More information on data sources can be found in the EMFAC technical support documentation at: https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-road-documentation

[110] More information can be found at: 2025 FTIP Program. Per SCAG, this travel activity data is identical to those included in the 2024 RTP amendment 1, which was used in the current Maintenance Plans.

[111] U.S. EPA approval of EMFAC2021 can be found at 87 FR 68483: federalregister.gov

[112] More information on data sources can be found at: https://ww2.arb.ca.gov/criteria-pollutant-emission-inventory-data

[113] Clean Truck Check (HD I/M) | California Air Resources Board

The MVEBs for the South Coast 1987 PM10 and 1997 PM2.5 Maintenance Plan were developed to be consistent with the on-road emissions inventory[114] and maintenance demonstration using the following method:

1) Used the EMFAC2021 v1.02 model to produce the on-road motor vehicle emissions totals (average annual day) for the appropriate pollutants (NOx, ROG, and PM10 or PM2.5, respectively, according to the standard) using 2025 FTIP activity data.
2) Applied USEPA-approved off-model adjustment factors to account for federal actions revoking ACT and Omnibus regulations.
3) Applied the off-model HD I/M adjustment factors to account for recently adopted regulations.
4) Used the CEPAM2022 v1.00 model to produce construction, paved, and unpaved road dust (PM10 or PM2.5, respectively, according to the standard) emissions totals; and
5) Rounded the totals for NOx, ROG, and PM10 or PM2.5, respectively, to the nearest tenth ton.

Motor Vehicle Emissions Budget

The MVEBs in Tables 7-1 and 7-2 were established according to the methodology outlined above and in consultation[115] with SCAG, South Coast AQMD, CARB, U.S. EPA, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The MVEB is consistent with the emission inventories and control measures in the 2025 FTIP. These budgets will be effective once the U.S. EPA determines they are adequate.

Table 7-1 below contains the detailed MVEB for the milestone years for the South Coast Air Basin (1987 24-hour PM10 standard). Table 7-2 below presents the detailed MVEB for the South Coast Air Basin of 1997 annual and 24-hour PM2.5 –standards. The emissions are estimated using the EMFAC2021 and CEPAM2022 models, and adjusted for recent federal actions, including the revocation of previously approved waivers for the ACT and the Omnibus regulations, using off-model adjustments for NOx, ROG, PM2.5, and PM10 emissions. The final MVEB is rounded upwards to the nearest whole ton and tenth of a ton.

[114] More information about the on-road motor vehicle emission budgets can be found in Appendix III.
[115] More information about the on-road motor vehicle emission budgets can be found in Appendix III.

TABLE 7-1
MOTOR VEHICLE EMISSIONS BUDGET FOR THE 1987 PM10 STANDARD (ANNUAL SEASON)

South Coast Totals (Tons/Day)	2030			2033		
	NOx	ROG	PM10	NOx	ROG	PM10
Vehicular Exhaust (including brake and tire wear for PM10)	57.84	43.96	9.74	50.98	40.04	9.63
Increases from removal of emissions benefits[a]	2.85	0.06	0.07	4.73	0.13	0.15
Reductions from HD I/M[b]	10.74	0.00	0.09	11.70	0.00	0.08
Construction Road Dust	0.00	0.00	2.68	0.00	0.00	2.73
Paved Road Dust	0.00	0.00	58.98	0.00	0.00	59.50
Unpaved Road Dust[c]	0.00	0.00	12.25	0.00	0.00	12.25
Total[d]	49.95	44.02	83.64	44.02	40.17	84.17
Motor Vehicle Emissions Budget[e]	50	45	84	45	41	85

[a] This reflects increases from the removal of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Omnibus, and Warranty Phase I Regulations adjustment factors submitted November 21th, 2025
[b] This reflects reductions from the SIP-approved portion of the Heavy Duty Inspection/Maintenance Regulation. CARB submitted the adjustment factor to U.S. EPA for approval on March 26, 2026.
[c] AP-42 methods for road dust Section 13.2.1, Paved Roads and Section 13.2.2, Unpaved Roads.
[d] Values may not add up due to rounding
[e] Motor Vehicle Emissions Budgets calculated are rounded up to the nearest tpd for emissions higher than 20 tpd, and to the nearest tenth of a tpd for emissions lower than 20 tpd.

Source: EMFAC2021 v1.02 and CEPAM2022 v1.00

TABLE 7-2
MOTOR VEHICLE EMISSIONS BUDGET FOR THE 1997 PM2.5 ANNUAL AND 24-HR STANDARDS (ANNUAL SEASON)

South Coast Totals (Tons/Day)	2033		2039	
	NOx	PM2.5	NOx	PM2.5
Vehicular Exhaust (including brake and tire wear for PM2.5)	50.98	3.44	42.95	3.31
Increases from removal of emissions benefits[a]	4.73	0.06	8.24	0.14
Reductions from HD I/M[b]	11.70	0.08	12.95	0.08
Construction Road Dust	0.00	0.27	0.00	0.28
Paved Road Dust[c]	0.00	8.90	0.00	9.02
Unpaved Road Dust	0.00	1.22	0.00	1.22
Total[d]	44.02	13.82	38.25	13.91
Motor Vehicle Emissions Budget[e]	45	13.9	39	14

[a] This reflects increases from the removal of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Omnibus, and Warranty Phase I Regulations adjustment factors submitted November 21th, 2025
[b] This reflects reductions from the SIP-approved portion of the Heavy Duty Inspection/Maintenance Regulation. CARB submitted the adjustment factor to U.S. EPA for approval on March 26, 2026.
[c] AP-42 methods for road dust Section 13.2.1, Paved Roads and Section 13.2.2, Unpaved Roads.
[d] Values may not add up due to rounding

[e] Motor Vehicle Emissions Budgets calculated are rounded up to the nearest tpd for emissions higher than 20 tpd, and to the nearest tenth of a tpd for emissions lower than 20 tpd.
Source: EMFAC2021 v1.02 and CEPAM2022 v1.00

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 8: PUBLIC PROCESS

Public Process

The Draft South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS were released on May 14, 2026 to solicit public review and comments. The public process ~~will include~~included one public consultation meeting on May 20, 2026, and a briefing to South Coast AQMD's Mobile Source Committee ~~is scheduled for~~on May 15, 2026. A public hearing will be held at South Coast AQMD's Governing Board meeting on August 7, 2026, subject to change. Notification of the public hearing will be published in major newspapers in each county. Throughout the process, email updates will be sent to interested parties.

Public Comments and Response to Comments

At the public consultation meeting held on May 20, 2026, verbal public comments were received on the Draft South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS. In addition, a letter was received by June 16, 2026, the written comment deadline.

Verbal Comments at the Public Consultation Meeting

Polash Mukerjee asked which stationary and mobile source rules and regulations contributed to attainment of the 1997 PM2.5 standards. In addition, Mr. Mukerjee also inquired about the public health benefits associated with attainment of the 1997 PM2.5 standards.

Staff Response: An overview of the key rules and regulations that contributed to attainment of the 1997 PM2.5 standards is provided in Chapter 4, Section 2.2.

The Socioeconomic Report prepared for the 2007 Air Quality Management Plan (AQMP) estimated that attainment of the 1997 PM2.5 NAAQS by 2014 would result in avoiding 1,500 premature deaths, 1,300 non-fatal heart attacks, 500 emergency room visits, and 185,000 work loss days.[116] The economic benefit associated with reduced PM2.5 morbidity and mortality by 2014 was determined to be $587 million and $8.5 billion, respectively.[117]The 2007 AQMP contains the latest approved strategy to attain the 1997 PM2.5 standards by 2014.

The maintenance plans rely on baseline emissions, which reflect the continued implementation of adopted rules and regulations, to demonstrate maintenance of the standards. While there are no additional health benefits specifically associated with the maintenance plans, quantified health benefits associated with selected adopted rules and regulations are shown in Table 8-1.

[116] South Coast AQMD, Final 2007 AQMP Socioeconomic Report, Table 3-3. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2007-aqmp-socioeconomic-report
[117] South Coast AQMD, Final 2007 AQMP Socioeconomic Report, Table 3-5. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2007-aqmp-socioeconomic-report

TABLE 8-1
SELECTED RULES AND REGULATIONS REFLECTED IN THE BASELINE EMISSIONS WITH QUANTIFIED PUBLIC HEALTH BENEFITS

Implementing agency	Rule/regulation	Adoption date	Health impacts avoided*
CARB	Heavy-Duty Inspection and Maintenance Regulation[118]	December 9, 2021	4,278 premature deaths, 1,586 hospital admissions, and 2,171 emergency room visits
South Coast AQMD	Rule 1109.1 - Emissions of Oxides of Nitrogen From Petroleum Refineries and Related Operations[119]	November 5, 2021	370 premature deaths, 6,200 asthma attacks, and 21,400 work loss days
CARB	Advanced Clean Cars Program[120]	March 22, 2012	430 premature deaths
CARB	Truck and Bus Regulation[121]	December 12, 2008	9,400 premature deaths, 3,300 hospital admissions, and 950,000 work loss days
CARB	In-Use Off-Road Diesel Fueled Fleets (Off-Road Regulation)[122]	July 26, 2007	4,000 premature deaths, 2,440 hospital admissions, and 680,000 work loss days

* Health impacts are statewide except for Rule 1109.1 and the Heavy-Duty Inspection and Maintenance Regulation, which quantified health impacts in the South Coast Air Basin.

[118] https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2021/hdim2021/isor.pdf
[119] https://www.aqmd.gov/docs/default-source/agendas/governing-board/2021/2021-nov5-034.pdf?sfvrsn=f4dbab61_6
[120] https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2012/leviiighg2012/levisor.pdf
[121] https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2008/truckbus08/tbisor.pdf
[122] https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2007/ordiesl07/isor.pdf

Written Comment Letter #1

RECEIVED NOTIFICATION : FAX RECEIVED SUCCESSFULLY **

TIME RECEIVED June 16, 2026 at 12:51:38 PM PDT | REMOTE CSID | DURATION 143 | PAGES 7 | STATUS Received

JUNE 17, 2026

COMMENTS OF HARVEY MARK EDDIE
FOR SOLE
& PSRC, PUBLIC SOLAR POWER.
CONSULTING / TO SCAQMD / AT

Da. SANG MEE LEE – AT FAX # (909) 396 3252

Da. FAX # (909) 396 3317 of CLERK
FAY THOMAS –

& MAY 29 + PUB. ~~GAME~~ CONSULTATION
MEETING MAY 29 2026

a SOUTH COAST AIR BASIN
REDESIGNATION REQUEST AND
MAINTENANCE PLANS FOR PM 2.5
AND PM10 NAAQS

6/17/26
HP
PSC

WE NEED MORE TIME TO
COMMENT ON THESE PROCEEDINGS
& CURRENT PLANS AFTER MAY 29 2026 MT.
WE CONTINUE TO BE LEFT OUT COMMENTING
ON THESE PROCEEDINGS AT ANY
REA. NO TIME OF LEAD ON July 10, 2026

1

Ap 2 wks letter w/o presentation
of staff at June 7, 2016
staff mtg

We have been working on Soil
and air pollution quality issue
in SCP for over 40 yr. — PSR
has been around 50 yr.
E/S - P/G of Soil

We are cutting the major
issues —

Incorporate in Rpt Sept 23 (24) 2019

Letter from EPA Ann Wheeler to

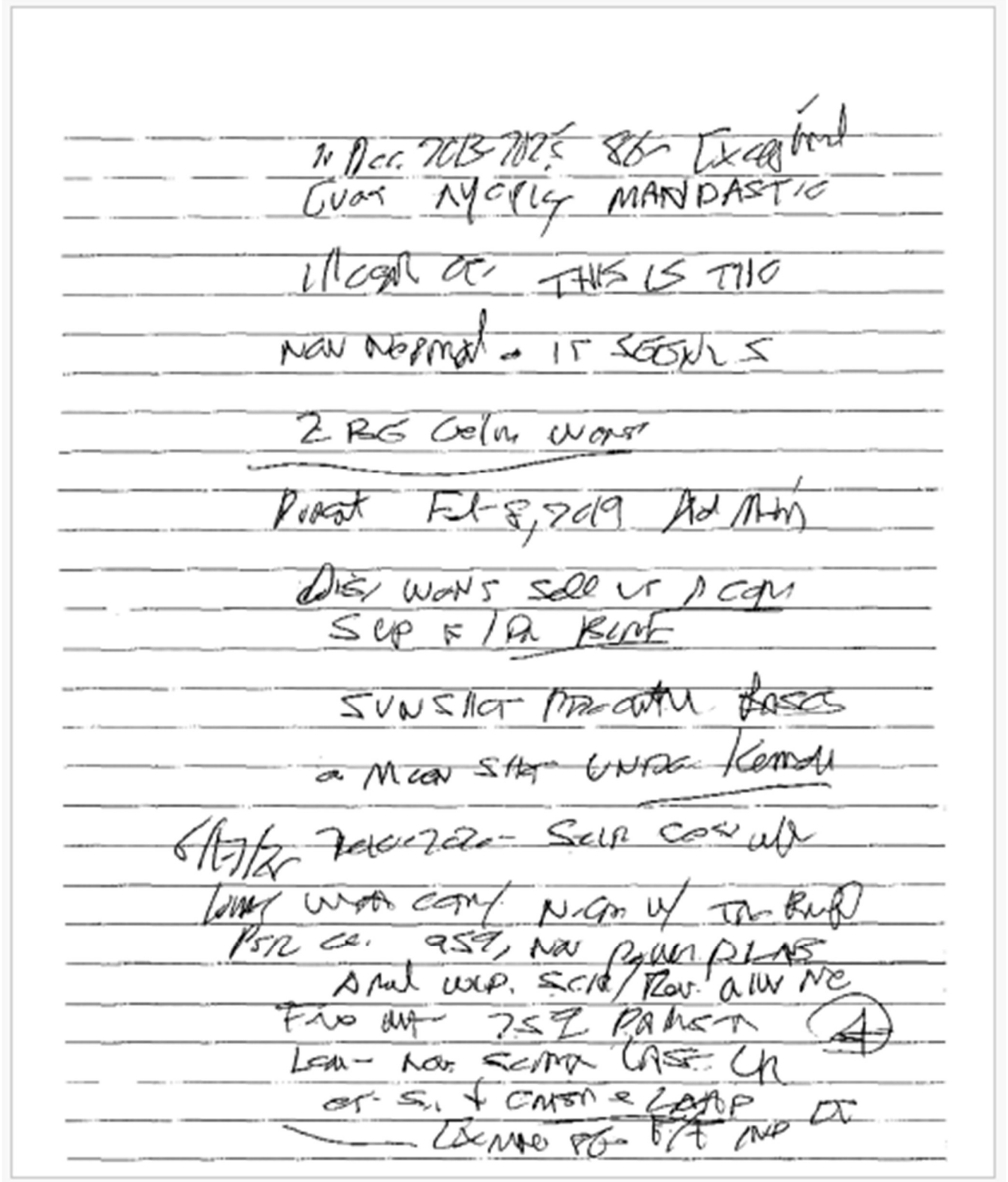
Chair Carb Mary Nichols

over 130 sip values of SCP

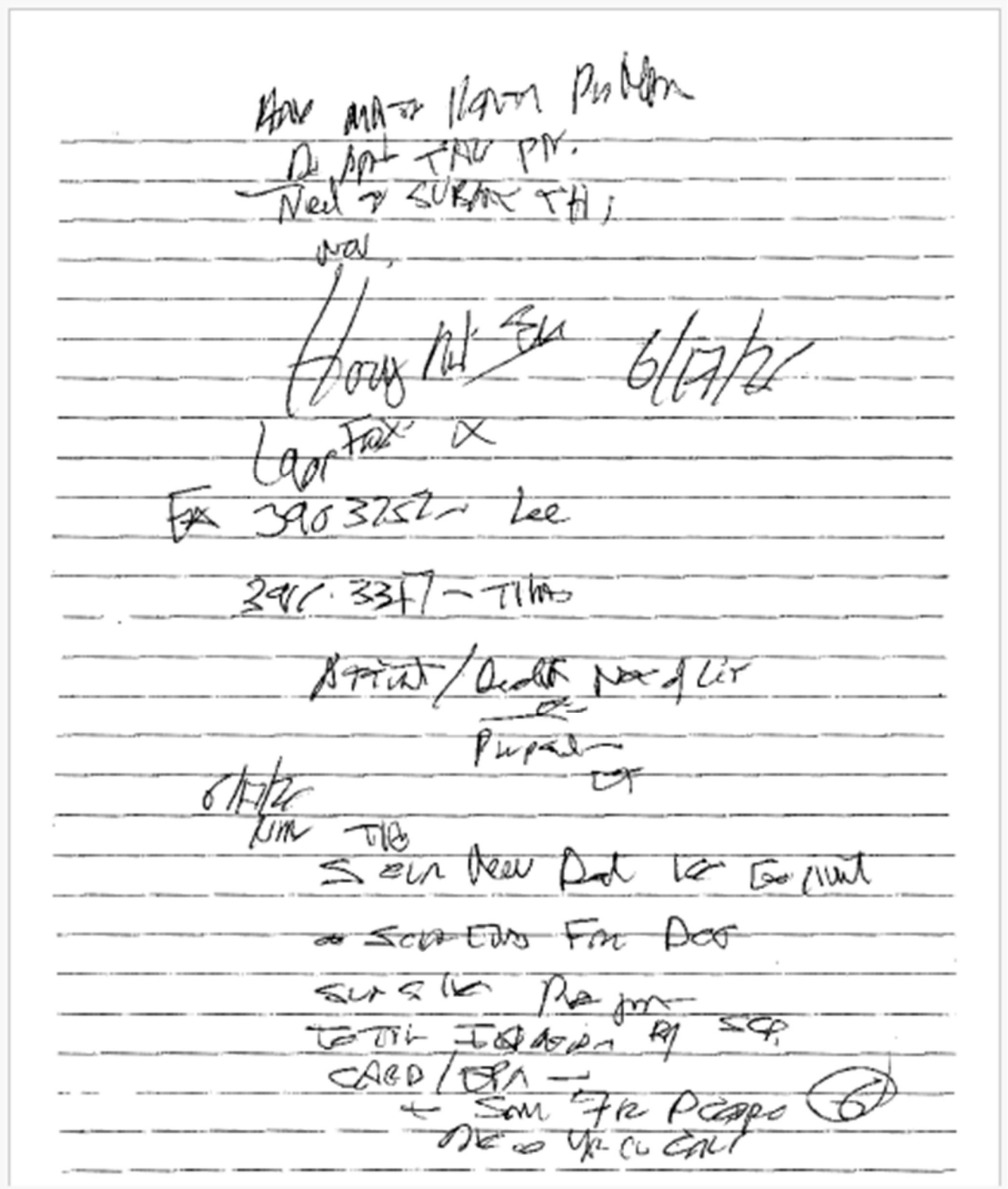
6/17/20 NOP for Sanitary outfitting
for Eel. transport mgmt to SCD / SRI
cont / Dist is a capriccio again
By Fossil Fuel co. Dr. Noble Econ
1987 - Stigler v. Coca Cola

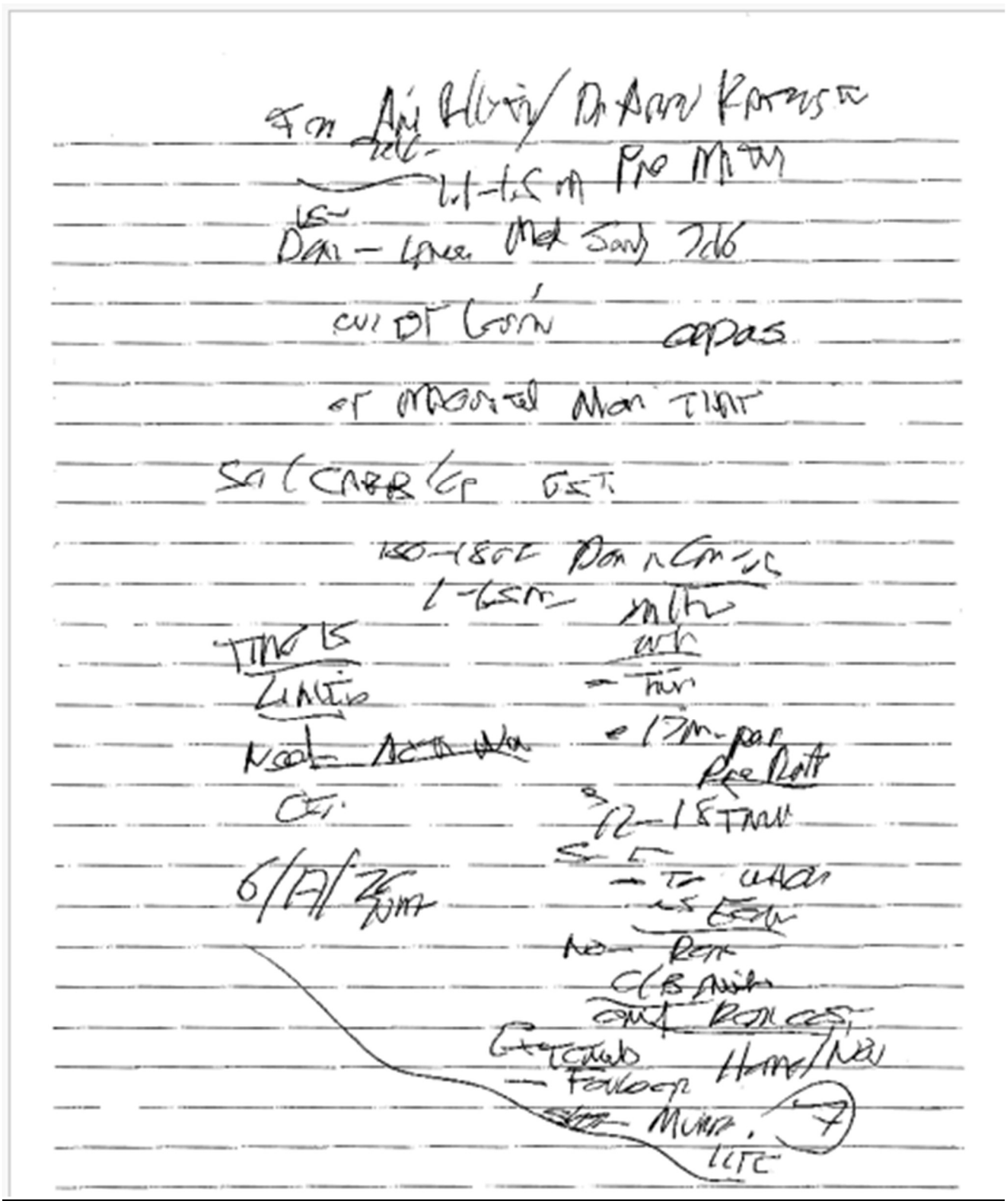
ALSO 1992 RICO - NOS
SLST CAPM & GACER
BY RICO - AS well

— INC BY Ref LA. Times Article
2020/2021 on INCREASE IN AIR
Pollution in Fire etc. cloud/clouds
CAN'T USE EXCEPTIONAL
EVENTS / WATER THE DATA
BOSE HAS CHANGED & IS getting
WORSE THIS IS THE NEW
Normal —
+ 2025 - 2020 - JUNE 6 -
GUNTE ADDITIONAL MARTOEZ
& SIGN CUL AND IN RIC —
GRAPH SHOW of S.C. PUC.
THIS UP WORSE AIR POLLUTION IN
LCPA - EVEN IN 2021 - WORSE
6/17/21 AIR IN 30 yr. 35-40 yr
UNL WORSE AIR NEW Normal (3)
BSE + Getting WORSE —
WE BROUGHT THIS UP ON THE
Road - Fire / Dr. Scott Lipsen
INC AIR or Cannot Accept PLUS
+ AND ANTHY CARD / DPH



Low cost solar P.V. chains
on PVS/CN Roof Top
Hopkins Dent ...
High cost TA Sw. B/11
MFKBR
1st Exhibit Scip New Deal
By R1 Do Public Wed Mitigation Plan
Sol n. Support TIK
Stand Run out Fed Ct. Dec/
2019 Disc Con Pt 12/6/20
with Ray Guichet LEC I Pub
No TAK SO Re Gen Pt/Amend
For Mokiuld & EBJ
11/17/20 SF 9 on cond ct one US
2nd Sup. CT. - Puget Thermal
CC
Now 2 ulc to Basin Tilt
capit - No to cl lit CT,
+ Cent Bure D Do this
w/ - Pt of Sacm Co
Sub in Cond CT.





Staff Response: South Coast AQMD staff appreciate your comments on the Draft South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS. The comments are not relevant to these redesignation requests and maintenance plans.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

CHAPTER 9: CALIFORNIA ENVIRONMENTAL QUALITY ACT AND SOCIOECONOMIC IMPACTS

California Environmental Quality Act (CEQA)

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Sections 15002(k) and 15061, the proposed project (South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS) is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) and 15308. Further, there is no substantial evidence indicating that any of the exceptions set forth in CEQA Guidelines Section 15300.2 apply to the proposed project. A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062, and 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, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

Socioeconomic Impact Assessment

No Socioeconomic Impact Assessment is required pursuant to Health and Safety Code Sections 40440.8 and 40728.5 because the proposed project is not a rule or regulation within the meaning of those statutes. Further, since the proposed project is administrative in nature, no socioeconomic impacts are expected.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

APPENDIX I: PM10 EXCEPTIONAL EVENTS DURING FIRST MAINTENANCE PERIOD

Treatment of Exceptional Events

In order to evaluate trends in concentrations and implications for attainment, we remove the PM10 data that is influenced by suspected exceptional events. Exceptional events are those data points where the concentration was caused by a natural event or activity that is unlikely to reoccur. In the case of PM10, wildfires or high winds can cause exceptional events. Staff used a methodology that is consistent with the U.S. EPA's exceptional event guidance to remove exceptional events[1]:

- There is a clear causal relationship between the event and a monitored exceedance
- The event is not reasonably controllable or preventable because it is a natural event or an event caused by human activity that is unlikely to recur at a particular location
- In the case of a high wind dust event, high wind speeds are present and the dust that the wind entrains is transported to a monitor site. In addition, wind speeds in the source region must be high enough to entrain natural soils or overwhelm reasonable controls on anthropogenic sources. For the purposes of this analysis, a sustained wind speed of at least 25 mph recommended by U.S. EPA was used to identify events with winds that were sufficient to entrain natural soil or overwhelm reasonable controls on anthropogenic sources.

This analysis uses two separate methodologies to identify station-days that meet the criteria above. The events identified with these two methodologies are called "exceedance exceptional events" and "potential exceptional events." These two classes of exceptional events are collectively referred to as "suspected exceptional events" throughout this document. Additionally, events that affect regulatory decisions such as the attainment status are called "regulatory significant exceptional event" in this document. The exceedance exceptional events and potential exceptional events are defined next.

Exceedance exceptional events: For the purposes of this analysis, exceedances where the sustained winds fell into Category 1, 2, or 3, or the likely cause was wildfire smoke or fireworks were considered to be "exceedance exceptional events" in this appendix and chapter 6. The sustained wind categories are defined as:

Category 1 – The sustained wind speeds measured at the air quality stations when the PM10 concentrations were elevated were higher than 25 mph.

Category 2 – The sustained wind speeds measured at the nearby (within 5 miles) weather stations when the PM10 concentrations were elevated were higher than 25 mph.

[1] United States Environmental Protection Agency. 2019. Guidance on the Preparation of Demonstrations in Support of Requests to Exclude Ambient Air Quality Data Influenced by High Wind Dust Events Under the 2016 Exceptional Events Rule. Memorandum from Richard Wayland to Regional Air Division Directors, Regions 1 - 10. April 4. Available at: https://www.epa.gov/sites/production/files/2019-04/documents/high_wind_dust_event_guidance.pdf

Category 3 – The sustained wind speeds measured at the upwind weather stations when the PM10 concentrations were elevated were higher than 25 mph. The distance of the weather station to the air quality station was more than 5 miles but was located along the route of dust transport.

Category 4 – The sustained wind speeds when the PM10 concentrations were elevated were less than 25 mph.

All exceedances measured during the last maintenance period are evaluated holistically by considering the magnitude of the exceedance, the presence of upwind wildfires/Santa Ana winds /thunderstorm outflow, windspeeds at the exceeding monitor and in areas directly upwind, and sources of dust. Table I-1 summarizes all of the exceedances recorded in the last maintenance period and details the results of this analysis.

Potential Exceptional Events: Measurements that do not exceed the NAAQS, yet generally meet the definition of an exceptional event are called "potential exceptional events" in this appendix and chapter 6. However, there are far too many of these measurements over the past maintenance period to holistically evaluate each value. Therefore, a screening methodology was implemented based on nearby meteorological data and co-located or near-located PM2.5 data. Potential high wind exceptional events are determined as the days when 3-minute average daily maximum wind speeds near a monitor exceeded 25 mph. Since dust may be entrained in a region with high winds upwind of a monitor, wind measurements at nearby anemometers in an area sharing similar meteorological characteristics as the PM10 monitor of interest were also considered. The South Coast Air Basin was divided into "zones" (Figure), and when winds exceeding 25 mph occur at any wind speed monitor in a zone, all the PM10 measurements in that zone are removed for that day. While this screening criteria provides only an approximate estimate of the days that were influenced by exceptional events, it allows for a methodical and consistent evaluation of a decade of measurements at every monitor in the South Coast Air Basin. Data influenced by potential wildfire exceptional events is identified by selecting days when the maximum daily average PM2.5 concentration in the South Coast Air Basin exceeded 35 $\mu g\ m^{-3}$. While this technique may also remove measurements collected during wintertime PM2.5 exceedances that are not wildfire related, these exceedance days typically have stagnant or low winds, and therefore tend to have only a slight contribution to coarse PM and generally low PM10 concentrations. All PM10 measurements that were likely influenced by wildfires based on this screening definition were removed from this analysis.

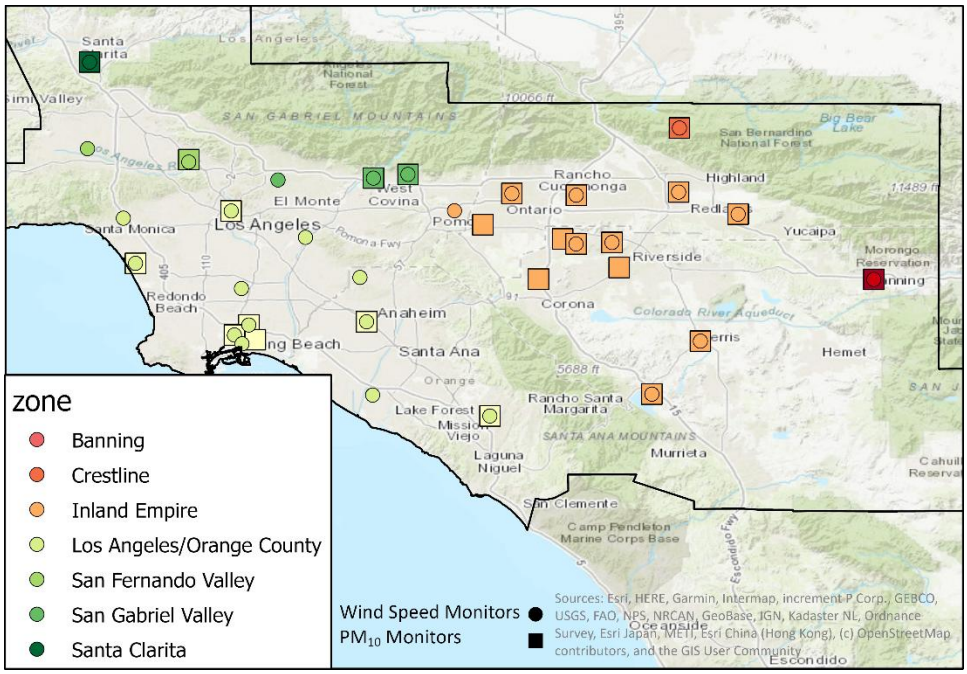


FIGURE I-1
ZONES SHARING SIMILAR METEOROLOGICAL CHARACTERISTICS USED TO IDENTIFY POTENTIAL EXCEPTIONAL EVENTS CAUSED BY HIGH WINDS.
● - WIND SPEED MONITORS. ■ – PM10 MONITORS.

Analysis of PM10 Exceedances

There were 40 PM10 exceedances in the South Coast air basin during the first maintenance period for the 1987 24-Hour PM10 NAAQS (2010 – 2024), listed in Table I-1. Three exceedances were caused by the Bobcat and El Dorado wildfires, one by Independence Day fireworks, one unknown but potentially by wind-blown dust or ash, and the others were caused by wind-blown dust or ash. The meteorological conditions during these events are consistent with exceptional high-wind events. South Coast AQMD is preparing exceptional event demonstrations for the exceedances at Mira Loma (Van Buren) on October 18, 2024 and November 6, 2024 given these events are considered to be regulatory significant. Due to resource limitations at South Coast AQMD and U.S. EPA, exceptional event demonstrations are only prepared for the subset of regulatory significant exceptional events. The exceedances caused by exceptional events will be removed from design value calculations upon concurrence of the exceptional event demonstrations by U.S. EPA. Removing these exceedances, the South Coast Air Basin has continued to maintain attainment of the PM10 standard during the first maintenance period.

TABLE I-1
SUMMARY OF ALL PM10 EXCEEDANCE EVENTS IN THE FIRST MAINTENANCE PERIOD (2010 – 2024) IN THE SOUTH COAST AIR BASIN

No	Date	Station (POC) [2]	24-hr PM10 (µg/m³)	Sustained Winds Category[3]	Likely Cause	Exceedance Exceptional Event Criteria	Description of Event
1	11/6/2024	MLVB (3) [4] FONT (3)	300 170	Category 2	Windblown dust	Meets screening criteria. Preparing demonstration for MLVB.	Santa Ana wind event from 3-10 AM. A windblown dust advisory was issued for the Inland Empire the previous day and expanded on 11/6 to cover most of the South Coast AQMD jurisdiction. NWS issued red flag warnings and wind watches.
2	10/18/2024	MLVB (3)	160	Category 3	Windblown dust	Meets screening criteria. Preparing demonstration.	Santa Ana wind event from 6 AM to 1 PM. As ash was emitted from recent burn scars, a windblown dust and ash advisory was issued the same day for the entire South Coast AQMD jurisdiction. NWS issued red flag warnings and wind advisories.
3	9/8/2024	MLVB (3)	170	Category 4	Unknown (potentially hyperlocal source or windblown dust or ash)	Does **not** meet screening criteria	Since midnight, hourly PM10 ranged from 90 to 220 µg/m³ with concurrent PM2.5 making up 40% of PM10. A single-hour PM10 spike of 1450 µg/m³ (5% PM2.5, 15 mph average wind 1-min max 27 mph) occurred at 2PM. Five hours within this period were flagged in AQS as wildfire smoke impacted. Smoke advisory issued the previous day was expanded on 9/8 to cover the entire South Coast AQMD jurisdiction. No NWS advisories.
4	7/5/2024	GLEN (3)	190	Category 4	Fireworks	Meets screening criteria	Independence Day fireworks with 82% of PM10 in the PM2.5 size fraction.
5	10/29/2023	MLVB (3)	290	Category 1	Windblown dust	Meets screening criteria. May	Santa Ana wind event throughout the day. A windblown dust advisory and NWS high wind and red flag warnings were issued the same day for the Inland

[2] ANAH – Anaheim; GLEN – Glendora; MLVB - Mira Loma (Van Buren); UPLA - Upland; SNBO – San Bernardino; ELSI - Lake Elsinore; HDSN – Long Beach (Hudson); PERI – Perris; FONT - Fontana
[3] As defined in the text on Page # 1
[4] Exceptional Event Demonstrations are being prepared by South Coast AQMD for these stations/dates

No	Date	Station (POC) [2]	24-hr PM10 (µg/m³)	Sustained Winds Category[3]	Likely Cause	Exceedance Exceptional Event Criteria	Description of Event
						prepare a demonstration if needed.	Empire, parts of Orange County and the Coachella Valley.
6	7/31/2023	RIVR (3) MLVB (3) ELSI (3) SNBO (3)	170 170 190 180	Category 4	Windblown dust	Does **not** meet screening criteria	Thunderstorm outflows in the desert generated dust in the Coachella Valley, which was gradually transported to the Inland Empire between 7 AM and 2 PM. A dust advisory issued the same day mentioned dust in the Inland Empire despite the lack of winds. No NWS advisories.
7	10/7/2022	SNBO (3)	180	Category 4	Windblown dust	Does **not** meet screening criteria	Residual dust from a widespread haboob in the desert which occurred on the previous day necessitated the extension and expansion of a dust advisory to cover the Inland Empire. The large dust cloud moved over the area and gradually settled under light winds. No NWS advisories.
8	11/25/2021	MLVB (3)	230	Category 1	Windblown dust	Meets screening criteria	Strong Santa Ana wind event from 1 AM to 7 PM. Windblown dust advisory and NWS wind, dust and red flag warnings issued the previous day for most of the South Coast AQMD jurisdiction.
9	10/11/2021	SNBO (3)	180	Category 3	Windblown dust	Meets screening criteria	Strong onshore wind event. Windblown dust advisory and NWS wind/ dust advisories were issued on 10/10/2021 for the Coachella Valley but expanded to cover the entire South Coast AQMD jurisdiction the next day.
10	2/25/2021	MLVB (3)	160	Category 2	Windblown dust	Meets screening criteria	Santa Ana wind event with the strongest winds in the early hours of the day. Windblown dust advisory and NWS high wind warnings were issued the previous day.
11	10/26/2020	ANAH (3), GLEN (3), MLVB (3), UPLA (3), SNBO (3), ELSI (3)	300, 170, 330, 180, 180, 190	Category 2	Windblown dust	All **but GLEN** meet screening criteria	Santa Ana wind event in the morning preceded wildfires that afternoon. PM10 concentrations increased with wind speeds in the morning hours.
12	09/11/2020 - 09/12/2020	GLEN(3), MLVB (1),	230, 160, 170	Category 4	Wildfire smoke	Meets screening	Bobcat and El Dorado fires burning during this time period. PM2.5 concentrations also elevated above

No	Date	Station (POC) [2]	24-hr PM10 (µg/m³)	Sustained Winds Category[3]	Likely Cause	Exceedance Exceptional Event Criteria	Description of Event
		MLVB (3)				criteria	NAAQS. No high winds during these days.
13	10/30/2019	MLVB (3)	170	Category 3	Windblown dust	Meets screening criteria	Santa Ana wind event. PM10 concentrations increased with onset of Santa Ana winds.
14	10/10/2019	MLVB (3)[5]	280	Category 3	Windblown dust	Meets screening criteria	Santa Ana wind event. PM10 concentrations increased with onset of Santa Ana winds. Blowing dust reported at Riverside Municipal Airport.
15	04/09/2019	HDSN (1)[5]	160	Category 2	Windblown dust	Meets screening criteria	Strong westerly winds across basin. PM10 measurements at CELA and ANAH increased with winds in the afternoon. PM10 spiked at SLMZ at 800 µg/m³ as well. Windblown dust advisory in effect for San Bernardino and Riverside Counties.
16	11/08/2018	MLVB (3)	230	Category 3	Windblown dust and/or ash	Meets screening criteria	Santa Ana wind event. Dust and ash possibly emitted from Holy Fire burn scar. PM10 concentrations increased with onset of Santa Ana winds.
17	07/09/2018	UPLA (3)	160	Category 4	Windblown dust	Does **not** meet screening criteria	Outflows from thunderstorms in the southwest U.S. deserts carried dust and sand into the Coachella Valley and South Coast Air Basin. See windblown dust advisory issued for this day. The Valley Fire in Forest Falls, San Bernardino County was also burning during this time, but winds near the fire should have kept smoke out of basin until overnight hours.
18	12/05/2017	SNBO (3)	160	Category 2	Windblown dust	Meets screening criteria	Santa Ana winds from the NE. NWS had high wind warnings in place for storm. No windblown dust advisory in place. Some hours with sustained wind speeds of 25 mph or greater.
19	12/04/2017	MLVB (3)	260	Category 3	Windblown dust	Meets screening criteria	Santa Ana winds from the NE. NWS had high wind warnings in place for storm. No windblown dust advisory in place. Some hours with sustained wind speeds of 25 mph or greater.
20	10/09/2017	MLVB (3)	250	Category 1	Windblown dust	Meets screening criteria	Santa Ana winds from the NE. NWS had wind advisory in place for Inland Empire, Inland Orange County, and Coachella Valley.
21	07/30/2016	SNBO (2),	280, 280,	Category 3	Windblown	Meets	Outflows from thunderstorms in the southwest U.S.

No	Date	Station (POC) [2]	24-hr PM10 (µg/m³)	Sustained Winds Category[3]	Likely Cause	Exceedance Exceptional Event Criteria	Description of Event
		SNBO (3), UPLA (3)	180		dust	screening criteria	deserts carried dust and sand into the Coachella Valley and South Coast Air Basin. The NWS did not have any watches, warnings, or advisories in place, but mentioned in a public information statement that widespread dust from thunderstorm gust fronts were occurring in the area. PM10 was elevated across the entire Basin.
22	12/26/2015	SNBO (2)	190	Category 3	Windblown dust	Meets screening criteria	Sustained winds at Ontario International Airport of 38 mph and visibility down to 2.5 miles. NWS had high wind warnings in effect. Winds from the N and NE.
23	09/09/2015	PERI (1)	190	Category 2	Windblown dust	Meets screening criteria	Possible outflows from thunderstorms. Otherwise unknown cause.
24	11/16/2014	SNBO (3)	160	Category 3	Windblown dust	Meets screening criteria	Santa Ana wind event caused widespread blowing dust. NWS had high wind warnings issued for the area. South Coast AQMD had a Windblown Dust Advisory issued.
25	11/12/2013	MLVB (3)	170	Category 4	Windblown dust	Does **not** meet screening criteria	Offshore winds. No NWS or South Coast AQMD warnings or advisories during this period.
26	10/04/2013	MLVB (3), SNBO (3)	290, 180	Category 2	Windblown dust	Meets screening criteria	Santa Ana wind event. NWS had high wind warnings in place for the area.

Regulatory Significant Exceptional Events

On October 18 and November 6, 2024, strong offshore pressure gradients resulted in strong Santa Ana winds in Southern California. Strong Santa Ana winds from the northeast blew into the Inland Empire through Cajon Pass, causing high PM10 concentrations at the Mira Loma Van Buren monitoring station. South Coast AQMD is submitting an exceptional events demonstration to the U.S. EPA to request exclusion of the two day's measurements from comparison with the 1987 24-Hour PM10 NAAQS for the South Coast Air Basin.

Regulatory Significance of the Events

The PM10 exceedances caused by the windblown dust events on October 18 and November 6, 2024 at Mira Loma Van Buren will affect the attainment status for the 1987 24-Hour PM10 NAAQS for the Basin. The Basin will maintain attainment of the PM10 NAAQS in 2024 only after removing both the October 18 and November 6, 2024 exceedances.

The PM10 data that were affected by exceptional events and are requested for exclusion in the exceptional events demonstration are listed in Table I-2. After removing the PM10 samples in the table, the 2022-2024 PM10 design value at Mira Loma decreases from 1.7 days to 1.0 days (Table I-3). The design value for the basin is based on the maximum monitor design value. Mira Loma Van Buren POC 3 is the only monitor that exceeded the PM10 NAAQS in 2022-2024. Thus, upon U.S. EPA concurrence on the exceptional events demonstration, samples associated with exceptional events will be removed from design value calculation and the PM10 design value of the Basin decreases to 1.0, and the Basin will therefore remain in attainment of the PM10 NAAQS (Table I-4).

TABLE I-2
LIST OF PM10 SAMPLES THAT WERE AFFECTED BY EXCEPTIONAL EVENTS

Date of Event	Type of Event	AQS Flag	Site AQS ID	Site Name	Exceedance Concentration [$\mu g\ m^{-3}$]	Notes
10/18/2024	High wind	RJ	060658005/ POC 3	Mira Loma (Van Buren)	160	Windblown dust due to gusty Santa Ana winds above 25 mph
11/6/2024	High wind	RJ	060658005/ POC 3	Mira Loma (Van Buren)	300	Windblown dust due to gusty Santa Ana winds above 25 mph

TABLE I-3
IMPACT OF THE EXCEPTIONAL EVENTS ON THE 2022-2024 PM10 DESIGN VALUE OF THE AFFECTED STATIONS

Site (AQS ID)	2022-2024 design value (without EPA concurrence on all events listed in Table I-2 above)	2022-2024 design value (with EPA concurrence on all events listed in Table I-2 above)
Mira Loma (Van Buren) (060658005/POC3)	1.7	1.0

TABLE I-4
IMPACT OF THE EXCEPTIONAL EVENTS ON THE 2022-2024 PM10 DESIGN VALUE OF THE BASIN

Basin Maximum Site (AQS ID)	2022-2024 design value (without EPA concurrence on all events listed in Table I-2 above)	2022-2024 design value (with EPA concurrence on all events listed in Table I-2 above)
Mira Loma (Van Buren) (060658005/POC3)	1.7	1.0

Contents of the Exceptional Events Demonstration

The exceptional events demonstration includes the required elements to provide evidence that the events were caused by high wind exceptional events, including the following:

1. A narrative conceptual model that describes the events and a discussion of how emissions from the events led to the exceedances at Mira Loma (Van Buren)
2. Analyses comparing the event-influenced concentrations to concentrations at the same monitoring site at other times
3. A demonstration that the events were both not reasonably controllable and not reasonably preventable
4. A demonstration that the events were natural events
5. A demonstration that the events affected air quality in such a way that there exists a clear causal relationship between the specific event and the monitored exceedances
6. Documentation that South Coast AQMD followed the public comment process

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

APPENDIX II: RECENT METEOROLOGY

Introduction

This appendix includes analysis of meteorological data during the 2010-2024 time period in support of the PM10 maintenance demonstration (Chapter 6) and the PM2.5 redesignation requests (Chapters 4 and 5).

Precipitation

Precipitation during the 2010 - 2024 period in the National Oceanic and Atmospheric Administration (NOAA) South Coast Drainage Climate Division, which overlaps the South Coast Air Basin, was slightly lower than the average in prior decades (Figure 6-3)[1]. Average annual precipitation was 15.9 inches from 2010 - 2024 compared with 18.1 inches during 1990 – 2009 in the NOAA South Coast Drainage Climate Division. The precipitation conditions during 2010 – 2024 were not conducive to lower PM concentrations since precipitation tended to be lower than average during this period.

Figure II-1 shows that the precipitation from October 2024 through February 2025 was 4.69 inches, the fourth lowest wintertime precipitation since 1990, and significantly lower than prior years since 2018. November through December 2024 had the least precipitation in November through December months since 2017. Less precipitation is conducive to higher PM10 and PM2.5 concentrations since less wet deposition results in higher PM concentrations. Additionally, precipitation is associated with unstable weather and storms, which also tend to reduce concentrations. The impacts of precipitation on PM2.5 concentrations are especially important during November, December, and January since the highest PM2.5 concentrations except for Independence Day fireworks tend to occur during those months. Thus, the lower precipitation in November and December 2024 compared with prior years is conducive to higher PM2.5 concentrations.

[1] Rainfall data for NOAA South Coast Drainage Climate Division: NOAA National Centers for Environmental information, Climate at a Glance: Divisional Time Series, published July 2025, retrieved on August 7, 2025 from https://www.ncdc.noaa.gov/cag/

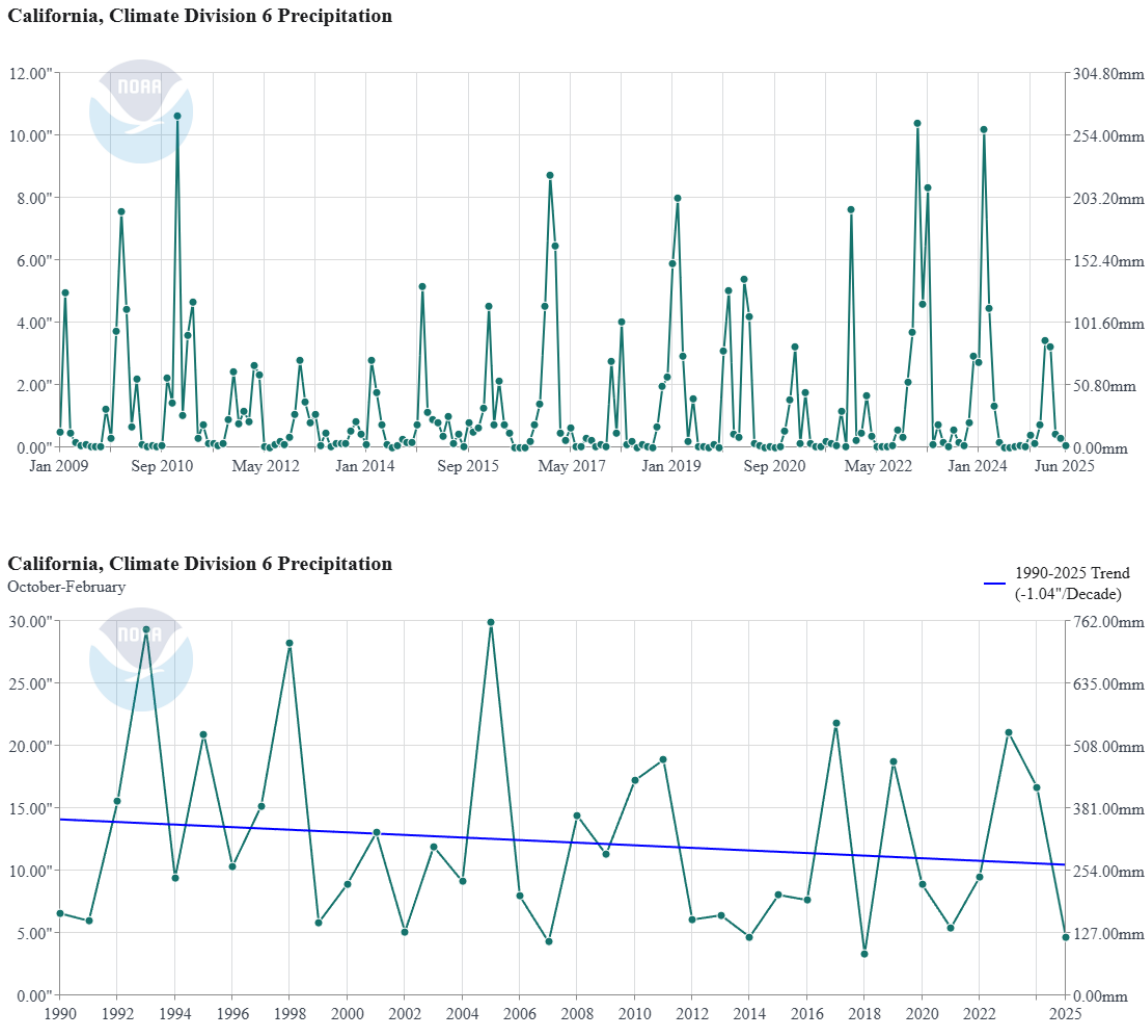


FIGURE II-1: MONTHLY PRECIPITATION (TOP) AND TREND OF OCTOBER THROUGH FEBRUARY PRECIPITATION FROM 1990 TO 2025 IN THE SOUTH COAST DRAINAGE DIVISION

Meteorological Factors Influencing Transport, Mixing, and Dispersion

Meteorological factors including surface wind speeds, mixed layer height, turbulent velocities in the surface layer, and surface friction velocity influence PM emissions and mixing, transport, and dispersion of PM. However, their influence on PM concentrations is complex. Wind speeds are correlated with surface friction velocity and turbulent velocities. Higher surface friction velocity causes increased fugitive dust emissions from surfaces but is associated with increased dispersion which tends to decrease PM concentrations. The relationship between these factors and concentrations varies over the South Coast Air Basin. Since these factors do not have a direct relationship with PM concentrations that could be applied throughout the South Coast Air Basin, we did not evaluate trends of these meteorological factors. However, a more than 10-year period is likely to represent most of the variation of these factors and it is

unlikely that systematic trends in these factors contributed to lower PM concentrations over the 2010 – 2024 period.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

APPENDIX III: EMISSIONS INVENTORY

1. Introduction

The emissions inventory for this Plan builds upon previous inventories developed for the 2022 Air Quality Management Plan (AQMP) and South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard adopted in June of 2024 (hereinafter referred to as the 2024 PM2.5 Plan).[1] The 2022 AQMP inventory was based on socioeconomic data and vehicle activity from the Southern California Association of Governments' (SCAG) 2020 Regional Transportation Plan (RTP), with 2018 as the base year, including reported facility emissions for that year. Similarly, the 2024 PM2.5 Plan used 2018 as the base year but incorporated a major update by transitioning from EMFAC2017 to EMFAC2021 for estimating emissions from on-road mobile sources.

This Plan includes two key updates to the inventory used in the 2024 PM2.5 Plan. First, on-road vehicle emissions have been revised using updated activity data from SCAG's 2024 RTP, combined with EMFAC2021. Second, facility emissions are now based on reported data from 2023. Emissions from all other source categories remain consistent with those used in the 2022 AQMP.

Future baseline emissions incorporate projected economic growth consistent with the those incorporated in the 2022 AQMP and the 2024 PM2.5 Plan and reflect adopted regulatory measures and their compliance schedules. The regulations incorporated in this Plan's baseline emissions are the same as those included in the 2024 PM2.5 Plan.

2. Inventory Description

The emissions inventory is divided into two major source classifications: stationary and mobile sources. Stationary sources of emissions include point sources and area sources. Point sources are large facilities such as power plants and refineries and report their emissions data to South Coast AQMD. Area sources are smaller or more diffuse stationary sources that are too numerous or small to be tracked individually. Mobile sources include on-road vehicles – which include all motor vehicles that operate on public roads, such as cars, trucks, and buses – and non-road vehicles not intended for use on roads, such as construction and agricultural equipment, lawn and garden machinery, locomotives, aircraft, and ships.

Stationary Sources

Point Sources

Point sources include large stationary facilities such as power plants, refineries, or manufacturing sites. These facilities operate permitted equipment registered with the South Coast AQMD and report their annual

[1] South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/other-state-implementation-plan-(sip)-revisions/2012-annual-pm2-5-plan

emissions data to South Coast AQMD through the Annual Emissions Reporting (AER) Program. Emissions are calculated using throughput data, emission factors, and control efficiency. Facilities are further categorized using EPA Source Classification Codes (SCCs) and North American Industry Classification System (NAICS) codes to enable detailed inventory development to account for the applicable rules and project emissions to future years. The point source inventory in this plan is based on reported data in 2023, which included 910 facilities. Smaller facilities not covered under AER are accounted for in the area source inventory.

Area Sources

Area sources encompass emissions from numerous small or diffuse sources, such as gasoline stations, consumer products, residential equipment, and road dust. Their emissions are estimated from consumption data, sales report, activity data from various reports etc. These are spatially allocated using demographic surrogates like population and land use. South Coast AQMD and CARB jointly developed the area source inventory for about 400 categories, with updated methodologies based on revised data and regulations.

Mobile Sources

On-Road Mobile Sources

On-road emissions are calculated using CARB's EMFAC2021 model and travel activity data provided by the Southern California Association of Governments (SCAG) from its adopted 2024 RTP. The EMFAC2021 model incorporates regulations adopted at the development of the model. They are for example, Advanced Clean Cars Program, Innovative Clean Transit (ICT) Regulation, Zero Emission Airport Shuttle Bus Regulation, Advanced Clean Trucks (ACT), and Heavy-Duty Low NOx Omnibus Regulations. EMFAC2021 does not include the Heavy-Duty Inspection and Maintenance (I/M) Regulation (also referred to as the Clean Truck Check program), or Advanced Clean Fleets Regulations as these regulations were adopted after the model was finalized.

However, recent actions by the federal government and the U.S. Congress affected California's authority to regulate mobile sources. The U.S. Congress rescinded the waiver to implement Advanced Clean Cars II (ACC II),[2] Advanced Clean Trucks (ACT) and Zero Emissions Airport Shuttle Bus regulations,[3] and Heavy-duty Low NOx Omnibus.[4] In addition, U.S. EPA disapproved the implementation of HD I/M program for out-of-state trucks operating within California.[5] The emissions benefits from these regulations, except for ACC II, were

[2] U.S. House of Representatives (2025). H.J. Res. 88, 119th Congress. https://www.congress.gov/bill/119th-congress/house-joint-resolution/88
[3] U.S. House of Representatives (2025). H.J. Res. 87, 119th Congress. https://www.congress.gov/bill/119th-congress/house-joint-resolution/87
[4] U.S. House of Representatives (2025). H.J. Res. 89, 119th Congress. https://www.congress.gov/bill/119th-congress/house-joint-resolution/89
[5] U.S. EPA, Air Plan Revisions; California; Heavy-Duty Vehicle Inspection and Maintenance Program, 91 Fed. Reg. 5325, February 6, 2026. https://www.federalregister.gov/documents/2026/02/06/2026-02350/air-plan-revisions-california-heavy-duty-vehicle-inspection-and-maintenance-program

reflected in the baseline emissions, but those reductions cannot be accounted for in a SIP inventory. Therefore, CARB developed adjustment factors to remove those benefits from the baseline emissions estimated with EMFAC2021, which were approved by U.S. EPA.[6] The on-road baseline emissions presented in this Plan incorporate those adjustment factors.

Compared to the 2020 RTP, the 2024 RTP projects lower total vehicle miles traveled (VMT) across all vehicle categories except for light heavy-duty vehicles (Shown in Figure III-1). As a result of this reduced vehicle activity, emissions calculated using 2024 RTP data are lower than those based on the 2020 RTP. For instance, as shown in Figure III-2, NOx emissions for the 2023 base year are 12 tons per day (tpd) lower than the estimates based on the 2020 RTP. This difference narrows in future years, with 5 tpd lower by 2033 and 2039.

[6] Approval letter by U.S. EPA of the off-model adjustment factors to Remove the Impact of Advanced Clean Trucks, Zero-Emission Airport Shuttle, Heavy-Duty Omnibus and Warranty Phase I Regulations: https://ww2.arb.ca.gov/sites/default/files/2025-12/EPA%20Off-Model%20Adjustment%20Factors%20Approval%20Letter.pdf
and partial disapproval of the Heavy-Duty Vehicle Inspection and Maintenance Program (Clean Truck Check Program), U.S. EPA, Air Plan Revisions; California; Heavy-Duty Vehicle Inspection and Maintenance Program, 91 Fed. Reg. 5325, February 6, 2026. https://www.federalregister.gov/documents/2026/02/06/2026-02350/air-plan-revisions-california-heavy-duty-vehicle-inspection-and-maintenance-program

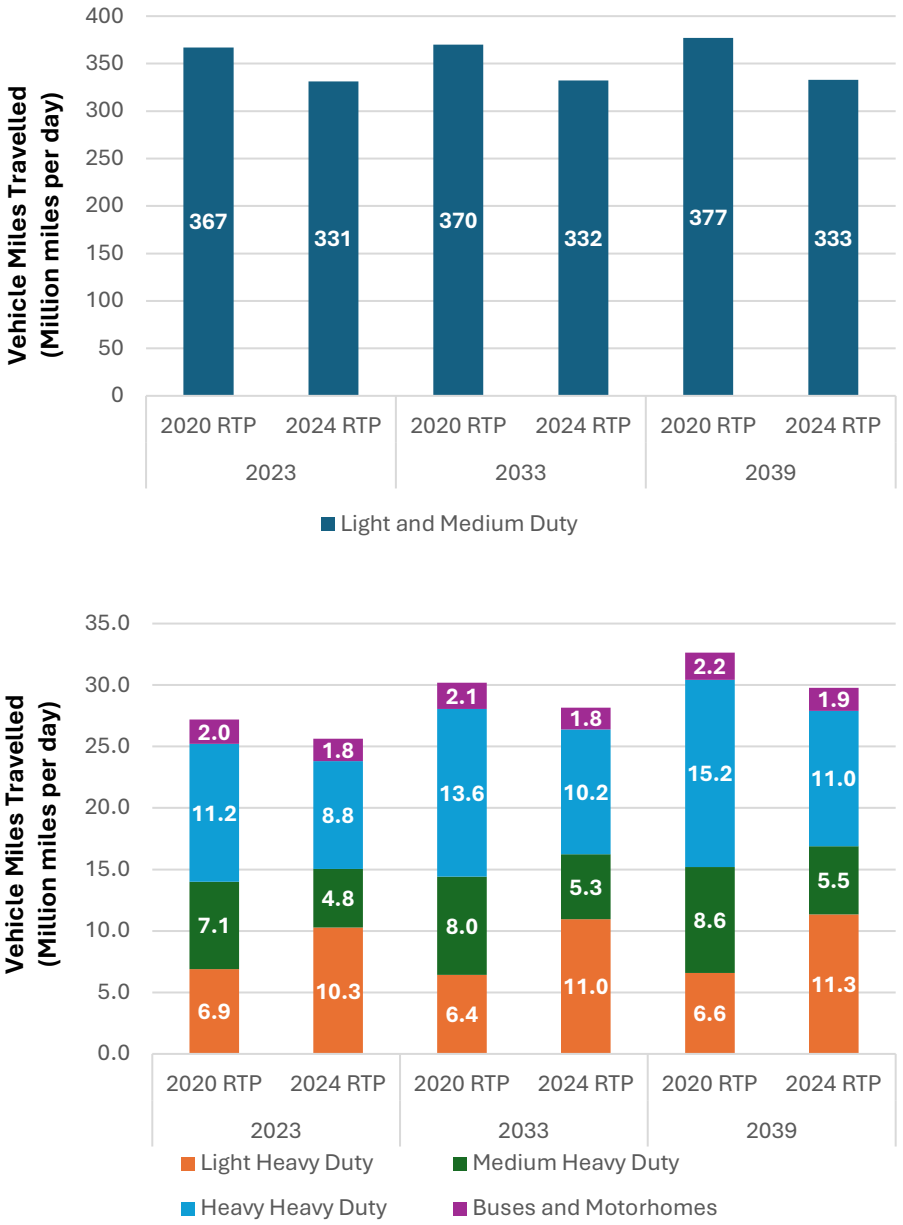


FIGURE III-1
COMPARISON OF VEHICLE ACTIVITIES BETWEEN THE 2020 RTP AND THE 2024 RTP FOR MILESTONE YEARS. TOP: LIGHT AND MEDIUM DUTY VEHICLES; BOTTOM: HEAVY DUTY TRUCKS, BUSES AND MOTOR HOMES.

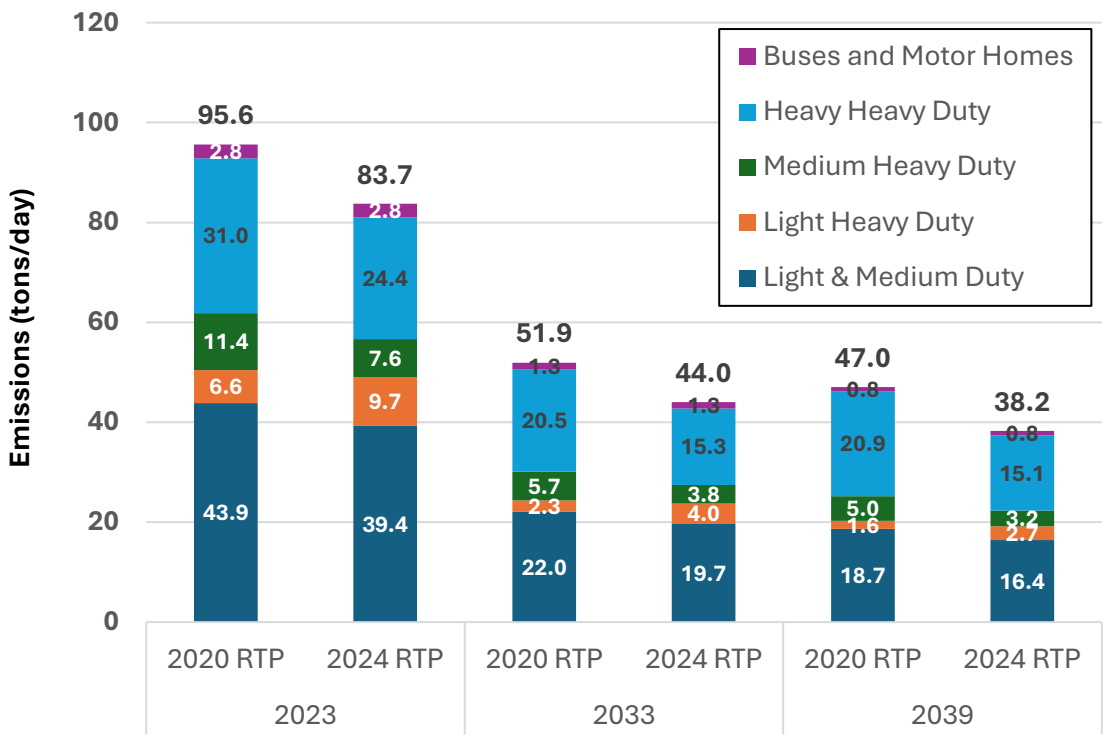


FIGURE III-2
COMPARISON OF ON-ROAD EMISSIONS USING 2020 RTP AND 2024 RTP VEHICLE ACTIVITY

Off-Road Mobile Sources

CARB provides emissions inventories for off-road sources, which include construction and mining equipment, industrial and commercial equipment, lawn and garden equipment, agricultural equipment, ocean-going vessels (OGV), commercial harbor craft, locomotives, cargo handling equipment, pleasure craft, recreational vehicles, and fuel storage and handling. CARB currently maintains separate off-road models for sector-specific equipment categories that align with applicability and scope used by regulatory, incentive, and other air quality programs.[7] A comprehensive web query tool is available to access the most recent model outputs from all off-road categories.[8] Many of the equipment population and activity data are based on data reported through the Diesel Off-Road Online Reporting System (DOORS).[9] DOORS is a tool used by the California Air Resources Board (CARB) to track and report on off-road diesel vehicle fleets. It helps fleet owners meet the requirements of the In-Use Off-Road Diesel-Fueled Fleets Regulation, which aims to reduce

[7] CARB's Mobile Source Emissions Inventory, Off-Road Categories. Available at: https://ww2.arb.ca.gov/our-work/programs/msei/offroad-models
[8] CARB's Off-Road web platform: https://arb.ca.gov/emfac/offroad/
[9] DOORS Resources: https://ww2.arb.ca.gov/our-work/programs/truckstop-resources/road-zone/doors-resources

emissions from these vehicles. Separately from all other off-road categories, aircraft emissions are based on an updated analysis by the South Coast AQMD developed in conjunction with commercial airports in the region.

Filterable and Condensable PM Emissions

Per PM2.5 NAAQS final implementation rule,[10] the SIP emissions inventory is required to separately identify condensable and filterable portions of PM2.5 within primary PM2.5 emissions. Primary PM emissions consist of condensable and filterable portions. Condensable PM is the material that is in vapor phase in stack conditions. The U.S. EPA's Air Emissions Reporting Requirements (AERR) requires states to report annual emissions of filterable and condensable components of PM2.5 and PM10, "as applicable," for large sources for every inventory year and for all sources every third inventory year, beginning with 2011.[11] Subsequent emissions inventory guidance[12] from the U.S. EPA clarifies the meaning of the phrase "as applicable" by providing a list of source types "for which condensable PM is expected by the AERR." Filterable PM comprises "particles that are directly emitted by a source as a solid or liquid [aerosol] at stack or release conditions." Primary PM2.5 is the sum of condensable and filterable PM2.5 emissions. Category specific conversion factors developed by CARB and used in previous SIP revisions including the 2016 AQMP, 2024 PM2.5 Plan and the Imperial County 2018 SIP[13] were applied in the current analysis to estimate condensable PM. Filterable PM was calculated by subtracting the condensable from the total PM2.5 primary emissions. Mobile sources emit PM in both filterable and condensable form; however, the AERR does not require states to report filterable and condensable PM separately for mobile sources. Therefore, the condensable and filterable PM2.5 emissions presented here include only those from stationary point and area sources.

Future Projections of Emissions

For stationary sources, future emissions were forecasted differently for the sources belonging to RECLAIM from those that are not in RECLAIM. The South Coast AQMD's RECLAIM is a market-based cap-and-trade program to reduce SOx and NOx emissions. Future changes in emissions from the RECLAIM universe are subject to the allocation cap defined in South Coast AQMD's rule 2002 that sets limits to total emissions of NOx and SOx for that particular group of sources. Changes in emissions from non-RECLAIM sources are primarily based on demographic and economic growth projections from SCAG's 2020 RTP, as well as other throughput data such as energy consumption projections provided by Southern California Gas Company (SoCalGas) during development of the 2022 AQMP. These forecasts also reflect the impact of existing regulations, with cutoff dates for regulations consistent with those used in the 2022 AQMP. The South Coast AQMD rules included in the future baseline inventories—listed in Table III-1—comprise all rules amended or

[10] 40 CFR 51.1008(a)(1)(iv).
[11] 40 CFR §51.15(a)(1) and §51.30(b)(1).
[12] USEPA. 2017. Emissions Inventory Guidance for Implementation of Ozone and Particulate Matter National Ambient Air Quality Standards (NAAQS) and Regional Haze Regulations. Available at: https://www.epa.gov/sites/production/files/2017- 7/documents/ei_guidance_may_2017_final_rev.pdf.
[13] Imperial County 2018 Annual Particulate Matter less than 2.5 microns in Diameter State Implementation Plan, April 2018. Available at https://ww3.arb.ca.gov/planning/sip/planarea/imperial/final_2018_ic_pm25_sip.pdf.

adopted by October 2020, including Rule 1109.1 (Emissions of Oxides of Nitrogen from Petroleum Refineries and Related Operations), which was adopted in November 2021. In addition, California Air Resources Board (CARB) regulations adopted by December 2021 are incorporated, including the Heavy-Duty Inspection and Maintenance (HD I/M) and Small Off-Road Engine (SORE) regulations.

TABLE III-1
ACCUMULATED EMISSION REDUCTIONS IN TONS PER DAY BY SOUTH COAST AQMD RULES APPLYING TO NON-RECLAIM SOURCES

Rules	Description	Adoption /Amend Date	2033			2039		
			VOC	NOx	PM	VOC	NOx	PM
445	Wood Burning Devices	27-Oct-20	-	-	0.13	-	-	0.13
1109.1	NOx reduction from refinery	5-Nov-21	-	1.17	-	-	4.65	-
1111[a]	Residential NG Heating Furnaces	2-Mar-18		2.38	-	-	4.12	-
1113	Architectural Coatings	5-Feb-16	0.95	-	-	0.95	-	-
1118.1 (non-RECLAIM)[b]	Non-Refinery Flares	4-Jan-19	-	0.12	-	-	0.12	-
1134 (non-RECLAIM)[b]	Stationary Gas Turbine	5-Apr-19	-	0.11	-	-	0.17	-
1135 (non-RECLAIM)[b]	Electricity Generating Facilities	2-Nov-18	-	0.04	-	-	0.04	-
1146 & 1146.1 (non-RECLAIM)[b]	Industrial /Commercial Boilers, Steam Generator, & Process Heaters	7-Dec-18	-	-	-	-	0.06	-
1168	Adhesive and Sealant Applications	6-Oct-17	0.79	-	-	0.79	-	-
1179.1	Combustion Equipment at Publicly Owned Treatment Works Facility	2-Oct-20	-	0.05	-	-	0.05	-
Airport	FBMSM – Commercial Airports	6-Dec-19	-	0.5	-	-	0.5	-

[a]R1111 reduction reflect the implementation schedule for the March 2018 amendment.
[b]The emission reductions for RECLAIM portion are not included to avoid double counting.

Forecast of emissions for non-RECLAIM sources is based on the following equation:

$$\mathbf{FY_i = BY \times CF_i \times GF_i}$$

where FY_i is the forecasted emissions of an air pollutant in the Basin for a future year *i*. *BY* refers to the base year emissions of the air pollutant. The control factor, CF_i, is an indicator of the level of control on a specific source category as a result of adopted state and local air quality regulations in year *i*. GF_i is a growth factor

determined for different categories of industry with socioeconomic data for year *i* with respect to base year. Both CF_i and GF_i are unitless factors that reflect a change with respect to the base year, 2018. Stationary point and area source emissions are consistent with those included in the 2022 AQMP, except that 2023 point source emissions are replaced with reported emissions from the AER program.

Emissions from the RECLAIM sources are governed by South Coast AQMD's rule 2002, which limits total emissions from the RECLAIM universe. The 2016 AQMP CMB-05 committed to a transition from the RECLAIM cap-and-trade approach to a command-and-control regulatory structure requiring Best Available Retrofit Control Technology (BARCT) level controls as soon as practicable. The 2022 AQMP assumed 2025 and 2026 to be the first year without NOx and SOx RECLAIM, respectively, based on the best information available during the development of the AQMP. Accommodating stakeholders' input and parallelly pursuing SOx reductions via rule making, the date was later updated to 2028 to be the first year without NOx RECLAIM and SOx RECLAIM is not assumed to sunset in this Plan. Post-RECLAIM year emissions were treated identically to other stationary sources, i.e. subject to growth and controls by applicable rules.

Uncertainty in the Inventory

An accurate Maintenance Plan relies on a robust emission inventory. Over the years, significant improvements have been made to quantify emission sources for which control measures are developed. Increased use of continuous monitoring and source tests has contributed to the improvement in point source inventories. Technical assistance to facilities and auditing of reported emissions by South Coast AQMD also have improved the accuracy of the emissions inventory. CARB inventory staff collaborates with the South Coat AQMD to ensure the accuracy of these data. The locations of point sources, including stacks, are checked for validity. Area source inventories that rely on average emission factors and regional activities have inherent uncertainty. Area source emissions estimates are developed by both CARB and South Coast AQMD staff, and the methodologies are reviewed by both agencies before their inclusion in the emissions inventory. Industry-specific surveys and source-specific studies during rule development have provided much-needed refinement to the emissions estimates. Many sectors in area sources were revised extensively as well based on the best available emission factors and activity data. Moreover, many improvements are included in the on-road mobile source model EMFAC2021 which estimates emissions from trucks, automobiles, and buses. Improvements and updates are included in the off-road models for locomotives, OGVs, commercial harbor craft, pleasure craft and off-road recreational vehicles, cargo handling equipment, and farm equipment. Mobile categories are verified with CARB mobile source staff for consistency with the on-road and off-road emission models.

CARB maintains and assembles base year emissions in the California Emission Inventory Development and Reporting System (CEIDARS), which is designed with automatic system checks to prevent errors, such as double counting of emission sources. At the final stage, California Emissions Projection Analysis Model (CEPAM), a tool designed and maintained by CARB to model statewide and air district-specific emissions inventory is thoroughly reviewed by CARB staff as well as South Coast AQMD staff to validate the application of growth and control factors, and the output emissions are compared against prior approved versions of CEPAM to identify data anomalies.

Overall, the inventory in this Plan is based on the most current information and estimation methodologies, resulting in the most accurate inventory available. However, there are still areas that could be improved if better data were available. Technology changes and improvements in the area of electric, hybrid, flexible fuel, and fuel cell vehicles, or the change in future gasoline prices, all add uncertainty to the future on-road emissions inventory.

Relative to future growth, there are many challenges involved with making accurate projections, such as where vehicle trips will occur, the distribution between various modes of transportation (such as trucks and trains), as well as estimates for population growth and changes to the number and type of jobs. Forecasts are made with the best information available; nevertheless, they contribute to the overall uncertainty in emission projections. Fortunately, AQMP updates are generally performed every three to five years; thereby allowing for frequent improvements and adjustments to the inventories.

3. Emissions

Base Year Emissions

Table III-2 shows the base year (2023) annual average emissions inventory for the South Coast Air Basin by major source category, and Figure III-3 shows the breakdown of emissions by major source type. On-road and off-road mobile sources are the largest contributors to the Basin's total NOx emissions whereas large facilities in the RECLAIM program, such as refineries, are the largest source of SOx. For all other pollutants – VOC, PM10, PM2.5, and NH3 – area sources are the largest contributor to emissions.

TABLE III-2
2023 AVERAGE ANNUAL DAY EMISSIONS BY MAJOR SOURCE CATEGORY
IN THE SOUTH COAST AIR BASIN (TONS PER DAY)

	VOC	NOX	SOX	PM10	PM2.5	NH3
Stationary and Area Sources						
Fuel Combustion	5.10	21.57	2.01	4.88	4.84	6.96
Waste Disposal	15.08	1.04	0.55	0.29	0.29	5.76
Cleaning and Surface Coatings	35.72	0.03	0.00	1.52	1.46	0.12
Petroleum Production and Marketing	18.28	0.19	0.28	1.01	0.70	0.05
Industrial Processes	10.74	0.21	0.07	10.08	5.00	9.11
Solvent Evaporation	125.36	0.00	0.00	0.03	0.02	1.20
Residential Fuel Combustion	8.97	18.99	0.34	6.96	6.78	0.11
Farming Operations	1.06	0.00	0.00	0.68	0.14	5.87
Construction And Demolition	0.00	0.00	0.00	23.59	2.36	0.00
Paved Road Dust	0.00	0.00	0.00	57.21	8.56	0.00
Unpaved Road Dust	0.00	0.00	0.00	16.74	1.67	0.00
Commercial Cooking	1.12	0.00	0.00	11.79	11.79	0.00
Residential Ammonia						26.90
Other Miscellaneous Sources	0.50	0.16	0.03	2.32	0.91	0.03
RECLAIM		11.97	4.49			
Total Stationary and Area Sources	**221.93**	**54.16**	**7.78**	**137.12**	**44.52**	**56.11**
On-Road Motor Vehicles						
Light and Medium Duty Vehicles	55.94	39.35	1.17	6.80	2.46	12.22
Heavy-Duty Vehicles	3.54	41.63	0.28	2.85	1.19	4.43
Buses and Motorhomes	0.43	2.75	0.02	0.21	0.09	0.87
Total On-Road Sources	**59.91**	**83.73**	**1.47**	**9.86**	**3.73**	**17.52**
Other Mobile Sources						
Aircraft	3.35	17.77	1.54	0.73	0.65	0.00
Trains	0.69	16.13	0.02	0.37	0.34	0.01
Ocean-Going Vessels and Harbor Craft	9.80	36.90	2.08	0.95	0.88	0.03
Off-Road Equipment	49.41	42.88	0.10	2.22	1.94	0.08
Other Off-Road Sources	18.55	2.87	0.00	0.73	0.55	0.01
Total Other Mobile Sources	**81.81**	**116.55**	**3.76**	**5.00**	**4.36**	**0.12**
Total Anthropogenic Sources	**363.65**	**254.44**	**13.00**	**151.98**	**52.63**	**73.75**

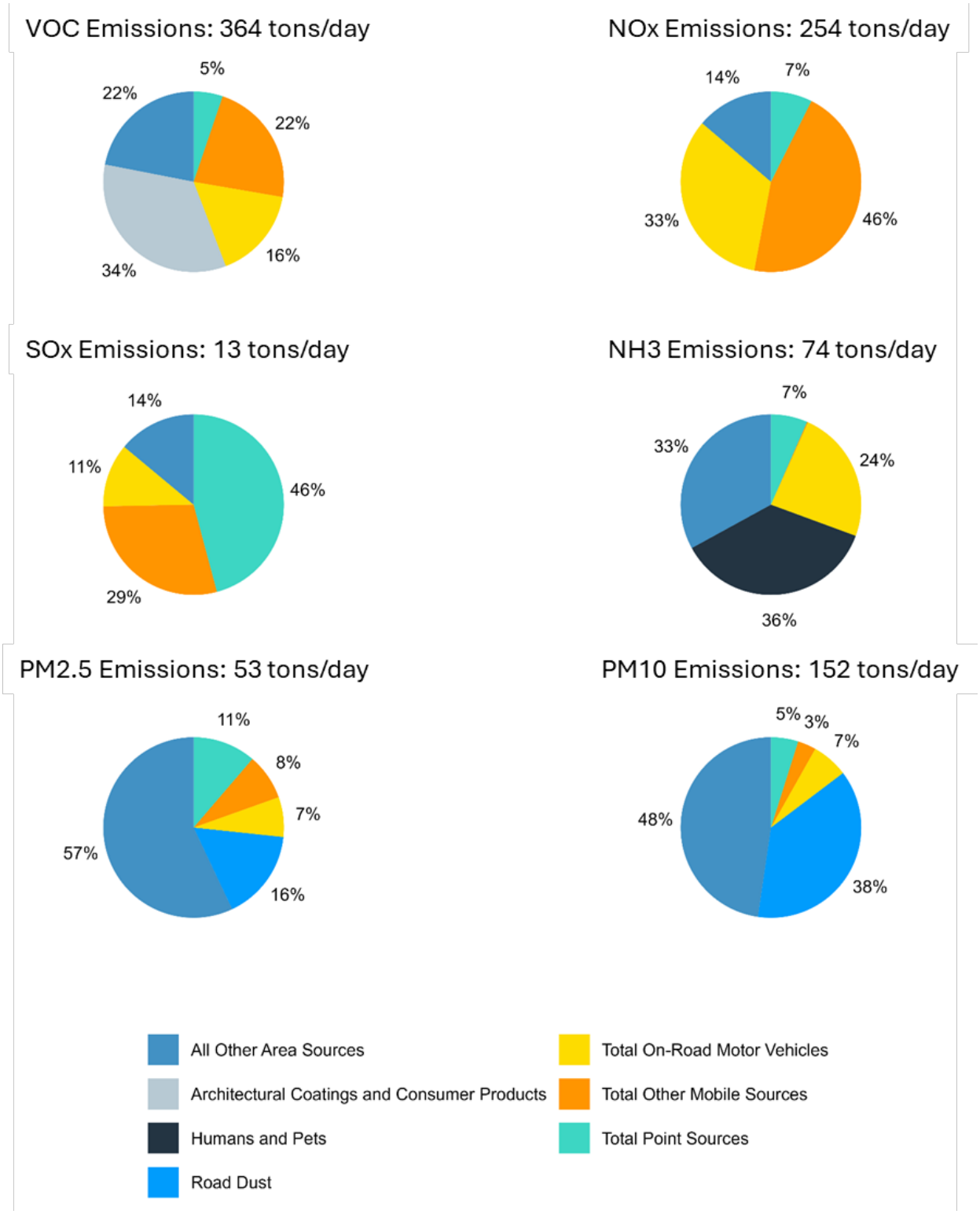


FIGURE III-3
2023 EMISSIONS BY MAJOR SOURCES
(ANNUAL AVERAGE)

Figures III-4 and III-5 present the top 10 sources of PM2.5 and PM10 emissions in 2023, along with their estimated emissions. In the South Coast Air Basin, the largest contributors to PM2.5 emissions are commercial cooking, paved road dust, and residential fuel combustion. For PM10, the dominant sources are road dust and construction and demolition activities.

Figures III-6 through III-9 show the top 10 sources of PM precursor emissions, NOx, SOx, VOC, and NH3, and indicating:

- The primary sources of NOx emissions are mobile sources, including off-road equipment, heavy-duty trucks, ships, and residential fuel combustion,
- Major SOx emissions come from RECLAIM sources and marine vessels,
- VOC emissions are largely from consumer products, as well as small gasoline-powered off-road equipment and gasoline vehicles, and
- The leading source of NH3 is biological emissions from human perspiration and pets, followed by industrial ammonia use and on-road vehicle emissions.

More detailed emissions inventories by major source categories can be found in Attachment I of this Plan.

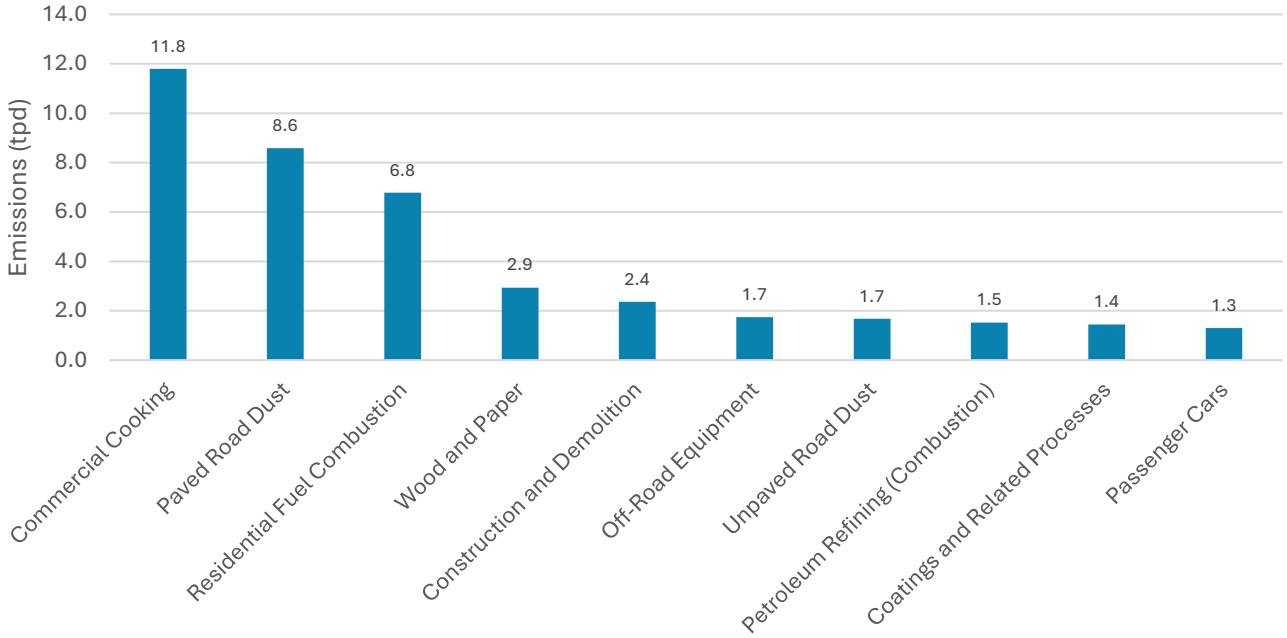


FIGURE III-4
TOP 10 PM2.5 SOURCES IN 2023

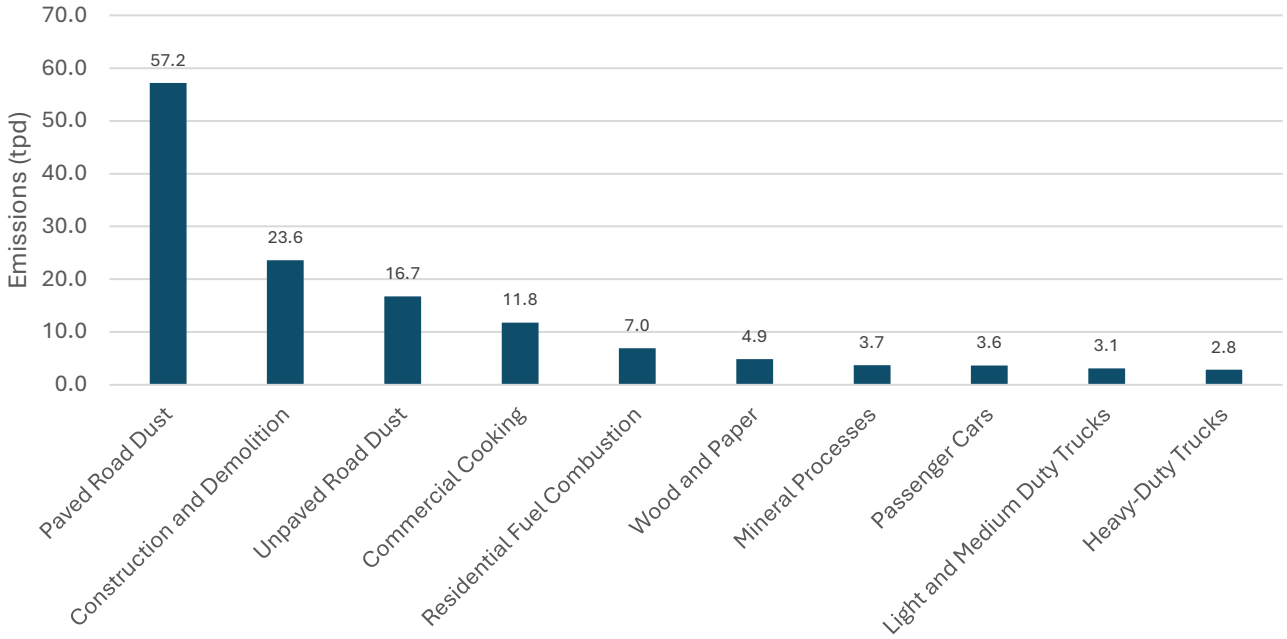


FIGURE III-5
TOP 10 PM10 SOURCES IN 2023

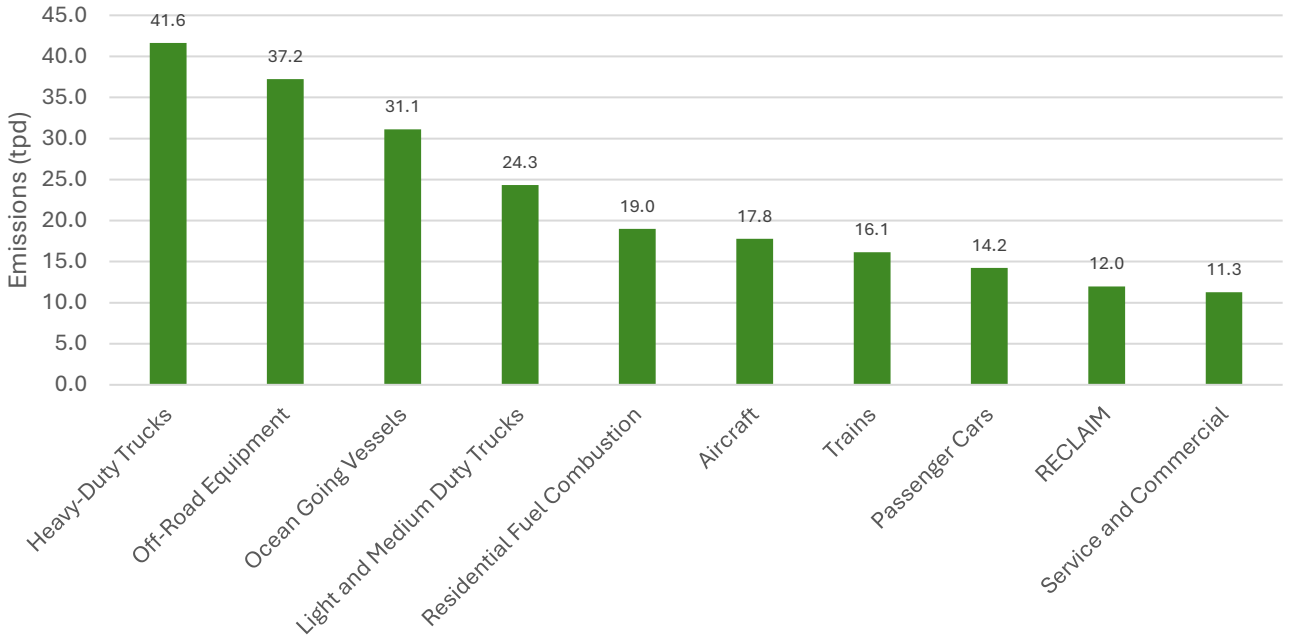


FIGURE III-6
TOP 10 NOX SOURCES IN 2023. RECLAIM REFERS TO LARGE FACILTIIES SUBJECT TO THE RECLAIM (REGIONAL CLEAN AIR INCENTIVES MARKET) REGULATIONS

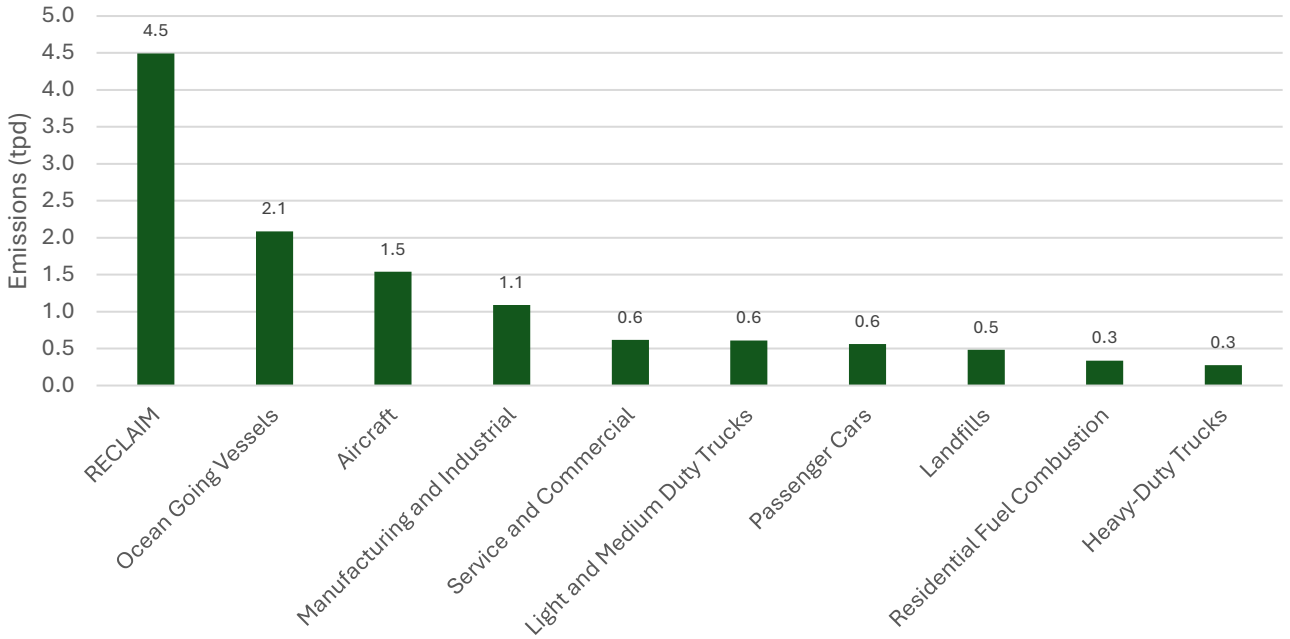


FIGURE III-7
TOP 10 SOX SOURCES IN 2023. RECLAIM REFERS TO LARGE FACILTIIES SUBJECT TO THE RECLAIM (REGIONAL CLEAN AIR INCENTIVES MARKET) REGULATIONS

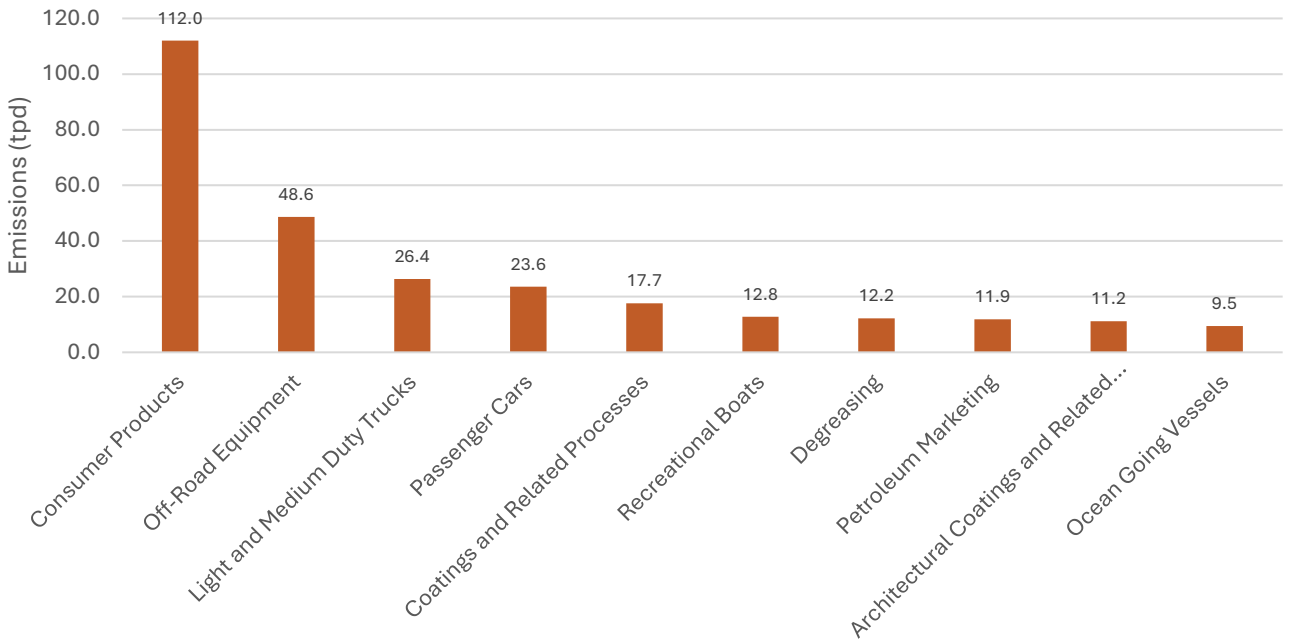


FIGURE III-8
TOP 10 VOC SOURCES IN 2023

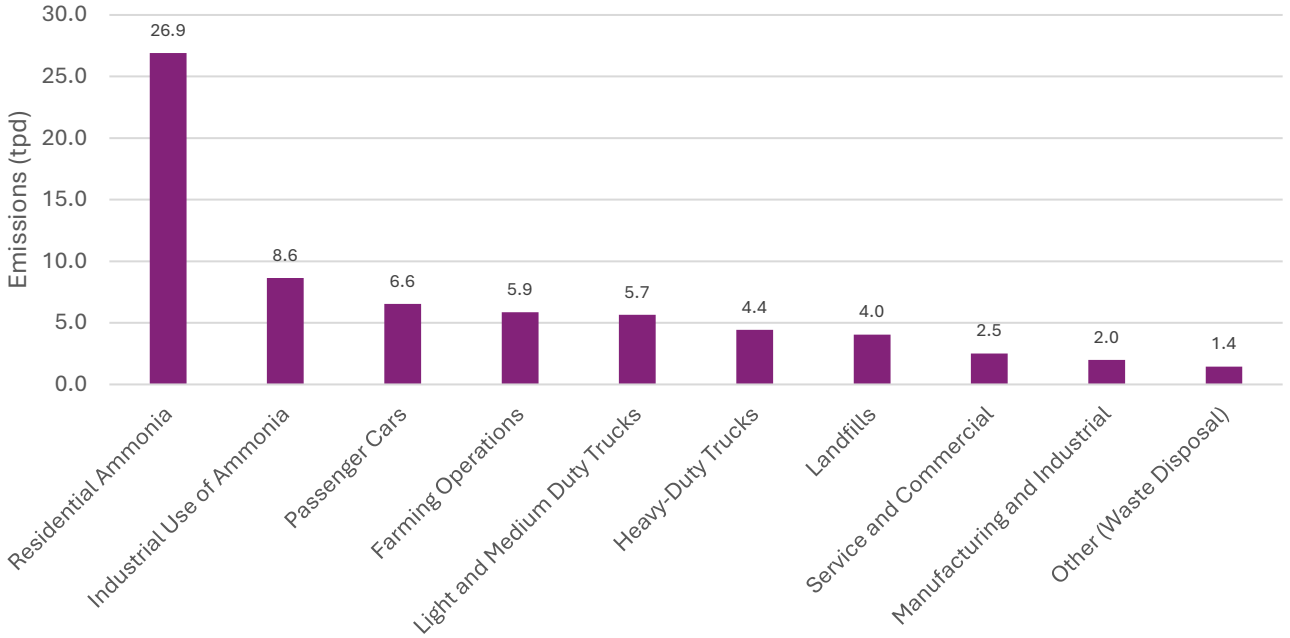


FIGURE III-9
TOP 10 NH3 SOURCES IN 2023

Future Emissions

Tables III-3 and III-4 present the annual average emissions for the years 2033 and 2039. The year 2033 serves as the new maintenance horizon for the 24-hour PM10 NAAQS, while 2039 is the maintenance horizon year for the 24-hour and annual PM2.5 NAAQS. Detailed emissions inventories, including all major stationary and mobile source categories, are provided by Major Source Category in Attachment I.

Although total NOx emissions in the Basin are expected to decline significantly over time, emissions of PM2.5 and PM10 are projected to increase between 2023 and 2039, primarily due to contributions from cooking and road dust. Anticipated growth in population and economic activity is expected to offset emission reductions achieved by stationary combustion and mobile sources in the coming years. This trend is especially evident in area sources, which continue to be the dominant contributors to overall PM2.5 and PM10 emissions in the Basin.

VOC emissions from consumer products are also projected to rise as the population grows. However, total VOC emissions are expected to decline overall, largely due to ongoing reductions from mobile sources. SOx emissions are higher in the future, because the RECLAIM allocation cap reflected in the future inventory is higher than the reported emissions for 2023. Additional increases in SOx emissions are contributed by the growth in ocean-going vessel activity. Meanwhile, NH3 emissions are expected to grow over time, driven by both population growth and increased emissions from vehicles.

Figures III-10 and III-11 illustrate the contributions of major source types to overall emissions. In general, area sources contribute an increasing share of VOC, PM2.5, and PM10 emissions in future years, largely driven by population growth and increased vehicle activity. In contrast, the contribution from on-road mobile sources decreases for all pollutants except ammonia (NH3). Notably, on-road emissions are projected to decline almost by half between 2023 and 2039, reflecting cleaner vehicles and current vehicle regulations.

The contribution from point sources to SOx emissions is expected to decline slightly due to ongoing regulatory controls. However, ocean-going vessels, classified under other mobile sources, are projected to contribute a growing share of SOx emissions. Lastly, emissions of NH3 from both on-road sources and population-related activities are expected to increase modestly over time.

TABLE III-3
2033 AVERAGE ANNUAL DAY EMISSIONS BY MAJOR SOURCE CATEGORY
IN THE SOUTH COAST AIR BASIN (TONS PER DAY)

	VOC	NOX	SOX	PM10	PM2.5	NH3
Stationary and Area Sources						
Fuel Combustion	5.05	29.46	2.03	4.62	4.58	6.31
Waste Disposal	15.87	1.25	0.57	0.31	0.30	6.22
Cleaning and Surface Coatings	37.14	0.08	0.00	1.58	1.52	0.12
Petroleum Production and Marketing	17.72	0.52	0.31	1.01	0.70	0.05
Industrial Processes	10.95	1.21	0.08	10.68	5.35	9.11
Solvent Evaporation	140.80	0.00	0.00	0.03	0.03	1.16
Residential Fuel Combustion	8.86	14.29	0.32	6.77	6.58	0.11
Farming Operations	1.00	0.00	0.00	0.65	0.13	5.79
Construction And Demolition	0.00	0.00	0.00	25.43	2.54	0.00
Paved Road Dust	0.00	0.00	0.00	59.50	8.90	0.00
Unpaved Road Dust	0.00	0.00	0.00	16.73	1.67	0.00
Commercial Cooking	1.18	0.00	0.00	12.50	12.50	0.00
Residential Ammonia						28.49
Other Miscellaneous Sources	0.50	0.16	0.03	2.24	0.90	0.03
RECLAIM			6.08			
Total Stationary and Area Sources	**239.06**	**46.98**	**9.42**	**142.05**	**45.70**	**57.39**
On-Road Motor Vehicles						
Light and Medium Duty Vehicles	37.67	19.73	0.95	6.50	2.19	13.63
Heavy-Duty Vehicles	2.22	23.02	0.26	3.02	1.17	5.43
Buses and Motorhomes	0.28	1.27	0.01	0.18	0.07	0.63
Total On-Road Sources	**40.17**	**44.02**	**1.23**	**9.69**	**3.42**	**19.69**
Other Mobile Sources						
Aircraft	3.89	26.24	2.03	0.81	0.72	0.00
Trains	0.69	17.41	0.03	0.36	0.33	0.01
Ocean-Going Vessels and Harbor Craft	10.13	39.22	2.43	1.04	0.96	0.03
Off-Road Equipment	24.30	26.26	0.10	1.37	1.19	0.08
Other Off-Road Sources	13.40	2.68	0.01	0.51	0.39	0.01
Total Other Mobile Sources	**52.41**	**111.80**	**4.59**	**4.09**	**3.59**	**0.13**
Total Anthropogenic Sources	**331.64**	**202.79**	**15.24**	**155.84**	**52.73**	**77.21**

TABLE III-4
2039 AVERAGE ANNUAL DAY EMISSIONS BY MAJOR SOURCE CATEGORY
IN THE SOUTH COAST AIR BASIN (TONS PER DAY)

	VOC	NOX	SOX	PM10	PM2.5	NH3
Stationary and Area Sources						
Fuel Combustion	5.06	29.10	2.05	4.56	4.51	6.11
Waste Disposal	16.20	1.27	0.58	0.32	0.31	6.38
Cleaning and Surface Coatings	37.17	0.07	0.00	1.58	1.52	0.12
Petroleum Production and Marketing	18.00	0.51	0.33	1.01	0.70	0.05
Industrial Processes	10.96	1.20	0.08	10.72	5.37	9.11
Solvent Evaporation	150.61	0.00	0.00	0.03	0.03	1.14
Residential Fuel Combustion	8.85	12.99	0.32	6.76	6.57	0.11
Farming Operations	0.97	0.00	0.00	0.64	0.12	5.72
Construction And Demolition	0.00	0.00	0.00	26.47	2.65	0.00
Paved Road Dust	0.00	0.00	0.00	60.30	9.02	0.00
Unpaved Road Dust	0.00	0.00	0.00	16.73	1.67	0.00
Commercial Cooking	1.22	0.00	0.00	12.91	12.91	0.00
Residential Ammonia						29.33
Other Miscellaneous Sources	0.50	0.16	0.03	2.20	0.89	0.03
RECLAIM			6.08			
Total Stationary and Area Sources	**249.55**	**45.31**	**9.47**	**144.22**	**46.27**	**58.10**
On-Road Motor Vehicles						
Light and Medium Duty Vehicles	32.95	16.44	0.90	6.37	2.09	13.79
Heavy-Duty Vehicles	2.07	20.96	0.26	3.20	1.23	5.87
Buses and Motorhomes	0.22	0.85	0.01	0.17	0.06	0.43
Total On-Road Sources	**35.23**	**38.25**	**1.17**	**9.75**	**3.38**	**20.09**
Other Mobile Sources						
Aircraft	3.91	27.85	2.09	0.82	0.73	0.00
Trains	0.57	14.51	0.03	0.28	0.26	0.02
Ocean-Going Vessels and Harbor Craft	10.34	34.34	2.64	1.10	1.02	0.03
Off-Road Equipment	18.11	22.84	0.10	1.21	1.03	0.06
Other Off-Road Sources	11.71	2.63	0.01	0.44	0.33	0.01
Total Other Mobile Sources	**44.65**	**102.16**	**4.86**	**3.84**	**3.37**	**0.12**
Total Anthropogenic Sources	**329.43**	**185.72**	**15.50**	**157.81**	**53.05**	**78.31**

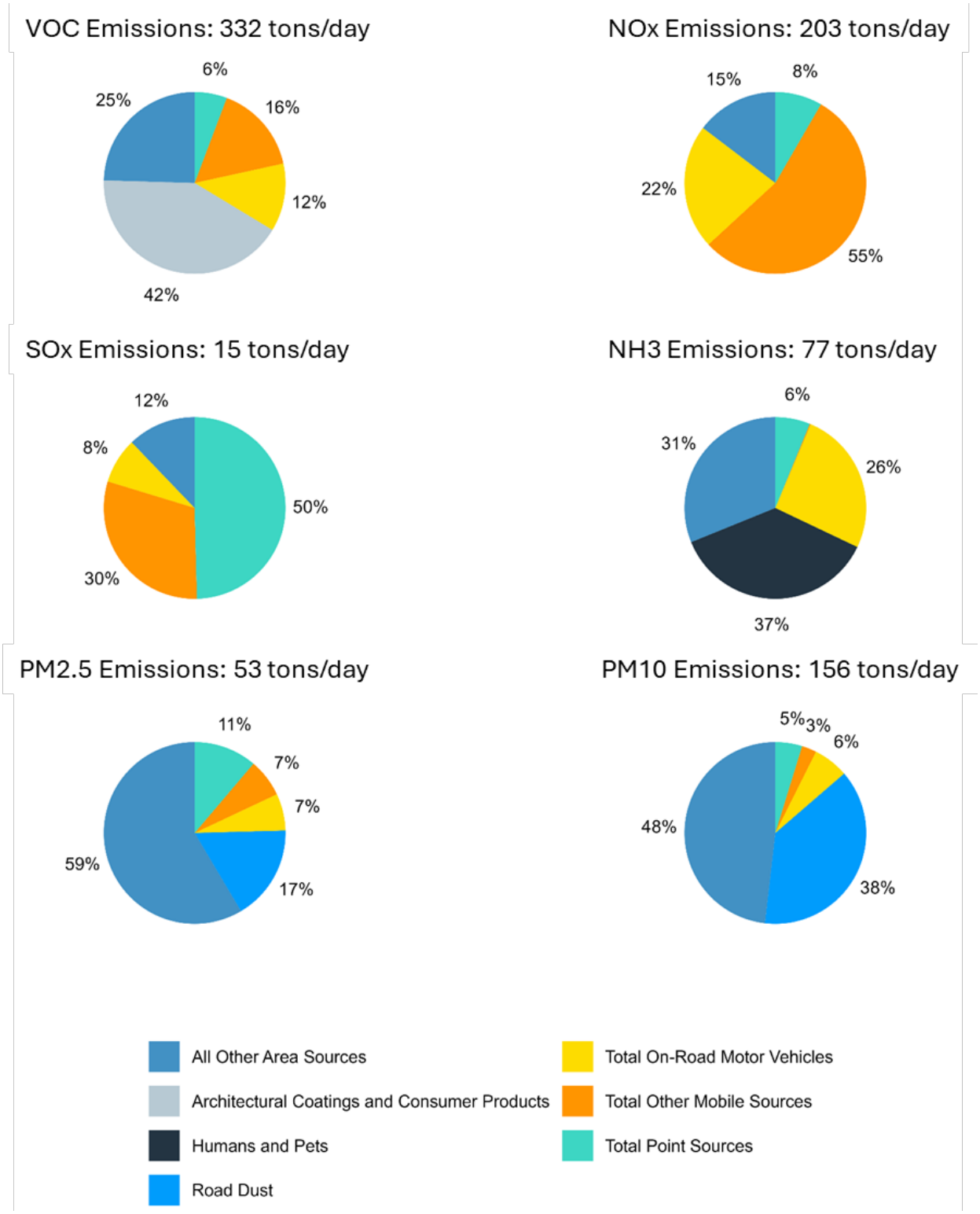


FIGURE III-10
2033 EMISSIONS BY MAJOR SOURCES
(ANNUAL AVERAGE)

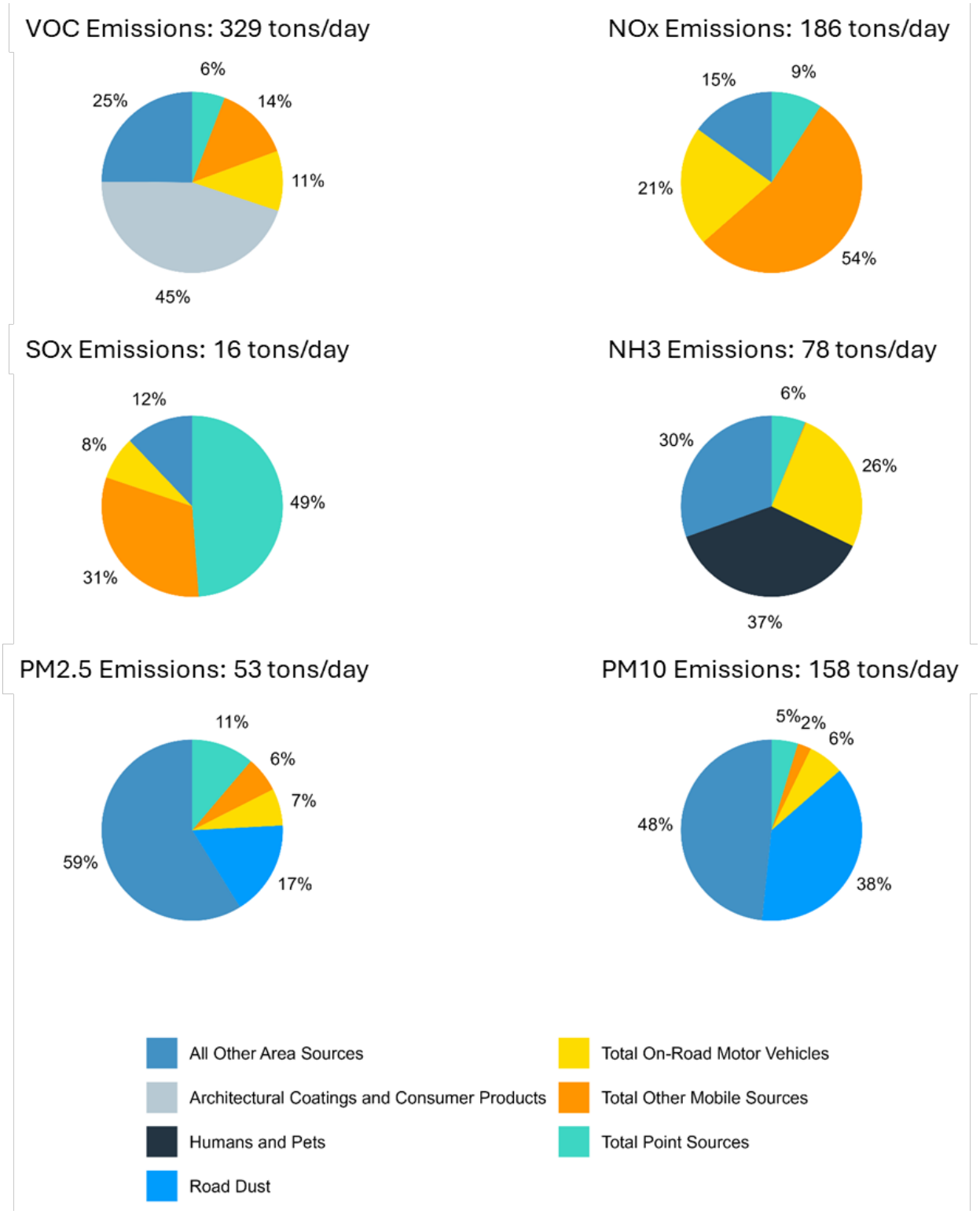


FIGURE III-11
2039 EMISSIONS BY MAJOR SOURCES
(ANNUAL AVERAGE)

Figures III-12 through III-17 present the top 10 emission sources for each pollutant in 2023, and how these rankings change in 2033 and 2039. Overall, the top sources of PM2.5 remain consistent across the years, with commercial cooking and paved road dust continuing to drive the overall increase in total PM2.5 emissions. Similarly, the top 10 PM10 sources maintain the same order over time.

In contrast, the top sources of NOx shift over the years due to regulatory impacts on on-road vehicles. While emissions from ocean-going vessels fluctuate over time, aircraft emissions are projected to increase substantially. For SOx, while RECLAIM remains the main source of emissions, and emissions from aircraft and the industrial and manufacturing sectors become increasingly significant.

For VOC, consumer products remain the largest source, while emissions from gasoline-powered off-road equipment and gasoline vehicles continue to decline. The ranking of NH3 sources remains largely unchanged, though emissions associated with human and pet perspiration steadily increase over time.

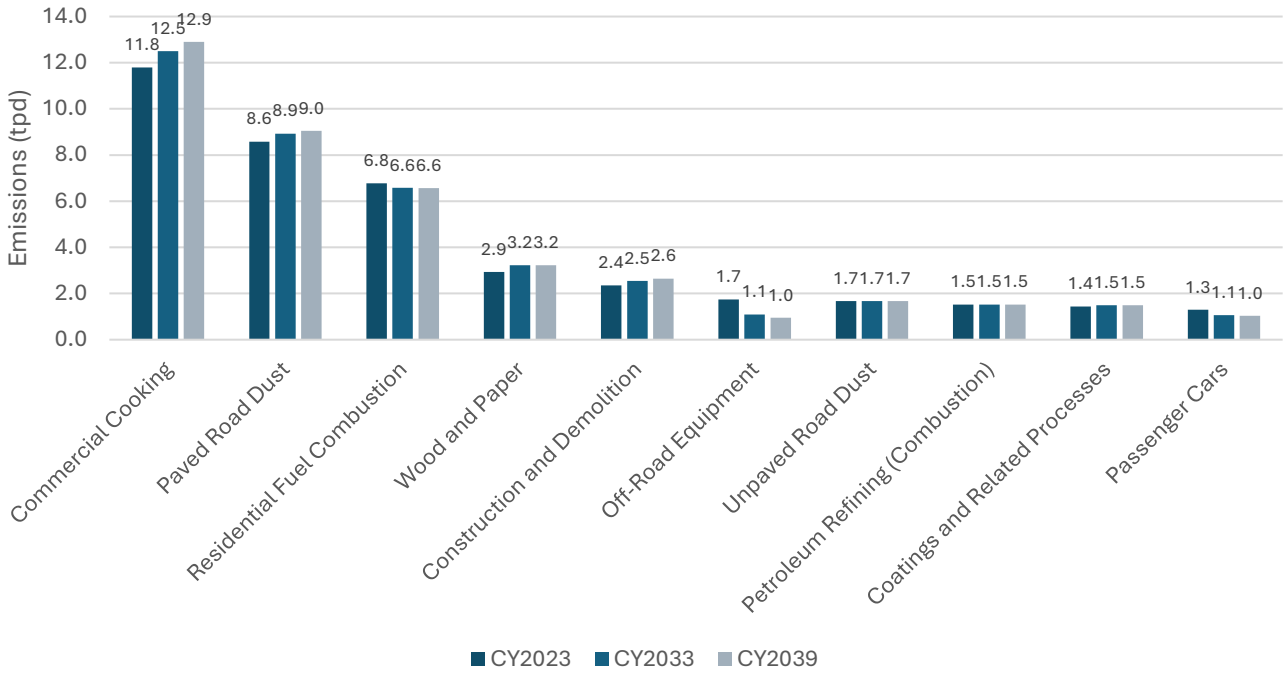


FIGURE III-12
TOP 10 PM2.5 SOURCES IN FUTURE YEARS IN COMPARISON WITH 2023

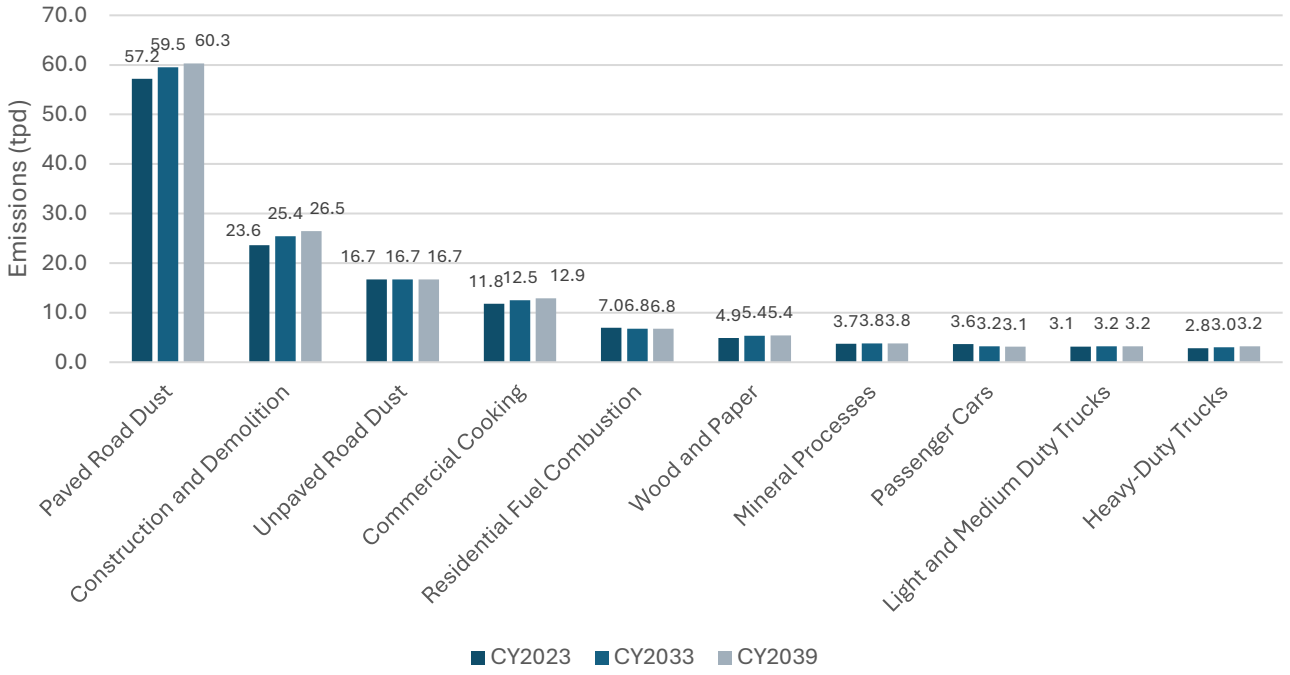


FIGURE III-13
TOP 10 PM10 SOURCES IN FUTURE YEARS IN COMPARISON WITH 2023

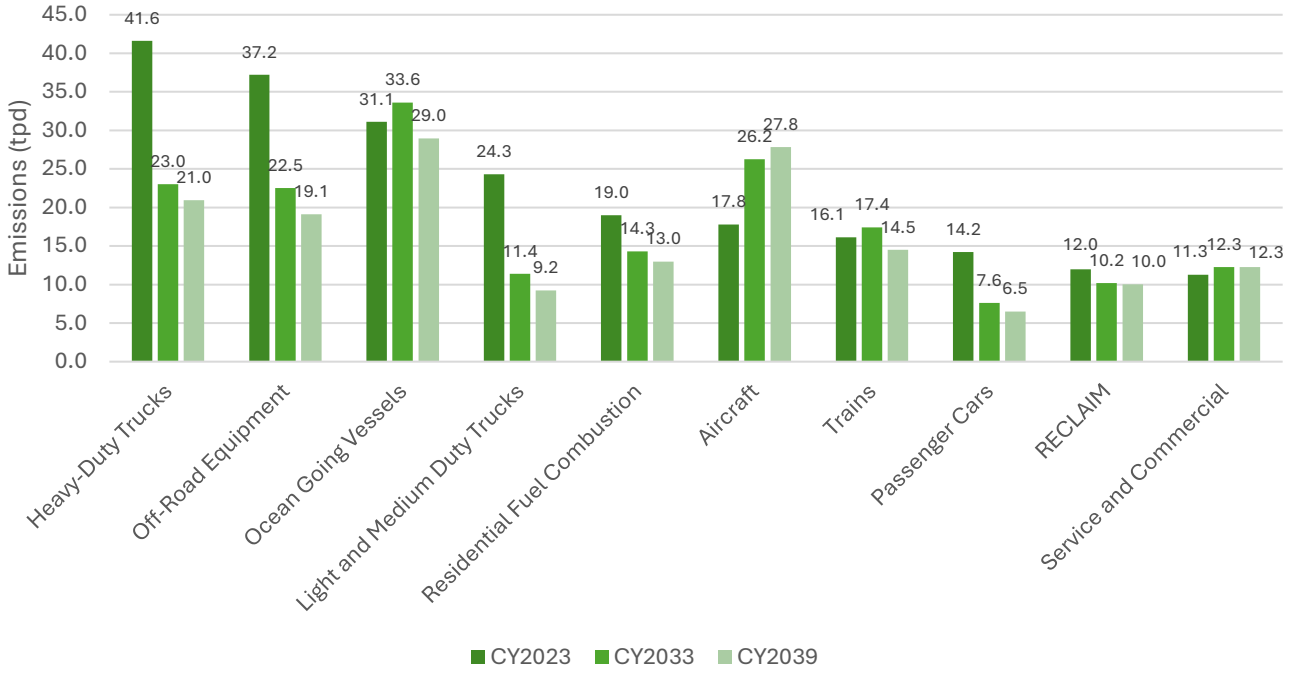


FIGURE III-14
TOP 10 NOX SOURCES IN FUTURE YEARS IN COMPARISON WITH 2023

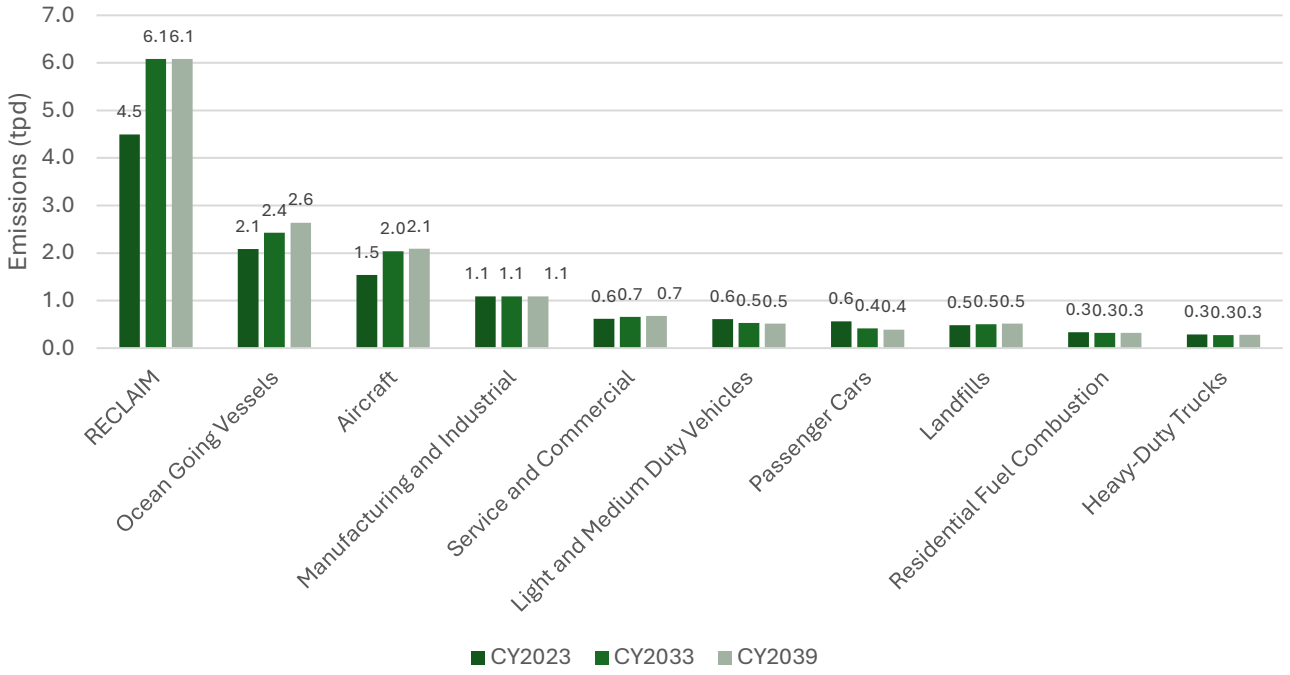


FIGURE III-15
TOP 10 SOX SOURCES IN FUTURE YEARS IN COMPARISON WITH 2023

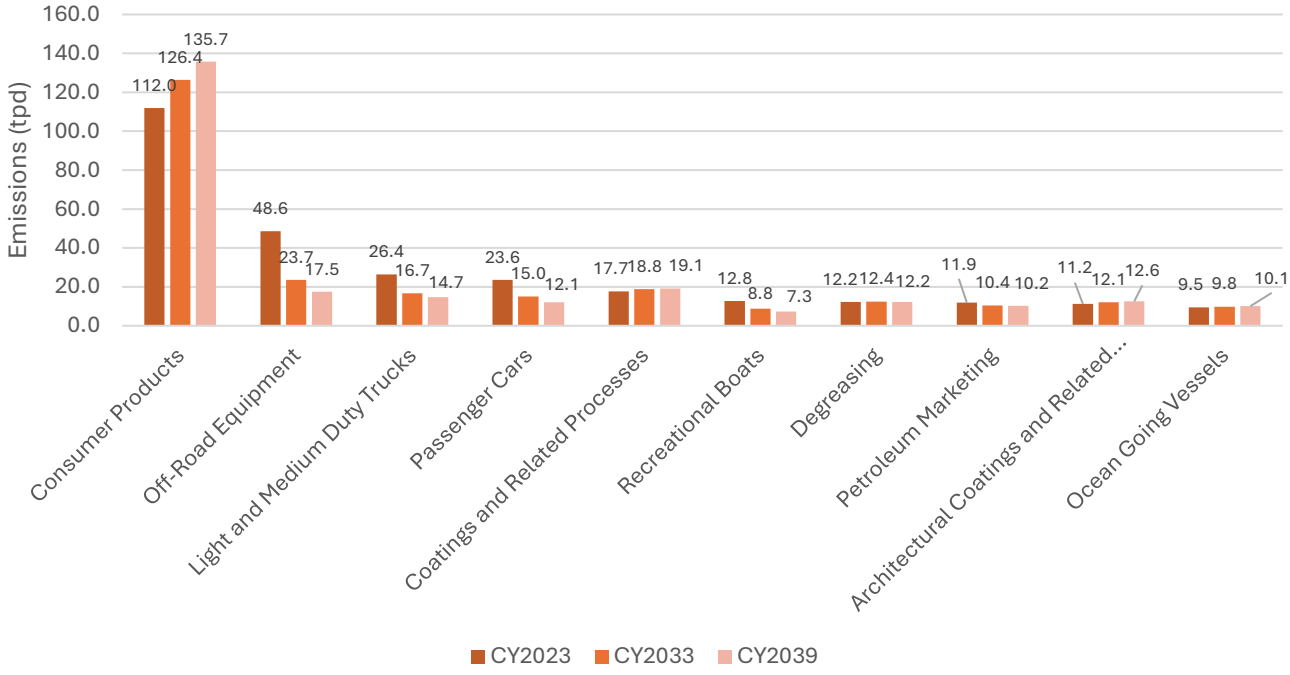


FIGURE III-16
TOP 10 VOC SOURCES IN FUTURE YEARS IN COMPARISON WITH 2023

FIGURE III-17
TOP 10 NH3 SOURCES IN FUTURE YEARS IN COMPARISON WITH 2023

Condensable and Filterable Portions of PM2.5 Emissions

Estimates of condensable and filterable portions of PM2.5 emissions were developed for the base year 2023 and future milestone years 2033 and 2039. Figure III-18 presents annual average emissions of total primary (direct), condensable, and filterable PM2.5 for these three years.

Total primary PM2.5 emissions from stationary point and area sources are projected to increase slightly—by 1.2 tpd (2.7%) from 2023 to 2033, and by an additional 0.6 tpd (1.3%) from 2033 to 2039. These modest increases reflect growth in both condensable and filterable PM2.5 emissions and are primarily driven by anticipated increases in population and economic activity within the Basin.

Table III-5 lists the top five source categories contributing to condensable PM2.5 emissions for 2023, 2033, and 2039. Commercial cooking remains the dominant source, accounting for 83% of condensable PM2.5 in 2033 and 84% in 2039. Combined, the top five sources represent over 97% of total condensable PM2.5 emissions in both future years.

Table III-6 shows the top five sources of filterable PM2.5. Paved road dust is the leading contributor across all years, followed by emissions from residential fuel combustion and various industrial activities and unpaved road dust. These top five categories account for approximately 72% of total filterable PM2.5 in 2033 and 2039.

A more detailed breakdown of emissions by major source category is provided in Attachment II.

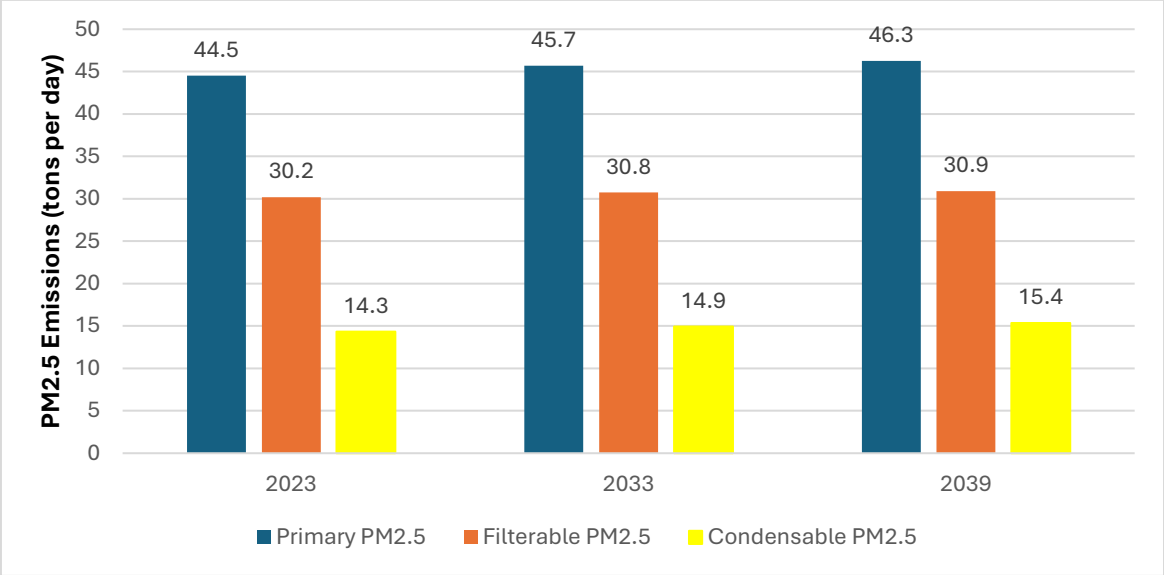


FIGURE III-18
ANNUAL AVERAGE PRIMARY, FILTERABLE AND CONDENSABLE PM2.5 EMISSIONS

TABLE III-5
TOP 5 CATEGORIES EMITTING CONDENSABLE PM2.5 (TONS PER DAY)

Category	2023	2033	2039
Cooking	11.76	12.47	12.87
Residential Fuel Combustion	0.82	0.77	0.76
Petroleum Refining (Combustion)	0.82	0.82	0.82
Electric Utilities	0.36	0.29	0.29
Service and Commercial Fuel Combustion	0.17	0.18	0.19

TABLE III-6
TOP 5 CATEGORIES EMITTING FILTERABLE PM2.5 (TONS PER DAY)

Category	2023	2033	2039
Paved Road Dust	8.56	8.90	9.02
Residential Fuel Combustion	5.95	5.82	5.81
Wood and Paper	2.93	3.22	3.23
Construction and Demolition	2.36	2.54	2.65
Unpaved Road Dust	1.67	1.67	1.67

4. Impact of Recently Adopted Rules and Regulations

This section includes rules and regulations that were adopted after the development of the 2022 AQMP and emission reductions from them. This section also discusses latest adjustments in emission reductions in CARB's regulations which were affected by recent actions by U.S. Congress, U.S. EPA, and CARB and legal challenges.

Recently Adopted Rules by South Coast AQMD

Table III-7 lists the South Coast AQMD's regulations to convert the RECLAIM program to a traditional command-and-control structure. As of December of 2024, South Coast AQMD has adopted eleven so-called 'landing' rules to achieve the Best Available Retrofit Control Technology (BARCT) level control and transition out of RECLAIM program to a traditional command-and-control structure. The landing rules were not incorporated in the baseline emissions. At the time of the 2022 AQMP development, many of these rules were still in progress and it was uncertain whether the reductions would be considered as implementing the allocation caps specified in Rule 2002, which is commonly referred as "RECLAIM shave." To prevent double counting, the 2022 AQMP assumed that the reductions from the landing rules were assumed to be included in the RECLAIM shave. Since then, the majority of the landing rules have been adopted, and it is evident that the landing rules achieve reductions exceeding the requirements of the RECLAIM shave over a longer timeframe. Given the maturity of the RECLAIM shave in 2022, any reductions in excess of the 2022 "shave" reductions are considered new reductions. Consequently, the net NOx reductions from landing rules beyond the shave are projected to be 2.92 and 3.09 tpd by 2033 and 2039, respectively.

Among landing rules, Rule 1109.1 was reflected in the baseline emissions of the 2022 AQMP and no changes associated with the rule was introduced in this Plan. Rule 11091.1 implements both Rule 2002, RECLAIM allocation cap and the BARCT level requirements set by the 2016 AQMP CMB-05. The reductions attributed to the BARCT level controls are 4.29 and 4.65 tpd by 2033 and 2039, respectively. And, the shave portion is 2.35 tpd NOx reduction.

TABLE III-7
NOX REDUCTIONS IN TONS PER DAY FROM SOUTH COAST AQMD'S REGULATIONS TO CONVERT THE RECLAIM PROGRAM TO A COMMAND-AND-CONTROL STRUCTURE

Adopted/Amended Date	District Rule	Implementation Schedule		2033 Reduction in excess of 2022 reductions (tpd)	2039 Reduction in excess of 2022 reductions (tpd)
		Start Year	End Year		
11/1/2019	Rule 1110.2 – Control of Emissions from Gaseous- and Liquid-fueled Engines	2020	2029	0.21	0.21
1/4/2019	Rule 1118.1 – Control of Emissions from Non-Refinery Flares	2022	2025	0.03	0.03
4/5/2019	Rule 1134 – Emissions of Oxides of Nitrogen from Stationary Gas Turbines	2024	2027	1.66	1.66
11/2/2018	Rule 1135 – Electricity Generating Facilities	2020	2025	0.18	0.18
10/4/2024	Rule 1135 – Electricity Generating Facilities	2024	2030	0.15*	0.15*
12/7/2018	Rule 1146 & 1146.1 – Emissions of Oxides of Nitrogen from Industrial, Institutional, Commercial Boilers, Steam Generators, and Process Heaters	2019	2033	0.08	0.08
12/7/2018	Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Heaters and Small Boilers and Process Heaters	2022	2023	0.002	0.002
5/6/2022	Rule 1147 – NOx Reductions from Miscellaneous Sources	2024	2059	0.45	0.56
8/6/2021	Rule 1147.1 – NOx Reductions from Aggregate Dryers	2025	2057	0.01	0.01
4/1/2022	Rule 1147.2 – NOx Reductions from Metal Melting and Heating Furnaces	2026	2057	0.39	0.42
8/4/2023	Rule 1153.1 – Emissions of Oxides of Nitrogen from Commercial Food Ovens	2024	2036	0.03	0.04
12/6/2024	R1159.1 – NOx Reductions from Nitric Acid Tanks	2029	2029	0.06	0.06
Cumulative reductions from the landing rules listed above**				**2.92**	**3.09**

* The October 2024 amendment to R1135 for the Catalina Island EGU delays the implementation schedule from November amendment to R1135, which targets all EGU facilities within the South Coast Air Basin. The reduction amount is not double counted in the cumulative reductions for all RECLAIM landing rules.

** Reductions are calculated for each rule individually. Because some sources are affected by more than one rule, the compounded emission reductions are slightly lower than the sum of reductions from individual rules.

There are 16 rules for non-RECLAIM sources that were adopted or amended after the cut-off date of this Plan (October 2020 expect for Rule 1109.1) and through the end of 2024. Table III-8 lists the resulting future accumulated annual average criteria pollutants emission reductions in 2033 and 2039. By 2033 and 2039, the estimated accumulated NOx reductions are 1.59 and 3.00 tpd, respectively. The corresponding accumulated reductions for SOx are 0.06 tpd in both years; for VOC, 3.83 tpd and 3.88 tpd, respectively for 2033 and 2039; and for PM2.5, 0.04 tpd in both years. Those quantified emission reductions were not reflected into the baseline emissions or accounted for in the future design value calculations. However, these reductions will further ensure that the basin maintains the attainment status for the standards discussed in this Plan.

TABLE III-8
ACCUMULATED EMISSION REDUCTIONS IN TONS PER DAY BY POST-2022 AQMP SOUTH COAST AQMD RULES FOR NON-RECLAIM SOURCES

Adoption Date	District Rule	Implementation Schedule		Net SIP Reduction by 2033 (tpd)	Net SIP Reduction by 2039 (tpd)
		Start Year	End Year		
6/7/2024	Rule 463 – Organic Liquid Storage	2024	2050	1.46 (VOC)	1.51 (VOC)
9/1/2023	Rule 1111 – Reduction of NOx Emissions from Natural-Gas-Fired, Fan-Type Central Furnaces	2012	2050	0.05 (NOx)	0.29 (NOx)
4/5/2024	Rule 1118 – Control of Emissions from Refinery Flares	2026	2030	0.09 (NOx) 0.06 (SOx)	0.09 (NOx) 0.06 (SOx)
10/4/2024	Rule 1135 – Emissions of Oxides of Nitrogen from Electricity Generating Facilities	2024	2030	0.01 (PM2.5)	0.01 (PM2.5)
6/7/2024	Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters	2029	2058	0.58 (NOx)	1.66 (NOx)
5/6/2022	Rule 1147 – NOx Reductions from Miscellaneous Sources	2024	2059	0.32 (NOx)	0.40 (NOx)
8/6/2021	Rule 1147.1 – NOx Reductions from Aggregate Dryers	2025	2057	0.01 (NOx)	0.01 (NOx)
4/1/2022	Rule 1147.2 – NOx Reductions from Metal Melting and Heating Furnaces	2026	2057	0.06 (NOx)	0.07 (NOx)
8/2/2024	Rule 1148.1 – Oil and Gas Production Wells	2025	2027	0.18 (VOC) 0.08 (NOx)	0.18 (VOC) 0.08 (NOx)
2/5/2021	Rule 1150.3 – Emissions of Oxides of Nitrogen from Combustion Equipment at Landfills	2021	2031	0.15 (NOx)	0.15 (NOx)

10/4/2024	Rule 1151 – Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations	2024	2033	0.19 (VOC)	0.19 (VOC)
8/4/2023	Rule 1153.1 – Emissions of Oxides of Nitrogen from Commercial Food Ovens	2024	2036	0.03 (NOx)	0.04 (NOx)
12/6/2024	Rule 1159.1 – Control of NOx Emissions from Nitric Acid Tanks	2029	2029	0.02 (NOx)	0.02 (NOx)
9/6/2024	Rule 1165 – Control of Emissions from Municipal Solid Waste Incinerators	2029	2029	0.20 (NOx) 0.03 (PM2.5)	0.20 (NOx) 0.03 (PM2.5)
11/4/2022	Rule 1168 – VOC reductions from adhesive and sealant applications	2017	2028	-0.14 (VOC)	-0.14 (VOC)
11/1/2024	Rule 1173 – Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants	2026	2026	2.14 (VOC)	2.14 (VOC)
Cumulative NOx reductions from the non-RECLAIM rules listed above				**1.59**	**3.00**
Cumulative SOx reductions from the non-RECLAIM rules listed above				**0.06**	**0.06**
Cumulative VOC reductions from the non-RECLAIM rules listed above				**3.83**	**3.88**
Cumulative PM2.5 reductions from the non-RECLAIM rules listed above				**0.04**	**0.04**

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

APPENDIX IV: MAINTENANCE DEMONSTRATION METHODOLOGY

1. Introduction

In this Redesignation Requests and Maintenance plan (Plan), a proportional rollback method is used to project future design values (DVs) and determine that the South Coast Air Basin will remain below the National Ambient Air Quality Standards (NAAQS) levels for the 1997 annual PM2.5, the 1997 24-hour PM2.5, and the 1987 24-hour PM10 NAAQS. This Appendix provides detailed description of the proportional rollback method, relevant measurement data, emissions used in the rollback method and discussions on uncertainties associated with the approach and recent regulatory actions.

2. Methodology

2.1 Rollback Approach

The proportional rollback method is a simplified technique that estimates future PM2.5 or PM10 concentrations by applying projected emission changes to base year's DV. Figure IV-1 illustrates the rollback approach, which has been used before for the Yuba City-Marysville area[1]. This method assumes a linear relationship between PM2.5 concentrations and emissions including its precursors — primarily directly emitted PM2.5, nitrogen oxides (NOx), and sulfur oxides (SOx). Using this approach, the monitored base-year DV is disaggregated into its major chemical components: ammonium sulfate, ammonium nitrate, and other species. Each component is then scaled independently based on the ratio of future-year to base-year emissions of the relevant pollutants or precursors. Detailed emissions inventory is presented in Chapter 3 and Appendix III of this Plan. The estimated concentrations serve as projected future DV, which are then compared against the relevant NAAQS.

More specifically, the proportional rollback method requires three major elements: (1) base year DV, (2) representative composition of PM concentrations, and (3) base and future years' emissions. This technique estimates future DV components by scaling the base year concentrations according to projected changes in precursor emissions. The method allows each chemical component to respond differently based on its sensitivity to emission changes.

For each component, the future DV is calculated using the following equations:

$$DV_{nitrate,future} = DV_{nitrate,base} \times (1 + \% \, \Delta NO_x \times R_{NOx \rightarrow nitrate})$$

$$DV_{sulfate,future} = DV_{sulfate,base} \times (1 + \% \, \Delta SO_x \times R_{SOx \rightarrow sulfate})$$

$$DV_{other,future} = DV_{other,base} \times (1 + \% \, \Delta primary\ PM \times R_{PM \rightarrow other})$$

[1] Yuba City-Marysville PM2.5 Nonattainment Area Redesignation Request and Maintenance Plan. Available at: https://www.fraqmd.org/files/b107d865b/YC-Marysville+PM2_5+Maintenance+Plan+and+Redesignation+Request+Final.pdf

$$DV_{future} = DV_{nitrate,future} + DV_{sulfate,future} + DV_{other,future}$$

Where:

- $DV_{nitrate,base}$, $DV_{sulfate,base}$, and $DV_{other,base}$ are the nitrate, sulfate and other contributions to the base year design value, derived from measured speciated data.
- $\%\ \Delta NO_x$, $\%\ \Delta SO_x$, and $\%\ \Delta primary\ PM$ represent the projected percentage change in NOx, SO_x, and directly emitted PM2.5 or PM10 emissions between the base and future years. Reduction in emissions is computed as a negative value, and an increase in emissions is computed as a positive value.
- $R_{NOx \rightarrow nitrate}$ is the sensitivity ratio linking NOx emission reductions to changes in ammonium nitrate mass. $R_{SOx \rightarrow sulfate}$ is the sensitivity ratio linking SO_x reductions to changes in ammonium sulfate mass and $R_{PM \rightarrow other}$ linking direct PM emission reductions to the "other" category mass that includes organic matter (OM), elemental carbon (EC) and all other PM species.

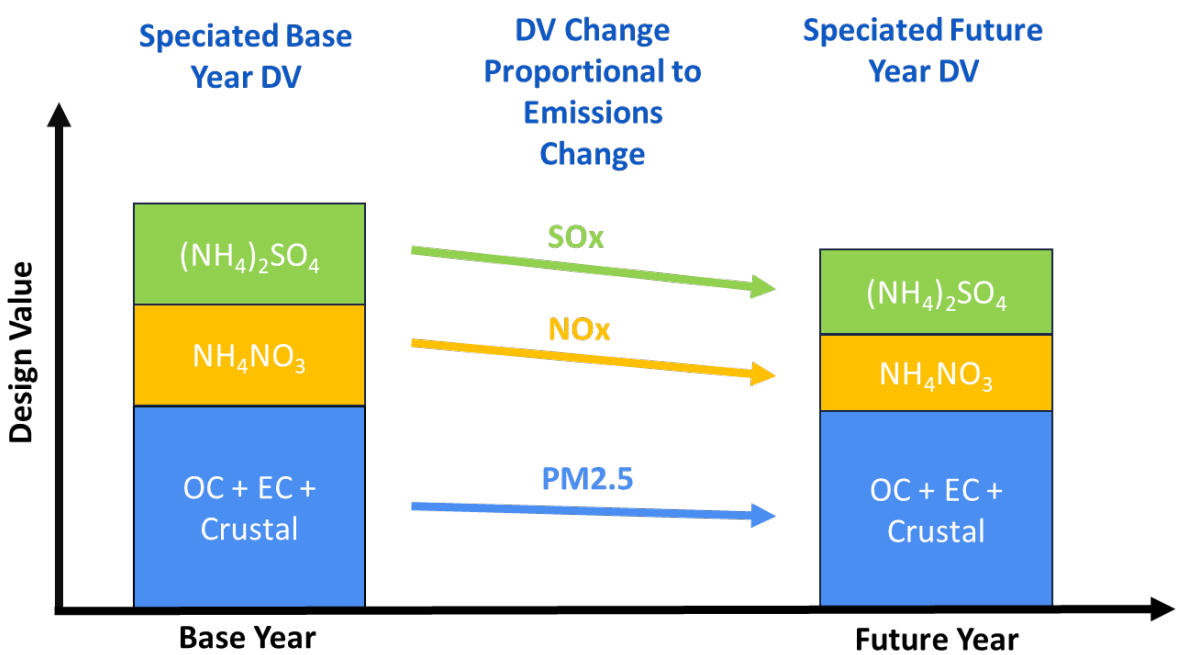


FIGURE IV-1
ILLUSTRATION OF THE PROPORTIONAL ROLLBACK METHOD TO PROJECT FUTURE DV

In this demonstration, sensitivity ratios linking emission reductions to changes in PM2.5 component concentrations were developed to support the proportional rollback methodology for projecting future PM2.5 design values. These ratios were derived from photochemical model simulations using the

modeling framework developed for the 2024 PM2.5 Plan. The framework was configured to simulate PM2.5 concentrations for both the base year (2018) and the future milestone attainment year (2030) and was applied to support the plan's precursor demonstration.[2]

The modeling involved a full-year air quality simulation for Southern California, encompassing the entire South Coast Air Basin. For this plan, 2030 was selected as the reference year for estimating sensitivity ratios because it reflects the chemical regime expected between the base year (2023) and the maintenance horizon years (2033 and 2039).

In addition to the 2030 baseline simulation, four sensitivity runs were performed. In each run, only one pollutant was reduced across the basin relative to the 2030 baseline:

1. 30% reduction in NOx
2. 30% reduction in SOx
3. 30% reduction in volatile organic compounds (VOC)
4. 15% reduction in direct PM2.5

For each case, the modeled annual average concentrations of nitrate, sulfate, and other PM2.5 components were calculated and compared with the baseline to determine the percentage change in each component. Sensitivity ratios were then derived by dividing the relative change in each PM2.5 component by the corresponding change in its precursor.

The expression used to calculate the sensitivity ratios are as follows:

$$R_{NOx \rightarrow nitrate} = \frac{(Annual\ NO3_{baseline} - Annual\ NO3_{0.7\ NOx})}{Annual\ NO3_{baseline}} \Big/ 30\%$$

$$R_{SOx \rightarrow sulfate} = \frac{(Annual\ SO4_{baseline} - Annual\ SO4_{0.7\ SOx})}{Annual\ SO4_{baseline}} \Big/ 30\%$$

$$R_{VOC \rightarrow OM} = \frac{(Annual\ OM_{baseline} - Annual\ OM_{0.7\ VOC})}{Annual\ OM_{baseline}} \Big/ 30\%$$

$$R_{PM \rightarrow other} = \frac{(Annual\ Other_{baseline} - Annual\ Other_{0.85\ PM2.5})}{Annual\ Other_{baseline}} \Big/ 15\%$$

[2] Precursor Demonstration, Appendix VI. South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/other-state-implementation-plan-(sip)-revisions/2012-annual-pm2-5-plan

Where:

- $Annual\ NO3_{baseline}$, $Annual\ SO4_{baseline}$, $Annual\ OM_{baseline}$, are the modeled annual average concentrations of nitrate, sulfate and OM for a specific station in the 2030 baseline. $Annual\ Other_{baseline}$ is the modeled annual average concentration of the 'Other' fraction which is the sum of OM, EC and all other PM components.

- $Annual\ NO3_{0.7NOx}$, $Annual\ SO4_{0.7SOx}$, $Annual\ OM_{0.7VOC}$ and $Annual\ Other_{0.85PM2.5}$ are the modeled annual average concentration of nitrate, sulfate, OM and Other, in the respective sensitivity runs where each individual precursor is scaled down.

For NOx, the basin-wide average sensitivity ratio was 0.75, slightly higher than the value used in other plans (e.g., 0.70 for Yuba City–Marysville). For sulfate, a ratio of 1.0 was adopted, even though the modeled response was about 0.27. Similarly, the modeled ratio of 0.67 for the "other" category was replaced with 1.0 to maintain a conservative approach. Because SOx and direct PM emissions are projected to increase in future years, using a ratio of 1.0 for these species provides a precautionary estimate of future sulfate and "other" concentrations. The VOC-to-OM sensitivity ratio was estimated at 0.08, indicating minimal responsiveness of OM to VOC emission changes; therefore, OM was not treated separately as a major design value component in the proportional rollback analysis. Overall, these conservative assumptions—particularly for SO_x and direct PM—amplify estimated impacts on sulfate and "other" species, ensuring projected design values are not underestimated and adding a margin of safety to the maintenance demonstration.

2.2 PM Mass and Chemical Species Measurements

In this Plan, the 2024 DVs—calculated from the three-year period 2022 to 2024—serve as the base year DVs for the maintenance demonstration. The 24-hour PM2.5, annual PM2.5, and 24-hour PM10 design values are based on measured total PM2.5 and PM10 mass concentrations collected throughout the South Coast Air Basin. Detailed information regarding the monitoring network and station locations is provided in the Annual Air Quality Monitoring Network Plan.[3] The chemical composition of both PM2.5 and PM10 was determined using speciated measurements from four representative monitoring sites in the Basin: Los Angeles, Fontana, Rubidoux, and Anaheim. These sites are part of the Chemical Speciation Network (CSN) and were strategically selected to reflect the range of aerosol characteristics across the Basin's four counties. Riverside-Rubidoux used to be the Basin's design site and is one of locations with high PM2.5 values in the Basin. Fontana and Anaheim experience high concentrations within their respective counties, and the Los Angeles site was intended to capture the characteristics of an emission source area.

PM2.5 speciation data were obtained from samples collected on a one-in-six-day schedule. The samples were collected over 24 hours on Teflon and nylon filters in the MetOne SASS/SuperSASS sampler and on quartz filters in the URG 3000N sampler. Teflon filters are analyzed for Crustal or soil elements; nylon filters

[3] The Annual Air Quality Monitoring Network Plan. Available at: https://www.aqmd.gov/home/air-quality/clean-air-plans/monitoring-network-plan

are analyzed for ions and quartz filters are analyzed for carbon. The analysis in this Plan focused on several major PM2.5 components, including nitrate, sulfate, ammonium, organic and elemental carbon, crustal material, and salts. In contrast to PM2.5, PM10 speciation measurements are more limited, with available data covering only sulfate, nitrate, and chloride. These samples were collected on either a one-in-three-day or one-in-six-day schedule at the same monitoring sites used for PM2.5 speciation. All PM10 speciation data are accessible through the U.S. EPA's Air Quality System (AQS) database.

2.3 Speciation for 24-hour PM2.5

This section provides details of how PM2.5 chemical composition data were developed for this Plan. For the 24-hour attainment demonstration, the U.S. EPA's guidance [4] recommends that the determination of species fractions be based on the top 10% of days in each quarter. Given that CSN samples were collected every 6 days, this typically yields two data points per quarter. During data selection, samples from July 4th and 5th were excluded as they are typically considered exceptional events and inappropriate to characterize a general high PM2.5 days. Figures IV-2 to IV-5 depict the measured PM2.5 chemical composition of the two days with the highest PM2.5 concentrations in each quarter of 2024 at the four CSN sites. In general, PM2.5 mass concentrations are the highest in the fourth quarter for Los Angeles and Anaheim. Organic carbon (OC), along with secondary nitrate (NO_3) and sulfate (SO_4), are the dominate contributors to the total PM2.5 mass. Ammonium (NH_4) is another significant component.

The U.S. EPA recommends estimating OC concentrations through the Sulfate, Adjusted Nitrate, Derived Water, Inferred Carbon Hybrid (SANDWICH) material balance method. According to the SANDWICH method, OC is estimated by mass balance, defined as the difference between the measured mass and the sum of all inorganic species, water and a filter blank of 0.2 µg/m^3.

The OC derived by mass balance is further constrained by a floor and a ceiling. The floor value is equal to the measured OC mass, except when the speciation mass exceeds the Federal Reference Method (FRM) PM2.5 mass. In this case, the measured OC is scaled by the ratio of the FRM mass to speciation mass; this value then defines the OC floor. While the U.S. EPA's guidance recommends setting the ceiling to 0.8 times the FRM mass, this resulted in large OC fractions that were not supported by the field measurements taken in the Basin. Thus, the OC ceiling was lowered to 0.5 times the FRM mass, which is consistent with a previous study [5] and the previous PM plan.[6]

[4] U.S. EPA, Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM2.5 and Regional Haze. Available at: https://www.epa.gov/sites/default/files/2020-10/documents/o3-pm-rh-modeling_guidance-2018.pdf
[5] Hayes, P. L., et al. (2013), Organic aerosol composition and sources in Pasadena, California during the 2010 CalNex campaign, *J. Geophys. Res. Atmos.*, 118, 9233–9257, doi:10.1002/jgrd.50530.
[6] South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/other-state-implementation-plan-(sip)-revisions/2012-annual-pm2-5-plan.

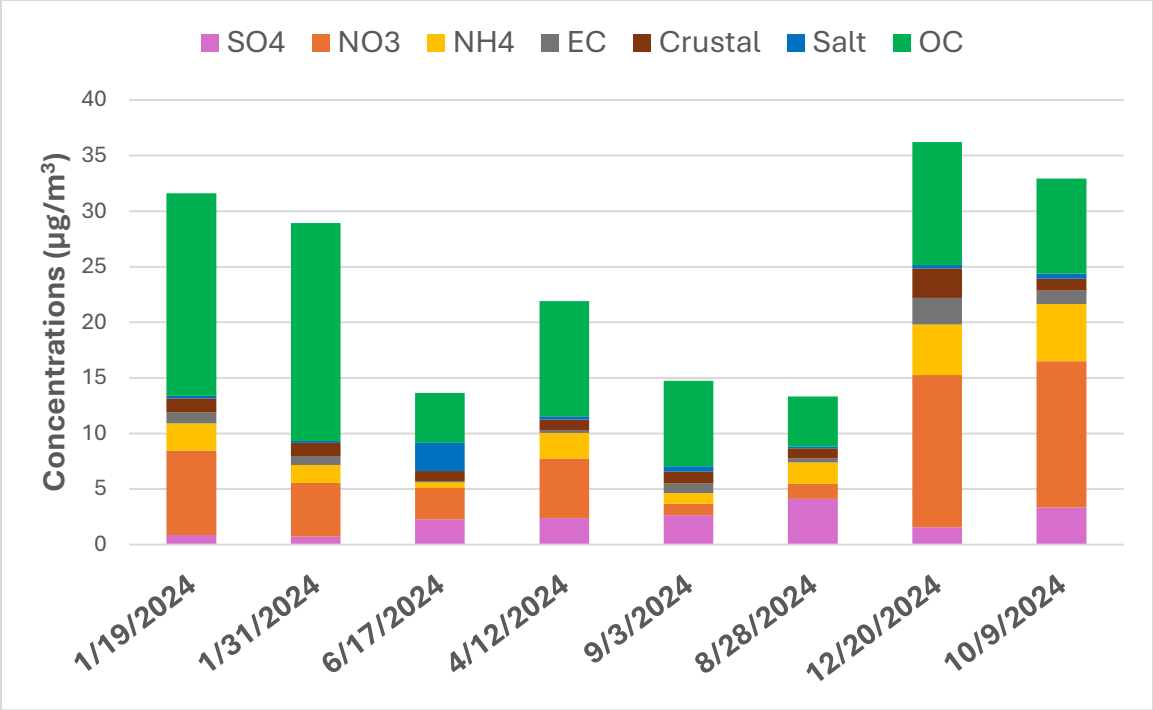


FIGURE IV-2
LOS ANGELES QUARTERLY TOP-TWO DAY 24-HOUR PM2.5 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

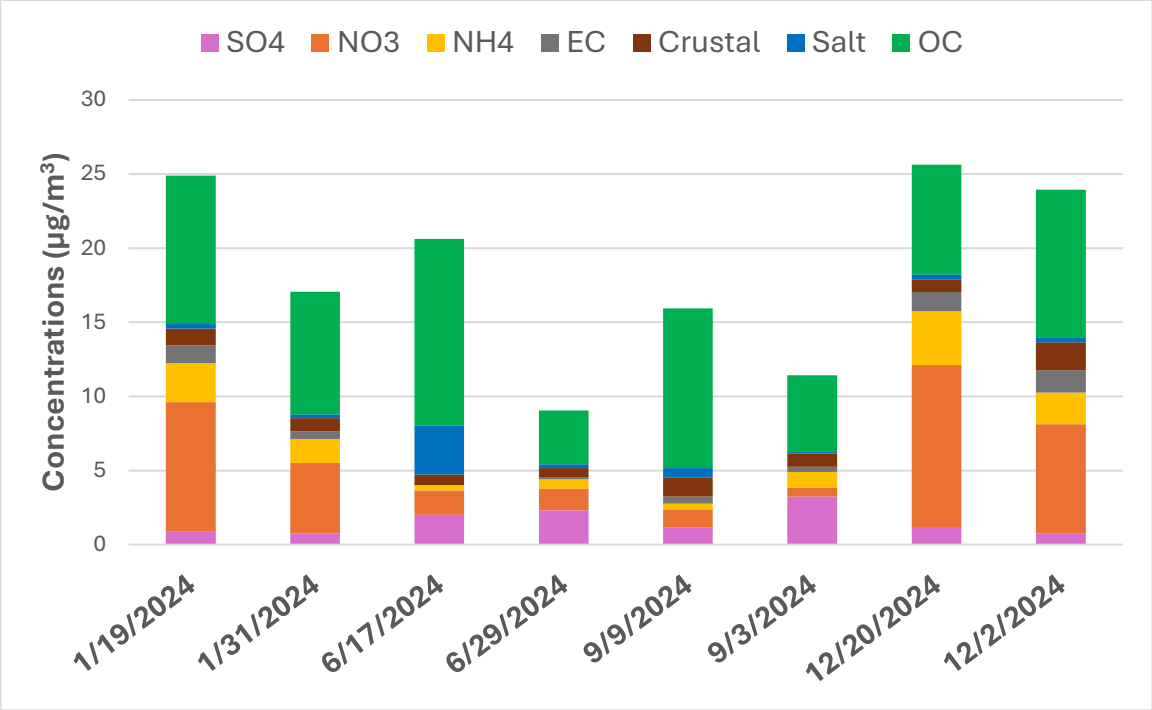


FIGURE IV-3
ANAHEIM QUARTERLY TOP-TWO DAY 24-HOUR CHEMICAL COMPONENT CONCENTRATIONS IN 2024

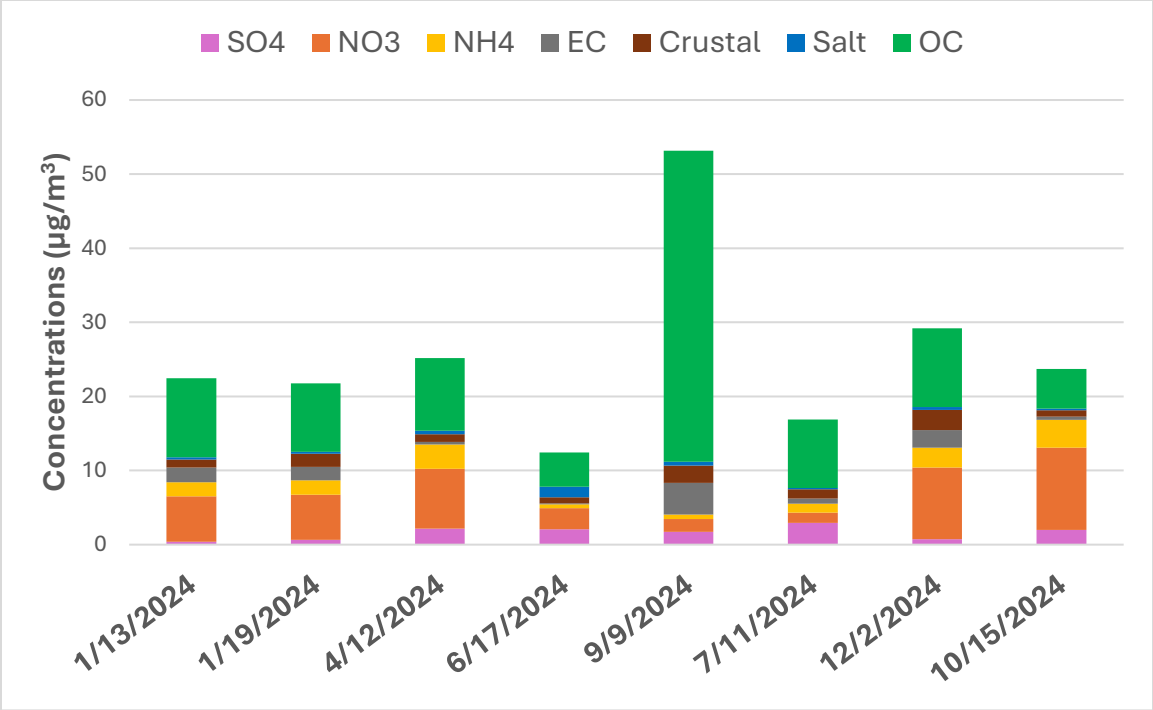


FIGURE IV-4
RUBIDOUX QUARTERLY TOP-TWO DAY 24-HOUR PM2.5 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

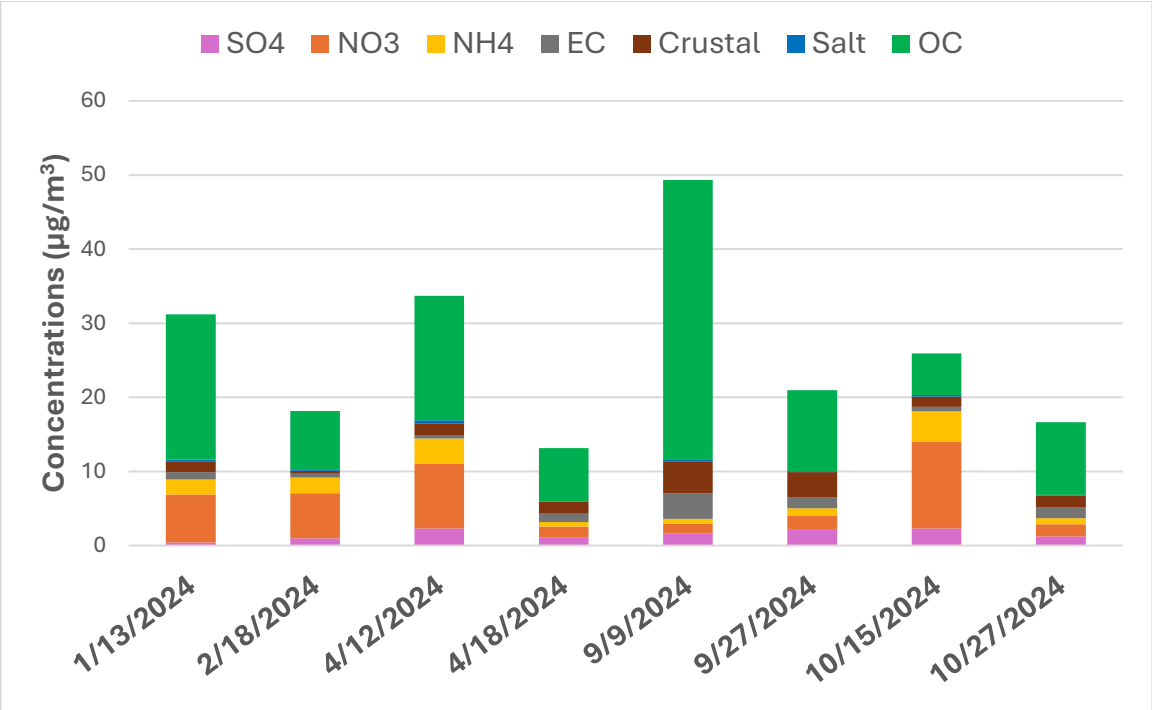


FIGURE IV-5
FONTANA QUARTERLY TOP-TWO DAY 24-HOUR PM2.5 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

Figures IV-6 to IV-9 depict the species fractional splits for the 7 primary components and associated water for the four CSN sites averaged over 2022-2024 after SANDWICH was applied. OC and NO_3 were the dominate PM2.5 components, with OC mass fractions peaking at approximately 50% in the third quarter (Q3) and decreasing to around 30% during the cooler seasons (Q1 or Q4). The Anaheim and Los Angeles sites exhibited higher OC fractions compared to the other two sites, likely due to enhanced secondary organic carbon formation. At these same locations, during the fourth quarter—when total PM2.5 concentrations reach their annual maximum—the nitrate fraction increases substantially, approaching levels comparable to the organic matter fraction, confirming nitrate contributes to high PM levels. Across all four sites, the increased PM2.5 levels were primarily driven by elevated nitrate concentrations. For example, the nitrate fractions in the annual PM2.5 were 14%-18%, while they are 18%-24% in the high 24-hour PM2.5 days. Chemical compositions of annual PM2.5 are provided in the next section in detail. At the same time, the Rubidoux and Fontana sites showed a higher fraction of EC than the other two sites.

In order to conduct the proportional rollback method, observed mass concentrations of PM2.5 were divided into 3 components: ammonium sulfate, ammonium nitrate, and other species. For monitoring stations without speciated measurements, the speciation profile is taken from the nearest CSN site. To determine the mass associated with nitrates, we assume retained nitrate is all ammonium nitrate. Thus, using the ratio of the molecular weight of ammonium to that of nitrate, the ammonium associated with nitrates (NH_4NO_3) can be derived directly from the estimated retained nitrate as: $NH_4NO_3 = 0.29 * NO_3$. The ammonium associated with sulfate is obtained from the difference between the total measured NH_4 and NH_4NO_3. The final ammonium sulfate and ammonium nitrate fraction is shown in Figure IV-10.

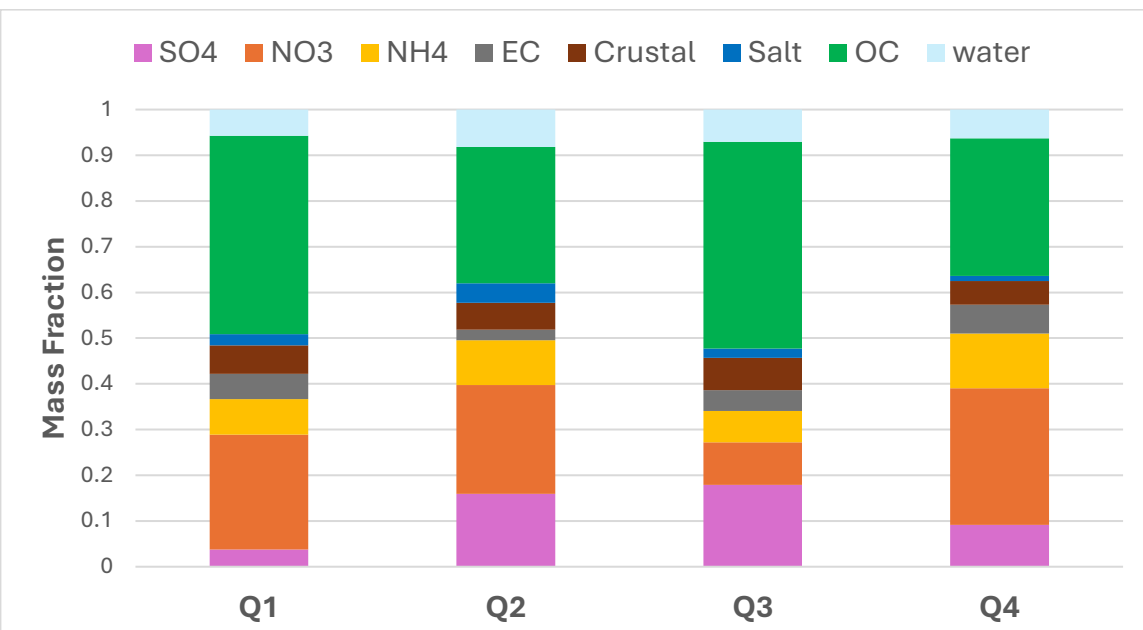


FIGURE IV-6
LOS ANGELES QUARTERLY PM2.5 SPECIES FRACTION AFTER SANDWICH METHOD IN 2022-2024

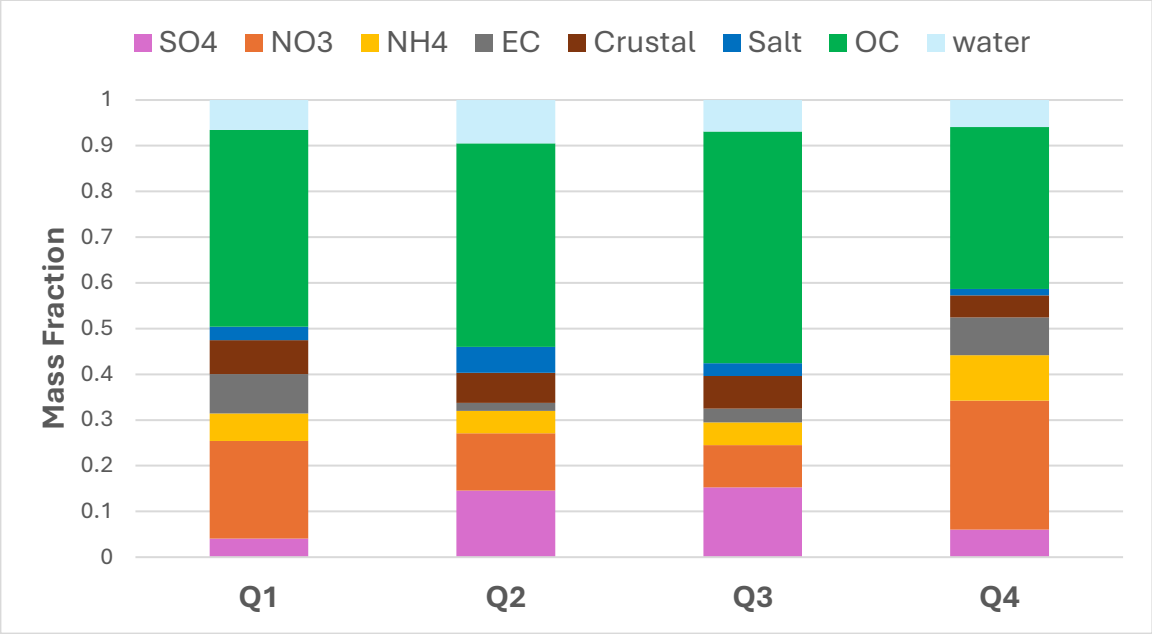


FIGURE IV-7
ANAHEIM QUARTERLY PM2.5 SPECIES FRACTION AFTER SANDWICH METHOD IN 2022-2024

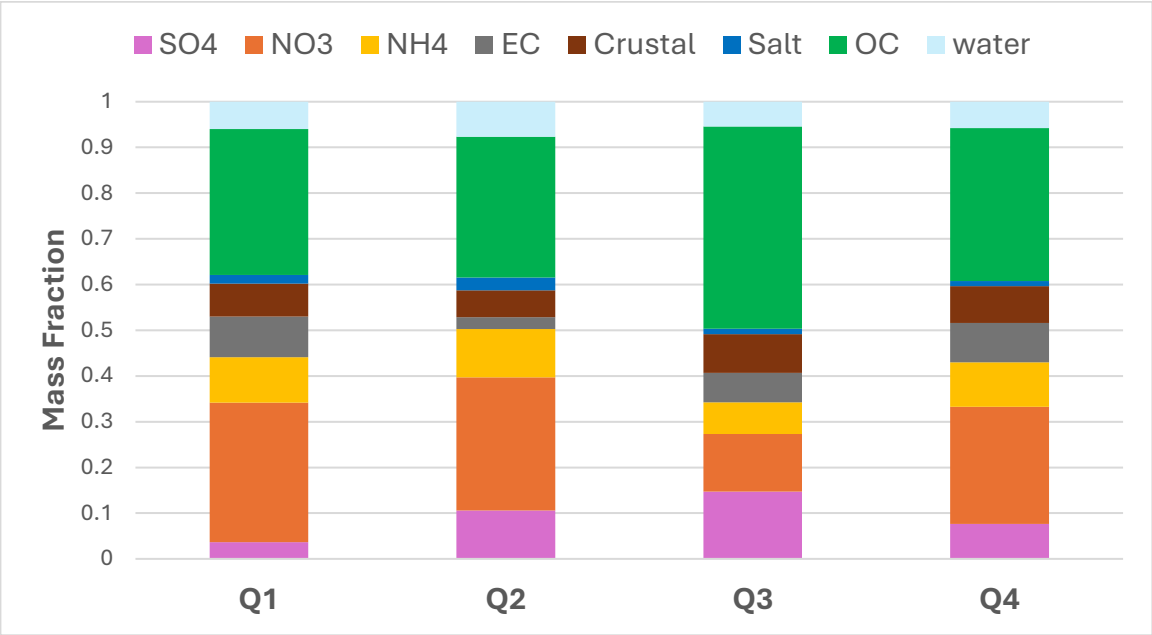


FIGURE IV-8
RUBIDOUX QUARTERLY PM2.5 SPECIES FRACTION AFTER SANDWICH METHOD IN 2022-2024

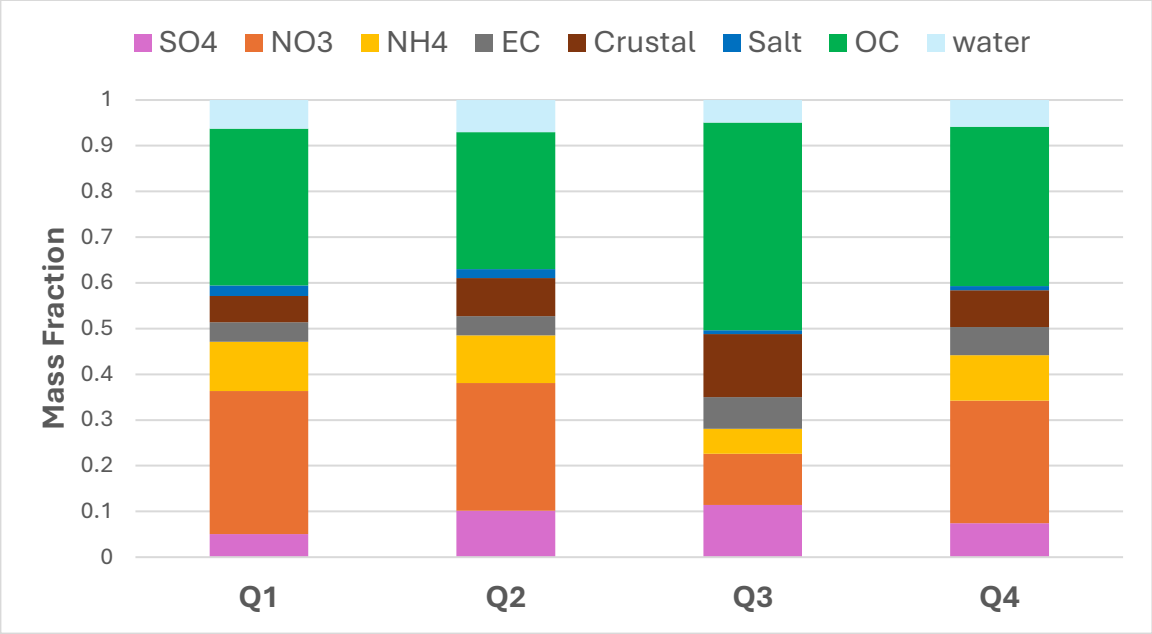


FIGURE IV-9

FONTANA QUARTERLY PM2.5 SPECIES FRACTION AFTER SANDWICH METHOD IN 2022-2024

The pie chart reveals that Fontana and Rubidoux exhibit the highest ammonium nitrate fractions, accounting for 31% and 32% of the total 24-hour PM2.5 mass, respectively. This indicates that approximately one-third of the PM2.5 mass at these inland sites is attributable to ammonium nitrate. In contrast, Anaheim shows the lowest nitrate contribution at 23%, suggesting a relatively greater influence from non-nitrate primary or organic sources. Ammonium sulfate contributions are more consistent, ranging between 11% and 14% across all four sites. The "Other" fraction remains dominant, particularly at Anaheim, where it accounts for 66% of the PM2.5 mass. While Figures IV-8-9 show higher elemental carbon (EC) fractions at Rubidoux and Fontana, this is not reflected as prominently in the pie chart. This is because the "Other" category also includes secondary organic aerosols and components beyond EC, which may mask the specific EC contribution when aggregated. Compared to annual average day (shown in the next section and Figure IV-15), the pie charts confirm larger presence of ammonium nitrate on high PM2.5 days.

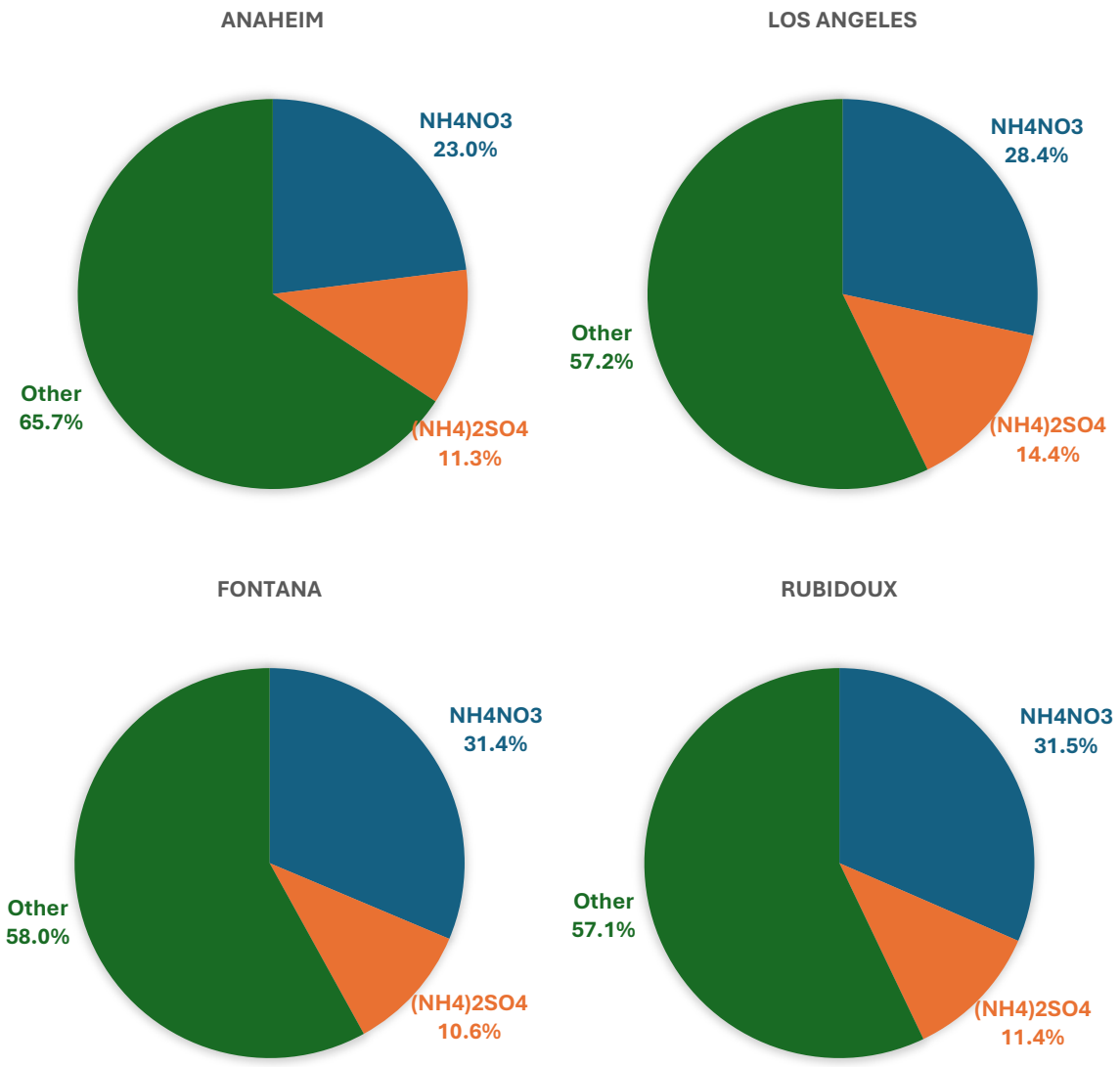


FIGURE IV-10
MEASURED 24-HOUR PM2.5 CHEMICAL COMPOSITIONS USED IN THE PROPORTIONAL ROLLBACK METHOD

2.4 Speciation for Annual PM2.5

For the annual PM2.5 composition calculations, the U.S. EPA's guidance[7] recommends first computing the quarterly mean PM2.5 concentrations and quarterly mean chemical composition (including adjusted nitrate, sulfate, elemental carbon, ammonium, other primary particles, salt and measured organic carbon

[7] U.S. EPA, Modeling Guidance for Demonstrating Air Quality Goals for Ozone, PM2.5 and Regional Haze. Available at: https://www.epa.gov/sites/default/files/2020-10/documents/o3-pm-rh-modeling_guidance-2018.pdf

mass) for each monitoring site. These quarterly averages are then used as inputs to the SANDWICH method, which calculates the final quarterly species fractions.

To generate annual speciation profiles, the 3-year average (2022-2024) is calculated by averaging the quarterly data across all four quarters over the three years. It is important to note that in this analysis, quarterly mean PM2.5 concentrations were derived from Federal Reference Method (FRM) air quality data, while chemical component data were obtained from the CSN measurements. Because the FRM PM2.5 data has a higher sampling frequency than CSN data, only dates where both FRM PM2.5 and CSN chemical measurements were available were used to calculate quarterly mean concentrations of individual species.

Figures IV-11 to IV-14 show the quarterly mean PM2.5 chemical composition at the four CSN monitoring sites. Across all sites during 2022–2024, mean PM2.5 mass concentrations were generally higher in the fourth quarter, and reach lowest in the first quarter, likely due in part to increased rainfall during the colder season. The dominant contributors to total PM2.5 mass are organic matter, secondary nitrate, and sulfate, which together account for approximately 64%-77% of the total PM2.5 mass. Organic matter peaks in the third quarter (Q3), primarily due to increased photochemical activity and enhanced biogenic emissions during the summer months. In contrast, nitrate concentrations are lowest in Q3, likely because elevated temperatures promote the dissociation of ammonium nitrate, shifting nitrate from the particle phase to the gas phase.

Differences in chemical composition can be observed across the four monitoring sites. Fontana and Rubidoux exhibit relatively higher crustal fractions, often exceeding 10% in all four quarters, whereas Los Angeles and Anaheim generally show crustal mass fractions below 10%. Fontana and Rubidoux are located in the inland region of Southern California, which includes more undeveloped land, dry soils, and open spaces compared to dense urban centers like Los Angeles and Anaheim. These conditions make the area more prone to windblown dust, especially during dry and windy periods, contributing to the elevated crustal mass observed at these sites.

For the future DV calculations, observed annual average PM2.5 mass concentrations were divided into three major components: ammonium sulfate, ammonium nitrate, and other species. The mass associated with nitrates is assumed to be entirely ammonium nitrate. The ammonium associated with sulfates was derived by subtracting the ammonium tied to nitrate from the total measured ammonium. The results are shown in Figure IV-15.

Anaheim exhibits the lowest nitrate contributions (18%) to Annual PM2.5 mass, compared to Los Angeles (22%), Fontana and Rubidoux (23%). This spatial pattern highlights a relatively less influence of nitrate-related secondary formation in this area. Ammonium sulfate concentrations are relatively higher in Anaheim and Los Angeles, ranging from 14% to 15%, with Fontana showing the lowest proportion (11%). Across all four locations, the “Other” component remains the dominant contributor, reflecting a substantial share of primary emissions such as organic carbon, elemental carbon and crustal material.

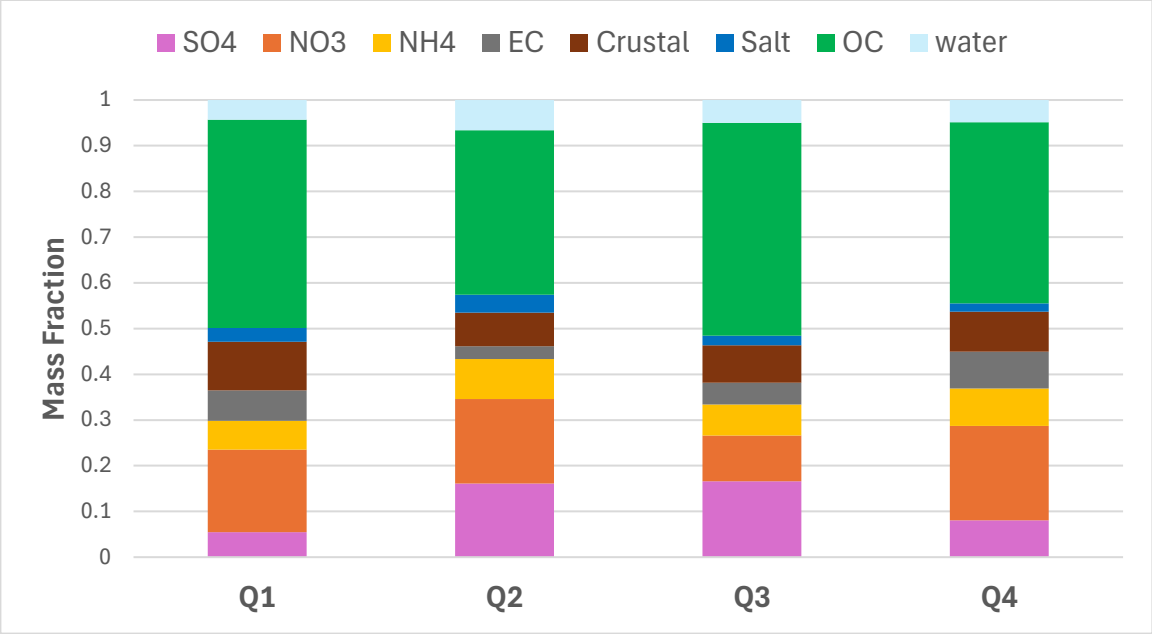


FIGURE IV-11
LOS ANGELES QUARTERLY AVERAGED PM2.5 SPECIES FRACTION AFTER SANDWICH IN 2022-2024

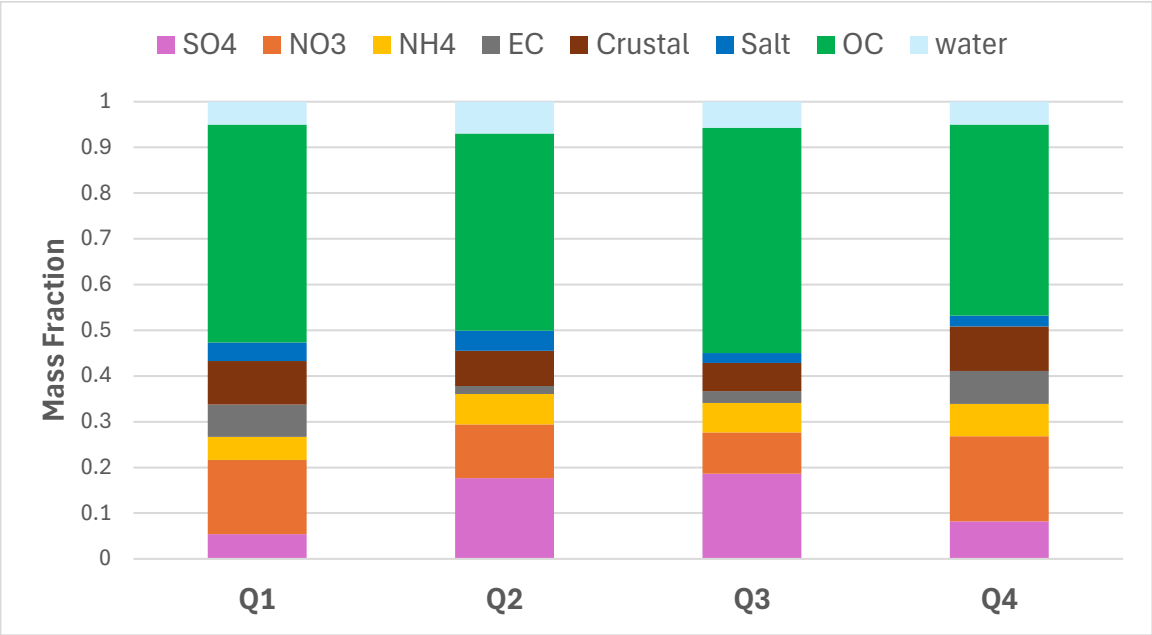


FIGURE IV-12
ANAHEIM QUARTERLY AVERAGED PM2.5 SPECIES FRACTION AFTER SANDWICH IN 2022-2024

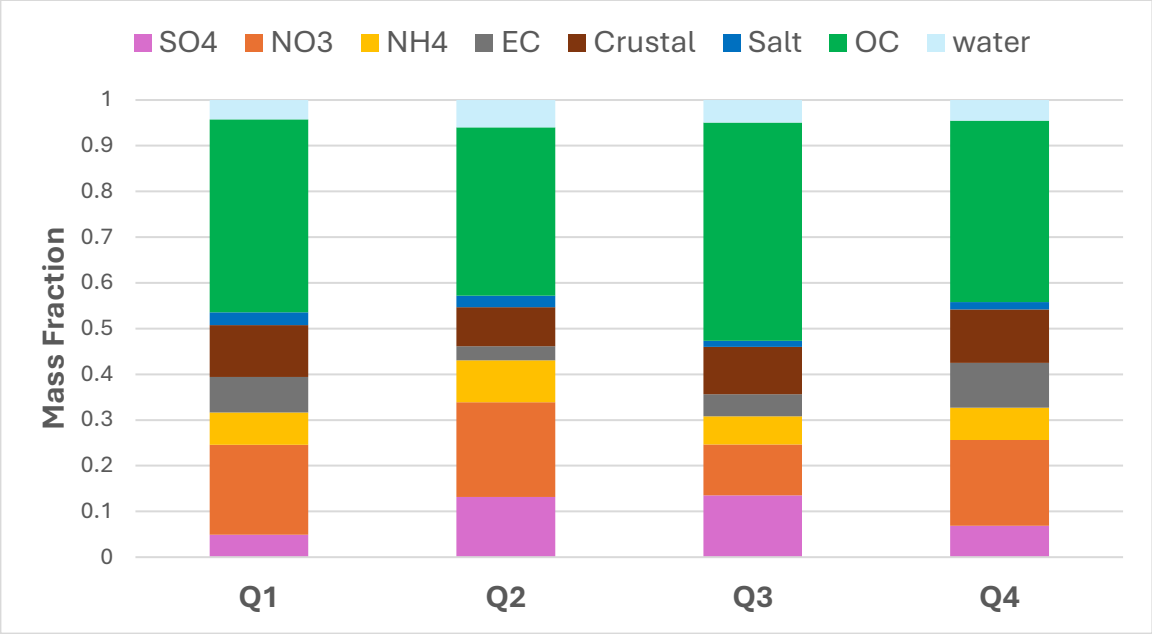


FIGURE IV-13
RUBIDOUX QUARTERLY AVERAGED PM2.5 SPECIES FRACTION AFTER SANDWICH IN 2022-2024

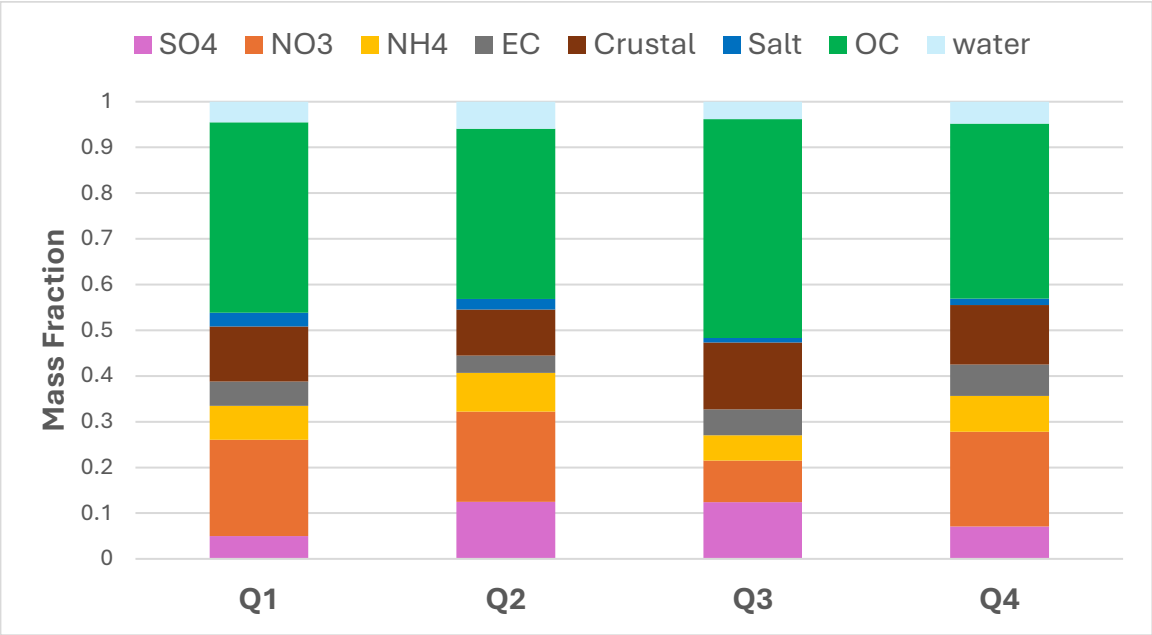


FIGURE IV-14
FONTANA QUARTERLY AVERAGED PM2.5 SPECIES FRACTION AFTER SANDWICH IN 2022-2024

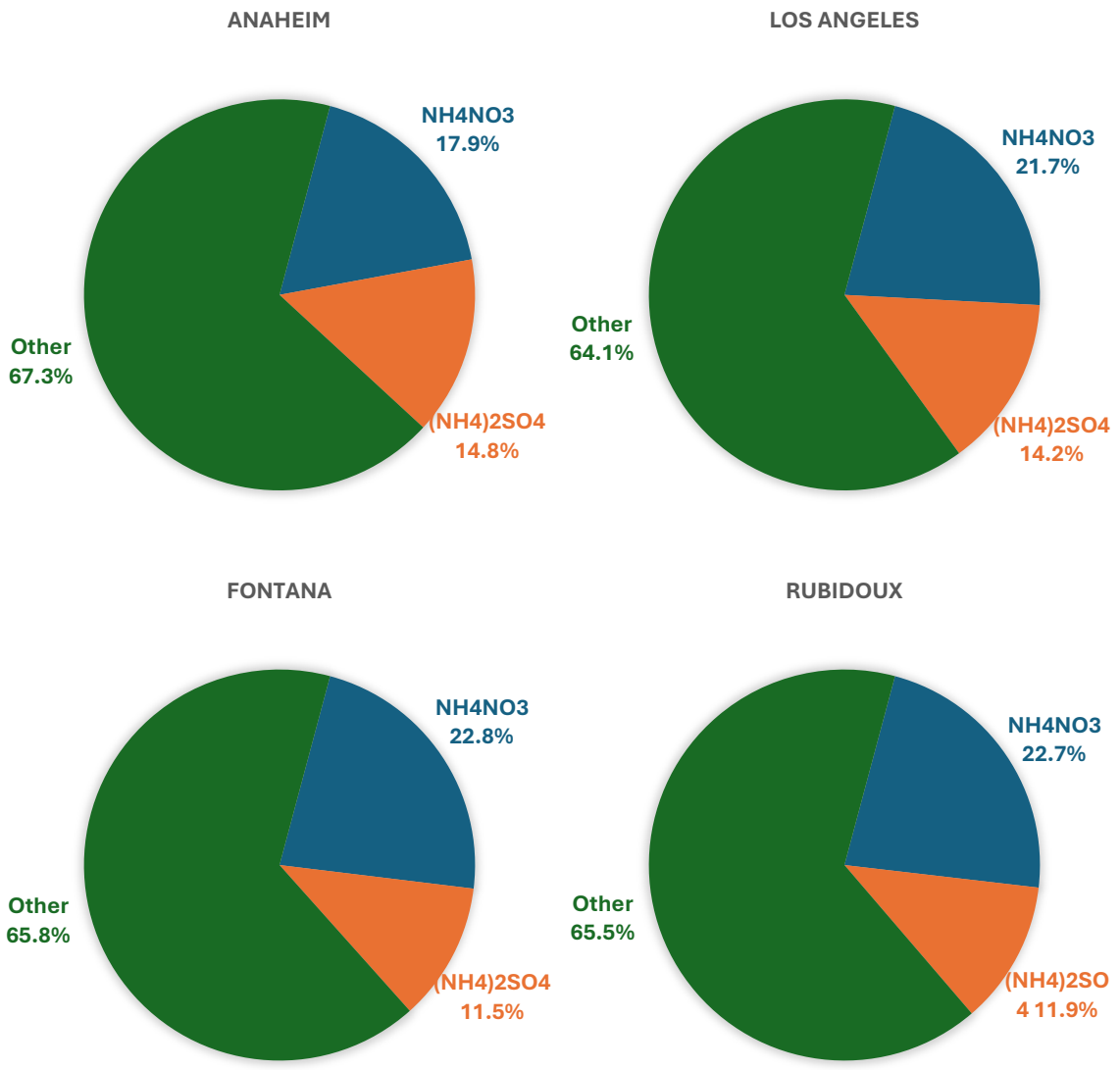


FIGURE IV-15
MEASURED ANNUAL PM2.5 CHEMICAL COMPOSITIONS USED IN THE PROPORTIONAL ROLLBACK METHOD

2.5 Speciation for 24-hour PM10

In this section, speciation analysis for 24-hour PM10 was conducted to support the projection of future PM10 concentrations and to understand the chemical composition of PM10 mass at different monitoring locations. Similar to the 24-hour PM2.5 approach, high PM10 days are defined as the top 10% of available PM10 mass and chemical measurements. Only days with valid measurements for both PM10 mass and chemical species were included in the analysis. For the period of 2022-2024, July 4th and 5th data are excluded due to atypical human behaviors affecting air quality. Since only sulfate and nitrate are required

in the rollback method, chloride is not included in the analysis. Figures IV-16 to IV-19 depict the measured PM10 and chemical compositions of high PM10 days in each quarter at the four sites.

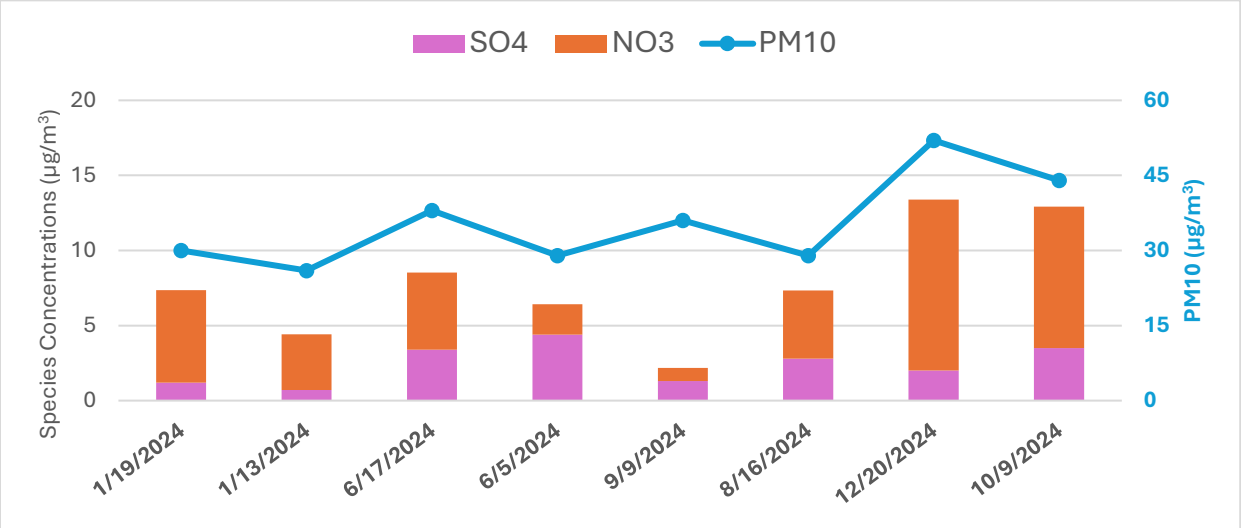


FIGURE IV-16
LOS ANGELES QUARTERLY TOP-10% DAY 24-HOUR PM10 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

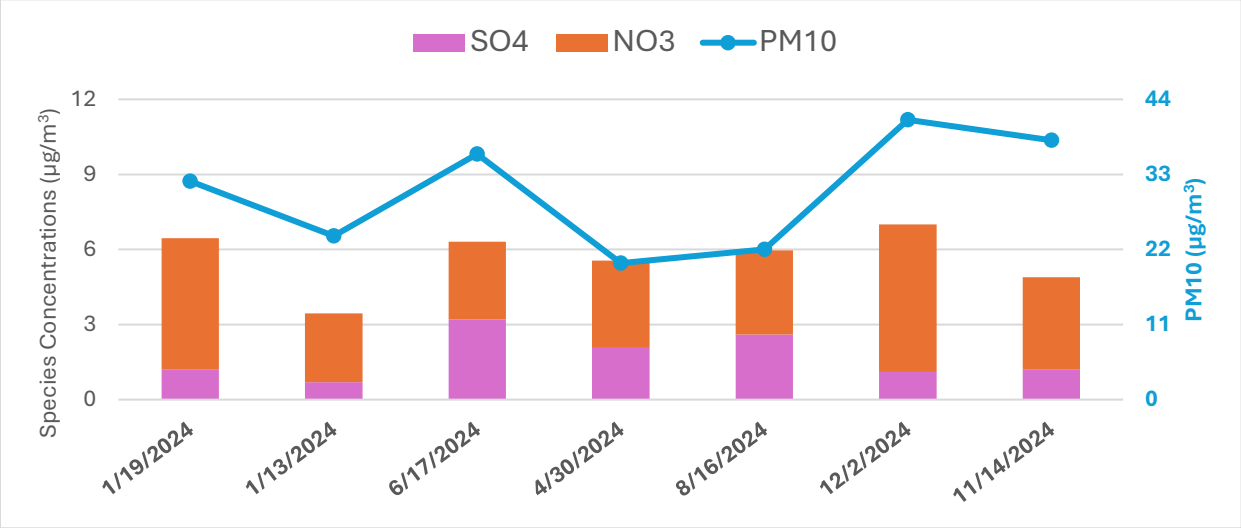


FIGURE IV-17
ANAHEIM QUARTERLY TOP-10% DAY 24-HOUR PM10 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

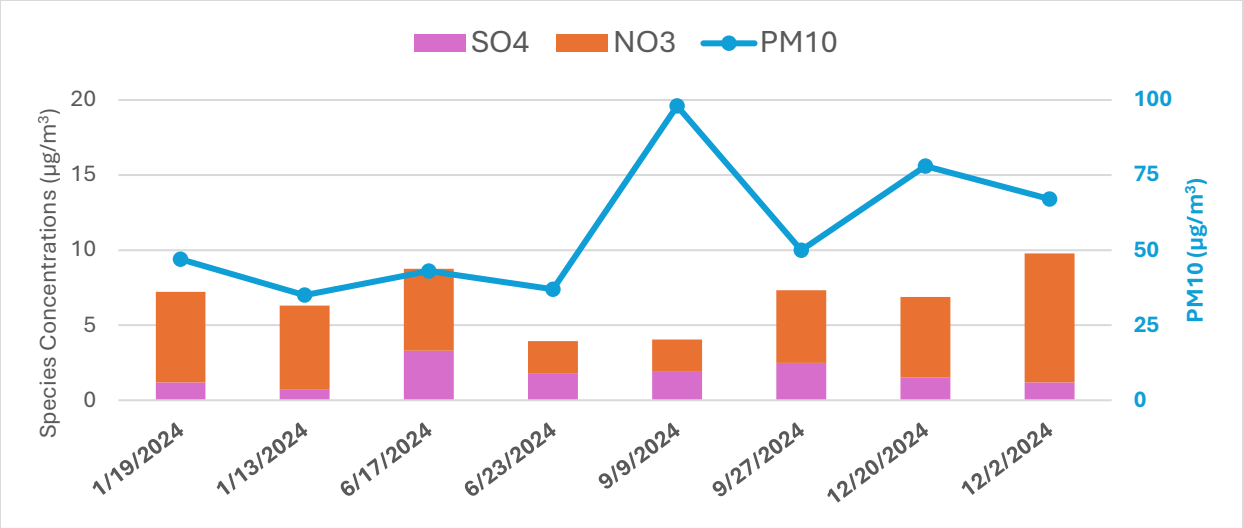


FIGURE IV-18
RUBIDOUX QUARTERLY TOP-10% DAY 24-HOUR PM10 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

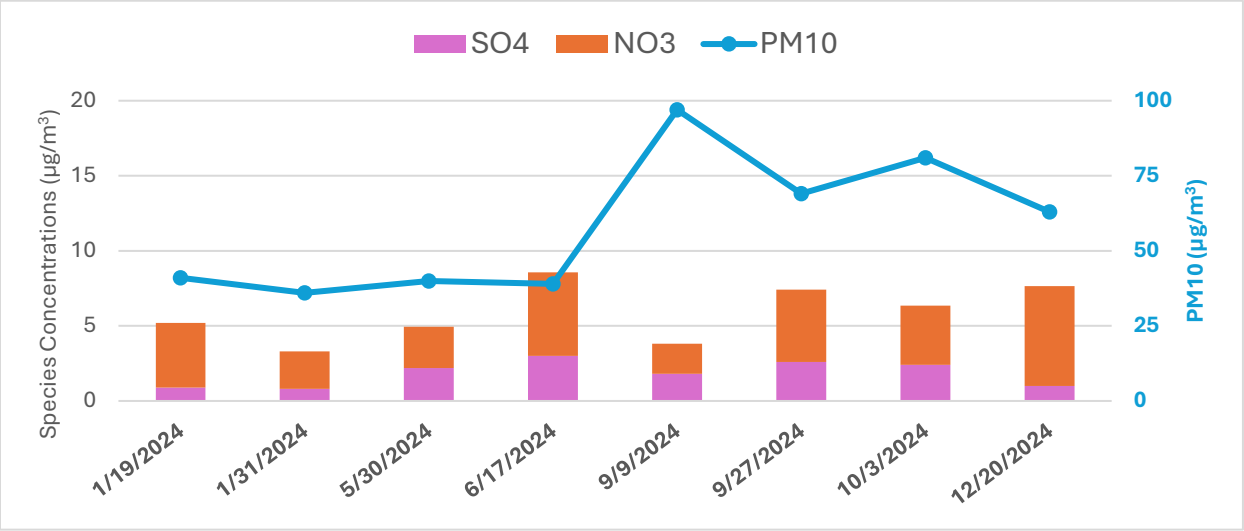


FIGURE IV-19
FONTANA QUARTERLY TOP-10% DAY 24-HOUR PM10 CHEMICAL COMPONENT CONCENTRATIONS IN 2024

The sulfate and nitrate values presented are based on data reported at standard temperature and pressure (STP), as this was the only form available from the U.S. EPA's AQS database. To maintain consistency in calculating species mass fractions, the total PM10 mass presented and used for speciation fraction derivation was also taken from STP data. However, for the design value calculations, PM10 concentrations reported under local conditions (LC) were used. The final chemical composition profiles were averaged across three years and across all four quarters. It is important to note that sulfate and nitrate together account for an average of 15-26% of the total PM10 mass at the four measurement sites; therefore, these profiles represent only a limited characterization of overall PM10 composition.

The observed 24-hour PM10 concentrations at each monitoring site were decomposed into ammonium nitrate, ammonium sulfate and "other species" to facilitate component-based projection. Because ammonium is not routinely measured for PM10, the concentrations of ammonium sulfate and ammonium nitrate were estimated based on the assumption of complete neutralization by ammonium. Specifically, the following molecular weight-based conversion factors were applied: $(NH_4)_2SO_4 = 1.375*SO_4$ and $NH_4NO_3 = 1.29*NO_3$. The remaining mass - defined as the difference between total PM10 and the sum of ammonium sulfate and ammonium nitrate - was categorized as "other species", which likely includes crustal material, elemental carbon, sea salt, organic matter, and other primary species. The final chemical composition is presented in Figure IV-20.

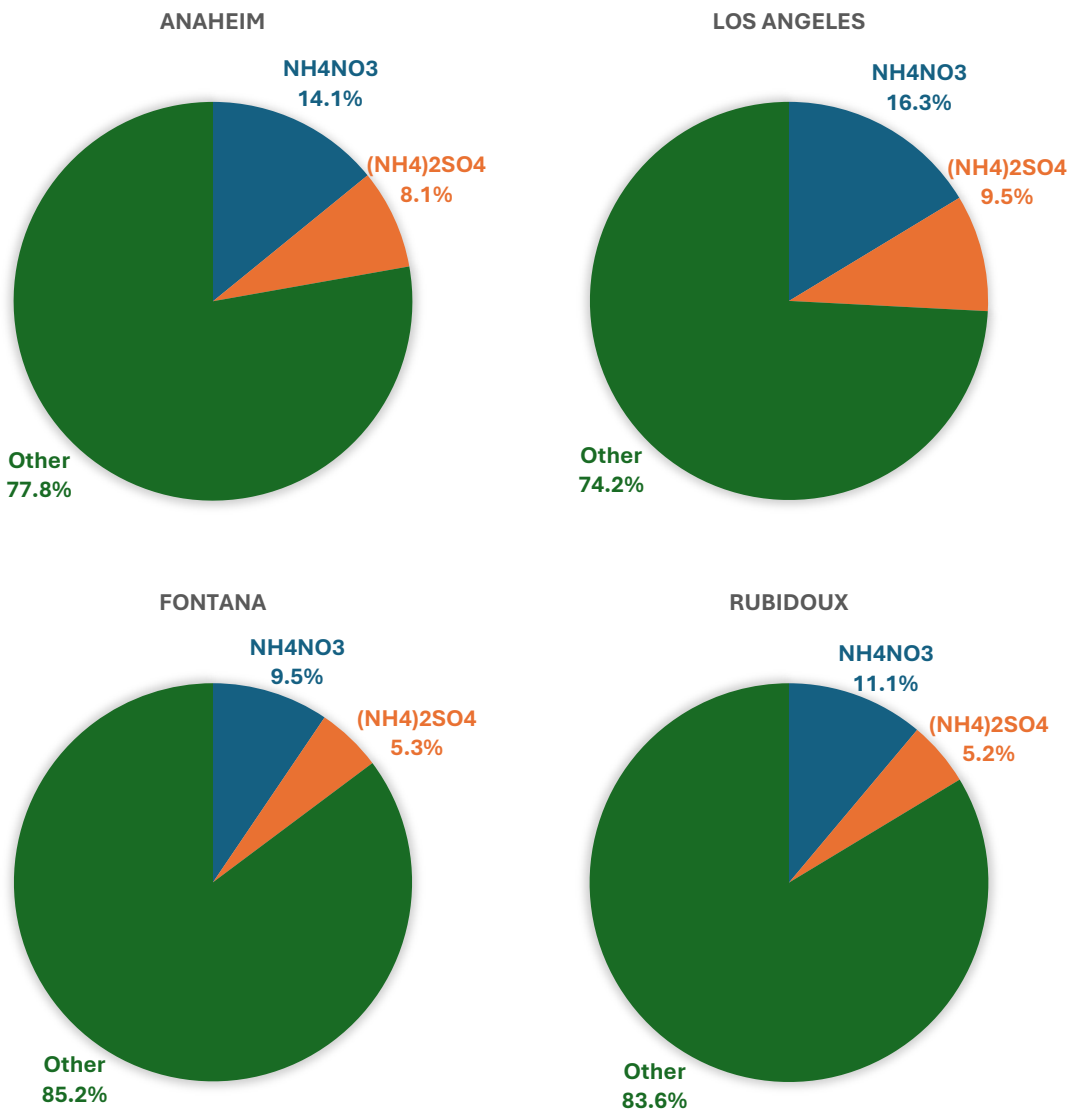


FIGURE IV-20
MEASURED 24-HOUR PM10 CHEMICAL COMPOSITIONS USED IN THE PROPORTIONAL ROLLBACK METHOD

The pie chart illustrates that inorganic ammonium nitrate and sulfate contribute a small fraction (between 14.8% and 25.8%) to the total PM10 mass across all monitoring sites, significantly less than their contribution to PM2.5. Los Angeles stands out with the highest ammonium nitrate contribution at 16.3%, indicating a slightly greater influence from secondary aerosol formation compared to other sites. Overall, the chemical speciation of PM10 is dominated by other components, suggesting that primary sources such as crustal material and coarse particles play a more substantial role in PM10 mass composition.

2.6 Emissions Changes

This section presents emissions of direct PM2.5 and PM10 and their precursors in the South Coast Air Basin from 2023 through 2039. Details of emissions inventory are presented in Chapter 3 and Appendix III of this Plan. The trends are summarized in Table IV-1.

TABLE IV-1
PROJECTED DAILY EMISSIONS OF NOX, SOX, DIRECTLY EMITTED PM2.5, AND PM10 IN THE SOUTH COAST AIR BASIN FROM 2023 TO 2039

Year	NOx (tons per day)	SOx (tons per day)	PM2.5 (tons per day)	PM10 (tons per day)
2023	254.4	13.0	52.6	152.0
2033	202.8	15.2	52.7	155.8
2039	185.7	15.5	53.0	157.8
Emission Change from 2023 to 2039 (%)	-27%	19%	1%	4%

Basin total NOx emissions are projected to decline steadily from 254.4 tons per day in 2023 to 185.7 tons per day in 2039 – a total reduction of approximately 27%. In contrast to the downward trend in NOx, emissions of SOx, PM2.5 and PM10 show upward trends over the same period. SOx emissions increase from 13.0 tons per day in 2023 to 15.5 tons per day in 2039. Direct PM2.5 emissions are projected to rise from 52.6 tons per day in 2023 to 53.0 tons per day in 2039, while PM10 emissions increase more noticeably – from 152.0 tons per day to 157.8 tons per day, an approximate 4% increase over the projection period.

As NOx is a major precursor to secondary nitrate, the significant decrease in NOx is expected to result in lower ambient nitrate concentrations in the future. SOx is the primary precursor to sulfate, and with a increasing SOx emissions, sulfate concentrations are expected to increase. PM2.5 and PM10 emission changes will affect the primary contributions to particulate mass. The direction and magnitude of overall PM concentration changes will ultimately depend on the relative mass fractions of secondary and primary components.

3. Future Design Values

3.1 24-hour PM2.5

The 2024 DVs and its estimated chemical species are shown in Table IV-2 and used as the foundation to estimate future 24-hour PM2.5 DV contributions. These projections were developed by applying anticipated emission changes to occur through 2033 and 2039. Following the method described in section 2.1, the resulting projected 24-hour PM2.5 DVs for 2033 and 2039 are presented in Table IV-3. As shown, all monitoring sites listed in the table are projected to have DVs well below 65 µg/m^3, maintaining attainment of the 1997 24-hour PM2.5 NAAQS through the year 2039.

TABLE IV-2
2024 DV FOR 24-HOUR PM2.5 AND DV CONTRIBUTIONS FROM DIFFERENT COMPONENTS

Station	2024 DV (µg/m^3)	DV Contribution (%)			DV Contribution (µg/m^3)		
		NH_4NO_3	$(NH_4)_2SO_4$	Other	NH_4NO_3	$(NH_4)_2SO_4$	Other
Anaheim	25	23.0%	11.3%	65.7%	5.75	2.82	16.43
Big Bear	29	31.4%	10.6%	58.0%	9.09	3.08	16.83
Compton	32	28.4%	14.4%	57.2%	9.10	4.61	18.30
Fontana	35	31.4%	10.6%	58.0%	10.97	3.72	20.31
Long Beach near-road	26	28.4%	14.4%	57.2%	7.39	3.74	14.87
Los Angeles	26	28.4%	14.4%	57.2%	7.39	3.74	14.87
Mira Loma	34	31.5%	11.4%	57.1%	10.72	3.87	19.41
Ontario-near-road	31	31.4%	10.6%	58.0%	9.72	3.29	17.99
Pasadena	26	28.4%	14.4%	57.2%	7.39	3.74	14.87
Pico Rivera	30	28.4%	14.4%	57.2%	8.53	4.32	17.15
Reseda	26	28.4%	14.4%	57.2%	7.39	3.74	14.87
Riverside	28	31.5%	11.4%	57.1%	8.83	3.19	15.99
San Bernardino	30	31.4%	10.6%	58.0%	9.41	3.19	17.41
Long Beach	22	28.4%	14.4%	57.2%	6.25	3.17	12.58

TABLE IV-3
PROJECTED 24-HOUR PM2.5 BASED ON THE PROPORTIONAL ROLLBACK METHOD

Station	2033 Chemical Components and DV ($\mu g/m^3$)				2039 Chemical Components and DV ($\mu g/m^3$)			
	NH_4NO_3	$(NH_4)_2SO_4$	Other	DV	NH_4NO_3	$(NH_4)_2SO_4$	Other	DV
Anaheim	4.88	3.30	16.46	25	4.59	3.36	16.56	25
Big Bear	7.71	3.61	16.86	28	7.25	3.67	16.96	28
Compton	7.71	5.40	18.33	31	7.25	5.49	18.44	31
Fontana	9.30	4.36	20.35	34	8.75	4.43	20.47	34
Long Beach near-road	6.27	4.39	14.89	26	5.89	4.46	14.98	25
Los Angeles	6.27	4.39	14.89	26	5.89	4.46	14.98	25
Mira Loma	9.09	4.53	19.45	33	8.55	4.61	19.56	33
Ontario near-road	8.24	3.86	18.02	30	7.75	3.93	18.13	30
Pasadena	6.27	4.39	14.89	26	5.89	4.46	14.98	25
Pico Rivera	7.23	5.06	17.19	29	6.80	5.15	17.29	29
Reseda	6.27	4.39	14.89	26	5.89	4.46	14.98	25
Riverside	7.48	3.73	16.01	27	7.04	3.80	16.11	27
San Bernardino	7.97	3.74	17.44	29	7.50	3.80	17.54	29
Long Beach	5.30	3.71	12.60	22	4.99	3.78	12.68	21

2.2 Annual PM2.5

The base year (2024) DV contributions were shown in Table IV-4 and used as the basis for estimating future annual PM2.5 DV contributions. Emission reductions projected through 2033 and 2039 were applied to each PM2.5 component using the same sensitivity factors as 24-hour PM2.5 demonstration calculations. The resulting projected annual PM2.5 concentrations based on the projected emissions are presented in Table IV-5. As shown, all monitoring sites are projected to have DVs well below 15 µg/m^3, maintaining attainment of the annual PM2.5 NAAQS through the year 2039.

TABLE IV-4
2024 DV FOR ANNUAL PM2.5 AND DV CONTRIBUTIONS FROM DIFFERENT COMPONENTS

Station	2024 DV (µg/m^3)	DV Contribution (%)			DV Contribution (µg/m^3)		
		NH_4NO_3	$(NH_4)_2SO_4$	Other	NH_4NO_3	$(NH_4)_2SO_4$	Other
Anaheim	9.8	17.9%	14.8%	67.3%	1.76	1.45	6.60
Big Bear	7.4	22.8%	11.5%	65.8%	1.68	0.85	4.87
Compton	11.9	21.7%	14.2%	64.1%	2.58	1.69	7.63
Fontana	11.9	22.8%	11.5%	65.8%	2.71	1.36	7.83
Long Beach near- road	11.5	21.7%	14.2%	64.1%	2.49	1.63	7.38
Los Angeles	11.2	21.7%	14.2%	64.1%	2.43	1.59	7.18
Mira Loma	12.4	22.7%	11.9%	65.5%	2.81	1.47	8.12
Ontario near-road	12.9	22.8%	11.5%	65.8%	2.94	1.48	8.48
Pasadena	10	21.7%	14.2%	64.1%	2.17	1.42	6.41
Pico Rivera	11.5	21.7%	14.2%	64.1%	2.49	1.63	7.38
Reseda	9.2	21.7%	14.2%	64.1%	1.99	1.31	5.90
Riverside	11.3	22.7%	11.9%	65.5%	2.56	1.34	7.40
San Bernardino	11.7	22.8%	11.5%	65.8%	2.66	1.34	7.70
Long Beach	9.2	21.7%	14.2%	64.1%	1.99	1.31	5.90

TABLE IV-5
PROJECTED ANNUAL PM2.5 BASED ON THE PROPORTIONAL ROLLBACK METHOD

	2033 DV Contribution (μg/m^3)				2039 DV Contribution (μg/m^3)			
Station	**NH_4NO_3**	**$(NH_4)_2SO_4$**	**Other**	**DV**	**NH_4NO_3**	**$(NH_4)_2SO_4$**	**Other**	**DV**
Anaheim	1.49	1.70	6.61	9.8	1.40	1.73	6.65	9.8
Big Bear	1.43	0.99	4.88	7.3	1.34	1.01	4.91	7.3
Compton	2.19	1.98	7.65	11.8	2.06	2.01	7.69	11.8
Fontana	2.30	1.60	7.84	11.7	2.16	1.63	7.89	11.7
Long Beach near-road	2.11	1.91	7.39	11.4	1.99	1.95	7.43	11.4
Los Angeles	2.06	1.86	7.20	11.1	1.94	1.90	7.24	11.1
Mira Loma	2.38	1.72	8.13	12.2	2.24	1.75	8.18	12.2
Ontario near-road	2.49	1.73	8.50	12.7	2.34	1.76	8.55	12.7
Pasadena	1.84	1.66	6.43	9.9	1.73	1.69	6.46	9.9
Pico Rivera	2.11	1.91	7.39	11.4	1.99	1.95	7.43	11.4
Reseda	1.69	1.53	5.91	9.1	1.59	1.56	5.95	9.1
Riverside	2.17	1.57	7.41	11.2	2.04	1.60	7.45	11.1
San Bernardino	2.26	1.57	7.71	11.5	2.12	1.60	7.76	11.5
Long Beach	1.69	1.53	5.91	9.1	1.59	1.56	5.95	9.1

2.3 24-hour PM10

DV contributions for each monitoring site were presented in Table IV-6. Specifically, different from 24-hour and annual PM2.5, the "other species" category was assumed to correspond to the emission changes of directly emitted PM10. Future DV estimates for 2033 were calculated by applying the corresponding projected emission reductions to each PM10 component. The 24-hour PM10 future DVs are summarized in Table IV-7. As shown in the table, all monitoring sites are expected to maintain attainment of the 24-hour PM10 NAAQS through the year 2033.

TABLE IV-6
2024 DESIGN VALUS FOR 24-HOUR PM10 AND DV CONTRIBUTIONS FROM DIFFERENT COMPONENTS

Station	2024 DV (µg/m^3)	DV Contribution (%)			DV Contribution (µg/m^3)		
		NH_4NO_3	$(NH_4)_2SO_4$	Other	NH_4NO_3	$(NH_4)_2SO_4$	Other
Anaheim	100	14.1%	8.1%	77.8%	14.12	8.09	77.79
Fontana	130	9.5%	5.3%	85.2%	12.31	6.91	110.78
Los Angeles	70	16.3%	9.5%	74.2%	11.44	6.64	51.93
Mira Loma	130	11.1%	5.2%	83.6%	14.44	6.82	108.74
Riverside	120	11.1%	5.2%	83.6%	13.33	6.30	100.37
San Bernardino	130	9.5%	5.3%	85.2%	12.31	6.91	110.78
Long Beach	70	16.3%	9.5%	74.2%	11.44	6.64	51.93
Mission Viejo	30	14.1%	8.1%	77.8%	4.24	2.43	23.34
Banning Airport	100	11.1%	5.2%	83.6%	11.11	5.25	83.64
Crestline	50	9.5%	5.3%	85.2%	4.73	2.66	42.61
Redlands	70	9.5%	5.3%	85.2%	6.63	3.72	59.65
Santa Clarita	70	16.3%	9.5%	74.2%	11.44	6.64	51.93
Glendora	80	16.3%	9.5%	74.2%	13.07	7.59	59.34

TABLE IV-7
PROJECTED 2033 24-HOUR PM10 BASED ON THE PROPORTIONAL ROLLBACK METHOD

Station	2033 DV Contribution - Baseline Scenario (µg/m³)			
	NH_4NO_3	$(NH_4)_2SO_4$	Other	DV
Anaheim	11.97	9.48	79.77	101
Fontana	10.44	8.09	113.60	132
Los Angeles	9.70	7.78	53.24	71
Mira Loma	12.24	7.99	111.50	132
Riverside	11.30	7.38	102.92	122
San Bernardino	10.44	8.09	113.60	132
Long Beach	9.70	7.78	53.24	71
Mission Viejo	3.59	2.84	23.93	30
Banning Airport	9.42	6.15	85.77	101
Crestline	4.01	3.11	43.69	51
Redlands	5.62	4.36	61.17	71
Santa Clarita	9.70	7.78	53.24	71
Glendora	11.08	8.89	60.85	81

2.4 Weight of Evidence

The maintenance demonstration included in this Plan employed several overly conservative approaches to ensure maintenance of the PM standards through the future maintenance horizon years.

First, baseline emissions do not reflect rules that are adopted in 2021 and afterwards. There are 12 rules applying to large point sources (RECLAIM sources) and 16 rules for smaller point and area sources. The reductions from these rules are not included in the DV calculation but provide additional assurance that future DVs are likely even lower than those presented in this Plan due to the additional reductions anticipated from these rules. Details of these rules can be found in Appendix III and chapter 3 in this Plan.

Second, the proportional rollback calculations used to project future DVs incorporated conservative sensitivity ratios to ensure a more cautious estimation of future PM concentrations. For ammonium nitrate, a sensitivity ratio of 0.75 was used to relate NOx emission changes to nitrate concentrations. This approach is more conservative than assuming a one-to-one relationship between NOx reductions and nitrate decreases, resulting in smaller projected reductions in nitrate-related PM2.5 mass for the same NOx emission decline. For sulfate and other PM components, a sensitivity ratio of 1.0 was applied to estimate the impact of SOx and direct PM emissions, even though in-house CMAQ modeling results

indicated lower values. Because SOx and direct PM2.5 emissions are projected to increase slightly over time, using a higher sensitivity ratio magnifies the estimated effect of these increases on future PM levels.

In all, considering reductions not reflected in the baseline emissions and the conservative assumptions in the proportional rollback method, the maintenance demonstration in this Plan is technically robust and provides assurance that the South Coast Air Basin will maintain attainment of the 1997 24-hour and annual PM2.5 NAAQS through 2039 and 1987 24-hour PM10 NAAQS through 2033.

4. Summary and Conclusions

This maintenance demonstration confirms that the South Coast Air Basin is expected to continue meeting the 1997 24-hour and annual PM2.5 NAAQS through the year 2039, and 1987 24-hour PM10 NAAQS through the year 2033. The maintenance demonstration relied on the proportional rollback method, applying projected emission reductions to measured PM design values and chemical composition data collected during the 2022–2024 period. Chemical speciation data of PM2.5 and PM10 provided insight into the dominant chemical constituents and their sensitivity to precursor emission changes. Future design value projections, based on anticipated reductions in NOx and other pollutants, consistently remain below the applicable NAAQS thresholds across all monitored sites. Overall, the results provide strong evidence that the region will maintain attainment of the federal air quality standards for PM2.5 and PM10 over the maintenance period.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

APPENDIX V: CONTINGENCY PROVISION TRIGGER VALUES AND FUTURE EXCEPTIONAL EVENTS

Introduction

The contingency provision trigger value is calculated as part of the contingency provisions for the 1997 Annual PM2.5 NAAQS maintenance plan, the 1997 24-Hour PM2.5 NAAQS maintenance plan, and the 1987 24-Hour PM10 maintenance plan. See chapters 4, 5, and 6 for details of the contingency provisions. This appendix describes how the trigger values are calculated.

Contingency Provision Trigger Calculation

The same schedule is used to calculate PM2.5 and PM10 contingency provision trigger values, with the appropriate calculation method defined in 40 CFR Part 50 (Appendix N and K to part 50) used for each pollutant. In each of the years from 2026 to 2039 or until a second PM2.5 maintenance plan is approved by the U.S. EPA[1], South Coast AQMD will calculate the contingency provision trigger values by the end of April each year using the PM2.5 or PM10 samples collected up until December 31st of the previous year. The four-month period provides sufficient time for data to be reported to AQS, which must be reported by 90 days after the end of the calendar quarter in which they are collected, with one additional month to allow for analysis. South Coast AQMD may conduct analysis of potential contingency provision exceptional events after calculating the contingency provision trigger value and if needed, will be submitted by the end of May to revise the contingency provision trigger value[2]. If no contingency provision exceptional event demonstrations (CEEDs) are submitted, the contingency provision will be triggered as soon as practicable, but no later than June 1. If South Coast AQMD determines that the PM2.5 1997 Annual or 24-Hour PM2.5 design values would exceed the NAAQS even before data collection is complete for the year, South Coast AQMD will begin calculation of the contingency provision trigger and analysis of potential contingency provision exceptional events early, using partial data for the year. Then the contingency provision will be triggered as soon as practicable but no later than June 1 of the following year.

South Coast AQMD will additionally calculate the PM10 contingency provision trigger value using partial data by four months after the three quarters ending March 31, June 30, and September 30. South Coast AQMD may conduct analysis of potential contingency provision exceptional events after calculating the contingency provision trigger value and if needed, will submit any CEEDs by the end of the fifth month after each quarter to revise the contingency provision trigger value. If no CEEDs are submitted and the PM10 contingency provision is triggered by the quarterly value, South Coast AQMD will start implementing the contingency provision as soon as practicable, but no later than five months after the end of the quarter. The calculation will assume that no PM10 exceedances will occur and the sampling schedule will not be modified in the remainder of the year.

[1] At this point, the procedures outlined in the second maintenance plan will be implemented.

[2] CEEDs will only be submitted for regulatory significant events so it should be assumed that all submitted CEEDs would bring the contingency provision trigger value below the standard unless it is rejected by U.S. EPA or CARB

Measurements meeting any of the following criteria will be excluded when calculating the contingency provision trigger value:

- A contingency provision exceptional event demonstration addressing the measurement has been submitted to CARB and U.S. EPA and it has not been disagreed upon.
- Measurements with exceptional event demonstrations that have been concurred upon by CARB and U.S. EPA.

The procedure of calculating the 24-hour or annual PM2.5 design value defined in 40 CFR Part 50 (Appendix N to part 50) will be followed for PM2.5, and the procedure in 40 CFR Part 50 (Appendix K to part 50) will be followed for PM10 to determine the trigger value. The contingency provision is triggered if the contingency provision trigger value exceeds 1.0 for PM10, 65 $\mu g/m^3$ for 24-hour PM2.5, or 15.0 $\mu g/m^3$ for annual PM2.5.

Annual calculation of the PM2.5 contingency provision trigger is useful because most non-exceptional PM2.5 24-hour exceedances and higher concentrations driving the annual PM2.5 design value in the South Coast Air Basin occur in November and December, and so the 3-year PM2.5 24-hour and annual design value usually is determined by data recorded in the last quarter of the year. Calculating the contingency provision trigger after the end of the year reduces effort spent on analyzing potential PM2.5 exceptional events for the contingency provision trigger that may not eventually be needed if non-exceptional exceedances caused a violation of the NAAQS.

Contingency Provision Exceptional Event Demonstrations

A fraction of the exceedances of the 1997 24-hour average PM2.5 NAAQS and the 1987 24-Hour PM10 NAAQS in the South Coast Air Basin are attributed to exceptional events, usually caused by wildfires and fireworks or windblown dust. The measurements during exceptional events are removed from contingency provision trigger value calculations if the criteria for designation as an exceptional event can be demonstrated. Thus, the South Coast AQMD has developed a weight-of-evidence data analysis methodology to identify exceedances that were due to exceptional events to avoid unnecessarily triggering the contingency provision.

To determine whether potential contingency provision exceptional event(s) exist, South Coast AQMD will remove event(s) from the data and calculate the contingency provision trigger value following the procedure described in the previous section. If the contingency provision trigger value is below the PM2.5 or PM10 NAAQS only after removing the event(s), the events are potential contingency provision exceptional event(s). The potential contingency provision exceptional event(s) can happen on any days in the three-year period of the data used to calculate the contingency provision trigger value. If there are multiple potential contingency provision exceptional events, South Coast AQMD will generally find the combination with the minimum number of days and stations that could bring the contingency provision trigger value below the NAAQS.

If South Coast AQMD staff believe that there has been a potential contingency provision exceptional event in the last three years, the South Coast AQMD will provide CARB and U.S. EPA a contingency provision exceptional event demonstration (CEED) supporting this assertion. The CEED is a weight-of-evidence analysis that uses similar criteria that are used to demonstrate exceptional events but would be less resource intensive for all three agencies. U.S. EPA agreement with contingency provision exceptional event demonstrations does not constitute a concurrence on an exceptional event demonstration and the data subject to a CEED is not excluded from design value calculations.

The next sections list the types of data that may be used to support a CEED. Other types of data and analysis not listed in the sections below may be used depending on the nature of the event and the available data. The CEED is a weight-of-evidence analysis and it might not need to contain all the data listed below. The CEED need only provide an analysis that is sufficient to reasonably establish that the event meets the following criteria:

- There is a causal relationship between the event and the exceedance
- And, the event was not both reasonably controllable and not reasonably preventable,
- And, the event was caused by human activity that is unlikely to recur at a particular location or was a natural event.

More specifically, in the case of an exceedance due to the use of fireworks, the CEED need only provide an analysis that is sufficient to reasonably establish that the fireworks event meets the following criteria:

- There is a causal relationship between the event and the exceedance
- The use of fireworks is integral to traditional national, ethnic, or other cultural events

The following sections detail the criteria that will be evaluated when developing a CEED for the three most common causes of PM10 and PM2.5 exceedances that may meet the criteria above, wildfires, high winds, and fireworks. However, other causes may meet these criteria. In this case, South Coast AQMD will consult with U.S. EPA and CARB staff to determine what types of evidence would be appropriate.

Wildfires

Wildfires are common causes of exceedances of the 24-hour PM2.5 NAAQS in the South Coast Air Basin. South Coast AQMD will use a weight of evidence approach to exclude contingency provision exceptional events from the contingency provision trigger value that were caused by wildfires. In general, South Coast AQMD will use some or all of the following criteria to determine if wildfires could have caused the event:

Analysis/Product	Criteria
South Coast AQMD advisories	South Coast AQMD has issued a smoke or ash advisory due to wildfire
Hourly or 24-hour PM2.5 measurements	Simultaneous increase of hourly or 24-hour $PM_{2.5}$ measurements with the beginning of the fire

Analysis/Product	Criteria
Low-Cost sensor measurements such as PurpleAir	Increase of PM2.5 measured at low-cost sensors consistent with the wildfire location and pollutant transport
Fire reports such as https://inciweb.nwcg.gov/	Fires reported that may influence the monitor
Operational smoke models such as BlueSky and HRRR-Smoke	Models show transport of smoke from fire to the monitor
Satellite Imagery (i.e. MODIS, GOES)	Satellite shows presence of smoke at monitored area or transport of smoke
Webcam Imagery	Webcam images show presence of smoke at monitored area or transport of smoke
Back trajectory	Models show transport occurred from smoke-producing wildfire
Wind roses and pollution roses	Measured or modeled wind directions indicate that the wildfire is upwind of the measurement station
Emission and transport/dispersion modeling	Modeled concentrations that take into account wildfire emissions exceed level of the NAAQS. Uncertainty of model and data inputs are taken into account to determine a range of model estimates.
Social Media	Monitoring for reports of wildfire smoke through social media accounts such as from the National Weather Service, US Forest Service, Caltrans, etc.
History of PM2.5 concentrations in the same season	PM2.5 concentrations are higher than concentrations during the same season over the past five years.
PM2.5 concentration exceedance	The concentration exceeds the NAAQS outside of the November through February period. Over the past five years, the vast majority of exceedances that were not caused by wildfires or cultural events have occurred in the November through February period.
Analysis of co-pollutants	Data such as levoglucosan and CO are elevated, indicating presence of smoke
Fire perimeter	Fire perimeter includes wildland (indicating that the fire may not be reasonably controllable or preventable)

Fireworks

Exceedances of the 24-hour PM2.5 NAAQS and the PM10 NAAQS sometimes occur on July 4th or 5th because of smoke emissions from fireworks. Exceedances are also possible in select areas on January 1st due to fireworks on New Year's Eve. According to Title 40 in the Code of Federal Regulations[3], fireworks that are significantly integral to traditional national, ethnic, or other cultural events are considered exceptional events. If the measured PM2.5 or PM10 exceedance occurs on January 1st, July 4th or July 5th,

[3] 40 CFR § 50.14 Treatment of air quality monitoring data influenced by exceptional events

or if fireworks are suspected to have caused the exceedance on another date, then South Coast AQMD will conduct investigation to determine if fireworks emissions could have caused the exceedance. South Coast AQMD will analyze the hourly PM2.5 or PM10 measurements to determine if there is a simultaneous increase of measured PM2.5 with the occurrence of observed or reported fireworks. If hourly PM2.5 or PM10 measurements are not available, then nearby PM2.5 or PM10 monitors or low-cost sensor measurements of PM2.5 or PM10 may be used for this evaluation. South Coast AQMD may also analyze nearby webcams and the composition of filter-based or real-time PM2.5 speciation measurements and evaluate whether the composition is characteristic of fireworks emissions. July 4th and 5th exceedances are common each year due to commercial and "backyard" fireworks displays. PM2.5 and PM10 measurements on adjacent days typically record concentrations well below the standard, as it is expected for the summer months. January 1st exceedances that are caused by fireworks are more challenging to identify as unrelated exceedances are common that time of year and residential wood combustion, which is common in winter months, typically occurs at the same time of day as January 1st fireworks. A more extensive weight of evidence discussion will be required to exclude exceedances on January 1st that are influenced by fireworks. While fireworks generally only significantly impact air quality on July 4th and 5th and January 1st, there may be impacts on other dates. An analysis for exceedances caused by fireworks on other dates will include a discussion on whether those events are significantly integral to traditional national, ethnic, or other cultural events.

Windblown Dust

Windblown dust caused 23 of 26 exceedances of the 24-hour PM10 NAAQS from 2010 - 2024 in the South Coast Air Basin. Thus, these exceptional events are common and are expected to occur within the maintenance period. South Coast AQMD will use a weight of evidence approach to determine if wind-blown dust could have caused a measured exceedance so that the measurements can be excluded from the contingency provision trigger. The analysis will also determine the source of the event and if reasonable emission controls were in place during the event. The criteria to make these determinations will generally include some or all of the following:

Analysis/Product	**Criteria**
South Coast AQMD advisories	South Coast AQMD has issued a wind-blown dust and/or ash advisory due to high winds
NWS high wind warning or wind advisory	NWS has issued a high wind warning or wind advisory covering the portion of the South Coast Air Basin with an exceedance

Hourly PM10 measurements and wind speed measurements	Simultaneous increase of hourly PM10 measurements with increases in measured wind speeds. Timing of hourly PM10 corresponds temporally and spatially with winds above the high wind threshold* at the source area(s).
Satellite Imagery (i.e. MODIS, GOES)	Satellite shows presence of dust at monitored area or transport of dust
Webcam Imagery	Webcam video shows presence of dust at monitored area or transport of dust
Back trajectory	Models show transport occurred from undisturbed soils, areas with high soil erodibility potential or areas where ash or dust may be emitted, such as fire burn scars
PM speciation or PM10/PM2.5 ratio analysis	The speciation or ratio provides a signature that is used to determine the types of sources contributing to the event
Wind roses and pollution roses	Measured or modeled wind directions show upwind areas with undisturbed soils, high soil erodibility potential or areas where ash or dust may be emitted, such as fire burn scars
Wind speed forecast or measurements	Hourly average winds or other sustained wind speeds exceeding the high wind threshold will or have occurred near the exceedance
Emission and transport/dispersion modeling	Modeled concentrations exceed level of the NAAQS. Uncertainty of model and data inputs are taken into account to determine a range of model estimates.
Social Media	Monitoring for reports of windblown dust and/or ash through social media accounts such as from the National Weather Service, US Forest Service, Caltrans, etc.

* The high wind threshold is typically considered to be 25 miles per hour for source regions in the South Coast Air Basin, unless other thresholds are established on a case by case basis

The evaluation of upwind source area for high wind dust events will depend on the specific event. Two high wind dust events characterized by northeasterly Santa Ana winds contributed to PM10 exceedances in 2024 at the Mira Loma Van Buren monitor and exceptional event demonstrations were developed to exclude these days from the design value. If similar events occur in the maintenance period, the evaluation of upwind source area for these events will be based on the upwind sources identified in the 2024 exceptional event demonstrations, along with any updates to potential sources that have occurred since the 2024 event.

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

APPENDIX VI: PM2.5 EXCEEDANCES AND SUSPECTED EXCEPTIONAL EVENTS

Table VI-1 lists PM2.5 measurements during 2022 – 2024 that were likely caused by fireworks. These measurements are removed from the "suspected fireworks events removed" design values in chapters 4 and 5.

TABLE VI-1: PM2.5 MEASUREMENTS DURING 2022-2024 THAT WERE LIKELY CAUSED BY FIREWORKS

State Code	County Code	Site Number	Date	Site Name	Concentration [µg m^{-3}]	Likely Cause
06	037	1103	7/4/2024	Los Angeles-North Main Street	38.6	Independence Day Fireworks
06	037	1103	7/5/2024	Los Angeles-North Main Street	54.9	Independence Day Fireworks
06	037	1201	7/5/2024	Reseda	38.5	Independence Day Fireworks
06	037	1302	7/4/2022	Compton	39.2	Independence Day Fireworks
06	037	1302	7/4/2024	Compton	41.1	Independence Day Fireworks
06	037	1602	7/4/2022	Pico Rivera #2	53.8	Independence Day Fireworks
06	037	1602	7/5/2023	Pico Rivera #2	60.7	Independence Day Fireworks
06	037	1602	7/5/2024	Pico Rivera #2	68.2	Independence Day Fireworks
06	037	2005	7/5/2023	Pasadena	52	Independence Day Fireworks
06	037	2005	7/5/2024	Pasadena	117.2	Independence Day Fireworks
06	059	0007	7/4/2023	Anaheim	45.6	Independence Day Fireworks
06	059	0007	7/4/2024	Anaheim	35.7	Independence Day Fireworks
06	065	8001	7/5/2022	Rubidoux	38.5	Independence Day Fireworks
06	065	8001	7/5/2023	Rubidoux	74.3	Independence Day Fireworks
06	065	8001	7/5/2024	Rubidoux	54.7	Independence Day Fireworks
06	065	8005	7/5/2023	Mira Loma (Van Buren)	69	Independence Day Fireworks
06	065	8005	7/5/2024	Mira Loma (Van Buren)	55.7	Independence Day Fireworks
06	071	0027	7/5/2022	Ontario-Route 60 Near Road	41.8	Independence Day Fireworks
06	071	0027	7/5/2023	Ontario-Route 60 Near Road	105.3	Independence Day Fireworks
06	071	0027	7/5/2024	Ontario-Route 60 Near Road	127.6	Independence Day Fireworks
06	071	2002	7/5/2023	Fontana	101.1	Independence Day Fireworks
06	071	2002	7/5/2024	Fontana	83.4	Independence Day Fireworks
06	071	9004	7/5/2023	San Bernardino	52.9	Independence Day Fireworks
06	071	9004	7/5/2024	San Bernardino	48.8	Independence Day Fireworks

ATTACHMENT C

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

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

PROJECT TITLE: **SOUTH COAST AIR BASIN REDESIGNATION REQUESTS AND MAINTENANCE PLANS FOR PM2.5 AND PM10 NAAQS**

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-2026.

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 21865 Copley Drive Diamond Bar, CA 91765

Project Title: South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS

Project Location: The proposed project is located within the four-county South Coast Air Basin (Basin) portion of South Coast Air Quality Management District's (South Coast AQMD) jurisdiction, which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

Description of Nature, Purpose, and Beneficiaries of Project: The South Coast AQMD is required to attain the federal National Ambient Air Quality Standards (NAAQS) for particulate matter with an aerodynamic diameter less than 2.5 microns (PM2.5) and particulate matter with an aerodynamic diameter less than 10 microns (PM10) as expeditiously as possible. The Basin is currently designated as a moderate nonattainment area for the 1997 annual and 24-hour average PM2.5 NAAQS. Effective August 24, 2016, the United State Environmental Protection Agency (U.S. EPA) formally determined that the Basin is in attainment with the 1997 annual and 24-hour average PM2.5 NAAQS based on monitoring data from 2011 to 2013. Therefore, the South Coast AQMD is formally requesting the U.S. EPA to redesignate the Basin from moderate nonattainment to attainment for the 1997 annual and 24-hour average PM2.5 NAAQS. Pursuant to federal Clean Air Act (CAA) Section 107(d)(3)(E), South Coast AQMD has developed the South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 National Ambient Air Quality Standards (proposed project), which include demonstrations that the Basin is expected to maintain its attainment status for the 1997 annual and 24-hour average PM2.5 NAAQS through 2039 and other required elements such as contingency provision.

Relative to the 1987 24-hour average PM10 NAAQS, the Basin was originally designated as moderate nonattainment in 1990 and later reclassified as serious nonattainment in 1993. In 2010, South Coast AQMD submitted a request to U.S. EPA seeking a redesignation of attainment along with a first maintenance plan, which were effective on July 26, 2013. The Basin has since remained in attainment with this standard, provided that potential exceptional events like wind-blown dust and wildfires are excluded. Pursuant to federal CAA Section 175A(b), South Coast AQMD is required to submit a subsequent maintenance plan to ensure continued attainment of the standard for at least a 20-year period from the redesignation date. To satisfy this requirement, South Coast AQMD developed a second maintenance plan for the 1987 PM10 NAAQS, demonstrating that the Basin is expected to continue attaining the 1987 24-hour average PM10 NAAQS through 2033. The proposed project is an administrative exercise to fulfill U.S. EPA requirements and will benefit stakeholders by having improved clarity when implementing the applicable requirements for demonstrating and maintaining attainment with the applicable NAAQS.

Public Agency Approving Project:	**Agency Carrying Out Project:**
South Coast Air Quality Management District	South Coast Air Quality Management District

Exempt Status:
CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption
CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project (South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 NAAQS) 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. No adverse environmental impacts are expected because the proposed project is comprised of an administrative update to meet federal CAA requirements without proposing new requirements or new control measures that would result in additional physical modifications. Thus, it can be seen with certainty that there is no possibility that the proposed project may have a significant adverse effect on the environment. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. The proposed project is also categorically exempt from CEQA pursuant to CEQA Guidelines Section 15308 – Actions by Regulatory Agencies for Protection of the Environment, because it is intended to further protect or enhance the environment by demonstrating how attainment with the 1987 24-hour average PM10 NAAQS and the 1997 annual and 24-hour average PM2.5 NAAQS for the Basin will be maintained. Further, there is no substantial evidence indicating that any of the exceptions set forth in CEQA Guidelines Section 15300.2 apply to the proposed project.

Date When Project Will Be Considered for Approval (subject to change):
South Coast AQMD Governing Board Public Hearing: August 7, 2026

CEQA Contact Person:	**Phone Number:**	**Email:**
Sina Taghvaee, Ph.D.	(909) 396-2192	staghvaee@aqmd.gov
Proposed Project Contact Person:	**Phone Number:**	**Email:**
Eric Praske, Ph.D.	(909) 396-2948	epraske@aqmd.gov

Date Received for Filing: _____ **Signature:** *(Signed and Dated Upon Board Approval)*

Kevin Ni
Program Supervisor, CEQA
Planning, Rule Development, and Implementation

ATTACHMENT D

South Coast Air Basin Redesignation Requests and Maintenance Plans for PM2.5 and PM10 National Ambient Air Quality Standards (NAAQS)

South Coast AQMD
Governing Board

August 7, 2026

Overview

South Coast Air Basin has previously been designated as a nonattainment area for multiple older national standards for particulate matter (PM)

Air quality has improved significantly over recent decades, resulting in levels that have met these standards for several years

Once a nonattainment area meets the standard, the Clean Air Act allows the area to submit a request to U.S. EPA to be redesignated to maintenance

NAAQS Area Designations by U.S. EPA

Attainment/Unclassifiable

- Areas that meet the NAAQS or lack sufficient monitoring data

Nonattainment Designations

- Areas that U.S. EPA has designated as not meeting the NAAQS
- Stringent planning requirements apply

Maintenance

- Areas that were previously nonattainment but subsequently met the NAAQS
- Planning obligations remain, but less stringent planning requirements

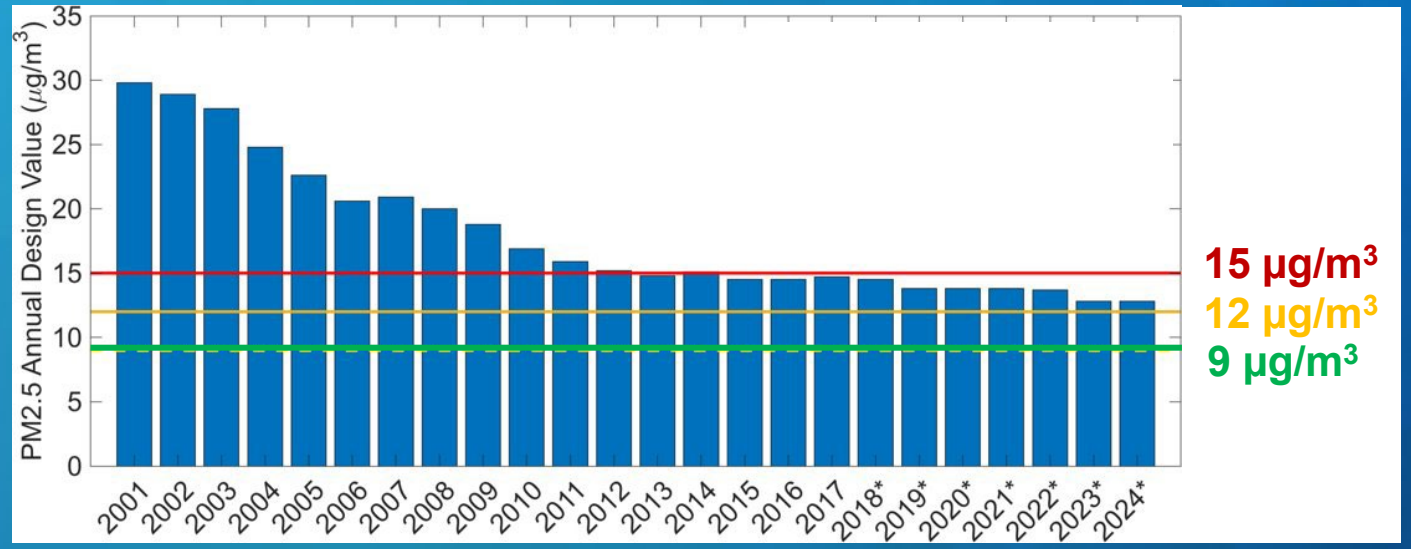
PM Standards Included in this SIP* Revision

Air Quality Standard	Level	Current Attainment Status	Redesignation Request Included?	Maintenance Plan Included?
1997 Annual PM2.5	15 µg/m^3	Moderate nonattainment	**Yes**, Maintenance Requested	**Yes**, 1st plan
1997 24-hour PM2.5	65 µg/m^3	Moderate nonattainment	**Yes**, Maintenance Requested	**Yes**, 1st plan
1987 24-hour PM10	150 µg/m^3	Maintenance	**No**	**Yes**, 2nd plan

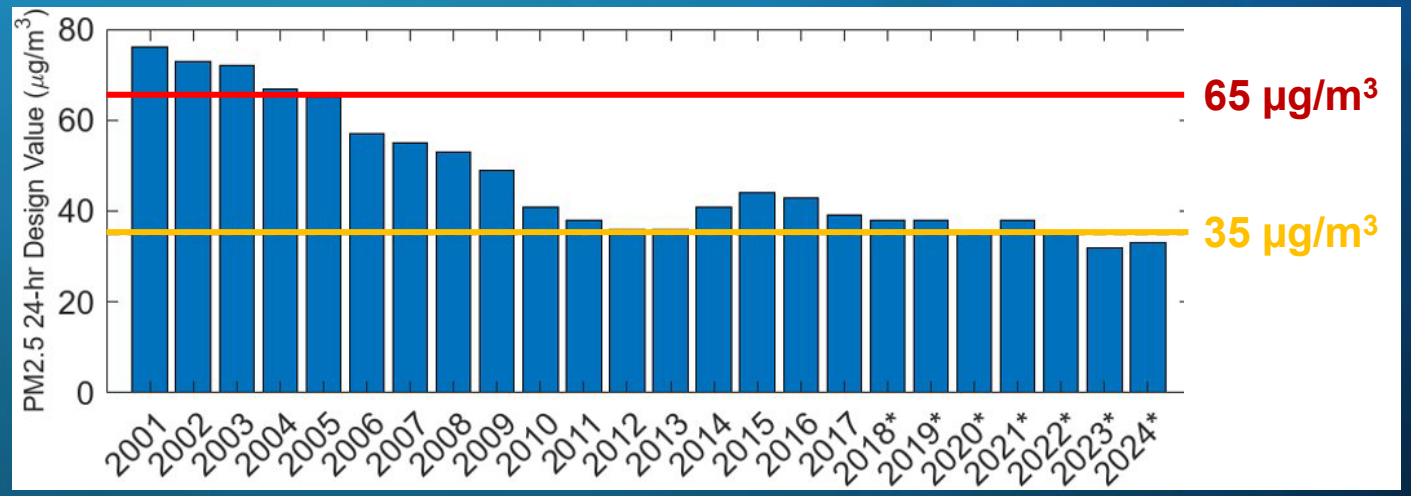
**State Implementation Plan*

PM2.5 Levels in the Basin

Annual Average PM2.5 Levels



24-Hour Average PM2.5 Levels



*Data likely to be approved as exceptional events by U.S. EPA were removed.

Key Measures That Led to Attainment

Stationary Source Rules

- Rule 445 – Wood-Burning Devices
- Regulation XX
- Rule 1111 - Reduction of NOx Emissions from Natural Gas Furnaces

Mobile Source Regulations

- In-Use Off-Road Diesel Fueled Fleets Regulation
- Truck and Bus Regulation
- Smog Check
- Low Sulfur Fuel Rule for Ocean Going Vessels

Incentives

- Carl Moyer Program
- Prop 1B – Air Quality Improvement Fund
- AB 617 Community Air Protection Program (Incentives)

Health Benefits Associated with Attainment

Socioeconomic Report for the 2007 AQMP estimated attainment of 1997 PM2.5 NAAQS would annually avoid:

500 emergency room visits	**1,300** non-fatal heart attacks	**1,500** premature deaths	**185,000** lost work days

Estimated Annual Monetized Health Benefits

$9.8 billion

South Coast AQMD, Final 2007 AQMP Socioeconomic Report, Table 3-3. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2007-aqmp-socioeconomic-report
South Coast AQMD, Final 2007 AQMP Socioeconomic Report, Table 3-5. https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan/2007-aqmp-socioeconomic-report

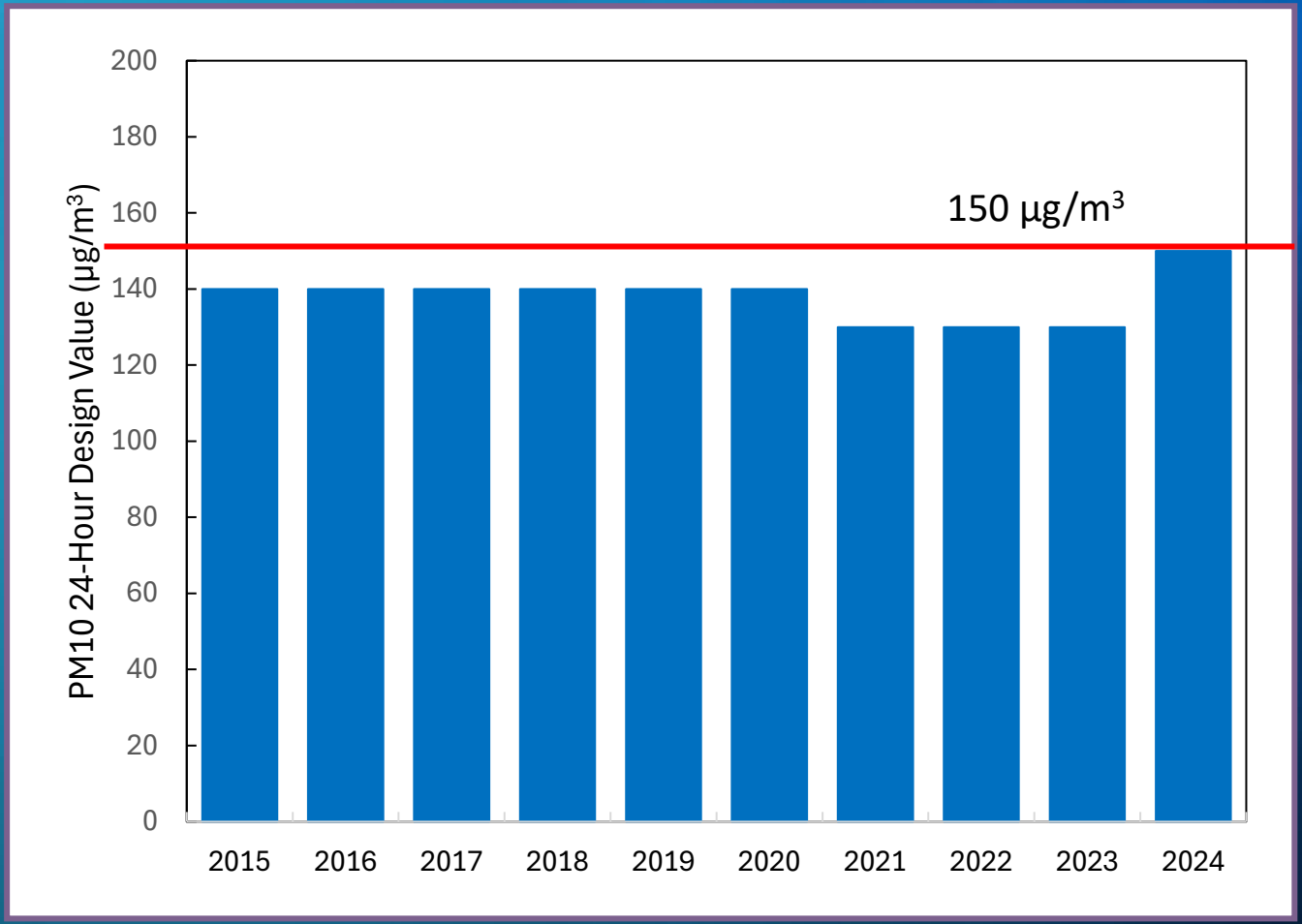
Overview of 1987 PM10 NAAQS in the Basin

1990
- South Coast Air Basin designated as nonattainment

2006
- Basin met standard and has since continued to meet standard

2013
- U.S. EPA redesignated the Basin to maintenance and approved the first maintenance plan

2026
- Includes updated 2nd maintenance plan
- Demonstrates continued maintenance through 2033 and likely beyond



Public Process

May 14

- Released Draft Staff Report

May 15

- Mobile Source Committee

May 20

- Public Consultation Meeting

August 7

- Governing Board Hearing

Fall 2026

- Submission to U.S. EPA via CARB

- *Staff is not aware of any remaining key issues from public comments*

Staff Recommendation

Adopt the Resolution:

- Determining that the South Coast Redesignation Requests and Maintenance Plans are exempt from the requirements of CEQA
- Adopting the South Coast Redesignation Requests and Maintenance Plans and directing staff to forward these to CARB for approval and submission to U.S. EPA for inclusion in the SIP

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 32

PROPOSAL: Determine That Proposed Amended Rule 1302 – Definitions, Is Exempt from CEQA; Amend Rule 1302; and Submit for Inclusion Into State Implementation Plan

SYNOPSIS: Rule 1302 defines terms used in Regulation XIII – New Source Review, which sets forth the federal and state mandated pre-construction review program for new, modified, or relocated sources for non-RECLAIM air contaminants. Proposed Amended Rule 1302 will amend the definition of Essential Public Service to include composting operations under specific circumstances, thus allowing qualified operations to draw from credits in the Priority Reserve.

COMMITTEE: Stationary Source Committee, June 26, 2026, Reviewed

RECOMMENDED ACTIONS:
Adopt the attached Resolution:
1. Determining that Proposed Amended Rule 1302 – Definitions, is exempt from the requirements of the California Environmental Quality Act;
2. Amending Rule 1302 - Definitions; and
3. Directing staff to submit Proposed Amended Rule 1302 – Definitions to CARB and U.S. EPA for inclusion into the State Implementation Plan.

Wayne Nastri
Executive Officer

SR:MK:MM

Background
California Senate Bill 1383 (SB 1383) requires organic waste diversion from landfills. The law aims to reduce methane emissions by reducing organic waste in landfills by 75 percent. It mandates statewide residential and commercial organic waste collection to compost or recycle food scraps, yard waste, and paper. These materials would otherwise

continue to be deposited in landfills, ultimately generating methane, which is a greenhouse gas. Much of the diverted organic waste may go to composting operations. Composting facilities are considering switching from windrow composting to aeration systems. Benefits of controlled aeration systems, as compared to windrow composting, include reduced VOC and ammonia emissions, less handling, smaller area required to compost similar tonnage, and a faster composting process; composting with aeration systems is roughly twice as fast as windrow composting. Emissions of short-lived climate pollutants, such as methane, are expected to decrease.

Windrow composting piles are not "equipment" and thus does not require a permit under Rule 203 – Permit to Operate. Sources of pollution that are associated with equipment (i.e. aeration systems) and equipment that controls air pollution require air permits to ensure emission reductions are occurring. Equipment requiring air permits are subject to Regulation XIII – New Source Review (Regulation XIII) which implements the federal and state mandated pre-construction review program for new, modified, or relocated sources. Under Regulation XIII, a permit action that results in an emission increase must install Best Available Control Technology (BACT), conduct a modeling analysis, and must provide Emission Offsets for any emission increases.

Regulation XIII establishes applicability requirements and provisions for generating and using emission offsets. Under Regulation XIII there are two types of offsets: Open Market Emission Reduction Credits (ERCs) and the Internal Account. Under the Open Market, individual entities hold, buy, sell, and transfer ERCs that can be used for offsetting requirements for new and modified sources. The price of the ERCs in the Open Market, depending on the pollutant, can be high.

Emission Offsets in the Internal Account are primarily provided by facility shutdowns where an operator did not claim the emission offsets. Emission Offsets from the Internal Account are available to sources that are exempted from South Coast AQMD offset requirements such as facilities that have annual emissions less than four tons per year or are defined as an Essential Public Service under Rule 1302 – Definitions (Rule 1302). There is no fee to operators for using offsets from the Internal Account.

In general, no emissions offsets are required when there is an emissions decrease between two permitted sources. However, since windrow composting does not require an air permit it would have a zero baseline under New Source Review. Despite an aeration system being less emissive than windrow composting, under New Source Review, the aeration system starts with a zero baseline and emissions associated with the aeration process must be fully offset.

Proposal

Proposed Amended Rule 1302 (PAR 1302) will amend the definition of Essential Public Service to include composting operations subject to Rule 1133.3 – Emission Reductions from Composting Operations (Rule 1133.3) that reduce VOC and ammonia emissions by 80 percent or greater. This will allow facilities that utilize an aeration system with emission controls or another composting process with equal or better emission reductions to qualify for Emission Offsets from the Internal Account.

Rule 1133.3 defines composting operations and includes provisions on how to determine control efficiency for composting operations. Rule 1133.3 is to be utilized when determining applicability for Rule 1302. Rule 1133.3 also contains the methodology for determining control efficiency.

Public Process

PAR 1302 was developed through a public process. Staff held a Working Group meeting on February 25, 2026 and a Public Workshop for PAR 1302 on June 2, 2026. As part of this rule development process, staff also met with individual stakeholders and conducted site visits at facilities with composting operations.

Key Issues

Throughout the rulemaking process, staff worked with stakeholders to resolve key issues. There are two remaining key issues: (1) Broaden the definition of Essential Public Service to include the entire composting operation and organics processing operations, including all supporting mechanical and biological processes; and (2) Inclusion of publicly-owned co-composting facilities. If any of these two key issues were incorporated into PAR 1302, current amendments would be delayed approximately four months to allow for a full public process, revisions to the Draft Rule and Staff Report, Public Workshop, and public noticing requirements.

Key Issue #1: Broaden Definition to Include Entire Composting Operation and Organics Processing Equipment

One stakeholder requested that the Essential Public Service definition be expanded to include the entire composting operation, encompassing both direct emissions and the full suite of processing equipment. The stakeholder commented that excluding all necessary composting and organic processing equipment could unintentionally hinder future investment in organics infrastructure, undermining the state's Short-Lived Climate Pollutant Reduction Strategy.

Staff recommends that PAR 1302 not be further expanded. Staff initiated amendments to Rule 1302 in response to the stakeholder's original request to consider composting emissions due to organic waste diversion, required by SB 1383's Short-Lived Climate Pollutant Reduction Strategy, as an Essential Public Service and recognizing that all

emissions from aerated composting would need to be offset since open windrow composting was a non-permitted source.

An initial assessment of the request to broaden the definition to include the entire composting operation and organics processing equipment estimates that approximately 0.5 tons per day of NOx, 0.3 tons per day of PM, 0.5 tons per day of VOC, and 0.7 tons per day of SOx Emission Offsets would potentially be drawn from the Internal Account. This represents nearly 80 percent of the available SOx Emission Offsets in the Priority Reserve. This could jeopardize future projects that rely on the Priority Reserve including other Essential Public Service facilities such as hospitals, water delivery, and transit.

Key Issue #2: Inclusion of Publicly-Owned Co-Composting Facilities

Stakeholders requested that co-composting facilities subject to Rule 1133.2 – Emission Reductions from Co-Composting Operations (Rule 1133.2) also be included in the proposed Essential Public Service definition. Stakeholders commented that these facilities are required to process biosolids generated by wastewater treatment plants, making them an extension of the overall wastewater treatment process and because they can accept food waste, they should be incentivized to support SB 1383 goals.

Staff is recommending that the definition of Essential Public Service not be further expanded. SB 1383 requires diversion of organic waste away from landfills. Landfills have options of where to redirect the waste including biomass conversion, digestion, and composting. Of those options, landfills are expected to divert much of their organic waste to composting operations subject to Rule 1133.3.

Co-composting is associated with wastewater treatment rather than landfills. While co-composting operations may wish to augment their portfolio by taking additional food waste that would otherwise be sent to a landfill, the objective of the proposed amendments are not designed to incentivize that business opportunity by providing offsets through the Essential Public Service provision.

Additionally, co-composting operations with emission control systems required by Rule 1133.2 are already subject to permitting. Therefore, unlike windrow composting, existing co-composting operations which accept organic waste to support SB 1383 goals would not be starting from a zero baseline when determining the amount of required offsets.

California Environmental Quality Act (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 1302) is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3). A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment H of this Board Letter. If the proposed project is

approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

Socioeconomic Impact Assessment
A socioeconomic impact assessment is not required by Health and Safety Code Sections 40440.8 and 40728.5 because PAR 1302 contains administrative changes that will not significantly affect air quality or emission limitations, and thus, will not result in significant socioeconomic impacts.

Comparative Analysis
PAR 1302 does not impose a new or more stringent emissions limit or standard, or a new or more stringent monitoring, reporting, or recordkeeping requirement. Therefore, consistent with Health and Safety Code Section 40727.2(g), no comparative analysis is required.

AQMP and Legal Mandates
The Health and Safety Code requires the South Coast AQMD to adopt an Air Quality Management Plan (AQMP) to meet state and federal ambient air quality standards in the South Coast Air Basin. In addition, the Health and Safety Code requires the South Coast AQMD to adopt rules and regulations that carry out the objectives of the AQMP. PAR 1302 is not part of any control measure in the 2022 AQMP.

Resource Impacts
Existing staff resources are adequate to implement the recommended actions.

Attachments
A. Summary of Proposal
B. Key Issues and Responses
C. Rule Development Process
D. Key Contacts List
E. Resolution
F. Proposed Amended Rule 1302
G. Final Staff Report
H. Notice of Exemption from CEQA
I. Board Presentation

ATTACHMENT A

SUMMARY OF PROPOSAL

Proposed Amended Rule 1302 – Definitions

• Revises the definition of Essential Public Service to include composting operations
  o Must reduce VOC and ammonia emissions by 80 percent or greater by weight
  o Must be subject to Rule 1133.3 – Emission Reductions from Composting Operations

ATTACHMENT B

KEY ISSUES AND RESPONSES

Proposed Amended Rule 1302 – Definitions

Throughout the rulemaking process, staff worked with stakeholders to resolve key issues. There are two remaining key issues: (1) Broaden definition to include the entire composting operation and any organics processing facilities including all supporting mechanical and biological processes; and (2) Inclusion of publicly-owned co-composting facilities.

Key Issue #1: Broaden Definition to Include Entire Composting Operation and Organics Processing Equipment

One stakeholder requested that the Essential Public Service definition clearly include the entire composting operation, encompassing both direct emissions and the full suite of processing equipment. The stakeholder asserts that failure to broaden the Essential Public Service definition to include all necessary composting and organic processing equipment could unintentionally hinder future investment in organics infrastructure, undermining the state's Short-Lived Climate Pollutant Reduction Strategy.

Staff does not support the request. By way of background, the current proposed amendments to Rule 1302 are in response to the stakeholder's original request to consider composting emissions due to organic waste diversion, required by SB 1383's Short-Lived Climate Pollutant Reduction Strategy, as an Essential Public Service. Pursuant to Rule 201 – Permit to Construct and Rule 203, use of equipment which may cause the issuance of air contaminants (e.g. aerated static pile composting) or may reduce or control the issuance of air contaminants (e.g. biofilter) require air permits for construction and operation. These sources are subject to New Source Review Rule 1303 – Requirements, which include requirements for BACT, modeling, and offsets. If the equipment is determined to be an Essential Public Service, it may qualify to utilize Priority Reserve emission credits instead of requiring procurement of ERCs available in the Open Market. The proposed addition of "composting operations subject to Rule 1133.3 that are vented to an emission control system that reduces VOC and ammonia equal to or greater than 80 percent by weight" to the Essential Public Service definition would allow the stakeholder's composting projects, which have been proposed to control VOC and ammonia emissions ranging from 80% to 95%, to qualify for Priority Reserve emission credits assuming Rule 1309.1(a)(3) requirements are met.

The South Coast AQMD recognizes every operation has upstream and downstream processes that are chosen to provide results one might be seeking (e.g., generating compost or mulch). However, these choices are business decisions. Prior to the passage of SB 1383, organic waste was sent to landfills. The current Essential Public Service definition includes construction and operation of landfill gas control or processing, which may qualify for access to Priority Reserve emission credits. Therefore, as proposed, composting operations may qualify to use Priority Reserve emission credits, consistent with the current Essential Public Service allowance for landfill gas processing equipment. Since windrow composting does not require a permit, any project requiring a permit starts with zero emission baseline under New Source Review. Therefore, even if the applicant is installing a less emissive composting process, all emissions from the less emissive composting process, such as aerated static pile composting, would be required to be offset. Recognizing the need for waste diversion combined with the need to offset all composting emissions, staff agreed to define these operations as Essential Public Service.

However, it should be noted that landfills have other equipment (e.g., engines driving landfill tippers, which "tip" refuse into the landfill) that do not meet the Essential Public Service definition. An initial assessment of the request to broaden the definition to include the entire composting operation and organics processing equipment estimates that approximately 0.5 tons per day of NOx, 0.3 tons per day of PM, 0.5 tons per day of VOC, and 0.7 tons per day of SOx Emission Offsets would potentially be drawn from the Internal Account. This represents nearly 80 percent of the available SOx Emission Offsets in the Priority Reserve. This could jeopardize future projects that rely on the Priority Reserve including other Essential Public Service facilities such as hospitals, water delivery, and transit. Additionally, by broadening the Essential Public Service definition to include the entire composting operation and any organics processing facilities without guardrails or criteria, there would be no incentive for these operations to reduce their emissions and this request has the potential to drain the emission credits in the Priority Reserve and affect the permitting of other future Essential Public Service projects in our region. Given that the region fails to attain multiple health-based federal air quality standards, it is critical to not only implement all feasible measures to reduce air pollution, but to safeguard existing regulation by properly enforcing and not backsliding from any achievements.

The stakeholder has been engaged in the rulemaking process and had been supportive of the current approach staff has taken with the proposed amendments to Rule 1302. As recently as the Rule 1302 Public Workshop on June 2, 2026, the stakeholder voiced support for the current rule amendments and did not identify additional concerns. The recent comment letter is a substantial departure from the stakeholder's feedback during this public process and would require restarting the

rulemaking process to further identify, define, and evaluate the scope of such a change, further delaying any changes to the rule.

Key Issue #2: Inclusion of Publicly-Owned Co-Composting Facilities

Stakeholders requested that co-composting facilities subject to Rule 1133.2 – Emission Reductions from Co-Composting Facilities should also be included in the proposed Essential Public Service definition. Stakeholder rationale for the request included that these facilities are required to process biosolids generated by wastewater treatment plants, making them an extension of the overall wastewater treatment process and because they can accept food waste, they should be incentivized to support SB 1383 goals.

Staff does not support this request for inclusion. SB 1383 requires diversion of organic waste away from landfills. Landfills have options of where to redirect the waste including biomass conversion, digestion, and composting. Of those options, landfills are expected to divert much of their organic waste to composting operations subject to Rule 1133.3.

Co-composting is associated with wastewater treatment rather than landfills. While co-composting operations may wish to augment their portfolio by taking additional food waste that would otherwise be sent to a landfill, the proposal does not incentivize that business opportunity by providing offsets through the Essential Public Service provision.

Additionally, co-composting operations with emission control systems required by Rule 1133.2 are already subject to permitting. Therefore, unlike windrow composting, existing co-composting operations which accept organic waste to support SB 1383 goals would not be starting from a zero baseline when determining the amount of required offsets.

ATTACHMENT C

RULE DEVELOPMENT PROCESS

Proposed Amended Rule 1302 – Definitions

Initiated Rule Development
January 2026

⬇

Working Group Meetings (1)
February 25, 2026

⬇

75-Day Notice of Public Workshop
May 19, 2026

⬇

Public Workshop
June 2, 2026

⬇

Stationary Source Committee Meeting
June 26, 2026

⬇

Set Public Hearing
June 5, 2026

⬇

30-Day Notice of Public Hearing
June 26, 2026

⬇

Public Hearing
August 7, 2026

Seven (7) months spent in rule development
One (1) Working Group Meeting
One (1) Public Workshop
One (1) Stationary Source Committee Meeting

ATTACHMENT D

KEY CONTACTS LIST

Proposed Amended Rule 1302 – Definitions

- Agromin
- American Refuse
- Burrtec Waste Industries
- CalWaste
- Cedar Avenue Recycling and Transfer Station
- Clean Water SoCal
- CR&R Environmental Services
- Greenwaste
- Inland Empire Regional Composting Authority
- Marin Sanitary Service
- Mt. Diablo Recycling
- Monterey Regional Waste Management District
- Napa Recycling
- OC Waste & Recycling
- Pena's Disposal Service
- Pleasanton Garbage Service, Inc.
- Recology Inc.
- ReFuel
- San Joaquin Community Public Works
- Soiland
- Sonoma Compost
- Tracy Delta
- Upper Valley Disposal
- Vision Recycling
- Waste Connections
- W.L. Gore & Associates
- ZBest Composting
- ZeroWaste Energy LLC

ATTACHMENT E

RESOLUTION NO. 26-_____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that Proposed Amended Rule 1302 – Definitions, is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board amending Rule 1302 – Definitions.

A Resolution of the South Coast AQMD Governing Board directing staff to submit Proposed Amended Rule 1302 – Definitions to CARB and U.S. EPA for inclusion into the State Implementation Plan.

WHEREAS, the South Coast AQMD Governing Board finds and determines that Proposed Amended Rule 1302 is considered a "project" as defined by CEQA; and

WHEREAS, the South Coast AQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and CEQA Guidelines Section 15251(l) and has conducted a CEQA review and analysis of the proposed project pursuant to such program (South Coast AQMD Rule 110); and

WHEREAS, the South Coast AQMD Governing Board finds and determines after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that Proposed Amended Rule 1302 is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that it can be seen with certainty that there is no possibility that Proposed Amended Rule 1302 will cause a significant adverse effect on the environment because the proposed changes are administrative in nature and will not require physical modifications. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3)– Common Sense Exemption; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the proposed project that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, Proposed Amended Rule 1302 and supporting documentation, including but not limited to, the Notice of Exemption and the Final Staff Report, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, as well as has taken and

considered staff testimony and public comment prior to approving the proposed project; and

WHEREAS, the South Coast AQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board Procedures (Section 30.5(4)(D)(i) of the Administrative Code), that there were no modifications to Proposed Amended Rule 1302 since the Notice of Public Hearing was published that are so substantial as to significantly affect the meaning of Proposed Amended Rule 1302 within the meaning of Health and Safety Code Section 40726 because: (a) the changes do not impact emission reductions, (b) the changes do not affect the number or type of sources regulated by the rule, (c) the changes are consistent with the information contained in the Notice of Public Hearing, and (d) the consideration of the range of CEQA alternatives is not applicable because the proposed project is exempt from CEQA; and

WHEREAS, Proposed Amended Rule 1302 will be submitted for inclusion into the State Implementation Plan; and

WHEREAS, Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the Public Hearing and in the Final Staff Report; and

WHEREAS, the South Coast AQMD Governing Board has determined that a need exists to amend Rule 1302 to address composting facilities affected by the increased diversion of organic waste from landfills mandated by California Senate Bill 1383; and

WHEREAS, the South Coast AQMD Governing Board has determined, pursuant to Health and Safety Code Section 40001(c), that there is a problem that Proposed Amended Rule 1302 will alleviate, namely by identifying qualifying composting operations as Essential Public Services and allowing them to access Priority Reserve emission offsets will benefit composting operations by reducing offset costs for facilities that choose to implement aeration systems or enhanced emission controls; and

WHEREAS, the South Coast AQMD Governing Board obtains its authority to adopt, amend, or repeal rules and regulations from Health and Safety Code Sections 39002, 40000, 40001, 40440, 40702, 40725 through 40728, and 41508; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1302 is written and displayed so that its meaning can be easily understood by persons directly affected by it; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1302 is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1302 does not impose the same requirements as any existing state

or federal regulations, and the proposed project is necessary and proper to execute the powers and duties granted to, and imposed upon, the South Coast AQMD; and

WHEREAS, the South Coast AQMD Governing Board, in amending Rule 1302, reference the following statutes which the South Coast AQMD hereby implements, interprets or makes specific: Health and Safety Code Sections 39002, 40001, 40702, 40440, 40725 through 40728.5, 40920.5, 42300 et seq. and Clean Air Act Sections 172 and 182; and

WHEREAS, Health and Safety Code Section 40727.2 requires the South Coast AQMD to prepare a written analysis of existing federal air pollution control requirements applicable to the same source type being regulated whenever it adopts, or amends a rule, and the South Coast AQMD's comparative analysis of Proposed Amended Rule 1302 is included in the Final Staff Report; and

WHEREAS, the South Coast AQMD Governing Board finds that no comparative analysis pursuant to Health and Safety Code Section 40727.2 is required because Proposed Amended Rule 1302, does not impose a new emission limit or standard, make an existing emission limit or standard more stringent, or impose new or more stringent monitoring, reporting, or recordkeeping requirements; and

WHEREAS, the South Coast AQMD Governing Board finds that no socioeconomic impact assessment for Proposed Amended Rule 1302 is required per Health and Safety Code Sections 40440.8 and 40728.5 because the proposed amendments are administrative in nature and will not significantly affect air quality or emissions limitations and thus, would not result in significant socioeconomic impacts

WHEREAS, the South Coast AQMD Governing Board finds that analyses for cost-effectiveness and incremental cost-effectiveness consistent with the Health and Safety Code Section 40920.6 are not required because Proposed Amended Rule 1302 neither includes new Best Available Retrofit Control Technology requirements nor a feasible measure pursuant to Health and Safety Code Section 40914; and

WHEREAS, the South Coast AQMD staff conducted a Public Workshop on June 2, 2026, regarding Proposed Amended Rule 1302; and

WHEREAS, the Public Hearing has been properly noticed in accordance with all provisions of Health and Safety Code Sections 40725 and 40440.5; and

WHEREAS, the South Coast AQMD Governing Board has held a Public Hearing in accordance with all provisions of state and federal law; and

WHEREAS, the South Coast AQMD specifies the Planning and Rules Manager of Proposed Amended Rule 1302 as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this proposed project is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that Proposed Amended Rule 1302 is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3) Common Sense Exemption. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered, and approved the information therein prior to acting on Proposed Amended Rule 1302; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rule 1302 as set forth in the attached, and incorporated herein by reference; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board requests that Proposed Amended Rule 1302 be submitted for inclusion in the State Implementation Plan; and

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to forward a copy of this Resolution and Proposed Amended Rule 1302 to the California Air Resources Board for approval and subsequent submittal to the United States Environmental Protection Agency for inclusion into the State Implementation Plan.

DATE: _____ _____

Faye Thomas Clerk of the Board

ATTACHMENT F

(Adopted October 5, 1979)(Amended March 7, 1980)(Amended July 11, 1980)
(Amended September 10, 1982)(Amended July 12, 1985)(Amended August 1, 1986)
(Amended December 2, 1988)(Amended June 28, 1990)(Amended May 3, 1991)
(Amended December 7, 1995)(Amended June 13, 1997)(Amended October 20, 2000)
(Amended December 6, 2002)(Amended November 4, 2016)
(Amended December 4, 2020)(Amended TBD)

PROPOSED AMENDED RULE 1302. DEFINITIONS

[RULE INDEX TO BE ADDED AFTER RULE ADOPTION]

(a) ACTUAL EMISSIONS means the emissions of a pollutant from an affected source determined by taking into account actual emission rates and actual or representative production rates (i.e., capacity utilization and hours of operation).

(b) AIR CONTAMINANT means any air pollutant for which there is a national ambient air quality standard, or precursor to such air pollutant, including but not limited to: carbon monoxide, sulfur dioxide, nitrogen oxides, particulate matter, lead compounds and volatile organic compounds.

(c) ALLOCATION means emissions offsets issued from the Priority Reserve.

(d) ALLOWABLE EMISSIONS means the emissions rate of a stationary source calculated using the maximum rated capacity of the source, unless the source is subject to federally enforceable limits which restrict the operation rate, or hours of operation, or both, and the most stringent of the following: (1) the applicable standards set forth in 40 CFR Part 60 or 61; (2) any applicable SIP emissions limitation including those with a future compliance date; or (3) the emissions rate specified as federally enforceable permit conditions including those with a future compliance date.

(e) AREA SOURCE EMISSIONS REDUCTION CREDIT (ASERC) means any credit for emissions reduction generated pursuant to a state and federally approved area source credit generation rule for stationary source use as an offset under Regulation XIII.

(f) BANKING means the process of recognizing and certifying emission reductions and the registering transaction involving Emission Reduction Credits.

(g) BASIN means the South Coast Air Basin as defined by California Code of Regulations, Section 60104 of Title 17, or the Riverside County portion of the Salton Sea Air Basin as defined by California Code of Regulations, Section 60114 of Title 17 and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin as defined by California Code of Regulations, Section 60109 of Title 17.

(h) BEST AVAILABLE CONTROL TECHNOLOGY (BACT) means the most stringent emission limitation or control technique which:

(1) has been achieved in practice for such category or class of source; or

(2) is contained in any state implementation plan (SIP) approved by the United States Environmental Protection Agency (EPA) for such category or class of source. A specific limitation or control technique shall not apply if the owner or operator of the proposed source demonstrates to the satisfaction of the Executive Officer or designee that such limitation or control technique is not presently achievable; or

(3) is any other emission limitation or control technique, found by the Executive Officer or designee to be technologically feasible for such class or category of sources or for a specific source, and cost-effective as compared to measures as listed in the Air Quality Management Plan (AQMP) or rules adopted by the District Governing Board.

(i) BEST AVAILABLE RETROFIT CONTROL TECHNOLOGY means an emission limitation that is based on the maximum degree of reduction achievable, taking into account environmental, energy, and economic impacts by each class or category of source.

(j) COGENERATION PROJECT means a project which:

(1) makes sequential use of exhaust steam, waste steam, heat or resultant energy from an industrial, commercial, or manufacturing plant or process for the generation of electricity; or

(2) makes sequential use of exhaust steam, waste steam, or heat from a thermal power plant, in an industrial, commercial, or manufacturing plant or process.

For the purposes of this definition, the "industrial, commercial or manufacturing plant or process" shall not be a thermal power plant or portion thereof. A cogeneration project shall not consist of steam or heat developed solely for electrical power generation. To qualify as a cogeneration project, the processes

listed in paragraphs (j)(1) and (j)(2) above must meet the conditions specified in Public Resources Code Section 25134.

(k) EMISSION LIMITATION is a federally enforceable permit condition limiting emissions from a discrete operation, unit or other pollutant emitting source.

(l) EMISSION REDUCTION CREDIT (ERC) means the amount of emissions reduction which is verified and determined to be eligible for credit at a facility in accordance with all District rules and regulations. An ERC represents final eligible emission reductions and may be used as such, in accordance with the provisions of Regulation XIII.

(m) ESSENTIAL PUBLIC SERVICE includes:

(1) sewage treatment facilities, which are publicly owned or operated, and consistent with an approved regional growth plan;

(2) prisons;

(3) police facilities;

(4) fire fighting facilities;

(5) schools;

(6) hospitals;

(7) construction and operation of a landfill gas control or processing facility;

(8) water delivery operations; ~~and~~

(9) public transit~~.~~; and

(10) composting operations subject to Rule 1133.3 that are vented to an emission control system that reduces VOCs and ammonia equal to or greater than 80 percent by weight.

(n) EXEMPT COMPOUNDS are as defined in Rule 102.

(o) EXPIRED PERMIT SOURCE SHUTDOWN CREDITS (EPSSC) means any source for which permits have expired and cannot be reactivated or re-instated, and for which the District claims the emission credits.

(p) FACILITY means any source or group of sources or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined

in 40 CFR Section 55.2. Such above-described groups, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one facility. Sources or installations involved in crude oil and gas production in Southern California Coastal or OCS Waters and transport of such crude oil and gas in Southern California Coastal or OCS Waters shall be included in the same facility which is under the same ownership or use entitlement as the crude oil and gas production facility on-shore.

(q) FEDERALLY ENFORCEABLE means all permit limitations and conditions which are enforceable by the EPA Administrator.

(r) MAJOR MODIFICATION means any modification, as specified in subdivision (x), at an existing major polluting facility, as specified in subdivision (s), that will cause;

(1) an increase of one pound per day or more, of the facility's potential to emit oxides of nitrogen (NO_X) or volatile organic compounds (VOCs), provided the facility is located in the South Coast Air Basin or the Riverside County portion of the Salton Sea Air Basin, or

(2) an increase of 40 tons per year or more, of the facility's potential to emit oxides of sulfur (SO_X), or

(3) an increase of 15 tons per year or more, of the facility's potential to emit particulate matter with an aerodynamic diameter of less than or equal to a nominal ten microns (PM_{10}); or,

(4) an increase of 50 tons per year or more, of the facility's potential to emit carbon monoxide (CO).

For an existing major polluting facility located in the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin, major modification means any modification that will cause an increase of 25 tons per year or more, of the facility's potential to emit NO_X or VOCs; whereas the requirements for SO_X, PM_{10}, and CO are as specified above in paragraphs (r)(2), (r)(3), and (r)(4).

(s) MAJOR POLLUTING FACILITY means any facility located in the South Coast Air Basin which emits or has the potential to emit the following amounts or more:

Volatile Organic Compounds (VOCs)	(10) tons per year
Nitrogen Oxides (NO_x)	(10) tons per year
Sulfur Oxides (SO_x)	(70) tons per year

Particulate Matter (PM_{10})	(70) tons per year
Carbon Monoxide (CO)	(50) tons per year

For any facility located in the Riverside County portion of the Salton Sea Air Basin, major polluting facility means any facility which emits or has the potential to emit the following amounts or more:

Volatile Organic Compounds (VOCs)	(10) tons per year
Nitrogen Oxides (NO_x)	(10) tons per year
Sulfur Oxides (SO_x)	(70) tons per year
Particulate Matter (PM_{10})	(70) tons per year
Carbon Monoxide (CO)	(100) tons per year

For any facility located in the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin, major polluting facility means any facility which emits or has the potential to emit the following amounts or more:

Volatile Organic Compounds (VOCs)	(100) tons per year
Nitrogen Oxides (NO_x)	(100) tons per year
Sulfur Oxides (SO_x)	(100) tons per year
Particulate Matter (PM_{10})	(100) tons per year
Carbon Monoxide (CO)	(100) tons per year

(t) MINOR FACILITY means any facility that is not a major polluting facility.

(u) MOBILE SOURCE means a device by which any person or property may be propelled, moved, or drawn upon a roadway, stationary rails or tracks, waterways, or through the atmosphere, and which emits air contaminants.

(v) MOBILE SOURCE EMISSION REDUCTION CREDIT (MSERC) means any credit for emission reductions generated pursuant to a state and federally approved mobile source credit generation rule for stationary source use as an offset under Regulation XIII.

(w) MODELING means using an air quality simulation model, based on specified assumptions and data, and which model is approved by the EPA and has been approved in writing by the Executive Officer or designee.

(x) MODIFICATION means any physical change in equipment, change in method of operation, or an addition to an existing facility, which may cause the issuance of air contaminants. Routine maintenance and/or repair shall not be considered a physical change. A change in the method of operation of equipment, unless previously limited by an enforceable permit condition, shall not include:

(1) an increase in the production rate, unless such increase will cause the maximum design capacity of the equipment to be exceeded.

(2) an increase in the hours of operation.

(3) a change in operator of a facility.

(y) NEW SOURCE REVIEW (NSR) BALANCE means the sum of the emission increases, decreases, and offsets as listed in District records, and approved by the Executive Officer or designee that has been determined at a facility pursuant to the District's New Source Review rules since October 8, 1976 to December 7, 1995. Under no circumstances shall the New Source Review Balance be greater than the facility's potential to emit or less than zero.

(z) NONATTAINMENT AIR CONTAMINANT means any air contaminant for which there is a national or state ambient air quality standard, or precursor to such air contaminant, which:

(1) has been designated "nonattainment" pursuant to the California Air Resources Board in accordance with Section 39607 of California Health & Safety Code; or

(2) has been designated "nonattainment" pursuant to final rulemaking by the EPA as published in the Federal Register.

(aa) OZONE DEPLETING COMPOUNDS (ODCs) are as defined in Rule 102.

(ab) PERMANENT means that emission reductions used to offset emission increases are assured for the life of the corresponding increase, whether unlimited or limited in duration.

(ac) PERMIT UNIT means any article, machine, equipment, or other contrivance, or combination thereof, which may cause or control the issuance of air contaminants that is not exempt from permit requirements.

(ad) POTENTIAL TO EMIT means the amount of pollutants calculated (1) using a calendar monthly average, and, (2) on a pound-per-day basis from permit

conditions which directly limit the emissions, or, when no such conditions are imposed, from:

(1) the maximum rated capacity; and

(2) the maximum daily hours of operation; and

(3) the physical characteristics of the materials processed.

Fugitive emissions associated with the source shall be included in the potential to emit.

(ae) PM_{10} means particulate matter with aerodynamic diameter of less than or equal to a nominal 10 microns as measured by an applicable reference test method.

(af) PRECURSOR means a substance that, when released to the atmosphere, forms or causes to be formed or contributes to the formation of another or secondary air contaminant for which a national ambient air quality standard has been adopted, or whose presence in the atmosphere will contribute to the violation of one or more national ambient air quality standards. Precursors and secondary pollutants include:

PRECURSORS	SECONDARY POLLUTANTS
Volatile Organic Compounds (VOCs)	a) photochemical oxidant (ozone) b) the organic fraction of suspended particulate matter
Nitrogen Oxides (NO_x)	a) nitrogen dioxide (NO_2) b) the nitrate fraction of suspended particulate matter c) photochemical oxidant (ozone)
Sulfur Oxides (SO_x)	a) Sulfur dioxide (SO_2) b) sulfates (SO_4) c) the sulfate fraction of suspended particulate matter

(ag) QUALIFYING FACILITY means a power generating facility which:

(1) produces electric energy solely by the use, as a primary energy source, of biomass, waste, renewable resources, geothermal resources, or any combination thereof; and

(2) has a power production capacity which, together with any other facilities located at the same site, is not greater than 80 megawatts; and

(3) is determined by the Federal Energy Regulatory Commission (FERC), by rule, to meet such requirements (including fuel use, fuel efficiency, and reliability) as the Commission may, by rule, prescribe; and

(4) is owned by a person not primarily engaged in the generation or sale of electric power, other than electric power solely from cogeneration facilities or facilities meeting the provisions of subparagraphs (ag)(1) and (ag)(2).

(ah) QUANTIFIABLE EMISSIONS means that the emission reductions eligible for ERCs were calculated both before and after the reduction using the same method and averaging time

(ai) RELOCATED MINOR FACILITY means, for the purposes of BACT applicability pursuant to Rule 1306, paragraph (d)(3), any facility, that is undergoing or has undergone a relocation of all its permitted sources and associated operations and, that has been under the same ownership for two or more years at the same location, as demonstrated to the satisfaction of the Executive Officer. A relocated minor facility shall be a minor facility at the relocated site, in accordance with the provisions of subdivisions (p) and (t).

(aj) RELOCATION means the removal of an existing source from one parcel of land in the District and installation on another parcel of land where the two parcels are not in actual physical contact and are not separated solely by a public roadway or other public right-of-way.

(ak) RESOURCE RECOVERY PROJECT means a project which uses municipal waste, refuse-derived, biomass-derived or other nonfossil fuels for useful energy generation within the same basin that the fuel was generated.

(al) SHORT TERM CREDIT (STC) means any credit for emission reductions that is valid only during specific years and for specific quantities. STCs consist of Short Term ERCs (STERCs), Mobile Source ERCs (MSERCs) and Area Source ERCs (ASERCs).

(am) SHORT TERM EMISSION REDUCTION CREDIT (STERC) means any ERC which has been divided in whole or part, for a period of no more than seven years and is issued in one year increments for use as a STC.

(an) SMALL BUSINESS means for BACT determination purposes only, any business which meets all of the following criteria:

(1) the number of employees is 100 or less;

(2) the total gross annual receipts are $2,000,000 or less;

(3) be privately held and not publicly traded;

(4) not be a major stationary source;

(5) be subject to Regulation XIII and not Rule 2005(RECLAIM); and

(6) if legally affiliated with another business, the combined activities shall meet the above requirements.

A facility is a major stationary source if it is subject to Regulation XXX - Title V Permits based on subdivision (a) of Rule 3001 - Applicability or is a major polluting facility as determined in this regulation.

(ao) SOURCE means any permitted individual unit, piece of equipment, article, machine, process, contrivance, or combination thereof, which may emit or control an air contaminant. This includes any permit unit at any non-RECLAIM facility and any device at a RECLAIM facility.

(ap) VOLATILE ORGANIC COMPOUNDs (VOCs) are as defined in Rule 102.

ATTACHMENT G

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report

Proposed Amended Rule 1302 – Definitions

August 2026

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EXECUTIVE SUMMARY

California Senate Bill 1383 (SB 1383) requires organic waste diversion from landfills. The legislature recognized that significant investment is required to develop organics recycling capacity and local funding mechanisms are needed to support the expansion of organics recycling capacity. The law aims to reduce methane emissions by reducing organic waste in landfills. It mandates statewide residential and commercial organic waste collection to compost or recycle food scraps, yard waste, and paper. These materials would otherwise continue to be deposited in landfills ultimately generating methane which is a greenhouse gas.

Rule 1302 – Definitions (Rule 1302) defines terms used in Regulation XIII – New Source Review (NSR). The purpose of Proposed Amended Rule 1302 (PAR 1302) is to update the definition of Essential Public Service to include composting operations vented to emission control systems that reduce emissions by 80 percent or greater by weight that are subject to Rule 1133.3 – Emission Reductions from Composting Operations (Rule 1133.3). The proposed amendment addresses composting operations impacted by increased organic waste diversion away from landfills as required by SB 1383. South Coast AQMD is identifying composting operations as Essential Public Services, granting access to emission offsets in the Priority Reserve.

PAR 1302 will allow composting operations which meet emission reduction requirements to access offsets from the Priority Reserve, which could lead to emission reductions when compared to an emission baseline of windrow composting. PAR 1302 will not require the use of aerations systems or enhanced emission controls and therefore, there will be no additional costs from the adoption of PAR 1302. However, PAR 1302 will eliminate offset costs for facilities opting to use aerations systems or enhanced emission controls.

PAR 1302 was developed through a public process. One Working Group meeting was held on February 25, 2025. A Public Workshop was held on June 2, 2026.

CHAPTER 1: BACKGROUND

INTRODUCTION

BACKGROUND

REGULATORY BACKGROUND

AFFECTED FACILITIES AND EQUIPMENT

PUBLIC PROCESS

INTRODUCTION

Rule 1302 defines terms used in Regulation XIII – New Source Review (NSR). The purpose of PAR 1302 is to expand the definition of Essential Public Service to include composting operations vented to emission control systems that reduce emissions by 80 percent or greater. The proposed amendment is needed to address composting operations impacted by increased organic waste diversion away from landfills as required by SB 1383[1]. SB 1383 states that the California Legislature finds and declares significant investment is required to develop organics recycling capacity and local funding mechanisms are needed to support the expansion of organics recycling capacity. South Coast AQMD is identifying composting operations as Essential Public Services, granting access to emission offsets in the Priority Reserve.

BACKGROUND

California Senate Bill 1383 requires organic waste diversion from landfills. The law aims to reduce methane emissions by reducing organic waste in landfills by 75 percent[2]. It mandates statewide residential and commercial organic waste collection to compost or recycle food scraps, yard waste, and paper. These materials would otherwise continue to be deposited in landfills ultimately generating methane which is a greenhouse gas.

Figure 1-1: Organic Waste Diversion

Composting is the aerobic decomposition of organic, carbon-based wastes and other feedstocks to produce a biologically-stable nutrient-rich soil amendment and usable byproducts. Common feedstocks for composting include: chipped and ground greenwaste; chipped and ground woodwaste and associated byproduct sawdust; and chipped and ground foodwaste. Under favorable biological conditions with consideration for temperature, moisture, oxygen levels, and pile shape, naturally-occurring bacteria, archaea, and other organisms consume the wastes and its byproducts for energy and reproduction[3]. The elevated temperatures of composting also reduce pathogens like E. coli and other coliform bacteria and destroy weed seeds[4]. Some specialized organisms consume VOC and ammonia as energy sources, such as the nitrifying bacteria Nitrosomonas. Composting and stockpiling prior to composting are associated with VOC and ammonia emissions[5].

Figure 1-2: Windrow Composting

[1] CalRecycle: https://calrecycle.ca.gov/Organics/SLCP/collection/
[2] CalRecycle: https://calrecycle.ca.gov/organics/slcp/ SB 1383 also has provisions to address livestock and dairy manure management operations, but there are not any demonstrated issues or concerns for consideration of those operations to be in the scope of PAR 1302.
[3] U.S. EPA: https://www.epa.gov/sustainable-management-food/approaches-composting
[4] Composting Magazine: https://www.compostmagazine.com/compost-pathogen-elimination/
[5] Environmental Science and Technology: https://pubs.acs.org/doi/pdf/10.1021/acs.est.2c05846

Composting operations are subject to Rule 1133.3. Facilities may windrow compost with best management practices including a six-inch-thick cover of finished compost or compost overs and adequately wetting the piles prior to turning. Rule 1133.3 best management practices reduce VOC emissions by 40% and ammonia emissions by 20%[6]. Alternatively, facilities can compost utilizing aeration systems that ventilate compost piles, accelerating decomposition, albeit with higher initial capital costs. Rule 1133.3 aeration systems are required to be vented to emission control systems that reduce VOC and ammonia emissions by 80 percent or greater by weight. Benefits of controlled aeration systems, as compared to windrow composting, include reduced VOC and ammonia emissions, less handling, smaller area required to compost similar tonnage, and a faster composting process; composting with aeration systems is roughly twice as fast as windrow composting[7]. This process differs from co-composting where the feedstock includes at least 20% bio-solids and is subject to Rule 1133.2 – Emission Reductions from Co-Composting Operations (Rule 1133.2).

Figure 1-3: Aeration System Composting

Some composting facilities are seeking to change their windrow composting operations to aeration systems to increase throughput while not having to increase acreage. On a facility basis, doing so will likely result in similar or reduced VOC and ammonia emissions. Emissions of short-lived climate pollutants such as methane are expected to decrease. Windrow composting operations are not "equipment" and thus do not require a permit with South Coast AQMD pursuant to Rule 203 – Permit to Operate. Sources of pollution that are associated with equipment (i.e. aeration systems) and equipment that controls air pollution equipment require air permits to ensure emission reductions are occurring.

REGULATORY BACKGROUND

NSR is a regulatory program required by the federal and state Clean Air Acts that is designed to protect air quality as new or modified sources (equipment or processes) are permitted. Before a permit is issued, NSR ensures that the new or modified source meets Best Available Control Technology (BACT) at the time of permitting and an emission increase is offset by emission reductions from other existing sources. The purpose of NSR is to ensure that emission increases from new and modified sources do not interfere with the progress towards meeting the National Ambient Air Quality Standards (NAAQS) and state ambient air quality standards, while ensuring that future economic growth and facility modernization are not unnecessarily restricted.

South Coast AQMD Regulation XIII – New Source Review (Regulation XIII), sets forth the federal and state mandated pre-construction review program for new, modified, or relocated sources in the South Coast AQMD jurisdiction. Under Regulation XIII, a permit action that results

[6] South Coast AQMD Final Staff Report for Proposed Amended Rule 1133 Series – Composting, Chipping and Grinding, and Related Operations https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-sep5-031.pdf?sfvrsn=86dc6d7e_6

[7] Approaches to Composting, U.S. EPA https://www.epa.gov/sustainable-management-food/approaches-composting

in an emission increase of any nonattainment air contaminant[8] generally must install Best Available Control Technology[9], conduct a modeling analysis[10], and offset emission increases.

Regulation XIII requires offsets for any permitting action that results in an emission increase of greater than or equal to one pound per day of any nonattainment air contaminant. Most organic waste is sent to landfills where construction and operation of a landfill gas control or processing facility qualifies as an Essential Public Service. Windrow composting does not require an air permit, so NSR is not triggered, and therefore offset requirements of NSR are not triggered. However, because aeration systems and associated controls require an air permit, permits are subject to NSR, and therefore offsets are required.

Regulation XIII establishes applicability requirements and provisions for generating and using emission offsets. Under Regulation XIII there are two types of offsets: Open Market and the Internal Account. The Open Market allows individual entities to hold, buy, sell, and transfer Emission Reduction Credits (ERCs) that can be used for offsetting requirements for new and modified sources. Quantification of ERCs is specified under Rule 1306 – Emission Calculations and the process to generate an ERC is established in Rule 1309 – Emission Reduction Credits and Short Term Credits. Use of the Internal Account is specified under Rule 1315 – Federal New Source Review Tracking System.

The Internal Account is funded primarily by facility shutdowns. Offsets from the Internal Account are available to sources that are exempted from South Coast AQMD offset requirements including federal nonattainment NSR sources pursuant to Rule 1315. Sources with a Potential to Emit less than four tons per year utilize offset exemptions pursuant to Rule 1304 – Exemptions. Rule 1309.1 – Priority Reserve allocates offsets for Essential Public Services. Through the Internal Account, South Coast AQMD provides the NSR required offsets rather than the individual entity. There is no fee for using the Internal Account.

Rule 1302 defines Essential Public Service as applicable operations by type. Listed operations are the following:

- Sewage treatment facilities, which are publicly owned or operated, and consistent with an approved regional growth plan
- Prisons
- Police facilities
- Fire fighting facilities
- Schools
- Hospitals
- Construction and operation of a landfill gas control or processing facility
- Water delivery operation
- Public transit

[8] Based on National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) attainment status
[9] Regulation XIII also requires BACT for emission increases of ammonia and Ozone Depleting Compounds (ODCs)
[10] Regulation XIII does not require modeling for VOC and SOx

Most operations are listed with no qualifiers on type of activity (i.e. schools and hospitals), except for sewage treatment plants and certain landfill operations. Composting operations switching from windrows to aeration systems are requesting to be defined as an Essential Public Service to avoid the need to purchase ERCs to implement certain SB 1383 projects.

AFFECTED FACILITIES AND EQUIPMENT

PAR 1302 affects approximately 53 composting facilities within South Coast AQMD's jurisdiction based on Rule 1133 registrations and CalRecycle Solid Waste Information System (SWIS)[11]. Three of the 53 facilities already utilize aeration systems and are not expected to modify their operations. Of the remaining 50 facilities, 19 emit less than four tons of VOC per year, nine emit more than four tons of VOC per year but less than ten tons of VOC per year, and 22 emit more than ten tons of VOC per year. Almost two-thirds of the facilities are located in Riverside and San Bernardino Counties.

PUBLIC PROCESS

The development of PAR 1302 was conducted through a public process. One Working Group meeting was held on February 25, 2026. The Working Group is composed of representatives from public agencies, consultants, equipment providers, environmental and community representatives, and other interested parties. The purpose of the Working Group meetings is to discuss details of the proposed rule and to listen to concerns with the objective to build consensus and resolve key issues. Additionally, a Public Workshop was held on June 2, 2026. The purpose of the Public Workshop was to present the proposed rule language to stakeholders and to solicit comment. Staff also conducted multiple site visits as part of this rulemaking process.

[11] CalRecycle SWIS Facility/Site Search https://www2.calrecycle.ca.gov/SolidWaste/Site/Search

CHAPTER 2: PROPOSED AMENDED RULE 1302

INTRODUCTION
PROPOSED AMENDED RULE 1302

INTRODUCTION

Rule 1302 defines terms used in Regulation XIII. PAR 1302 will amend the definition of Essential Public Service to include composting operations which meet the specified emission reduction requirement. Minor stylistic changes are made for consistency.

PROPOSED AMENDED RULE 1302

Subdivision (m) ─ Essential Public Service

The purpose of this amendment is to include composting operations vented to an emission control system that reduce emissions by 80 percent or greater as specified in Rule 1133.3 as an Essential Public Service. The methodology to determine emission control efficiency is also specified in Rule 1133.3. This will allow facilities that utilize an aeration system with emission controls or another composting process with equal or better emission reductions qualified to draw from a pool of credits established every quarter pursuant to Rule 1309.1 (a).

Rule 1133.3 defines Composting Operations and includes provisions on how to determine control efficiency for composting operations. Rule 1133.3 is to be utilized when determining applicability for Rule 1302. Rule 1133.3 subdivision (b) specifies applicability. Similarly, Rule 1133.3 contains the methodology for determining control efficiency. Rule 1133.3 subparagraph (d)(3)(A) – Aeration System Vented to Control System delineates the methodology which allows facilities to 1) compare inlet and outlet concentrations of VOC and ammonia; 2) utilize standard baseline emission factors; or 3) derive operation-specific baseline emission factors approved by the Executive Officer. Co-composting operations subject to Rule 1133.2 are not included in this definition.

However, the proposed amendment should not be construed to be limited to aeration systems with emission controls. Further improvements and efficiencies of composting operations are expected and any technology that can demonstrate a control efficiency of 80 percent or greater by weight utilizing one of the methodologies above are defined as an Essential Public Service.

Two major considerations were evaluated when determining if composting operations should be included as an Essential Public Service. First is if the service provided to the public is a critical infrastructure needed to maintain health, safety, and societal function. While this could be interpreted broadly, South Coast AQMD has limited the list to core services that provide public health and emergency services (hospital, police, fire fighting, prison), public transit, water supply, schools, and waste management (sewage treatment and landfill gas control). Inclusion of composting operations is consistent with South Coast AQMD's earlier designation of landfill gas control or processing as an Essential Public Service. Increased composting is directly associated with organic waste diversion mandated by California Senate Bill 1383. Without organic waste diversion, the organic waste would have been deposited in a landfill and the emissions would have been generated at landfill gas control or processing facility.

The second major consideration was the availability of sufficient offsets when expanding the definition of Essential Public Service. The funding of the Priority Reserve offsets is made on a quarterly basis as noted in Table 2-1 below:

Table 2-1: Quarterly Allocation of Priority Reserve[12]

Air Contaminant	Quarterly Allocation (pounds per day)	Quarterly Allocation (tons per day)
VOC	500	0.25
NOx	250	0.13
SOx	60	0.03
PM10	125	0.06

Over time, the offset balance in the Priority Reserve has grown. Current Priority Reserve offset balance is provided in Table 2-2 below.

Table 2-2: Current Priority Reserve Offset Balance (Dec 2025)

Air Contaminant	Current Balance (tons per day)
VOC	31.36
NOx	9.63
SOx	0.92
PM10	5.24

The current emission inventory from all composting operations in the South Coast Air Basin is 2.0 tons of VOC per day based on emission reporting and emission estimates from Rule 1133.3[13]. Three of the 53 existing composting operations already utilize aeration systems. The remaining 50 composting operations currently utilize windrow composting in the South Coast Air Basin have an annual throughput of 540,000 tons per year. At an emission rate of 2.55 pounds of VOC per ton of compost, current emissions from windrow composting are 1.9 tons per day. As noted earlier, switching to an aeration system would roughly double throughput to approximately 1.1 million tons per year. The emission rate for composting with an aeration system is 0.85 pounds of VOC per ton of compost. Thus, doubling the throughput by use of aeration systems would result in 1.3 tons of VOC emissions per day of VOC emissions, a decrease of 0.6 tons per day. However, because these operations would now require air permits and need offsets pursuant to Regulation XIII, 1.6 tons per day of VOC offsets would be necessary. The estimated cost to purchase the offsets on the Open Market would be $11.2 million based on an Open Market VOC ERC price of $7,200,000 per ton per day ($20,000 per ton) of VOC offset[14].

In a worst-case scenario, an additional 2.6 million tons of waste per year could be composted if all organic waste occurring in the South Coast Air Basin was diverted to composting operations for a total of 3.2 million tons processed. Assuming that 1.1 million tons of organic waste would be processed via aeration system by the 50 existing composting operations, emissions are estimated

[12] South Coast AQMD Rule 1309.1 https://www.aqmd.gov/docs/default-source/rule-book/reg-xiii/rule-1309-1-priority-reserve.pdf?sfvrsn=4

[13] South Coast AQMD, PAR 1133 Series Final Staff Report https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-sep5-031.pdf?sfvrsn=86dc6d7e_6

[14] https://www.aqmd.gov/home/research/documents-reports/erc-transaction-report-archive

to be 1.3 tons of VOC per day. The remaining 2.1 million tons of additional organic waste composted via aeration system would result in an increased 2.4 tons of VOC emission per day. Approximately 3.7 tons per day of offsets would be required at a cost of $31 million on the Open Market. Current Priority Reserve VOC balance is more than 31 tons per day and increasing due to current low demand. The addition of composting operations to the Essential Public Service definition could be adsorbed by the Priority Reserve without jeopardizing the availability, even in the worst-case scenario.

Under the same worst-case scenario, the associated VOC offset demand would also remain below the cumulative net emission increase threshold established in Rule 1315 Table B – Cumulative Net Emission Increase Thresholds for the year 2026 (20.23 tons per day of VOC). With an estimated offset requirement of approximately 3.7 tons per day, the total would not approach the applicable annual cumulative threshold for VOC emissions, indicating that even under conservative assumptions, the demand for offsets from increased composting operations would not trigger the backstop provisions of Rule 1315[15]. Under the worst-case scenario, the level of increased composting activity would remain consistent with South Coast AQMD's NSR framework and should not constrain future permitting actions that rely on offsets from the Internal Account or the Priority Reserve.

It should be noted that worst case scenario is extremely unlikely. While the potential offset costs are sizable, the purchase cost of the land necessary to do the composting would easily dwarf the cost of the offsets. Decades ago, South Coast AQMD was home to a large agriculture and ranching industry that used finished compost as a soil amendment, such as the hay fields that supported the dairy industry in the Chino-Corona area, at one time the most productive source of fresh milk in the United States. However, in the 21st century, these areas formerly used for agriculture or ranching now support residential homes, warehousing, or other industries. The demand for finished compost within South Coast AQMD is low and local officials report issues with excess finished compost at their facilities. Staff understands that already organic waste is being diverted to areas outside of the South Coast Air Basin that have robust agriculture and ranching activity where the finished compost will be used.

[15] South Coast AQMD Status Report on Regulation XIII – New Source Review: https://www.aqmd.gov/docs/default-source/agendas/governing-board/2025/2025-sep5-018.pdf?sfvrsn=80df6d7e_2

CHAPTER 3: IMPACT ASSESSMENTS

INTRODUCTION

EMISSION REDUCTIONS

COSTS

SOCIOECONOMIC IMPACT ASSESSMENT

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

DRAFT FINDINGS UNDER HEALTH AND SAFETY CODE SECTION 40727

COMPARATIVE ANALYSIS

INTRODUCTION

Impact assessments were conducted as part of PAR 1302 rule development to assess the environmental and socioeconomic implications. These impact assessments include costs, emission reductions, socioeconomic impacts, and a California Environmental Quality Act (CEQA) analysis. Staff prepared draft findings and a comparative analysis pursuant to Health and Safety Code Sections 40727 and 40727.2, respectively.

EMISSION REDUCTIONS

The proposed amendment to Rule 1302 does not impose a new or more stringent emissions limit or standard. PAR 1302 will allow composting operations which meet emission reduction requirements to access offsets from the Priority Reserve, which could lead to emission reductions when compared to an emission baseline of windrow composting. However, PAR 1302 does not mandate the use of aerations systems or enhanced emission controls.

COSTS

PAR 1302 will not require the use of aerations systems or enhanced emission controls and therefore, there will be no additional costs from the adoption of PAR 1302. However, PAR 1302 will eliminate offset costs for facilities opting to use aerations systems or enhanced emission controls.

SOCIOECONOMIC IMPACT ASSESSMENT

A socioeconomic impact assessment is not required by Health and Safety Code Sections 40440.8 and 40728.5 because PAR 1302 contains administrative changes that will not significantly affect air quality or emission limitations, and thus, will not result in significant socioeconomic impacts.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 1302) is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3). A Notice of Exemption ~~will be~~has been prepared pursuant to CEQA Guidelines Section 15062 and if the proposed project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

DRAFT FINDINGS UNDER HEALTH AND SAFETY CODE SECTION 40727

Requirements to Make Findings

Health and Safety Code Section 40727 requires that the Governing Board make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the staff report. In order to determine compliance with Health and Safety Code Section 40727, Health and Safety Code Section 40727.2 requires a

written analysis comparing the proposed amended rule with existing regulations, if the rule meets certain requirements.

Necessity

A need exists to amend PAR 1302 to address composting operations impacted by increased organic waste diversion required by California Senate Bill 1383.

Authority

The South Coast AQMD obtains its authority to adopt, amend, or repeal rules and regulations pursuant to Health and Safety Code Sections 39002, 40000, 40001, 40440, 40702, 40725 through 40728, and 41508.

Clarity

PAR 1302 is written or displayed so that its meaning can be easily understood by the persons directly affected by them.

Consistency

PAR 1302 is in harmony with and not in conflict with or contradictory to existing statutes, court decisions, or state or federal regulations.

Non-Duplication

PAR 1302 will not impose the same requirements as any existing state or federal regulations. The proposed rules are necessary and proper to execute the powers and duties granted to, and imposed upon, the South Coast AQMD.

Reference

In amending this rule, the following statutes which the South Coast AQMD hereby implements, interprets or makes specific are referenced: Health and Safety Code Sections 39002, 40001, 40406, 40702, 40440, and 40725 through 40728.5.

COMPARATIVE ANALYSIS

PAR 1302 does not impose a new or more stringent emissions limit or standard, or a new or more stringent monitoring, reporting, or recordkeeping requirement. Therefore, consistent with Health and Safety Code Section 40727.2 (g), no comparative analysis is required.

APPENDIX A: RESPONSE TO PUBLIC COMMENTS

PUBLIC WORKSHOP COMMENTS
COMMENT LETTERS

Public Workshop Comments

Public Workshop Commenter #1: David Rothbart – Clean Water SoCal

The commenter expressed the following:

1a) The proposal excludes co-composting. Co-composting also would take some food waste (organic waste) and including co-composting would be more consistent with the intent of supporting food waste diversion.

1b) The amended definition should be restricted to just the public sector. It would be better suited for the composting to be done by the public sector.

Staff Response to Public Workshop Commenter #1

1a) SB 1383 requires diversion of organic waste away from landfills. Landfills have options of where to redirect the waste including biomass conversion, digestion, and composting. Of those options, landfills are expected to divert much of their organic waste to composting operations subject to Rule 1133.3.

Co-composting is associated with wastewater treatment rather than landfills. While co-composting operations may wish to augment their portfolio by taking additional food waste that would otherwise be sent to a landfill, the proposal does not incentivize that business opportunity by providing offsets through the Essential Public Service provision.

Additionally, co-composting operations with emission control systems required by Rule 1133.2 are already subject to permitting. Therefore, unlike windrow composting, existing co-composting operations which accept organic waste to support SB 1383 goals would not be starting from a zero baseline when determining the amount of required offsets.

1b) SB 1383 requires organic waste diversion from landfills, both public and private. The existing definition for essential public service applies to landfill gas control or processing facilities, both public and private. The requirements for compliance with Rule 1133.3 are the same for both public and private operations. Inclusion of composting operations as an Essential Public Service for both public and private operations is consistent with South Coast AQMD's earlier designation of landfill gas control or processing as an Essential Public Service.

Increased composting is directly associated with organic waste diversion mandated by SB 1383. Without organic waste diversion, the organic waste would have been deposited in a landfill and the emissions would have been generated at landfill gas control or processing facility. Limiting the definition for Essential Public Service to just public composting operations would create an unfair playing field tilted in favor of public operations when the driver to address SB 1383 requirements is the same to both public and private landfills.

Public Workshop Commenter #2: Casey Corliss – OC Waste and Recycling

The commenter expressed the following:

2) OC Waste and Recycling supports the District's recognition that composting operations constitute critical infrastructure needed to maintain health, safety, and basic functioning of our communities.

Staff Response to Public Workshop Commenter #2

2) Thank you for your support.

Public Workshop Commenter #3: Bill Quinn – California Council for Environmental and Economic Balance (CCEEB)

The commenter expressed the following:

3) CCEEB supports the proposal, as is, with respect to allowing both private and public sectors access to the Priority Reserve.

Staff Response to Public Workshop Commenter #3

3) Thank you for your support.

Public Workshop Commenter #4: Bill LaMarr – California Alliance of Small Business Associations

The commenter expressed the following:

4) The definitions in Rule 1302, Rule 102 – Definition of Terms, and the federal definition for small business differ. Is there any consideration for changing the definition in Rule 102 to be consistent with this rule and better reflect the true size of a small business?

Staff Response to Public Workshop Commenter #4

4) Changing the definition of Rule 102 is beyond the scope of amending Rule 1302. The inclusion of "small business" in Rule 102 is to provide monetary relief from permit fees while Rule 1302 applies to New Source Review. In that view, there is no need for consistency between the two rules as they serve different purposes. However, to the commenter's second point, the number of employees and gross annual receipt figures were established more than 30 years ago and could be ripe for reevaluation, particularly when considering inflation.

Public Workshop Commenter #5: David Rothbart – Clean Water SoCal
The commenter expressed the following:

5) Rule 1133.2 requires a total enclosure. Would that establish your floor for Best Available Control Technology (BACT)? If so, that is a huge economic burden on facilities.

Staff Response to Public Workshop Commenter #5

5) Rule 1133.2 requires the active phase of composting to be conducted within the confines of an enclosure. BACT for a total enclosure, or any activity related to co-composting is listed as compliance with Rule 1133.2. If Rule 1133.2 were to be amended to require something besides an enclosure, the new requirements would presumably become BACT.

Comment Letters

Comment Letter #1

CALIFORNIA COMPOST COALITION

June 3, 2026

Michael Morris
Planning, Rule Development, and Implementation
South Coast Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765

RE: Proposed Amended Rule 1302

Dear Mr. Morris:

On behalf of the California Compost Coalition (CCC), I am writing to express our strong support for Proposed Amended Rule 1302 which would amend the definition of Essential Public Service to include composting operations under specific circumstances, allowing qualified operations to draw from a pool of credits from the Priority Reserve. Being defined as an Essential Public Service will eliminate offset costs for qualified operators, enabling the development of composting infrastructure within the South Coast AQMD.

California Compost Coalition is a coalition of organic material recyclers and compost operators located across the state that share a unified vision to increase the recycling of organic materials, as required under SB 1383, and further the use of clean compost as a way to: reduce organics in landfills, reduce greenhouse gas emissions, reduce the use of petro-based chemicals (fertilizers, pesticides, and herbicides) in agriculture and landscaping, reduce water consumption, and create green jobs in the district and throughout California. 1-1

Composters across California, and within the AQMD, have been hampered in the development of the necessary infrastructure to meet the lofty goals of SB 1383 by New Source Review requirements, and the costs of emissions reduction credits (ERCs) – or a lack of available ERCs – in many air districts. While the regulatory and financial challenges to SB 1383 infrastructure development are many, the measures presented in the proposed amendments to Rule 1302 will have a significant impact on helping mitigate some of the difficulties associated with ERC purchases.

For these reasons, CCC is pleased to support Proposed Amended Rule 1302.

Sincerely,

Neil Edgar
Executive Director

1822 21st Street • Sacramento, CA 95811 • (916) 739-1200 • Fax: (916) 739-1216
Neil@californiacompostcoalition.org • www.californiacompostcoalition.org

Staff Response to Comment Letter #1

Response to Comment 1-1

Thank you for your support.

Comment Letter #2

INLAND EMPIRE REGIONAL COMPOSTING AUTHORITY

12645 6th Street, Rancho Cucamonga, CA 91739
PO Box 2470 Chino Hills, CA 91709
Phone: (909) 993-1500 Fax: (909) 993-1510

Quality Products for Healthy Soil

June 16, 2026

Attention: Michael Morris
Planning and Rules Manager
South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Subject: Comments on Proposed Amended Rule 1302 – Essential Public Services Definition

Dear Mr. Morris:

On behalf of the Inland Empire Regional Composting Authority (IERCA), we appreciate the opportunity to comment on Proposed Amended Rule (PAR) 1302.

IERCA is a publicly owned Joint Powers Authority between the Inland Empire Utilities Agency (IEUA) and the Los Angeles County Sanitation Districts (LACSD). The facility provides regional biosolids management services, receiving material from IEUA, LACSD, and the Orange County Sanitation District, and supports wastewater treatment operations in Southern California.

IERCA supports the District's efforts to expand the Essential Public Services (EPS) definition to help meet SB 1383 organics diversion needs. We would like to raise a concern regarding the exclusion of co-composting facilities subject to Rule 1133.2.

Co-composting is a direct extension of wastewater treatment, which is already included in the EPS definition. As a potential solution for SB 1383, wastewater treatment facilities have the capacity to accept organic waste. This would result in an increase in biosolids production and create a greater need for co-composting operations. As SB 1383 implementation continues, co-composting plays an important supporting role.

IERCA's facility is subject to Rule 1133.2 and achieves approximately 80 percent emissions reduction efficiency. Since the proposal would extend EPS to composting facilities that meet a similar emissions reduction threshold, it would be reasonable to also consider co-composting facilities that demonstrate comparable emission reductions.

When IERCA was permitted, the facility was required to obtain emission reduction credits despite receiving biosolids from public wastewater agencies. The only consideration given was its proximity

2-1

Paul Hofer Vice Chairman | **Kevin Alexander** Director | **Margaret Finlay** Director | **Robert Ferrante** Director | **Jasmin A. Hall** Director | **Cory Moss** Director

to a wastewater treatment plant. This may be worth considering when evaluating the role of co-composting within the EPS definition.

IERCA respectfully requests that South Coast AQMD consider including co-composting facilities subject to Rule 1133.2 in the EPS definition when they demonstrate comparable emissions performance and support wastewater operations.

2-1 (cont.)

Thank you for your consideration.

Sincerely,

Arin Boughan
Manager of Regional Composting Authority

Paul Hofer Vice Chairman | **Kevin Alexander** Director | **Margaret Finlay** Director | **Robert Ferrante** Director | **Jasmin A. Hall** Director | **Cory Moss** Director

Staff Response to Comment Letter #2

Response to Comment 2-1

Please see response to Public Workshop Comment 1a.

Comment Letter #3

COUNTY OF ORANGE
OC Waste&Recycling
Our Community. Our Commitment.

Thomas D. Koutroulis, Director
601 N. Ross Street, 5th Floor
Santa Ana, CA 92701

www.oclandfills.com
Telephone: (714) 834-4000
Fax: (714) 834-4183

June 16, 2026

South Coast Air Quality Management District
Attn: Wayne Nastri
21865 East Copley Drive
Diamond Bar, California 91765

Subject: Comments on Proposed Amendments to Rule 1302 – New Source Review Definitions and Scope

Dear Mr. Wayne Nastri,

OC Waste & Recycling (OCWR) is a public enterprise agency that operates one of the nation's premier solid waste infrastructure systems, including three compost greeneries, that serve residents and businesses across 34 cities and unincorporated communities.

We appreciate the District's extensive collaboration with the County to update Rule 1302 to align the regulation with ambitious statewide mandates. This amendment is critical to ensure that Rule 1302 supports the development and long-term viability of local organics-processing infrastructure, we respectfully submit the following recommendations.

At present, OCWR has 62 pending permit applications with the South Coast AQMD—22 of which directly support composting operations essential to achieving SB 1383's Short-Lived Climate Pollutant Reduction Strategy with a mandated 75 percent organic waste diversion for every jurisdiction. These permits not only serve to help achieve SB 1383 compliance goals but are also critical for maintaining operational compliance for our ongoing landfill management, maintenance and operations. OCWR is working to reduce emissions through diversion and increasing our efforts on landfill gas collection and control system.

OCWR appreciates the recognition that composting operations constitute Essential Public Services (EPS) necessary for maintaining community health, safety, and environmental protection and is necessary to comply with state law. However, to fully realize the organic waste diversion targets mandated by state law, we urge the District to broaden the EPS definition in Proposed Amended Rule (PAR) 1302 to clearly include **the entire composting operation**, encompassing both direct emissions and the full suite of processing equipment. Currently, PAR 1302 narrowly defines EPS as composting operations subject to Rule 1133.3 that are vented to an emission control system that reduces VOC and ammonia equal to or greater than 80 percent by weight. 3-1

OCWR Comments on PAR 1302

While this is a good start, this narrow EPS designation does not consider the broader scope involved in a composting operation needed to support SB 1383. To achieve the goals of SB 1383 there are a number of strategies from traditional windrow composting to diversion of organic food waste that are equally important. Each strategy involves different equipment and technologies to manage the collection programs implemented by various cities and to convert that material into a product that can be distributed as compost, mulch, or for renewable energy. Each of these products are included within SB 1383 as pathways for cities to meet their Recovered Organic Waste Product (ROWP) targets. By recognizing the broader spectrum of technologies and strategies to process organic waste, the District has the opportunity to develop Rule 1302 that fully aligns it with SB 1383.

For example, we respectfully request that the District extend this EPS classification—and any associated exemption provisions—to **organics processing facilities**, including preprocessing systems, depackaging equipment, grinding and material handling units, and all supporting mechanical and biological processes. Food waste processing facilities provide for the collection of commercial food waste in large volumes that traditionally cannot be composted through windrow composting or covered aerated static piles. Food waste processing facilities are operated in conjunction with diverting the material to an anaerobic digester that can generate renewable energy. These organics facilities are integral to SB 1383 compliance, as they provide the necessary capacity to divert organic materials that would otherwise enter the landfill. Treating organics processing as an EPS ensures that the infrastructure required for statewide organics diversion is not financially or operationally disadvantaged.

Failure to broaden the EPS definition to include all necessary composting and organic processing equipment could unintentionally hinder future investment in organics infrastructure, undermining the state's Short-Lived Climate Pollutant Reduction Strategy thus further preventing innovative solutions and collaboration. Ensuring these operations qualify as EPS also provides critical access to the Priority Reserve for offsets—particularly important given that Rule 317.1 contains no categorical exemption for Essential Public Services. Public agencies often operate largescale facilities classified as Major Stationary Sources. Without EPS recognition, they face significant financial liability for emissions generated while carrying out state mandated activities.

We also note that SCAQMD has previously determined that composting is an "integral part of the landfill," as reflected in our Title V permits. It would be inconsistent to treat these operations as unified for permitting purposes, but fragmented when identifying which components qualify as Essential Public Services. As organic waste previously disposed of in landfills is now processed on landfill property to meet SB 1383 requirements, the full composting and organic processing system should be recognized as an EPS.

For these reasons, OCWR respectfully urges the District to refine PAR 1302 to include both composting and organic processing emissions, along with all associated mechanical and biological processing equipment, within the definition of Essential Public Service. Proposed

3-1 (cont.)

2 | Page

OCWR Comments on PAR 1302

rule language is attached. These clarifications will ensure consistent regulatory treatment, protect public agencies from unintended financial burdens, and support the statewide effort to reduce organics disposal and achieve California's climate goals. 3-1 (cont.)

Thank you for your time and consideration of our comments. We appreciate the collaboration and look forward to the successful adoption of Proposed Amended Rule 1302. Please do not hesitate to reach out with any questions.

Sincerely,

Thomas D. Koutroulis
Director

cc: Michael Morris, AQMD

Attachments: Proposed Rule 1302(m) Language

3 | Page

OCWR Comments on PAR 1302

Proposed Rule 1302(m) Language:

ESSENTIAL PUBLIC SERVICE includes:

(1) sewage treatment facilities, which are publicly owned or operated, and consistent with an approved regional growth plan;
(2) prisons;
(3) police facilities;
(4) fire fighting facilities;
(5) schools;
(6) hospitals;
(7) construction and operation of a landfill gas control or processing facility;
(8) water delivery operations; and
(9) public transit.
(10) **composting operations**, and all supporting equipment necessary for the handling, storage, treatment, and processing of organic materials, including but not limited to green waste, biosolids, food scraps, manure, and agricultural waste, as well as all mechanical and biological components integral to composting.
Equipment qualifying under this provision includes, but is not limited to: screening systems, conveyors, grinders, chippers, turners, aeration systems, bagging equipment, stone removal systems, covered or enclosed processing areas, material handling units, and any ancillary systems required to convert organic materials into compost, mulch, or other products recognized under SB 1383 as Recovered Organic Waste Products (ROWPs).
(11) **organics processing operations**, and all related processing, material handling, and odor control equipment used to manage source separated organic materials.
This includes equipment such as: depackaging systems, preprocessing equipment, conveyors, storage tanks and silos, mechanical separators, pumps, mixing systems, grinding units, receiving and holding systems, and odor control systems including biofilters, carbon adsorption units, chemical scrubbers, misting systems, and enclosure ventilation systems, as well as any ancillary equipment required for the preparation of organic materials for beneficial use, including delivery to anaerobic digestion or renewable energy systems.

Staff Response to Comment Letter #3

Response to Comment 3-1

By way of background, the current proposed amendments to New Source Review Rule 1302 are in response to OC Waste and Recycling's original request to consider composting emissions due to organic waste diversion, required by SB 1383's Short-Lived Climate Pollutant Reduction Strategy, as an Essential Public Service. Pursuant to Rule 201 and Rule 203, use of equipment which may cause the issuance of air contaminants (e.g. aerated static pile composting) or may reduce or control the issuance of air contaminants (e.g. biofilter) require air permits for construction and operation. These sources are subject to New Source Review Rule 1303 requirements, which include BACT, modeling, and offsets. If the equipment is determined to be an Essential Public Service, it may qualify to utilize Priority Reserve emission credits instead of requiring procurement of ERCs available in the open market. The proposed addition of "composting operations subject to Rule 1133.3 that are vented to an emission control system that reduces VOC and ammonia equal to or greater than 80 percent by weight" to the Essential Public Service definition would allow OCWR's composting projects, which have been proposed to control VOC and ammonia emissions ranging from 80% to 95%, to qualify for Priority Reserve emission credits assuming Rule 1309.1(a)(3) requirements are met.

The South Coast AQMD recognizes every operation has upstream and downstream processes that are chosen to provide results one might be seeking (e.g., generating compost or mulch). However, these choices are business decisions. Prior to the passage of SB 1383, organic waste was sent to landfills. The current Essential Public Service definition includes construction and operation of landfill gas control or processing, which may qualify for access to Priority Reserve emission credits. Therefore, as proposed, composting operations may qualify to use Priority Reserve emission credits, consistent with the current Essential Public Service allowance for landfill gas processing equipment. Since *open* composting does not require a permit, any project requiring a permit starts with zero emission baseline under New Source Review. Therefore, even if the applicant is installing a less emissive composting process, all emissions from the less emissive composting process, such as aerated static pile composting, would be required to be offset. Recognizing the need for waste diversion combined with the need to offset all composting emissions, staff agreed to define these operations as Essential Public Service.

However, it should be noted that landfills have other equipment (e.g., engines driving landfill tippers, which "tip" refuse into the landfill) that do not meet the Essential Public Service definition. An initial assessment of the request to broaden the definition to include the entire composting operation and organics processing equipment estimates that approximately 0.5 tons per day of NOx, 0.3 tons per day of PM, 0.5 tons per day of VOC, and 0.7 tons per day of SOx Emission Offsets would potentially be drawn from the Internal Account. This represents nearly 80 percent of the available SOx Emission Offsets in the Priority Reserve. This could jeopardize future projects that rely on the Priority Reserve including other Essential Public Service facilities such as hospitals, water delivery, and transit. Additionally, ~~By~~ by broadening the Essential Public Service definition to include the entire composting operation and any organics processing facilities without guardrails or criteria, there would be no incentive for these operations to reduce their emissions and this request has the potential to drain the emission credits in the Priority Reserve and affect the permitting of other future Essential Public Service projects in our region. Given that the region fails to attain multiple health-based federal air quality standards, it is critical to not only implement all feasible measures to reduce air pollution, but to safeguard existing regulation by properly enforcing and not backsliding from any achievements.

OCWR has been engaged in the rulemaking process and had been supportive of the current approach staff has taken with the proposed amendments to Rule 1302. As recently as the Rule 1302 Public Workshop on June 2, OCWR staff voiced support for the current rule amendments and did not identify additional concerns. The recent comment letter is a substantial departure from OCWR's feedback during this public process and would require restarting the rulemaking process to further identify, define, and evaluate the scope of such a change, further delaying any changes to the rule. Therefore, we cannot accommodate your request to broaden the Essential Public Service definition at this time.

Comment Letter #4

Hi Mike,

Per our conversation, Clean Water SoCal appreciates the opportunity to comment on Proposed Amended Rule (PAR) 1302. We believe it is critical to support SB 1383 mandates by recognizing food waste diversion as an essential public service. While we support the inclusion of Rule 1133.3 facilities, co-composting facilities subject to Rule 1133.2 should also be included in the proposed essential public service definition.

Under the current framework, unless a co-composting facility is located within a wastewater treatment plant, access to the Priority Reserve is not permitted. However, no wastewater treatment plant in the South Coast Air Basin currently performs composting inside its facility boundaries. While several plants practiced on-site composting years ago, the practice was largely abandoned due to nuisance odors. 4-1

Because Rule 1133.2 is more restrictive than Rule 1133.3, any new co-composting facilities constructed in the future should be defined as essential public services. Ultimately, these facilities are required to process biosolids generated by wastewater treatment plants, making them an extension of the overall wastewater treatment process. Moreover, these facilities can accept food waste and should be incentivized to support SB 1383 goals.

In addition to including Rule 1133.2 facilities, we respectfully request that the proposed essential public services definition be limited exclusively to publicly owned and operated facilities. We have concerns regarding privately owned and operated landfills gaining access to the Priority Reserve for composting operations. While the existing essential public service definition covers landfill gas control or processing facilities, landfill gas management represents a fundamentally different public health dynamic. Collecting and processing landfill gas directly prevents fugitive emissions that would otherwise impact surrounding communities, which is clearly an essential public service. 4-2

This same dynamic does not apply to a private landfill that elects to construct a compost facility on its property. Operating such a facility can generate significant VOC emissions and cause nuisance odors, particularly if the operator is not diligent. Based on our experience, private landfills are generally not operated as conservatively as facilities managed by public agencies. To avoid rewarding private, for-profit entities, we respectfully recommend that SCAQMD limit the proposed exemption to public facilities.

For your consideration, we recommend the following language for the exemption:

(m)(10) *Publicly owned and operated composting operations subject to Rules 1133.2 and 1133.3 that are vented to an emission control system that reduces VOC and ammonia equal to or greater than 80 percent by weight.* 4-3

Please let me know if you have any questions regarding these comments.

Best regards,

David

David L. Rothbart, P.E., BCEE
Air Quality Manager
Clean Water SoCal
drothbart@cleanwatersocal.org
(714) 878-9655 (cell)

Staff Response to Comment Letter #4

Response to Comment 4-1

Please see Staff Response to Public Workshop Commenter #1a.

Response to Comment 4-2

Please see Staff Response to Public Workshop Commenter #1b. Additionally, the same regulatory standards are applied in Rule 1133.3 to both public and private composting operations.

Response to Comment 4-3

Thank you for your proposed rule language. For the reasons stated above, the South Coast AQMD is not planning to limit the Essential Public Service definition to public facilities and is not planning to include facilities subject to Rule 1133.2.

ATTACHMENT H

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

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

PROJECT TITLE: **PROPOSED AMENDED RULE 1302 – DEFINITIONS**

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.lci.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-2026.

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 21865 Copley Drive Diamond Bar, CA 91765

Project Title: Proposed Amended Rule 1302 – Definitions

Project Location: The proposed project is located within the South Coast Air Quality Management District's (South Coast AQMD) jurisdiction, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: California Senate Bill (SB) 1383 requires the increased diversion of organic waste from landfills, whose owners/operators have the option of conducting open composting via windrows or enclosed composting vented to emission control equipment. While windrow composting does not require a South Coast AQMD permit, an enclosed composting operation is subject to: 1) Rule 1133.3 – Emission Reductions from Composting Operations, which requires emissions to be routed to emission control equipment; 2) Regulation II – Permits, which requires a permit to operate the emission control equipment; and 3) Regulation XIII – New Source Review, which requires the purchase of emission offsets. Rule 1302 – Definitions, contains key terms used throughout Regulation XIII, such as the term Essential Public Service, which currently includes the construction and operation of a landfill gas control or processing facility that may otherwise now be subject to organic waste diversion requirements in SB 1383. Any facility which qualifies as an Essential Public Service obtains emission offsets from the Priority Reserve at no charge. The purpose of Proposed Amended Rule 1302 (PAR 1302) is to expand the definition of Essential Public Service to include composting operations subject to Rule 1133.3 that are vented to emission control systems which are capable of achieving at least an 80 percent emission reduction by weight (e.g., aeration systems or enhanced emission controls) and provide access to the emission offsets from the Priority Reserve. While PAR 1302 will not require or result in emission reductions or require the installation of air pollution control equipment, certain composting operations will benefit from qualifying as an Essential Public Service and obtaining emission offsets from the Priority Reserve, so long as all applicable criteria are satisfied, by eliminating the costs of purchasing emission offsets from the open market.

Public Agency Approving Project: South Coast Air Quality Management District	**Agency Carrying Out Project:** South Coast Air Quality Management District

Exempt Status:
CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project (PAR 1302) 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. It can be seen with certainty that there is no possibility that implementation of PAR 1302 may have a significant adverse effect on the environment because the proposed project includes clarifications and administrative changes without requiring any physical modifications. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption.

Date When Project Will Be Considered for Approval (subject to change): South Coast AQMD Governing Board Public Hearing: August 7, 2026		
CEQA Contact Person: Farzaneh Khalaj, Ph.D.	**Phone Number:** (909) 396-3022	**Email:** fkhalaj@aqmd.gov
PAR 1302 Contact Person: Michael Morris	**Phone Number:** (909) 396-3282	**Email:** mmorris@aqmd.gov

Date Received for Filing: _____ **Signature:** *(Signed and Dated Upon Board Approval)*
Kevin Ni
Program Supervisor, CEQA
Planning, Rule Development, and Implementation

Attachment I

Proposed Amended Rule 1302 - Definitions

South Coast AQMD

Board Meeting

August 7, 2026

Overview

- California Senate Bill 1383 (SB1383) requires diversion of organic waste away from landfills by 2025
- Much of this organic waste will likely to go to composting operations
- Some composting facilities are considering switching from open windrow composting to aeration systems
- Aeration systems would require a permit and be subject to Regulation XIII - New Source Review, requiring operators to provide emission offsets
- Operators have asked if aeration systems could be exempt from providing offsets, similar to other Essential Public Service operations

Switching From Windrow to Aeration Systems

Composting operations with aeration systems

- Roughly doubles throughput compared to windrow composting
- Results in lower emissions than open windrow composting even with higher throughput

Aeration systems are equipment that are vented to air pollution control equipment that require an air permit

- Windrow composting is exempt from permitting
- Air pollution control equipment is permitted to ensure emission reductions are occurring

Need for Offsets

Regulation XIII – New Source Review requires offsets for permit actions with emission increases of nonattainment air contaminants

Facilities defined as an Essential Public Service are granted access to emission offsets in the “internal account” (Priority Reserve) without fees

To comply with SB 1383, food waste previously sent to landfills will need to need to be composted instead. To increase throughput, composting facilities are considering using aeration systems

Composting using aeration systems currently not included in the definition of Essential Public Service so operators must purchase offsets in the Open Market

Proposed Amended Rule 1302

https://bioworkscompostsystems.com/app/uploads/2024/02/DJI_0035-2000x1500.jpg

- PAR 1302 includes composting operations as an Essential Public Service
- Composting operations must be:
  - Vented to an emission control system that will reduce VOC and ammonia emissions by 80 percent or greater; and
  - Subject to Rule 1133.3 – Emission Reductions from Composting Operations
- The amount of VOC offsets needed would be well below the Priority Reserve and Rule 1315 cumulative net emission thresholds

Socioeconomic Impact Assessment and California Environmental Quality Act (CEQA)

- PAR 1302 provides same level of access to offsets from Priority Reserve that landfills currently have when processing organic waste
- No socioeconomic impact assessment required by Health and Safety Code
  - Administrative changes that will not significantly affect air quality or emission limitations
  - No significant socioeconomic impacts expected
- No adverse environmental impacts expected
  - CEQA Notice of Exemption has been prepared

Key Remaining Issues

Request to broaden definition to include entire composting operation and organics processing equipment

- Current proposal addresses stakeholder's original request
  - Allows qualifying composting operations to access offsets from Priority Reserve
- Broadening the proposal would jeopardize Priority Reserve
  - Nearly 80% of the available SOx offsets could possibly be withdrawn
  - This could jeopardize future projects that rely on Priority Reserve including:
    - Hospitals
    - Water Delivery
    - Transit

Request to include publicly-owned co-composting operations as Essential Public Service

- Co-composting (biosolids) operations are associated with wastewater treatment not landfills
  - Not directly impacted by SB 1383
- Much of the diverted organic waste likely going to composting
  - Proposal should not incentivize a business opportunity for biosolids operations
- Co-composting operations have existing permits for required emission controls

Staff Recommendations

Determine that PAR 1302 is exempt from CEQA

Amend Rule 1302 – Definitions

Direct staff to submit PAR 1302 to CARB and U.S. EPA for inclusion into the State Implementation Plan

Back to Agenda

BOARD MEETING DATE: August 7, 2026 AGENDA NO. 33

PROPOSAL: Determine that Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants, Is Exempt from CEQA; and Amend Rule 1401

SYNOPSIS: Proposed amendments to Rule 1401 will update the list of toxic air containments to reflect new compounds identified by OEHHA or existing compounds with new risk thresholds. This action is to adopt the Resolution: 1) Determining that Proposed Amended Rule 1401 – New Source Review of Toxic Air Containments, is exempt from the requirements of the California Environmental Quality Act; and 2) Amending Rule 1401. (Reviewed: Stationary Source Committee, June 26, 2026)

COMMITTEE: Stationary Source, June 26, 2026, Reviewed

RECOMMENDED ACTIONS:
Adopt the attached Resolution:

1. Determining that Proposed Amended Rule 1401 – New Source Review of Toxic Air Containments, is exempt from the requirements of the California Environmental Quality Act; and
2. Amending Rule 1401 – New Source Review of Toxic Air Containments.

Wayne Nastri
Executive Officer

SR: MK:NF:TT

Background

Rule 1401 – New Source Review of Toxic Air Contaminants, was adopted in 1990 to ensure that new, modified, or relocated equipment meet specific cancer and noncancer health risk thresholds for equipment emitting Toxic Air Contaminants (TACs) listed in Rule 1401 Table I. The TACs listed are those identified by the California Office of Environmental Health Hazard Assessment (OEHHA) who also establish risk exposure levels for TACs.

Since the last Rule 1401 amendment in 2017, OEHHA has adopted nine new toxic air contaminants: 1-bromopropane, cobalt, hexamethylene diisocyanate (HDI) monomer, isoprene, para-chlorobenzotrifluoride (pCBtF), polymeric HDI, tert-butyl acetate (t-BAc), trimethylbenzene, and trivalent chromium. OEHHA also added a new reference exposure level for 1,4-dichlorobenzene, which is a compound already listed in Rule 1401.

The methodology used to estimate health risks for Rule 1401 is based on guidance from OEHHA's Risk Assessment Guidelines which are incorporated in the South Coast AQMD Risk Assessment Procedures. Since 2015, South Coast AQMD uses 8-hour reference exposure levels to evaluate 8-hour chronic hazard index as part of a health risk assessment. PAR 1401 is being amended to reflect the new chemical compounds identified by OEHHA as a TAC and align with the South Coast AQMD Risk Assessment Procedures for 8-hour chronic hazard index.

Proposed Amendments

PAR 1401 will update Table I of the rule to be consistent with OEHHA. Amendments to Table I include the addition of nine new compounds, an update of one existing compound, and the addition of a new column for 8-hour reference exposure level effective dates. PAR 1401 will also add 8-hour chronic hazard index into the rule to align with the South Coast AQMD Risk Assessment Procedures. PAR 1401 includes other administrative amendments and removes an outdated Table II.

Public Process

Development of PAR 1401 has been conducted through a public process. Working Group Meetings were held to provide the public and stakeholders an opportunity to discuss important details about the proposed amended rule and provide input during rule development. The Working Group is composed of representatives from businesses, public agencies, and consultants. Staff held four Working Group Meetings remotely on December 19, 2023, July 9, 2024, March 5, 2026, and April 30, 2026. A Public Workshop was held on May 27, 2026.

Key Issues

Throughout the rule development process, staff has worked with stakeholders to resolve key issues. No key issues remain.

California Environmental Quality Act (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 1401) is exempt from CEQA pursuant to CEQA Guidelines Sections 15061(b)(3). A Notice of Exemption has been prepared pursuant to CEQA Guidelines Section 15062 and is included as Attachment I to this Board letter. 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, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

Socioeconomic Impact Assessment
Of the proposed changes which comprise PAR 1401, only new, modified or relocated equipment emitting polymeric HDI, pCBtF, or t-BAc may require the installation of enhanced air pollution control equipment or the modification of existing air pollution control equipment in order to obtain a South Coast AQMD permit. Costs associated with implementing PAR 1401 are mainly due to the purchase, installation, operation and maintenance of control devices, and fees for the initial permit applications and subsequent permit renewals. Based on the projected universe of facilities, the estimated total present value of compliance costs will be $45,798,191 to $38,564,784 at a 1% to 4% discount rate, respectively. The average annual compliance costs over the period from 2026 to 2035 are estimated to range from $4,673,204 to $4,861,145 at a 1% to 4% real interest rate, respectively. Implementing PAR 1401 is expected to result in 37 net jobs foregone annually on average over the period from 2026 to 2035. Overall, the impact of PAR 1401 on production costs and delivered prices in the South Coast AQMD region is expected to be minimal. The Final Socioeconomic Impact Assessment is included as Attachment H to this Board Letter.

AQMP and Legal Mandates
PAR 1401 is needed to reduce exposure and associated health risk impacts from toxic emissions from stationary sources. As set forth in Health and Safety Code Section 44360 and AB 2588, the South Coast AQMD is required to conduct health risk assessments in accordance with guidelines established by OEHHA. However, since PAR 1401 does not implement any control measure from the 2022 AQMP, PAR 1401 will not be submitted for inclusion into the State Implementation Plan.

Implementation and Resource Impact
Existing South Coast AQMD resources are adequate to implement PAR 1401.

Attachments
A. Summary of Proposal
B. Key Issues and Responses
C. Rule Development Process
D. Key Contacts List
E. Resolution
F. Proposed Amended Rule 1401
G. Final Staff Report
H. Final Socioeconomic Impact Assessment
I. Notice of Exemption from CEQA
J. Board Meeting Presentation

ATTACHMENT A

SUMMARY OF PROPOSAL

Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants

<u>Definitions</u>
• Add a definition for individual substance 8-hour chronic hazard index and total 8-hour chronic hazard index
 	
<u>Requirements</u>
• Add a reference to subdivision (f) in subdivision (d) to specify the calculation used to determine health risk and prohibit the issuance of a permit if the health risk thresholds are exceeded
• Include 8-hour hazard index to align calculation and assessment requirements in the rule with the South Coast AQMD Risk Assessment Procedures
 	
<u>Table I</u>
• Add new column to include 8-hour REL effective dates
• Add nine new compounds and their effective dates
  o 1-bromopropane
  o Cobalt
  o Hexamethylene Diisocyanate (HDI) (Monomer)
  o Isoprene
  o Parachlorobenzotrifluoride (pCBtF)
  o Polymeric Hexamethylene Diisocyanate
  o Tertiary Butyl Acetate (t-BAc)
  o Trimethylbenzenes
  o Trivalent Chromium
• Add new acute reference exposure level effective date for 1,4-Dichlorobenzene
• Add child compounds for existing parent compounds
• Remove gasoline vapors and methyl mercury
• Update compound names and chemical abstract service numbers
 	
<u>Table II</u>
• Remove

ATTACHMENT B

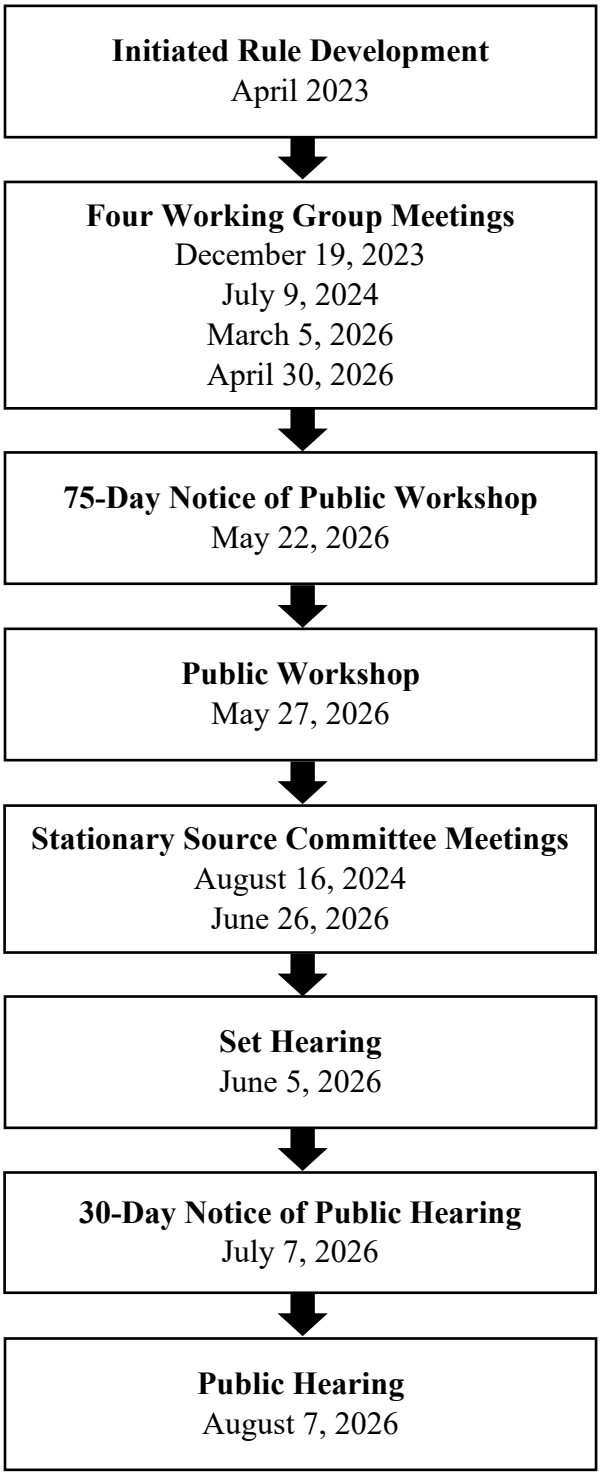
KEY ISSUES AND RESPONSES

Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants
Throughout the rulemaking process, staff worked with stakeholders to resolve key issues. There are no remaining key issues.

ATTACHMENT C

RULE DEVELOPMENT PROCESS

Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants



Twenty-Eight (28) months spent in rule development (Rule development paused from September 2024-September 2025)
One (1) Public Workshop
Four (4) Working Group Meetings
Two (2) Stationary Source Committee Meetings

ATTACHMENT D

KEY CONTACTS LIST

Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants (*listed alphabetically*)

- BASF Corporation
- Bay Area Air Quality Management District
- Boeing Company
- California Air Resources Board
- California Office of Environmental Health Hazard Assessment
- PPG Industries
- Santa Barbara County Air Pollution Control District

ATTACHMENT E

RESOLUTION NO. 26-____

A Resolution of the Governing Board of the South Coast Air Quality Management District (South Coast AQMD) determining that Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants, is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board amending Rule 1401 – New Source Review of Toxic Air Contaminants.

WHEREAS, the South Coast AQMD Governing Board finds and determines that Proposed Amended Rule 1401 is considered a "project" as defined by CEQA; and

WHEREAS, the South Coast AQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and CEQA Guidelines Section 15251(l), and has conducted a CEQA review and analysis of the proposed project pursuant to such program (South Coast AQMD Rule 110); and

WHEREAS, the South Coast AQMD Governing Board finds and determines, after conducting a review of the proposed project in accordance with CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA, and CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA, that Proposed Amended Rule 1401 is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that it can be seen with certainty that there is no possibility that Proposed Amended Rule 1401 could cause a significant adverse effect on the environment because: 1) installation of new, enhanced air pollution control equipment or the modification of existing air pollution control equipment (if required), would typically involve minimal construction activities and minor operational differences and would only apply to new, modified, or relocated equipment that emits polymeric hexamethylene diisocyanate (HDI), para-chlorobenzotrifluoride (pCBtF), or tert-butyl acetate (t-BAc); and 2) other changes to Proposed Amended Rule 1401 are administrative in nature. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption; and

WHEREAS, the South Coast AQMD staff has prepared a Notice of Exemption for the proposed project that is completed in compliance with CEQA Guidelines Section 15062 – Notice of Exemption; and

WHEREAS, Proposed Amended Rule 1401 and supporting documentation, including but not limited to, the Notice of Exemption, the Final Staff Report, and the Final Socioeconomic Impact Assessment, were presented to the South Coast AQMD Governing Board and the South Coast AQMD Governing Board has reviewed and considered this information, as well as has taken and considered staff testimony and public comment prior to approving the project; and

WHEREAS, the South Coast AQMD Governing Board finds and determines, taking into consideration the factors in Section (d)(4)(D) of the Governing Board Procedures (Section 30.5(4)(D)(i) of the Administrative Code), that the modifications to Proposed Amended Rule 1401 since the Notice of Public Hearing was published are not so substantial as to significantly affect the meaning of Proposed Amended Rule 1401 within the meaning of Health and Safety Code Section 40726 because: (a) the changes do not impact emission reductions, (b) the changes do not affect the number or type of sources regulated by the rule, (c) the changes are consistent with the information contained in the Notice of Public Hearing, and (d) the consideration of the range of CEQA alternatives is not applicable because the proposed project is exempt from CEQA; and

WHEREAS, Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the Final Staff Report; and

WHEREAS, the South Coast AQMD Governing Board has determined that a need exists to amend Proposed Amended Rule 1401 to add new toxic air contaminants into Table I so that the chemical compounds will be evaluated during the health risk assessment in the permitting process; and

WHEREAS, Proposed Amended Rule 1401 will not be submitted for inclusion into the State Implementation Plan; and

WHEREAS, the South Coast AQMD Governing Board obtains its authority to adopt, amend or repeal rules and regulations from Health and Safety Code Sections 39002, 39650 et seq., 40000, 40001, 40440, 40441, 40702, 40725 through 40728, 41508, 41700, and 42300 et. seq.; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1401 is written and displayed so that its meaning can be easily understood by the persons directly affected by it; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1401 is in harmony with and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1401 does not impose the same requirements as any existing state or federal regulations, and the proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, South Coast AQMD; and

WHEREAS, the South Coast AQMD Governing Board, in adopting Proposed Amended Rule 1401, references the following statutes which the South Coast AQMD hereby implements, interprets, or makes specific: Health and Safety Code Sections 39666 (District new source review rules for toxics), 41700 (prohibited discharges), and 42300 et. seq., (permit system); and

WHEREAS, Health and Safety Code Section 40727.2 requires the South Coast AQMD to prepare a written analysis of existing federal air pollution control requirements applicable to the same source type being regulated whenever it adopts, or amends a rule, and the South Coast AQMD's comparative analysis of Proposed Amended Rule 1401 is included in the Final Staff Report; and

WHEREAS, the South Coast AQMD Governing Board has determined that the Final Socioeconomic Impact Assessment is consistent with the March 17, 1989 Governing Board Socioeconomic Resolution for rule adoption; and

WHEREAS, the South Coast AQMD Governing Board has determined that the Final Socioeconomic Impact Assessment is consistent with the provisions of Health and Safety Code Sections 40440.8 and 40728.5; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1401 neither includes new Best Available Retrofit Control Technology (BARCT) requirements nor new feasible measures pursuant to Health and Safety Code Section 40914; therefore, the requirements to conduct an analysis of cost-effectiveness and incremental cost-effectiveness as set forth in the Health and Safety Code Section 40920.6, are not applicable; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 1401 will result in increased costs to affected industries in the South Coast AQMD jurisdiction, yet such costs are considered to be reasonable, with a total annualized cost as specified in the Final Socioeconomic Impact Assessment; and

ATTACHMENT E

WHEREAS, the South Coast AQMD Governing Board has actively considered the Final Socioeconomic Impact Assessment, and has made a good faith effort to minimize such impacts; and

WHEREAS, the South Coast AQMD staff conducted a public workshop meeting on May 27, 2026 regarding Proposed Amended Rule 1401; and

WHEREAS, the public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Sections 40725 and 40440.5; and

WHEREAS, the South Coast AQMD Governing Board has held a public hearing in accordance with all applicable provisions of state and federal law; and

WHEREAS, the South Coast AQMD specifies that the Planning, Rule Development, and Implementation Manager overseeing the rule development of Proposed Amended Rule 1401 as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of the proposed amended rule is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

NOW, THEREFORE BE IT RESOLVED, that the South Coast AQMD Governing Board does hereby determine, pursuant to the authority granted by law, that Proposed Amended Rule 1401 is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption. This information was presented to the South Coast AQMD Governing Board, whose members exercised their independent judgment and reviewed, considered, and approved the information therein prior to acting on the proposed project; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Proposed Amended Rule 1401 as set forth in the attached, and incorporated herein by reference.

DATE: _____ _____

CLERK OF THE BOARDS

(Adopted June 1, 1990)(Amended December 7, 1990)(Amended July 10, 1998)
(Amended January 8, 1999)(Amended March 12, 1999)(Amended August 13, 1999)
(Amended March 17, 2000)(Amended August 18, 2000)(Amended June 15, 2001)
(Amended May 3, 2002)(Amended February 7, 2003)(Amended May 2, 2003)
(Amended March 4, 2005)(Amended March 7, 2008)(Amended June 5, 2009)
(Amended September 10, 2010)(Amended June 5, 2015)(Amended October 7, 2016)
(Amended September 1, 2017)(Amended Date of Adoption)

PROPOSED AMENDED RULE 1401. NEW SOURCE REVIEW OF TOXIC AIR CONTAMINANTS

[Rule Index to be provided after rule adoption]

(a) Purpose

This rule specifies limits for maximum individual cancer risk (MICR), C~~c~~ancer B~~b~~urden, and noncancer acute, 8-hour chronic, and chronic hazard index (HI) from new ~~p~~Permit ~~u~~Units, ~~r~~Relocations, or ~~m~~Modifications to existing ~~p~~Permit ~~u~~Units which emit ~~t~~Toxic ~~a~~Air ~~c~~Contaminants listed in Table I. The rule establishes allowable risks for ~~p~~Permit ~~u~~Units requiring new permits pursuant to Rules 201 or 203.

(b) Applicability

(1) Applications for new, relocated, and modified ~~p~~Permit ~~u~~Units which were received by the District on or after June 1, 1990 shall be subject to Rule 1401. Applications shall be subject to the version of Rule 1401 that is in effect at the time the application is deemed complete. Permit ~~u~~Units installed without a required permit to construct shall be subject to this rule, if the application for a permit to operate such equipment was submitted after June 1, 1990.

(2) This rule shall apply to new, relocated, and modified equipment identified in Rule 219 as not requiring a written permit if the risk from the equipment will be greater than identified in subparagraph (d)(1)(A), or paragraphs (d)(2) or (d)(3) in Rule 1401.

(c) Definitions

(1) ACCEPTABLE STACK HEIGHT for a ~~p~~Permit ~~u~~Unit is defined as a stack height that does not exceed two and one half times the height of the ~~p~~Permit ~~u~~Unit or two and one half times the height of the building housing the

~~p~~Permit ~~u~~Unit, and shall not be greater than 65 meters (213 feet), unless the applicant demonstrates to the satisfaction of the Executive Officer that a greater height is necessary.

(2) BEST AVAILABLE CONTROL TECHNOLOGY FOR TOXICS (T-BACT) means the most stringent emissions limitation or control technique which:

(A) has been achieved in practice for such ~~p~~Permit ~~u~~Unit category or class of source; or

(B) is any other emissions limitation or control technique, including process and equipment changes of basic and control equipment, found by the Executive Officer to be technologically feasible for such class or category of sources, or for a specific source.

(3) CANCER BURDEN means the estimated increase in the occurrence of cancer cases in a population subject to a MICR of greater than or equal to one in one million (1.0×10^{-6}) resulting from exposure to ~~t~~Toxic ~~a~~Air ~~c~~Contaminants.

(4) CONTEMPORANEOUS RISK REDUCTION means any reduction in risk resulting from a decrease in emissions of ~~t~~Toxic ~~a~~Air ~~c~~Contaminants at the ~~f~~Facility that is permanent, real, quantifiable and enforceable through District permit conditions. Permit applications associated with the increase and decrease in risk must be submitted together and the reduction of risk must occur before the start of operation of the ~~p~~Permit ~~u~~Unit that will have an increased risk. A ~~c~~Contemporaneous R~~r~~isk R~~r~~eduction shall be calculated based on the actual average annual emissions, as determined by ~~f~~Facility records, and annual emissions declarations pursuant to Rule 301 as appropriate, or other data approved by the Executive Officer, whichever is less, which have occurred during the two-year period immediately preceding the date of application.

(5) FACILITY means any ~~p~~Permit ~~u~~Unit or grouping of ~~p~~Permit ~~u~~Units or other air contaminant-emitting activities which are located on one or more contiguous properties within the District, in actual physical contact or separated solely by a public roadway or other public right-of-way, and are owned or operated by the same person (or by persons under common control), or an outer continental shelf (OCS) source as determined in 40 CFR Section 55.2. Such above-described groupings, if noncontiguous, but connected only by land carrying a pipeline, shall not be considered one

~~f~~Facility. Notwithstanding the above, sources or installations involved in crude oil and gas production in Southern California Coastal or OCS Waters and transport of such crude oil and gas in Southern California Coastal or OCS Waters shall be included in the same ~~f~~Facility which is under the same ownership or use entitlement as the crude oil and gas production ~~f~~Facility on-shore.

(6) INDIVIDUAL SUBSTANCE 8-HOUR CHRONIC HAZARD INDEX (HI) is the ratio of the estimated 8-hour exposure to a Toxic Air Contaminant for a potential maximally exposed individual to its 8-hour reference exposure level.

(7)~~(6)~~ INDIVIDUAL SUBSTANCE ACUTE HAZARD INDEX (HI) is the ratio of the estimated maximum one-hour concentration of a ~~t~~Toxic ~~a~~Air ~~c~~Contaminant for a potential maximally exposed individual to its acute reference exposure level.

(8)~~(7)~~ INDIVIDUAL SUBSTANCE CHRONIC HAZARD INDEX (HI) is the ratio of the estimated long-term level of exposure to a ~~t~~Toxic ~~a~~Air ~~c~~Contaminant for a potential maximally exposed individual to its chronic reference exposure level. The chronic hazard index calculations shall include multipathway consideration, if applicable.

(9)~~(8)~~ MAXIMUM INDIVIDUAL CANCER RISK (MICR) is the estimated probability of a potential maximally exposed individual contracting cancer as a result of exposure to ~~t~~Toxic ~~a~~Air ~~c~~Contaminants for residential ~~r~~Receptor ~~l~~Locations calculated pursuant to the Risk Assessment Procedures referenced in subdivision (e). The MICR for worker ~~r~~Receptor ~~l~~Locations shall be calculated pursuant to the Risk Assessment Procedures referenced in subdivision (e). The MICR calculations shall include multipathway consideration, if applicable.

(10)~~(9)~~ MODIFICATION means any physical change in, change in method of operation, or addition to an existing ~~p~~Permit ~~u~~Unit that requires an application for a permit to construct and/or operate. Routine maintenance and/or repair shall not be considered a physical change. A change in the method of operation of equipment, unless previously limited by an enforceable permit condition, shall not include:

(A) an increase in the production rate, unless such increase will cause the maximum design capacity of the equipment to be exceeded; or

(B) an increase in the hours of operation; or

(C) a change in ownership of a source; or

(D) a change in formulation of the materials processed which will not result in a net increase of the MICR, ~~c~~Cancer ~~b~~Burden, Total Acute HI, Total 8-Hour Chronic HI, or Total Chronic HI ~~or chronic or acute HI~~ from the associated ~~p~~Permit ~~u~~Unit.

For ~~f~~Facilities that have been issued a ~~f~~Facility permit pursuant to Regulation XX or a Title V permit pursuant to Regulation XXX, ~~m~~Modification means any physical change in, change in method of operation of, or addition to an existing individual article, machine, equipment or other contrivance which would have required an application for a permit to construct and/or operate, were the unit not covered under a ~~f~~Facility permit or Title V permit.

(11)~~(10)~~ PERMIT UNIT means any article, machine, equipment, or other contrivance, or combination thereof, which may cause or control the issuance of air contaminants, and which requires a written permit pursuant to Rules 201 and/or 203. For ~~f~~Facilities that have been issued a ~~f~~Facility permit or Title V permit, a ~~p~~Permit ~~u~~Unit for the purpose of this rule means any individual article, machine, equipment or other contrivance which may cause or control the issuance of air contaminants and which would require a written permit pursuant to Rules 201 and/or 203 if it was not covered under a ~~f~~Facility permit or Title V permit. For publicly-owned sewage treatment operations, each process within multi-process ~~p~~Permit ~~u~~Units at the ~~f~~Facility shall be considered a separate ~~p~~Permit ~~u~~Unit for purposes of this rule.

(12)~~(11)~~ RECEPTOR LOCATION means

(A) for the purpose of calculating Total ~~a~~Acute HI, any location outside the boundaries of the ~~f~~Facility at which a person could experience acute exposure; and

(B) for the purpose of calculating Total 8-Hour Chronic HI, Total ~~c~~Chronic HI and MICR, any location outside the boundaries of the ~~f~~Facility at which a person could experience chronic exposure.

The Executive Officer shall consider the potential for exposure in determining whether the location will be considered a ~~r~~Receptor ~~l~~Location.

(13)~~(12)~~ RELOCATION means the removal of an existing ~~p~~Permit ~~u~~Unit from one parcel of land in the District and installation at another parcel of land where

two parcels are not in actual physical contact and are not separated solely by a public roadway or other public right-of-way. The removal of a ~~p~~Permit ~~u~~Unit from one location within a ~~f~~Facility and installation at another location within the ~~f~~Facility is a ~~r~~Relocation only if an increase in maximum individual cancer risk in excess of one in one million (1.0×10^{-6}) or a Hazard Index of 1.0 occurs at any ~~r~~Receptor ~~l~~Location.

(14) TOTAL 8-HOUR CHRONIC HAZARD INDEX (HI) is the sum of the Individual Substance 8-hour HIs for all Toxic Air Contaminants affecting the same target organ system.

(15)~~(13)~~ TOTAL ACUTE HAZARD INDEX (HI) is the sum of the ~~i~~Individual ~~s~~Substance ~~a~~Acute HIs for all ~~t~~Toxic ~~a~~Air ~~c~~Contaminants affecting the same target organ system.

(16)~~(14)~~ TOTAL CHRONIC HAZARD INDEX (HI) is the sum of the ~~i~~Individual ~~s~~Substance ~~c~~Chronic HIs for all ~~t~~Toxic ~~a~~Air ~~c~~Contaminants affecting the same target organ system.

(17)~~(15)~~ TOXIC AIR CONTAMINANT is an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. For the purpose of this rule, ~~t~~Toxic ~~a~~Air ~~c~~Contaminants are those listed in Table I.

(d) Requirements

The Executive Officer shall deny the permit to construct for a new, relocated or modified ~~p~~Permit ~~u~~Unit if emissions, calculated pursuant to subdivision (f), of any ~~t~~Toxic ~~a~~Air ~~c~~Contaminant listed in Table I may occur, unless the applicant has substantiated to the satisfaction of the Executive Officer all of the following:

(1) MICR and Cancer Burden

The cumulative increase in MICR which is the sum of the calculated MICR values for all ~~t~~Toxic ~~a~~Air ~~c~~Contaminants emitted from the new, relocated or modified ~~p~~Permit ~~u~~Unit will not result in any of the following:

(A) an increased MICR greater than one in one million (1.0×10^{-6}) at any ~~r~~Receptor ~~l~~Location, if the ~~p~~Permit ~~u~~Unit is constructed without T-BACT;

(B) an increased MICR greater than ten in one million (10×10^{-6}) at any ~~r~~Receptor ~~l~~Location, if the ~~p~~Permit ~~u~~Unit is constructed with T-BACT;

(C) an increased ~~c~~Cancer ~~b~~Burden greater than 0.5.

(2) Chronic Hazard Index and 8-Hour Chronic Hazard Index

(A) The cumulative increase in ~~t~~Total ~~c~~Chronic HI for any target organ system due to total emissions from the new, relocated or modified ~~p~~Permit ~~u~~Unit owned or operated by the applicant for which applications were deemed complete on or after the date when the risk value for the compound is finalized by the state Office of Environmental Health Hazard Assessment (OEHHA) will not exceed 1.0 at any R~~r~~eceptor ~~l~~Location.

(B) The cumulative increase in Total 8-Hour Chronic HI for any target organ system due to total emissions from the new, relocated or modified Permit Unit owned or operated by the applicant for which applications were deemed complete on or after the date when the risk value for the compound is finalized by OEHHA will not exceed 1.0 at any Receptor Location.

(3) Acute Hazard Index

The cumulative ~~increase in t~~Total ~~a~~Acute HI for any target organ system due to total emissions from the new, relocated or modified ~~p~~Permit ~~u~~Unit owned or operated by the applicant for which applications were deemed complete on or after the date when the risk value for the compound is finalized by OEHHA will not exceed 1.0 at any ~~r~~Receptor ~~l~~Location.

(4) If a permit contains operating conditions imposed pursuant to Rule 1401, which prohibit or limit the use or emission of ~~t~~Toxic ~~a~~Air ~~c~~Contaminants, those conditions shall apply only to those ~~t~~Toxic ~~a~~Air ~~c~~Contaminants listed in the version of Rule 1401 applicable at the time the permit conditions were imposed.

(5) Federal New Source Review for Toxics

Pursuant to Section 112(g) of the federal Clean Air Act (CAA), no person shall begin construction or reconstruction of a major stationary source emitting hazardous air pollutants listed in Section 112 (b) of the CAA, unless the source is constructed with Best Available Control Technology for Toxics (T-BACT) and complies with all other applicable requirements, including definitions and public noticing, referenced in 40 CFR 63.40 through 63.44. The requirements of this paragraph shall not apply to:

(A) any source that is subject to an existing National Emission Standard for Hazardous Air Pollutants (NESHAP) pursuant to sections 112(d), 112(h), or 112(j) of the federal CAA;

(B) any source that is exempted from regulations under a NESHAP issued pursuant to sections 112(d), 112(h), or 112(j) of the federal CAA;

(C) any source that has received all necessary air quality permits for such construction or reconstruction before June 29, 1998;

(D) electric utility steam generating units, unless and until such time as these units are added to the source category list pursuant to the requirements of section 112(c)(5) of the federal CAA;

(E) any sources that are within a source category that has been deleted from the source category list pursuant to section 112(c)(9) of the federal CAA; or

(F) research and development activities.

Compliance with this paragraph does not relieve any owner or operator of a major stationary source from complying with all other applicable District rules and regulations, including this rule, any applicable state airborne toxic control measure, or other applicable state and federal laws. Exemptions under subdivision (g) of this rule do not apply to this paragraph. This paragraph shall take effect retroactively from June 29, 1998.

(e) Risk Assessment Procedures

(1) The Executive Officer shall periodically publish procedures for determining health risks under this rule. To the extent possible, the procedures will be consistent with the most recently adopted policies and procedures of the state OEHHA.

(2) To calculate the cumulative increase in MICR pursuant to paragraph (d)(1), the increase from each ~~p~~Permit ~~u~~Unit shall be based on the emissions of ~~t~~Toxic ~~a~~Air ~~c~~Contaminants, the risk values, and risk assessment procedures applicable at the time when each complete application was deemed complete by the District.

(f) Emissions Calculations

(1) For the purpose of determining MICR and C~~c~~ancer B~~b~~urden due to a new or relocated ~~p~~Permit ~~u~~Unit pursuant to this rule, the total Toxic Air Contaminant emissions from the new or relocated ~~p~~Permit ~~u~~Unit shall be calculated on an annual basis from permit conditions which directly limit the emissions or, when no such conditions are imposed, from:

(A) the maximum rated capacity;

(B) the maximum possible annual hours of operation;

(C) the maximum annual emissions; and

(D) the physical characteristics of the materials processed.

(2) For the purpose of determining Total 8-Hour Chronic HI and Total ~~c~~Chronic HI due to a new or relocated ~~p~~Permit ~~u~~Unit pursuant to this rule, the total emissions from a ~~p~~Permit ~~u~~Unit shall be calculated on an annual average basis from permit conditions which directly limit the emissions or, when no such conditions are imposed, from:

(A) the maximum rated capacity;

(B) the annual average hours of operation;

(C) the annual average emissions; and

(D) the physical characteristics of the materials processed.

(3) For the purpose of determining MICR, ~~c~~Cancer B~~b~~urden, Total 8-Hour Chronic HI, and Total ~~c~~Chronic HI due to a modified ~~p~~Permit ~~u~~Unit pursuant to this rule, the increase in emissions from the modified ~~p~~Permit ~~u~~Unit shall be calculated based on the difference between the total permitted emissions after the ~~m~~Modification, calculated pursuant to the criteria established in subparagraphs (f)(1)(A), (B), (C), and (D), and:

(A) the total permitted emissions prior to the ~~m~~Modification as stated in the permit conditions; or

(B) if there are no existing permit conditions that limit emissions, the average annual emissions which have occurred during the two-year period immediately preceding the date of the complete permit application for ~~m~~Modification or other appropriate period determined by the Executive Officer to be representative of a ~~p~~Permit ~~u~~Unit's operation; or

(C) for ~~m~~Modification of any source installed prior to October 8, 1976, resulting from the addition of air pollution controls installed solely to reduce the issuance of air contaminants, emission shall be calculated from permit conditions which directly limit the emissions or, when no such conditions are imposed, from:

(i) the maximum rated capacity; and

(ii) the maximum proposed daily hours of operation; and

(iii) the physical characteristics of the materials processed.

(4) For the purpose of determining Total ~~a~~Acute HI due to a new, relocated or modified ~~p~~Permit ~~u~~Unit pursuant to this rule, the total emissions from a ~~p~~Permit ~~u~~Unit shall be calculated on a maximum hourly basis from permit conditions which directly limit the emissions or, when no such conditions exist, from:

(A) the maximum rated capacity;

(B) the maximum hourly emissions; and

(C) the physical characteristics of the materials processed.

(5) De Minimi~~us~~ Values

Any P~~p~~ermit ~~u~~Unit with values at or below the screening levels as specified in the procedures for determining health risks under this rule, published pursuant to paragraph (e)(1), shall be deemed in compliance with the requirements of subdivision (d).

(g) Exemptions

(1) The requirements of subdivision (d) shall not apply to:

(A) Permit Renewal or Change of Ownership

Any ~~p~~Permit ~~u~~Unit which is in continuous operation, without ~~m~~Modification or change in operating conditions, for which a new permit to operate is required solely because of permit renewal or change of ownership.

(B) Modification with No Increase in Risk

A ~~m~~Modification of a ~~p~~Permit ~~u~~Unit that causes a reduction or no increase in the ~~c~~Cancer ~~b~~Burden, MICR, ~~or~~ Total ~~a~~Acute HI, Total 8-Hour Chronic HI, or Total ~~c~~Chronic HI at any ~~r~~Receptor ~~l~~Location.

(C) Functionally Identical Replacement

A ~~p~~Permit ~~u~~Unit replacing a functionally identical ~~p~~Permit ~~u~~Unit, provided there is no increase in maximum rating or increase in emissions of any ~~t~~Toxic ~~a~~Air ~~c~~Contaminants. For replacement of dry cleaning ~~p~~Permit ~~u~~Units only, provided there is no increase in any ~~t~~Toxic ~~a~~Air ~~c~~Contaminants.

(D) Equipment Previously Exempt Under Rule 219 - Equipment Not Requiring A Written Permit Pursuant to Regulation II

Equipment which previously did not require a written permit pursuant to Rule 219 that is no longer exempt, provided that the

equipment was installed prior to the Rule 219 amendment eliminating the exemption and a complete application for the permit is received within one (1) year after the Rule 219 amendment removing the exemption.

(E) Modifications to Terminate Research Projects

Modifications restoring the previous permit conditions of a ~~p~~Permit ~~u~~Unit, provided that: the applicant demonstrates that the previous permit conditions were modified solely for the purpose of installing innovative control equipment as part of a demonstration or investigation designed to advance the state of the art with regard to controlling emissions of ~~t~~Toxic ~~a~~Air ~~c~~Contaminants; the emission reductions achieved by the demonstration project are not used for permitting any equipment with emission increases under the contemporaneous emission reduction exemption as specified in paragraph (g)(2); the demonstration project is completed within two (2) years; and a complete application is submitted no later than two (2) years after the date of issuance of the permit which modified the conditions of the previous permit for the purpose of the demonstration or investigation.

(F) Emergency Internal Combustion Engines

Emergency internal combustion engines that are exempted under Rule 1304.

(G) Wood Product Stripping

Wood product stripping ~~p~~Permit ~~u~~Units, provided that the risk increases due to emissions from the ~~p~~Permit ~~u~~Unit owned or operated by the applicant for which complete applications were submitted on or after July 10, 1998 will not exceed a MICR of 100 in one million (100×10^{-6}) or a ~~t~~Total ~~a~~Acute or ~~c~~Chronic ~~h~~Hazard ~~i~~Index of five (5) at any ~~r~~Receptor ~~l~~Location. This exemption shall not apply to permit applications received after January 10, 2000, or sooner if the Executive Officer makes a determination that T-BACT is available to enable compliance with the requirements of paragraphs (d)(1), (d)(2) and (d)(3).

(H) Gasoline Transfer and Dispensing Facilities

For gasoline transfer and dispensing facilities, as defined in Rule 461 – Gasoline Transfer and Dispensing, the Executive Officer shall

not, for the purposes of paragraphs (d)(1) through (d)(4), consider the risk contribution of methyl tert-butyl ether for any gasoline transfer and dispensing permit applications deemed complete on or before December 31, 2003. If the state of California extends the phase-out requirement for methyl tert-butyl ether as an oxygenate in gasoline, the limited time exemption shall be extended to that expiration date or December 31, 2004, whichever is sooner.

(2) Contemporaneous Risk Reduction

(A) Paragraph (d)(1) shall not apply if the applicant demonstrates that a ~~c~~Contemporaneous R~~r~~isk R~~r~~eduction resulting in a decrease in emissions will occur such that both of the following conditions are met:

(i) no ~~r~~Receptor ~~l~~Location will experience a total increase in MICR of greater than one in one million (1.0×10^{-6}) due to the cumulative impact of both the ~~p~~Permit ~~u~~Unit and the ~~c~~Contemporaneous R~~r~~isk R~~r~~eduction; and

(ii) the C~~c~~ontemporaneous R~~r~~isk R~~r~~eduction occurs within 100 meters of the ~~p~~Permit ~~u~~Unit.

T-BACT shall be used on ~~p~~Permit ~~u~~Units exempted under this subparagraph if the MICR from the ~~p~~Permit ~~u~~Unit exceeds one in one million (1.0×10^{-6}).

(B) The requirements of paragraphs (d)(2) and (d)(3) shall not apply if the applicant substantiates to the satisfaction of the Executive Officer that a C~~c~~ontemporaneous R~~r~~isk R~~r~~eduction will occur such that any increase in ~~i~~Individual ~~s~~Substance ~~a~~Acute HI, Individual Substance 8-Hour Chronic HI, or Individual Substance ~~c~~Chronic HI from the ~~p~~Permit ~~u~~Unit exceeding 1.0 is mitigated with an equal or greater decrease in the same ~~i~~Individual ~~s~~Substance ~~a~~Acute HI, Individual Substance 8-Hour Chronic HI, or Individual Substance ~~c~~Chronic HI, respectively, from the C~~c~~ontemporaneous R~~r~~isk R~~r~~eduction such that both of the following conditions are met:

(i) no R~~r~~eceptor ~~l~~Location will experience an increase in ~~t~~Total ~~a~~Acute HI, Total 8-Hour Chronic HI, or Total ~~c~~Chronic HI of more than 1.0 due to the cumulative impact of both the ~~p~~Permit ~~u~~Unit and the ~~c~~Contemporaneous R~~r~~isk R~~r~~eduction; and

(ii) the ~~c~~Contemporaneous ~~r~~Risk ~~r~~Reduction occurs within 100 meters of the ~~p~~Permit ~~u~~Unit.

(3) Alternate Hazard Index Levels

The requirements of paragraphs (d)(2) and (d)(3) shall not apply if the applicant substantiates to the satisfaction of the Executive Officer that at all R~~r~~eceptor ~~l~~Locations and for every target organ system, the Total Acute HI, Total 8-Hour Chronic HI, and ~~t~~Total ~~c~~Chronic HI- ~~and acute HI level~~ resulting from emissions from the new, modified or relocated ~~p~~Permit ~~u~~Unit owned or operated by the applicant for which applications were submitted on or after July 10, 1998 shall not exceed alternate HI ~~levels~~ which are determined by the Executive Officer in consultation with the Office of Environmental Health Hazard Assessment to be protective against adverse health effects. No alternate HI ~~level~~ shall exceed 10.

TABLE I
TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
75-07-0	acetaldehyde	December 7, 1990	September 8, 1998	September 10, 2010
60-35-5	acetamide	January 8, 1999		
107-02-8	acrolein		June 15, 2001	August 13, 1999
79-06-1	acrylamide (or propenamide)	December 7, 1990	**	
79-10-7	acrylic acid		*	August 13, 1999
107-13-1	acrylonitrile (or vinyl cyanide)	December 7, 1990	May 3, 2002	
107-05-1	allyl chloride	January 8, 1999		
117-79-3	aminoanthraquinone, 2-	January 8, 1999		
7664-41-7	ammonia		August 18, 2000	August 13, 1999
62-53-3	aniline	January 8, 1999		
7440-38-2	**arsenic and arsenic compounds (inorganic)** including, but not limited to: arsenic compounds (inorganic)	December 7, 1990	June 15, 2001	August 13, 1999
7784-42-1	arsine		September 10, 2010	August 13, 1999
1332-21-4	asbestos	June 1, 1990		
71-43-2	benzene (including benzene from gasoline)	June 1, 1990	August 18, 2000	August 13, 1999
92-87-5	benzidine (and its salts)	December 7, 1990	**	
100-44-7	benzyl chloride	September 8, 1998	**	August 13, 1999
7440-41-7	beryllium and beryllium compounds	December 7, 1990	May 3, 2002	
111-44-4	bis(2-chloroethyl)ether (DCEE)	December 7, 1990		
117-81-7	bis(2-ethylhexyl)phthalate (DEHP)	September 8, 1998	**	

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TABLE I
TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
542-88-1	bis(chloromethyl)ether	December 7, 1990		
7789-30-2	bromine pentafluoride		*	
106-99-0	butadiene, 1,3-	December 7, 1990	June 15, 2001	September 1, 2017
7440-43-9	cadmium and cadmium compounds	June 1, 1990	June 15, 2001	
105-60-2	caprolactum		September 1, 2017	September 1, 2017
75-15-0	carbon disulfide		May 3, 2002	August 13, 1999
56-23-5	carbon tetrachloride (or tetrachloromethane)	June 1, 1990	June 15, 2001	August 13, 1999
463-58-1	carbonyl sulfide		September 1, 2017	September 1, 2017
7782-50-5	chlorine		August 18, 2000	August 13, 1999
10049-04-4	chlorine dioxide		June 15, 2001	
95-83-0	chloro-o-phenylenediamine, 4-	January 8, 1999		
95-69-2	chloro-o-toluidine, p-	January 8, 1999		
108-90-7	chlorobenzene		June 15, 2001	
	chlorofluorocarbons			
75-43-4	dichlorodifluoromethane (CFC-12)		*	
75-69-4	trichlorofluoromethane (CFC-11)		*	
76-13-1	trichlorotrifluoroethane (CFC-113)		*	
67-66-3	chloroform (trichloromethane)	December 7, 1990	August 18, 2000	August 13, 1999

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TABLE I
TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
	Chlorophenols			
95-57-8	chlorophenol, 2-		*	
88-06-2	trichlorophenol, 2,4,6-	December 7, 1990		
	tetrachlorophenols (TECPH)		*	
87-86-5	pentachlorophenol	September 8, 1998	**	
76-06-2	chloropicrin		May 3, 2002	August 13, 1999
126-99-8	chloroprene		**	
18540-29-9	**chromium (hexavalent) and chromium compounds**	June 1, 1990	June 15, 2001	
	including, but not limited to:			
10294-40-3	barium chromate	June 1, 1990	June 15, 2001	
13765-19-0	calcium chromate	June 1, 1990	June 15, 2001	
7758-97-6	lead chromate	September 8, 1998	June 15, 2001	
10588-01-9	sodium dichromate	June 1, 1990	June 15, 2001	
7789-06-2	strontium chromate	June 1, 1990	June 15, 2001	
13530-65-9	zinc chromate	June 1, 1990	June 15, 2001	
1333-82-0	chromic trioxide	June 1, 1990	June 15, 2001	
7440-50-8	copper and copper compounds		*	August 13, 1999
120-71-8	cresidine, p-	January 8, 1999		
1319-77-3	**cresols/cresylic acid (all isomers and mixture)**		June 15, 2001	

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TABLE I TOXIC AIR CONTAMINANTS				
CAS #	**SUBSTANCE**	**EFFECTIVE DATE CANCER**	**EFFECTIVE DATE CHRONIC**	**EFFECTIVE DATE ACUTE**
108-39-4	cresol, m-		June 15, 2001	
95-48-7	cresol, o-		June 15, 2001	
106-44-5	cresol, p-		June 15, 2001	
135-20-6	cupferron	January 8, 1999		
	dialkylnitrosamines			
924-16-3	nitrosodi-n-butylamine, n-	December 7, 1990		
621-64-7	nitrosodi-n-propylamine, n-	September 8, 1998		
55-18-5	nitrosodiethylamine, n-	December 7, 1990		
62-75-9	nitrosodimethylamine, n-	December 7, 1990		
10595-95-6	nitrosomethylethylamine, n-	September 8, 1998		
615-05-4	diaminoanisole, 2,4- (sulfate)	January 8, 1999		
95-80-7	diaminotoluene, 2,4-	January 8, 1999		
	dibenzo-p-dioxins (chlorinated)			
1746-01-6	tetrachlorodibenzo-p-dioxin, 2,3,7,8-	June 1, 1990	August 18, 2000	
40321-76-4	pentachlorodibenzo-p-dioxin, 1,2,3,7,8-	June 1, 1990	August 18, 2000	
39227-28-6	hexachlorodibenzo-p-dioxin, 1,2,3,4,7,8-	June 1, 1990	August 18, 2000	
57653-85-7	hexachlorodibenzo-p-dioxin, 1,2,3,6,7,8-	June 1, 1990	August 18, 2000	
19408-74-3	hexachlorodibenzo-p-dioxin, 1,2,3,7,8,9-	June 1, 1990	August 18, 2000	
35822-46-9	heptachlorodibenzo-p-dioxin, 1,2,3,4,6,7,8-	June 1, 1990	August 18, 2000	
3268-87-9	octachlorodibenzo-p-dioxin, 1,2,3,4, 6,7,8,9-	June 1, 1990	August 18, 2000	

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TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
41903-57-5	total tetrachlorodibenzo-p-dioxin	June 1, 1990	August 18, 2000	
36088-22-9	total pentachlorodibenzo-p-dioxin	June 1, 1990	August 18, 2000	
34465-46-8	total hexachlorodibenzo-p-dioxin	June 1, 1990	August 18, 2000	
37871-00-4	total heptachlorodibenzo-p-dioxin	June 1, 1990	August 18, 2000	
	total dioxins, with individual isomers reported	June 1, 1990	August 18, 2000	
	total dioxins, without individual isomers reported	June 1, 1990	August 18, 2000	
	dibenzofurans (chlorinated)			
5120-73-19	tetrachlorodibenzofuran, 2,3,7,8-	June 1, 1990	August 18, 2000	
57117-41-6	pentachlorodibenzofuran, 1,2,3,7,8-	June 1, 1990	August 18, 2000	
57117-31-4	pentachlorodibenzofuran, 2,3,4,7,8-	June 1, 1990	August 18, 2000	
70648-26-9	hexachlorodibenzofuran, 1,2,3,4,7,8-	June 1, 1990	August 18, 2000	
57117-44-9	hexachlorodibenzofuran, 1,2,3,6,7,8-	June 1, 1990	August 18, 2000	
72918-21-9	hexachlorodibenzofuran, 1,2,3,7,8,9-	June 1, 1990	August 18, 2000	
60851-34-5	hexachlorodibenzofuran, 2,3,4,6,7,8-	June 1, 1990	August 18, 2000	
67562-39-4	heptachlorodibenzofuran, 1,2,3,4,6,7,8-	June 1, 1990	August 18, 2000	
55673-89-7	heptachlorodibenzofuran, 1,2,3,4,7,8,9-	June 1, 1990	August 18, 2000	
39001-02-0	octachlorodibenzofuran, 1,2,3,4,5,6,7,8	June 1, 1990	August 18, 2000	
55722-27-5	total tetrachlorodibenzofuran	June 1, 1990	August 18, 2000	
30402-15-4	total pentachlorodibenzofuran	June 1, 1990	August 18, 2000	

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TABLE I
TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
55684-94-1 38998-75-3	total hexachlorodibenzofuran total heptachlorodibenzofuran	June 1, 1990 June 1, 1990	August 18, 2000 August 18, 2000	
96-12-8	dibromo-3-chloropropane, 1,2- (DBCP)	September 8, 1998	**	
106-46-7	dichlorobenzene, 1,4- (or p-dichlorobenzene)	September 8, 1998	June 15, 2001	
91-94-1	dichlorobenzidine, 3,3	December 7, 1990		
75-34-3	dichloroethane, 1,1-	January 8, 1999		
75-35-4	dichloroethylene, 1,1- (see vinylidene chloride)			
9901 (emittant ID)	diesel PM – diesel particulate matter from diesel-fueled internal combustion engine exhaust	March 7, 2008	March 7, 2008	
111-42-2	diethanolamine		May 3, 2002	
60-11-7	dimethylaminoazobenzene, p-	January 8, 1999		
68-12-2	dimethylformamide (N,N-)		June 15, 2001	
121-14-2	dinitrotoluene, 2,4-	December 7, 1990		
123-91-1	dioxane, 1,4- (or 1,4-diethylene dioxide)	December 7, 1990	August 18, 2000	August 13, 1999
106-89-8	epichlorohydrin (or 1-chloro-2,3-epoxypropane)	December 7, 1990	June 15, 2001	August 13, 1999
106-88-7	epoxybutane,1,2-		June 15, 2001	
140-88-5	ethyl acrylate		*	
100-41-4	ethyl benzene	June 5, 2009	August 18, 2000	
75-00-3	ethyl chloride (or chloroethane)		August 18, 2000	

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TABLE I
TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
106-93-4	ethylene dibromide (or 1,2-dibromoethane)	June 1, 1990	May 3, 2002	
107-06-2	ethylene dichloride (or 1,2-dichloroethane)	June 1, 1990	June 15, 2001	
75-21-8	ethylene oxide (or 1,2-epoxyethane)	June 1, 1990	June 15, 2001	
96-45-7	ethylene thiourea	January 8, 1999		
1101	Fluorides (except hydrogen fluoride, listed separately below)		September 10, 2010	August 13, 1999
50-00-0	formaldehyde	December 7, 1990	August 18, 2000	August 13, 1999
	gasoline vapors		*	
111-30-8	glutaraldehyde		June 15, 2001	
	glycol ethers (and their acetates)			
107-21-1	ethylene glycol		August 18, 2000	
111-76-2	ethylene glycol butyl ether		*	August 13, 1999
110-80-5	ethylene glycol ethyl ether		August 18, 2000	February 10, 1999
111-15-9	ethylene glycol ethyl ether acetate		August 18, 2000	August 13, 1999
109-86-4	ethylene glycol methyl ether		August 18, 2000	August 13, 1999
110-49-6	ethylene glycol methyl ether acetate		August 18, 2000	
118-74-1	hexachlorobenzene	December 7, 1990	**	

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TABLE I
TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
608-73-1	**hexachlorocyclohexanes (mixed or technical grade)**	December 7, 1990	**	
319-85-6	hexachlorocyclohexane, alpha	September 8, 1998		
319-85-7	hexachlorocyclohexane, beta	September 8, 1998		
58-89-9	hexachlorocyclohexane, gamma- (lindane)	September 8, 1998	**	
77-47-4	hexachlorocyclopentadiene		*	
110-54-3	hexane		August 18, 2000	
302-01-2	hydrazine	September 8, 1998	June 15, 2001	
122-66-7	hydrazobenzene (or 1,2-diphenylhydrazine)	December 7, 1990		
7647-01-0	hydrochloric acid (or hydrogen chloride)		August 18, 2000	August 13, 1999
7664-39-3	hydrofluoric acid (or hydrogen fluoride)		September 10, 2010	August 13, 1999
10035-10-6	hydrogen bromide (HBR)		*	
74-90-8	hydrogen cyanide		August 18, 2000	August 13, 1999
7783-06-4	hydrogen sulfide		August 18, 2000	February 10, 1999
7783-07-5	hydrogen selenide			August 13, 1999
	isocyanates			
624-83-9	methyl isocyanate		May 3, 2002	
78-59-1	isophrone		May 3, 2002	
67-63-0	isopropyl alcohol		August 18, 2000	August 13, 1999

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TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
7439-92-1	**lead and lead compounds (inorganic, including elemental lead)** including, but not limited to:	September 8, 1998	**	
	lead compounds (inorganic)	September 8, 1998	**	
301-04-2	lead acetate	September 8, 1998	**	
7758-97-6	lead chromate	September 8, 1998	**	
7446-27-7	lead phosphate	September 8, 1998	**	
1335-32-6	lead subacetate	September 8, 1998	**	
	lead compounds (other than inorganic)	September 8, 1998	**	
108-31-6	maleic anhydride		May 3, 2002	
7439-96-5	manganese and manganese compounds		August 18, 2000	
7439-97-6	**mercury and mercury compounds (inorganic)** including, but not limited to:		August 18, 2000	August 13, 1999
7487-94-7	mercuric chloride		August 18, 2000	
593-74-8	methyl mercury		August 18, 2000	
67-56-1	methanol (methyl alcohol)		August 18, 2000	August 13, 1999
74-83-9	methyl bromide (or bromomethane)		August 18, 2000	August 13, 1999
71-55-6	methyl chloroform (or 1,1,1-trichloroethane)		August 18, 2000	August 13, 1999
78-93-3	methyl ethyl ketone		*	August 13, 1999
80-62-6	methyl methacrylate		*	

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TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
1634-04-4	methyl tert-butyl ether	May 2, 2003	August 18, 2000	
101-14-4	methylene bis(2-chloroaniline), 4,4- (MOCA)	January 8, 1999		
75-09-2	methylene chloride (or dichloromethane)	June 1, 1990	August 18, 2000	August 13, 1999
101-77-9	methylene dianiline, 4,4'- (and its dichloride)	September 8, 1998	May 3, 2002	
101-68-8	methylene diphenyl diisocyanate		June 15, 2001	September 1, 2017
1135	mineral fibers (other than man-made)		*	
90-94-8	michler's ketone	January 8, 1999		
7440-02-0	**nickel and nickel compounds:**	March 12, 1999	August 18, 2000	August 13, 1999
	including, but not limited to:			
373-02-4	nickel acetate	March 12, 1999	August 18, 2000	August 13, 1999
3333-67-3	nickel carbonate	March 12, 1999	August 18, 2000	August 13, 1999
13463-39-3	nickel carbonyl	March 12, 1999	August 18, 2000	August 13, 1999
12054-48-7	nickel hydroxide	March 12, 1999	August 18, 2000	August 13, 1999
1313-99-1	nickel oxide	March 12, 1999	August 18, 2000	August 13, 1999
12035-72-2	nickel subsulfide	December 7, 1990	August 18, 2000	August 13, 1999
1271-28-9	nickelocene	March 12, 1999	August 18, 2000	August 13, 1999
	refinery dust from the pyrometallurgical process	December 7, 1990	August 18, 2000	August 13, 1999
7697-37-2	nitric acid		*	August 13, 1999
98-95-3	nitrobenzene		*	
79-46-9	nitropropane, 2-		*	

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TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
759-73-9	nitroso-n-ethylurea, n-	December 7, 1990		
684-93-5	nitroso-n-methylurea, n-	December 7, 1990		
86-30-6	nitrosodiphenylamine, n-	December 7, 1990		
156-10-5	nitrosodiphenylamine, p-	September 8, 1998		
59-89-2	nitrosomorpholine, n-	January 8, 1999		
100-75-4	nitrosopiperidine, n-	January 8, 1999		
930-55-2	nitrosopyrrolidine, n-	December 7, 1990		
108171-26-2	paraffins, chlorinated (average chain length, c12; approx. 60% cl by weight)	January 8, 1999		
127-18-4	perchloroethylene (or tetrachloroethylene)	September 8, 1998	September 8, 1998	August 13, 1999
108-95-2	phenol		August 18, 2000	August 13, 1999
75-44-5	phosgene		*	August 13, 1999
7723-14-0 7803-51-2	**phosphorus and phosphorus compounds** phosphine		* February 7, 2003	
7664-38-2	phosphoric acid		August 18, 2000	
85-44-9	phthalic anhydride		June 15, 2001	
1336-36-3 32598-13-3 70362-50-4 32598-14-4 74472-37-0	**polychlorinated biphenyls (PCBs)** 3,3',4,4' Tetrachlorobiphenyl 3,4,4',5 Tetrachlorobiphenyl 2,3,3',4,4' Pentachlorobiphenyl 2,3,4,4',5 Pentachlorobiphenyl	December 7, 1990 March 4, 2005*** March 4, 2005*** March 4, 2005*** March 4, 2005***	** March 4, 2005*** March 4, 2005*** March 4, 2005*** March 4, 2005***	

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TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
31508-00-6	2,3',4,4',5 Pentachlorobiphenyl	March 4, 2005***	March 4, 2005***	
65510-44-3	2',3,4,4',5 Pentachlorobiphenyl	March 4, 2005***	March 4, 2005***	
57465-28-8	3,3',4,4',5 Pentachlorobiphenyl	March 4, 2005***	March 4, 2005***	
38380-08-4	2,3,3',4,4',5 Hexachlorobiphenyl	March 4, 2005***	March 4, 2005***	
69782-90-7	2,3,3',4,4',5' Hexachlorobiphenyl	March 4, 2005***	March 4, 2005***	
52663-72-6	2,3',4,4',5.5' Hexachlorobiphenyl	March 4, 2005***	March 4, 2005***	
32774-16-6	3,3',4,4',5,5' Hexachlorobiphenyl	March 4, 2005***	March 4, 2005***	
39635-31-9	2,3,3'4,4',5,5' Heptachlorobiphenyl	March 4, 2005***	March 4, 2005***	
	polycyclic aromatic hydrocarbons (PAHs)			
56-55-3	benz[a]anthracene	December 7, 1990		
50-32-8	benzo[a]pyrene	December 7, 1990		
205-99-2	benzo[b]fluoranthene	December 7, 1990		
205-82-3	benzo[j]fluoranthene	January 8, 1999		
207-08-9	benzo[k]fluoranthene	December 7, 1990		
218-01-9	chrysene	December 7, 1990		
226-36-8	dibenz[a,h]acridine	January 8, 1999		
224-42-0	dibenz[a,j]acridine	January 8, 1999		
53-70-3	dibenz[a,h]anthracene	December 7, 1990		
192-65-4	dibenzo[a,e]pyrene	January 8, 1999		
189-64-0	dibenzo[a,h]pyrene	January 8, 1999		
189-55-9	dibenzo[a,i]pyrene	January 8, 1999		

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TOXIC AIR CONTAMINANTS

CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
191-30-0	dibenzo[a,l]pyrene	January 8, 1999		
194-59-2	dibenzo[c,g]carbazole, 7h-	January 8, 1999		
57-97-6	dimethylbenz[a]anthracene, 7,12-	January 8, 1999		
42397-64-8	dinitropyrene, 1,6-	January 8, 1999		
42397-65-9	dinitropyrene, 1,8-	January 8, 1999		
193-39-5	indeno[1,2,3-cd]pyrene	December 7, 1990		
56-49-5	methylcholanthrene, 3-	January 8, 1999		
3697-24-3	methylchrysene, 5-	January 8, 1999		
91-20-3	naphthalene	March 4, 2005***	August 18, 2000	
602-87-9	nitroacenaphthene, 5-	January 8, 1999		
7496-02-8	nitrochrysene, 6-	January 8, 1999		
607-57-8	nitrofluorene, 2-	January 8, 1999		
5522-43-0	nitropyrene, 1-	January 8, 1999		
57835-92-4	nitropyrene, 4-	January 8, 1999		
1150/1151	polycyclic aromatic hydrocarbons (PAHs), total	September 8, 1998		
7758-01-2	potassium bromate	January 8, 1999		
1120-71-4	propane sultone, 1,3-	January 8, 1999		
115-07-1	propylene		August 18, 2000	
107-98-2	propylene glycol methyl ether		August 18, 2000	
75-56-9	propylene oxide (or 1,2-epoxy propane)	September 8, 1998	February 23, 2000	August 13, 1999

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CAS #	SUBSTANCE	EFFECTIVE DATE CANCER	EFFECTIVE DATE CHRONIC	EFFECTIVE DATE ACUTE
7782-49-2	**selenium and selenium compounds** other than hydrogen selenide		May 3, 2002	
1310-73-2	sodium hydroxide		*	August 13, 1999
100-42-5	styrene (or vinyl benzene)		August 18, 2000	August 13, 1999
7664-93-9	sulfuric acid (and oleum)		May 3, 2002	August 13, 1999
79-34-5	tetrachloroethane, 1,1,2,2-	January 8, 1999		
62-55-5	thioacetamide	January 8, 1999		
108-88-3	toluene (or methyl benzene)		August 18, 2000	August 13, 1999
	toluene diisocyanates			
584-84-9	toluene-2,4-diisocyanate	September 8, 1998	June 15, 2001	September 1, 2017
91-08-7	toluene-2,6-diisocyanate	September 8, 1998	June 15, 2001	September 1, 2017
79-00-5	trichloroethane, 1,1,2-	January 8, 1999		
79-01-6	trichloroethylene	December 7, 1990	August 18, 2000	
121-44-8	triethylamine		February 7, 2003	August 13, 1999
51-79-6	urethane (or ethyl carbamate)	September 8, 1998		
7440-62-2	vanadium (fume or dust)			August 13, 1999
1314-62-1	vanadium pentoxide			August 13, 1999
108-05-4	vinyl acetate		May 3, 2002	
75-01-4	vinyl chloride (or chloroethylene)	December 7, 1990	**	August 13, 1999
75-35-4	vinylidene chloride (dichloroethylene, 1,1-)		June 15, 2001	

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TABLE I TOXIC AIR CONTAMINANTS				
CAS #	**SUBSTANCE**	**EFFECTIVE DATE CANCER**	**EFFECTIVE DATE CHRONIC**	**EFFECTIVE DATE ACUTE**
1330-20-7	**xylenes (isomers and mixture)**		August 18, 2000	August 13, 1999
108-38-3	xylene, m-		August 18, 2000	August 13, 1999
95-47-6	xylene, o-		August 18, 2000	August 13, 1999
106-42-3	xylene, p-		August 18, 2000	August 13, 1999
7440-66-6	**zinc and zinc compounds**		*	
	including, but not limited to:			
1314-13-2	zinc oxide		*	

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TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
75-07-0	acetaldehyde	12/07/1990	09/08/1998	06/05/2015	09/10/2010
60-35-5	acetamide	01/08/1999			
107-02-8	acrolein		06/15/2001	06/05/2015	08/13/1999
79-06-1	acrylamide (or propenamide)	12/07/1990	**		
79-10-7	acrylic acid		*		08/13/1999
107-13-1	acrylonitrile (or vinyl cyanide)	12/07/1990	05/03/2002		
107-05-1	allyl chloride	01/08/1999			
117-79-3	aminoanthraquinone, 2-	01/08/1999			
7664-41-7	ammonia		08/18/2000		08/13/1999
62-53-3 142-04-1	**aniline** aniline hydrochloride	01/08/1999 01/08/1999			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
7440-38-2	**arsenic and arsenic compounds (inorganic)** including, but not limited to: arsenic compounds (inorganic oxides)	12/07/1990	06/15/2001	06/05/2015	08/13/1999
7778-39-4	arsenic acid	12/07/1990	06/15/2001	06/05/2015	08/13/1999
1303-28-2	arsenic pentoxide	12/07/1990	06/15/2001	06/05/2015	08/13/1999
1327-53-3	arsenic trioxide	12/07/1990	06/15/2001	06/05/2015	08/13/1999
7784-42-1	arsine		09/10/2010	06/05/2015	08/13/1999
7778-44-1	calcium arsenate	12/07/1990	06/15/2001	06/05/2015	08/13/1999
1303-00-0	gallium arsenide	12/07/1990	06/15/2001	06/05/2015	08/13/1999
1332-21-4	**asbestos**	06/01/1990			
77536-66-4	actinolite	06/01/1990			
12172-73-5	amosite	06/01/1990			
77536-67-5	anthophyllite	06/01/1990			
12001-29-5	chrysotile	06/01/1990			
12001-28-4	crocidolite	06/01/1990			
77536-68-6	tremolite	06/01/1990			
71-43-2	benzene (including benzene from gasoline)	06/01/1990	08/18/2000	06/05/2015	08/13/1999

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
92-87-5	**benzidine (and its salts) values also apply to:**	12/07/1990	**		
1020	benzidine based dyes	12/07/1990			
28407-37-6	C.I. Direct Blue 218	12/07/1990			
612-82-8	[PAHDerivative/Related, POM]- 3,3'-dimethylbenzidine dihydrochloride	12/07/1990			
1937-37-7	direct Black 38	12/07/1990			
2602-46-2	direct Blue 6	12/07/1990			
16071-86-6	direct Brown 95 (technical grade)	12/07/1990			
100-44-7	benzyl chloride	09/08/1998	**		08/13/1999
7440-41-7	**beryllium and beryllium compounds**	12/07/1990	05/03/2002		
13510-49-1	beryllium sulfate	12/07/1990	05/03/2002		
7787-56-6	beryllium sulfate (tetrahydrate)	12/07/1990	05/03/2002		
1304-56-9	beryllium oxide	12/07/1990	05/03/2002		
111-44-4	bis(2-chloroethyl)ether (DCEE) [dichloroethylether]	12/07/1990			
117-81-7	bis(2-ethylhexyl)phthalate (DEHP) [di(2-ethylhexyl)phthalate]	09/08/1998	**		
542-88-1	bis(chloromethyl)ether	12/07/1990			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
7789-30-2	bromine pentafluoride		*		
106-94-5	1-bromopropane	Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
106-99-0	butadiene, 1,3-	12/07/1990	06/15/2001	06/05/2015	09/01/2017
7440-43-9 10108-64-2 141-00-4	**cadmium and cadmium compounds** cadmium chloride cadmium succinate	06/01/1990 06/01/1990 06/01/1990	06/15/2001 06/15/2001 06/15/2001		
105-60-2	caprolactum		09/01/2017	09/01/2017	09/01/2017
75-15-0	carbon disulfide		05/03/2002		08/13/1999
56-23-5	carbon tetrachloride (or tetrachloromethane)	06/01/1990	06/15/2001		08/13/1999
463-58-1	carbonyl sulfide		09/01/2017	09/01/2017	09/01/2017
7782-50-5	chlorine		08/18/2000		08/13/1999
10049-04-4	chlorine dioxide		06/15/2001		
95-83-0	chloro-o-phenylenediamine, 4-	01/08/1999			
95-69-2	chloro-o-toluidine, p-	01/08/1999			
108-90-7	chlorobenzene		06/15/2001		

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
	chlorofluorocarbons				
75-43-4	dichlorodifluoromethane (CFC-12)		*		
75-69-4	trichlorofluoromethane (CFC-11)		*		
76-13-1	trichlorotrifluoroethane (CFC-113)		*		
67-66-3	chloroform (trichloromethane)	12/07/1990	08/18/2000		08/13/1999
1060	**chlorophenols**				
95-57-8	chlorophenol, 2-		*		
88-06-2	trichlorophenol, 2,4,6-	12/07/1990			
	tetrachlorophenols (TECPH)		*		
87-86-5	pentachlorophenolT	09/08/1998	**		
76-06-2	chloropicrin		05/03/2002		08/13/1999
126-99-8	chloroprene		**		
98-56-6	1-chloro-4(trifluoromethyl)benzene (pCBtF)	12/31/2027			
16065-83-1	chromium (III)		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
18540-29-9	**chromium (hexavalent) and chromium compounds**	06/01/1990	06/15/2001		
	including, but not limited to:				
10294-40-3	barium chromate	06/01/1990	06/15/2001		
1189-85-1	t-butyl chromate (IV)	06/01/1990	06/15/2001		
13765-19-0	calcium chromate	06/01/1990	06/15/2001		
7758-97-6	lead chromate	09/08/1998	06/15/2001		
10588-01-9	sodium dichromate	06/01/1990	06/15/2001		
7789-06-2	strontium chromate	06/01/1990	06/15/2001		
13530-65-9	zinc chromate	06/01/1990	06/15/2001		
1333-82-0	chromic trioxide	06/01/1990	06/15/2001		

7440-48-4	**cobalt**	Date of Rule Amendment			
1216	cobalt compounds, insoluble, including but not limited to:	Date of Rule Amendment			
513-79-1	cobalt carbonate	Date of Rule Amendment			
10210-68-1	cobalt carbonyl	Date of Rule Amendment			
21041-93-0	cobalt hydroxide	Date of Rule Amendment			
814-89-1	cobalt oxalate	Date of Rule Amendment			
1307-96-6	cobalt [II] oxide	Date of Rule Amendment			
1308-06-1	cobalt [III] oxide	Date of Rule Amendment			
1317-42-6	cobalt sulfide	Date of Rule Amendment			
1217	Cobalt sulfate and other soluble cobalt compounds, including but not limited to:	Date of Rule Amendment			
71-48-7	cobalt acetate (tetrahydrate)	Date of Rule Amendment			
7646-79-9	cobalt chloride (hexahydrate)	Date of Rule Amendment			
16842-03-8	cobalt hydrocarbonyl	Date of Rule Amendment			
10141-05-6	cobalt nitrate (hexahydrate)	Date of Rule Amendment			
136-52-7	cobalt octoate	Date of Rule Amendment			
10124-43-3	cobalt sulfate	Date of Rule Amendment			
10026-24-1	cobalt sulfate (heptahydrate)	Date of Rule Amendment			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
		Date of Rule Amendment			
7440-50-8 [1067]	copper and copper compounds [including but not limited to: copper fume (as copper)]		*		08/13/1999
120-71-8	cresidine, p-	01/08/1999			
1319-77-3	**cresols/cresylic acid (all isomers and mixture)**		06/15/2001		
108-39-4	cresol, m-		06/15/2001		
95-48-7	cresol, o-		06/15/2001		
106-44-5	cresol, p-		06/15/2001		
135-20-6	cupferron	01/08/1999			
	dialkylnitrosamines				
924-16-3	nitrosodi-n-butylamine, n-	12/07/1990			
621-64-7	nitrosodi-n-propylamine, n-	09/08/1998			
55-18-5	nitrosodiethylamine, n-	12/07/1990			
62-75-9	nitrosodimethylamine, n-	12/07/1990			
10595-95-6	nitrosomethylethylamine, n-	09/08/1998			
615-05-4	diaminoanisole, 2,4- (sulfate)	01/08/1999			
95-80-7	diaminotoluene, 2,4-	01/08/1999			
	dibenzo-p-dioxins (chlorinated)				

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
1746-01-6	tetrachlorodibenzo-p-dioxin, 2,3,7,8-	06/01/1990	08/18/2000		
40321-76-4	pentachlorodibenzo-p-dioxin, 1,2,3,7,8-	06/01/1990	08/18/2000		
39227-28-6	hexachlorodibenzo-p-dioxin, 1,2,3,4,7,8-	06/01/1990	08/18/2000		
57653-85-7	hexachlorodibenzo-p-dioxin, 1,2,3,6,7,8-	06/01/1990	08/18/2000		
19408-74-3	hexachlorodibenzo-p-dioxin, 1,2,3,7,8,9-	06/01/1990	08/18/2000		
35822-46-9	heptachlorodibenzo-p-dioxin, 1,2,3,4,6,7,8-	06/01/1990	08/18/2000		
3268-87-9	octachlorodibenzo-p-dioxin, 1,2,3,4, 6,7,8,9-	06/01/1990	08/18/2000		
41903-57-5	total tetrachlorodibenzo-p-dioxin				
36088-22-9	total pentachlorodibenzo-p-dioxin	06/01/1990	08/18/2000		
34465-46-8	total hexachlorodibenzo-p-dioxin	06/01/1990	08/18/2000		
37871-00-4	total heptachlorodibenzo-p-dioxin	06/01/1990	08/18/2000		
1085	total dioxins, with individual isomers reported	06/01/1990	08/18/2000		
1086	total dioxins, without individual isomers reported	06/01/1990	08/18/2000		
	dibenzofurans (chlorinated)				
5120-73-19	tetrachlorodibenzofuran, 2,3,7,8-	06/01/1990	08/18/2000		
57117-41-6	pentachlorodibenzofuran, 1,2,3,7,8-	06/01/1990	08/18/2000		
57117-31-4	pentachlorodibenzofuran, 2,3,4,7,8-	06/01/1990	08/18/2000		

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
70648-26-9	hexachlorodibenzofuran, 1,2,3,4,7,8-	06/01/1990	08/18/2000		
57117-44-9	hexachlorodibenzofuran, 1,2,3,6,7,8-	06/01/1990	08/18/2000		
72918-21-9	hexachlorodibenzofuran, 1,2,3,7,8,9-	06/01/1990	08/18/2000		
60851-34-5	hexachlorodibenzofuran, 2,3,4,6,7,8-	06/01/1990	08/18/2000		
67562-39-4	heptachlorodibenzofuran, 1,2,3,4,6,7,8-	06/01/1990	08/18/2000		
55673-89-7	heptachlorodibenzofuran, 1,2,3,4,7,8,9-	06/01/1990	08/18/2000		
39001-02-0	octachlorodibenzofuran, 1,2,3,4,5,6,7,8	06/01/1990	08/18/2000		
55722-27-5	total tetrachlorodibenzofuran	06/01/1990	08/18/2000		
30402-15-4	total pentachlorodibenzofuran	06/01/1990	08/18/2000		
55684-94-1	total hexachlorodibenzofuran	06/01/1990	08/18/2000		
38998-75-3	total heptachlorodibenzofuran	06/01/1990	08/18/2000		
1080	total dibenzofurans, without individual isomers reported	06/01/1990	08/18/2000		
96-12-8	dibromo-3-chloropropane, 1,2- (DBCP)	09/08/1998	**		
106-46-7	dichlorobenzene, 1,4- (or p-dichlorobenzene)	09/08/1998	06/15/2001	07/18/2025	Date of Rule Amendment
91-94-1	dichlorobenzidine, 3,3	12/07/1990			
75-34-3	dichloroethane, 1,1-	01/08/1999			
75-35-4	dichloroethylene, 1,1- (see vinylidene chloride)				

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
9901 (emittant ID)	diesel PM – diesel particulate matter from diesel-fueled internal combustion engine exhaust	03/07/2008	03/07/2008		
111-42-2	diethanolamine		05/03/2002		
60-11-7	dimethylaminoazobenzene, p-	01/08/1999			
68-12-2	dimethylformamide (N,N-)		06/15/2001		
121-14-2 1326-41-6	**dinitrotoluene, 2,4-** 2,4-dinitrotoluene, sulfurized	12/07/1990 12/07/1990			
123-91-1	dioxane, 1,4- (or 1,4-diethylene dioxide)	12/07/1990	08/18/2000		08/13/1999
106-89-8	epichlorohydrin (or 1-chloro-2,3-epoxypropane)	12/07/1990	06/15/2001		08/13/1999
106-88-7	epoxybutane,1,2-		06/15/2001		
140-88-5	ethyl acrylate		*		
100-41-4	ethyl benzene	06/05/2009	08/18/2000		
75-00-3	ethyl chloride (or chloroethane)		08/18/2000		
106-93-4	ethylene dibromide (or 1,2-dibromoethane)	06/01/1990	05/03/2002		
107-06-2	ethylene dichloride (or 1,2-dichloroethane)	06/01/1990	06/15/2001		
75-21-8	ethylene oxide (or 1,2-epoxyethane)	06/01/1990	06/15/2001		
96-45-7	ethylene thiourea	01/08/1999			
1101	**Fluorides and compounds (except hydrogen fluoride, listed separately below)**		09/10/2010		08/13/1999

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
1141	modified hydrogen fluoride (MHF)		09/10/2010		08/13/1999
7783-79-1	selenium hexafluoride		09/10/2010		08/13/1999
15096-52-3	sodium aluminum fluoride		09/10/2010		
7681-49-4	sodium fluoride		09/10/2010		
50-00-0	formaldehyde	12/07/1990	08/18/2000	06/05/2015	08/13/1999
	~~gasoline vapors~~		~~*~~		
111-30-8	glutaraldehyde		06/15/2001		
1115	**glycol ethers (and their acetates)**				
107-21-1	ethylene glycol		08/18/2000		
111-76-2	ethylene glycol butyl ether		~~*~~05/04/2018	05/04/2018	08/13/1999
110-80-5	ethylene glycol ethyl ether		08/18/2000		02/10/1999
111-15-9	ethylene glycol ethyl ether acetate		08/18/2000		08/13/1999
109-86-4	ethylene glycol methyl ether		08/18/2000		08/13/1999
110-49-6	ethylene glycol methyl ether acetate		08/18/2000		
118-74-1	hexachlorobenzene	12/07/1990	**		

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
608-73-1	**hexachlorocyclohexanes (mixed or technical grade)**	12/07/1990	**		
319-84-6	hexachlorocyclohexane, alpha	09/08/1998			
319-85-7	hexachlorocyclohexane, beta	09/08/1998			
58-89-9	hexachlorocyclohexane, gamma- (lindane)	09/08/1998	**		
77-47-4	hexachlorocyclopentadiene		*		
822-06-0	1,6-hexamethylene diisocyanate (monomer)[n]		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
110-54-3	hexane		08/18/2000		
302-01-2	hydrazine	09/08/1998	06/15/2001		
122-66-7	hydrazobenzene (or 1,2-diphenylhydrazine)	12/07/1990			
7647-01-0	hydrochloric acid (or hydrogen chloride)		08/18/2000		08/13/1999
7664-39-3	hydrofluoric acid (or hydrogen fluoride)		09/10/2010		08/13/1999
10035-10-6	hydrogen bromide (HBR)		*		
74-90-8	hydrogen cyanide		08/18/2000		08/13/1999
7783-06-4	hydrogen sulfide		08/18/2000		02/10/1999
7783-07-5	hydrogen selenide				08/13/1999

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
	isocyanates				
624-83-9	methyl isocyanate		05/03/2002		
78-59-1	isophrone		05/03/2002		
78-79-5	isoprene	Date of Rule Amendment			
67-63-0	isopropyl alcohol		08/18/2000		08/13/1999
7439-92-1	**lead and lead compounds (inorganic, including elemental lead) including, but not limited to:**	09/08/1998	**		
1128	lead compounds (inorganic)	09/08/1998	**		
301-04-2	lead acetate	09/08/1998	**		
7758-97-6	lead chromate	09/08/1998	**		
7446-27-7	lead phosphate	09/08/1998	**		
1335-32-6	lead subacetate	09/08/1998	**		
	lead compounds (other than inorganic)	09/08/1998	**		
108-31-6	maleic anhydride		05/03/2002		
7439-96-5	**manganese and manganese compounds**		08/18/2000	06/05/2015	
12079-65-1	manganese cyclopentadienyl tricarbonyl		08/18/2000	06/05/2015	
12108-13-3			08/18/2000	06/05/2015	

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
	2-methylcyclopentadienyl manganese-tricarbonyl				
7439-97-6	**mercury and mercury compounds (inorganic)** including, but not limited to:		08/18/2000	06/05/2015	08/13/1999
7487-94-7	mercuric chloride		08/18/2000	06/05/2015	
~~593-74-8~~	~~methyl mercury~~		~~08/18/2000~~		
67-56-1	methanol (methyl alcohol)		08/18/2000		08/13/1999
74-83-9	methyl bromide (or bromomethane)		08/18/2000		08/13/1999
71-55-6	methyl chloroform (or 1,1,1-trichloroethane)		08/18/2000		08/13/1999
78-93-3	methyl ethyl ketone		*		08/13/1999
80-62-6	methyl methacrylate		*		
1634-04-4	methyl tert-butyl ether	05/02/2003	08/18/2000		
101-14-4	methylene bis(2-chloroaniline), 4,4- (MOCA)	01/08/1999			
75-09-2	methylene chloride (or dichloromethane)	06/01/1990	08/18/2000		08/13/1999
101-77-9	methylene dianiline, 4,4'- (and its dichloride)	09/08/1998	05/03/2002		
101-68-8	methylene diphenyl diisocyanate		06/15/2001	03/28/2016	09/01/2017
1135	mineral fibers (other than man-made)		*		
90-94-8	michler's ketone	01/08/1999			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
7440-02-0	**nickel and nickel compounds:**	03/12/1999	08/18/2000	06/05/2015	08/13/1999
	including, but not limited to:				
373-02-4	nickel acetate	03/12/1999	08/18/2000	06/05/2015	08/13/1999
3333-67-3	nickel carbonate	03/12/1999	08/18/2000	06/05/2015	08/13/1999
13463-39-3	nickel carbonyl	03/12/1999	08/18/2000	06/05/2015	08/13/1999
7718-54-9	nickel chloride	03/12/1999	08/18/2000	06/05/2015	08/13/1999
12054-48-7	nickel hydroxide	03/12/1999	08/18/2000	06/05/2015	08/13/1999
13138-45-9	nickel nitrate {nickel (II) nitrate}	03/12/1999	08/18/2000	06/05/2015	08/13/1999
1313-99-1	nickel oxide	03/12/1999	08/18/2000	06/05/2015	08/13/1999
12035-72-2	nickel subsulfide	12/07/1990	08/18/2000	06/05/2015	08/13/1999
1271-28-9	nickelocene	03/12/1999	08/18/2000	06/05/2015	08/13/1999
1146	refinery dust from the pyrometallurgical process	12/07/1990	08/18/2000	06/05/2015	08/13/1999
7786-81-4	nickel sulfate	03/12/1999	08/18/2000	06/05/2015	08/13/1999
7697-37-2	nitric acid		*		08/13/1999
98-95-3	nitrobenzene		*		
79-46-9	nitropropane, 2-		*		
759-73-9	nitroso-n-ethylurea, n-	12/07/1990			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
684-93-5	nitroso-n-methylurea, n-	12/07/1990			
86-30-6	nitrosodiphenylamine, n-	12/07/1990			
156-10-5	nitrosodiphenylamine, p-	09/08/1998			
59-89-2	nitrosomorpholine, n-	01/08/1999			
100-75-4	nitrosopiperidine, n-	01/08/1999			
930-55-2	nitrosopyrrolidine, n-	12/07/1990			
108171-26-2	paraffins, chlorinated (average chain length, c12; approx. 60% cl by weight)	01/08/1999			
127-18-4	perchloroethylene (or tetrachloroethylene)	09/08/1998	09/08/1998		08/13/1999
108-95-2	phenol		08/18/2000		08/13/1999
75-44-5	phosgene		*		08/13/1999
7723-14-0	**phosphorus and phosphorus compounds**		*		
7803-51-2	phosphine		02/07/2003		
7664-38-2	phosphoric acid		08/18/2000		
85-44-9	phthalic anhydride		06/15/2001		
1336-36-3	**polychlorinated biphenyls (PCBs)**	12/07/1990	**		
32598-13-3	3,3',4,4' Tetrachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
70362-50-4	3,4,4',5 Tetrachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
32598-14-4	2,3,3',4,4' Pentachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
74472-37-0	2,3,4,4',5 Pentachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
31508-00-6	2,3',4,4',5 Pentachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
65510-44-3	2',3,4,4',5 Pentachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
57465-28-8	3,3',4,4',5 Pentachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
38380-08-4	2,3,3',4,4',5 Hexachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
69782-90-7	2,3,3',4,4',5' Hexachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
52663-72-6	2,3',4,4',5.5' Hexachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
32774-16-6	3,3',4,4',5,5' Hexachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
39635-31-9	2,3,3'4,4',5,5' Heptachlorobiphenyl	03/04/2005 ***	03/04/2005 ***		
	polycyclic aromatic hydrocarbons (PAHs) [Treated as B(a)P for HRA]				
56-55-3	benz[a]anthracene	12/07/1990			
50-32-8	benzo[a]pyrene	12/07/1990			
205-99-2	benzo[b]fluoranthene	12/07/1990			
205-82-3	benzo[j]fluoranthene	01/08/1999			
207-08-9	benzo[k]fluoranthene	12/07/1990			
218-01-9	chrysene	12/07/1990			
226-36-8	dibenz[a,h]acridine	01/08/1999			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
224-42-0	dibenz[a,j]acridine	01/08/1999			
53-70-3	dibenz[a,h]anthracene	12/07/1990			
192-65-4	dibenzo[a,e]pyrene	01/08/1999			
189-64-0	dibenzo[a,h]pyrene	01/08/1999			
189-55-9	dibenzo[a,i]pyrene	01/08/1999			
191-30-0	dibenzo[a,l]pyrene	01/08/1999			
194-59-2	dibenzo[c,g]carbazole, 7h-	01/08/1999			
57-97-6	dimethylbenz[a]anthracene, 7,12-	01/08/1999			
42397-64-8	dinitropyrene, 1,6-	01/08/1999			
42397-65-9	dinitropyrene, 1,8-	01/08/1999			
193-39-5	indeno[1,2,3-cd]pyrene	12/07/1990			
56-49-5	methylcholanthrene, 3-	01/08/1999			
3697-24-3	methylchrysene, 5-	01/08/1999			
91-20-3	naphthalene	03/04/2005 ***	08/18/2000		
602-87-9	nitroacenaphthene, 5-	01/08/1999			
7496-02-8	nitrochrysene, 6-	01/08/1999			
607-57-8	nitrofluorene, 2-	01/08/1999			
5522-43-0	nitropyrene, 1-	01/08/1999			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
57835-92-4	nitropyrene, 4-	01/08/1999			
1150/1151	polycyclic aromatic hydrocarbons (PAHs), total	09/08/1998			
1221	**polymeric (oligo) hexamethylene1,6-diisocyanate (HDI)**		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
108-19-0	biuret		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
1226	diisocyanurate		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
1227	hdi prepolymer		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
28182-81-2	hexamethylene diisocyanate homopolymer		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
3779-63-3	hexamethylene diisocyanate isocyanurate trimer		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
125252-47-3	hexane, 1,6-diisocyanato-, homopolymer, polyethylene-polypropylene glycol monobutyl ether-blocked		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
1228	isocyanurate		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
23501-81-7	uretdione (HDI) {uretidone}		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
			Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
7758-01-2	potassium bromate	01/08/1999			
1120-71-4	propane sultone, 1,3-	01/08/1999			
115-07-1	propylene		08/18/2000		
107-98-2	propylene glycol monomethyl ether		08/18/2000		
75-56-9	propylene oxide (or 1,2-epoxy propane)	09/08/1998	02/23/2000		08/13/1999
7782-49-2 7446-34-6	**selenium and selenium compounds** **other than hydrogen selenide** selenium sulfide selenium hexafluoride see fluorides and compounds		05/03/2002 05/03/2002		
1310-73-2	sodium hydroxide		*		08/13/1999
100-42-5	styrene (or vinyl benzene)		08/18/2000		08/13/1999
7664-93-9	sulfuric acid (and oleum)		05/03/2002		08/13/1999
540-88-5	tertiary-butyl acetate (TBAc)	Date of Rule Amendment			
79-34-5	tetrachloroethane, 1,1,2,2-	01/08/1999			
62-55-5	thioacetamide	01/08/1999			

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
		CANCER	CHRONIC	8-HOUR	ACUTE
108-88-3	toluene (or methyl benzene)		08/18/2000	08/20/2020	08/13/1999
26471-62-5	**toluene diisocyanates**				
584-84-9	toluene-2,4-diisocyanate	09/08/1998	06/15/2001	03/28/2016	09/01/2017
91-08-7	toluene-2,6-diisocyanate	09/08/1998	06/15/2001	03/28/2016	09/01/2017
79-00-5	trichloroethane, 1,1,2- (vinyl trichloride)	01/08/1999			
79-01-6	trichloroethylene	12/07/1990	08/18/2000		
121-44-8	triethylamine		02/07/2003		08/13/1999
25551-13-7	**trimethylbenzenes**		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
526-73-8	1,2,3-trimethylbenzene		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
95-63-6	1,2,4-trimethylbenzene		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
108-67-8	1,3,5-trimethylbenzene		Date of Rule Amendment	Date of Rule Amendment	Date of Rule Amendment
51-79-6	urethane (or ethyl carbamate)	09/08/1998			
7440-62-2	vanadium (fume or dust)				08/13/1999
1314-62-1	vanadium pentoxide				08/13/1999

TABLE I TOXIC AIR CONTAMINANTS					
CAS #	**SUBSTANCE**	**EFFECTIVE DATE**			
		CANCER	**CHRONIC**	**8-HOUR**	**ACUTE**
108-05-4	vinyl acetate		05/03/2002		
75-01-4	vinyl chloride (or chloroethylene)	12/07/1990	**		08/13/1999
75-35-4	vinylidene chloride (dichloroethylene, 1,1-)		06/15/2001		
1330-20-7	**xylenes (isomers and mixture)**		08/18/2000		08/13/1999
108-38-3	xylene, m-		08/18/2000		08/13/1999
95-47-6	xylene, o-		08/18/2000		08/13/1999
106-42-3	xylene, p-		08/18/2000		08/13/1999
7440-66-6	**zinc and zinc compounds**		*		
	including, but not limited to:				
1314-13-2	zinc oxide		*		

* Compounds not classified as carcinogenic, but have chronic risk values proposed by OEHHA that have not yet been finalized. The effective date is the date the Scientific Review Panel approves the chronic risk value.

** Compounds are classified as carcinogenic, but have chronic risk values proposed by OEHHA that have not yet been finalized. The effective date for use of chronic risk values is the date the Scientific Review Panel approves the chronic risk value.

~~*** Effective date for these risk values will be March 4, 2005 or the date of implementation of the applicable most recent version of Risk Assessment Procedures for Rules 1401, 1401.1 and 212, whichever is later.~~

TABLE II

TOXIC AIR CONTAMINANTS WITH PROPOSED RISK VALUES

CAS #	SUBSTANCE
79-10-7	acrylic acid
107-05-1	allyl chloride
7783-20-2	ammonium sulfate
62-53-3	Aniline
1309-64-4	antimony trioxide
	arsenic compounds (other than inorganic)
532-27-4	chloroacetophenone, 2-
75-45-6	chlorodifluoromethane (HCFC-22)
7440-48-4	cobalt and cobalt compounds
74-85-1	Ethylene
96-45-7	ethylene thiourea
	fluorides and fluoride compounds
87-68-3	hexachlorobutadiene
67-72-1	hexachloroethane
822-06-0	hexamethylene-1,6-diisocyanate
78-93-3	methyl ethyl ketone (or 2-butanone)
7697-37-2	nitric acid
156-10-5	nitrosodiphenylamine, p-
7440-22-4	silver and silver compounds
96-09-3	styrene oxide
79-00-5	trichloroethane, 1,1,2-
593-60-2	vinyl bromide

Deleted

ATTACHMENT G

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report
Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants

August 2026

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EXECUTIVE SUMMARY

South Coast Air Quality Management District (South Coast AQMD) Rule 1401 – New Source Review of Toxic Air Contaminants (Rule 1401) specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants (TACs). Permit applications where an operation would emit or emits TACs listed in Table 1 of Rule 1401 are required to undergo a health risk assessment and be below the established limits to receive a permit ~~to operate~~.

The California Office of Environmental Health Hazard Assessment (OEHHA) establishes risk exposure levels (i.e., risk values) for TACs. The compounds listed in Table I are periodically updated to reflect the new chemical compounds identified by OEHHA as a TAC.

PAR 1401 would update one existing compound and add nine new parent compounds and its associated compounds into Table 1, remove compounds from Table I, and add a new column in Table I to include the effective date for 8-hour reference exposure levels (RELs). Amendments to define and reference 8-hour chronic hazard index will be included and Table II will ~~also~~ be removed. PAR 1401 will impact facilities that submit a permit application for a new, modified, or relocated equipment or source that emits any toxic air contaminant listed in Table 1 where the permit application is deemed complete after PAR 1401 is adopted. Existing permits with no further permit action are not impacted by PAR 1401. PAR 1401 may have cost impacts related to the installation of controls.

CHAPTER 1 – BACKGROUND

Introduction

South Coast AQMD implements a permitting program to comply with federal, state, and local air quality rules and regulations for stationary sources that emit air pollutants such as nitrogen oxide (NOx), volatile organic compounds (VOC), sulfur dioxide (SO2), particulate matter (PM), and toxic air contaminants (TACs). Permit applications are evaluated for compliance with all applicable rules and regulations and look at factors such as air pollutant emissions, health risks, and distances to sensitive receptors, such as to schools. If an equipment or source emits TACs, the equipment or source is subject to Rule 1401.

Rule 1401 specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units or relocations, or modifications to existing permit units which emit toxic air contaminants listed in Table I. The methodology used to estimate health risks for South Coast AQMD's toxic regulatory program, including Rule 1401, is based on guidance from OEHHA. OEHHA's Risk Assessment Guidelines are incorporated in the South Coast AQMD Risk Assessment Procedures, which is used when implementing Rule 1401.

Regulatory History

Rule 1401

Rule 1401 was adopted by the AQMD Governing Board in June 1990. It is amended periodically to add new compounds or new risk values to the list of TACs as they are identified and risk values are finalized or amended by OEHHA. The rule has been amended 18 times to add new compounds or update risk factors after approval by OEHHA. The last amendment was in 2017. During the amendment process, staff analyzed potential permitting impacts for spray booths and gasoline dispensing facilities from implementing South Coast AQMD's Risk Assessment Procedures Version 8.1 and transitioned to using the 2015 OEHHA HRA Guidelines for all permitted sources. The 2017 amendments incorporated additional compounds and risk thresholds into Table I. Currently, the latest version of the Risk Assessment Procedure is Version 9.0.

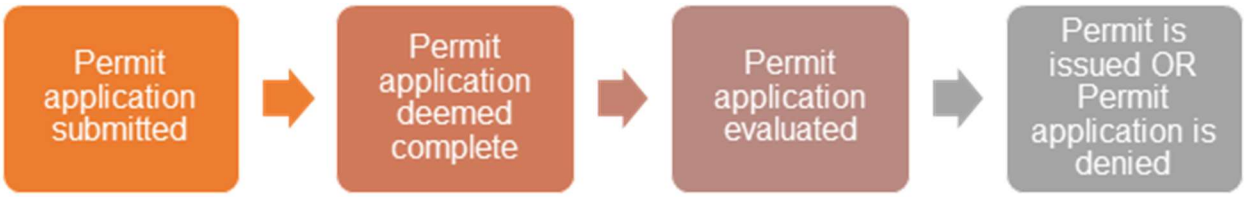
Rule 1401 establishes cancer and non-cancer health risk thresholds for new, relocated, or modified permitted sources of toxic air pollutants. Maximum individual cancer risk (MICR) cannot exceed one in one million. If best available control technology for toxics (T-BACT) is installed, the MICR cannot exceed 10 in one million. The MICR is the estimated probability of a potential maximally exposed individual contracting cancer as a result of exposure to toxic air contaminants. Cancer burden may not exceed 0.5. Cancer burden represents the estimated increase in the occurrence of cancer cases in a given population due to exposure to TACs. For non-cancer health risk, both chronic and acute, the threshold is a hazard index (HI) of 1.0. A hazard index is the sum of the Hazard Quotients of all TACs emitted that affect the same target organ. A hazard quotient is the ratio of the estimated maximum concentration of a TAC for the maximally exposed individual to its reference exposure level (REL). If any of the thresholds are exceeded, Rule 1401 prohibits issuance of a permit.

Rule 1401 Cancer Risk Threshold	Rule 1401 Noncancer Risk Threshold
1 in a million without T-BACT	Acute hazard index of 1
10 in a million with T-BACT	Chronic hazard index of 1

South Coast AQMD Permitting Process

The flow chart below summarizes the permitting process in four main steps.

Overview of Permitting Process

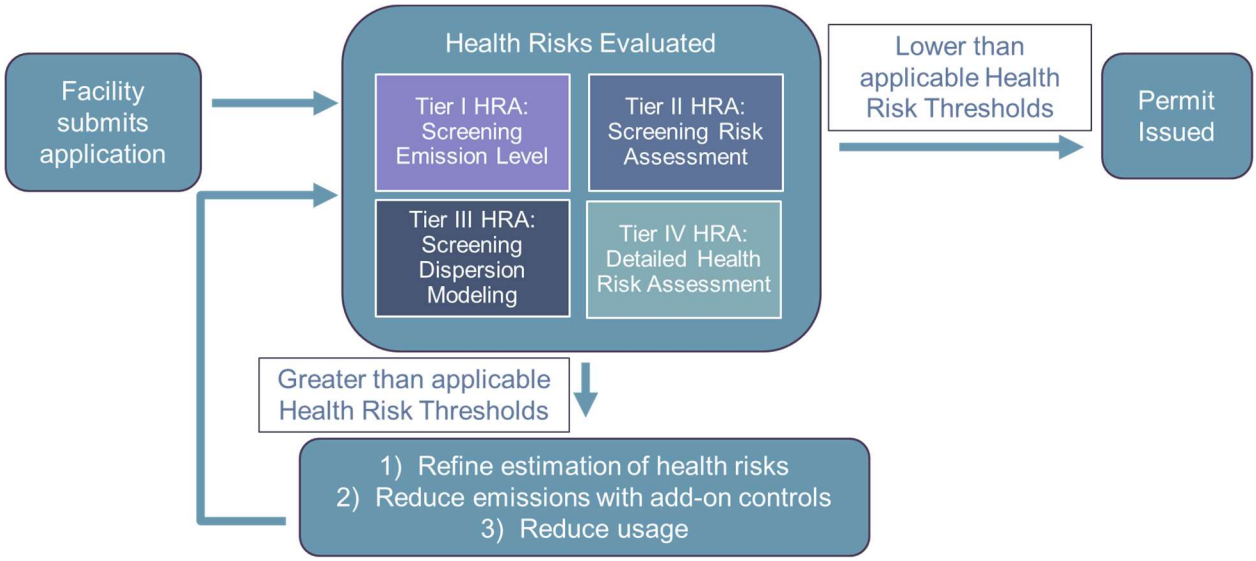


The first step is submitting a permit application. Pursuant to Rule 201 – Permit to Construct, equipment that may cause the issuance of air contaminants or that may eliminate, reduce, or control the issuance of air contaminants requires authorization or a permit from South Coast AQMD, unless the equipment is determined to be exempt pursuant to Rule 219 – Equipment Not Requiring A Written Permit Pursuant to Regulation II. Note that some Rule 219 equipment might need to be registered pursuant to Rule 222 – Filing Requirements For Specific Emission Sources Not Requiring A Written Permit Pursuant To Regulation II. After a permit application is submitted, South Coast AQMD staff may require additional information before the permit application can be evaluated. During this time, the applicant may be asked for additional information or details regarding their equipment. Once sufficient information is received, the permit application is deemed complete. Therefore, the date the permit application is deemed complete generally is not the same date as when the permit application is submitted. This distinction is critical because the date the permit application is deemed complete is the date that determines the:

- Version of Rule 1401 Table I that is used; and
- TACs and corresponding health values.

During the permit application evaluation process, a health risk assessment (HRA) is performed by permitting staff for new, modified, or relocated equipment to determine if the health risks are less than the Rule 1401 cancer and noncancer risk thresholds.

Figure 1 Permit Evaluation Process



South Coast AQMD's Risk Assessment Procedures describe four different HRA tiers, which are different from the OEHHA Risk Assessment Guidelines tiered approach, and the health risks from permitted equipment can be estimated using any of the HRA tiers. If the evaluation determines that the health risks from equipment are less than the Rule 1401 health risk thresholds and the equipment demonstrates compliance with all applicable rules and regulations, then a permit can be issued. However, if the evaluation determines the health risks from the equipment is greater than the health risk thresholds, then additional steps will need be taken to reduce the health risks below the thresholds before a permit can be issued. The following paragraphs describe the three different pathways a facility can take to reduce health risks associated with the equipment.

One pathway to show reduced health risks is by refining health risk estimation using higher HRA tiers, as shown in Figure 1. The HRA tiers are in order of increasing complexity, providing a more refined estimate of health risks at the higher tiers. The higher the HRA tier, the more information is required to perform the dispersion modeling required, such as:

- Distance from the source to the nearest off-site residential and worker receptor(s)
- Source characteristics, such as stack height and/or building dimensions
- Operating schedule
- Geographic location coordinates

Specific details on how each of the HRAs are conducted can be found in the South Coast AQMD Risk Assessment Procedures.[1] Note that in conjunction with this rule amendment, staff is updating the Risk Assessment Procedures and the online Risk Tool to reflect the additional TACs proposed to be added to Table I as well as other administrative changes.

[1] South Coast Air Quality Management District. (2026). Risk Assessment Procedures for Rules 1401, 1401.1, and 212. https://www.aqmd.gov/home/permits/PermittingHRA

In addition, the applicant may also propose alternative operating parameters, such as a limit on operating hours, alternative emission rates, increased control efficiency, or a different particle size distribution, all of which need to be supported by studies and evidence. By utilizing a higher HRA tier and refining the estimation of health risks and/or modifying the operating assumptions, applicants can reduce the health risks to below the Rule 1401 thresholds or potentially operate with a greater throughput than that resulting from a Tier I HRA.

The second pathway to reduce health risks is by installing control equipment to reduce the emission of TACs. The appropriate control equipment will vary depending on the following:

- Amount of emission reduction required (e.g., control efficiency of 85% vs 99.97%)
- Pollutant specifications (e.g., corrosivity, outlet temperature, size)
- Type of pollutant (e.g., VOC or particulate)

The third pathway to reduce health risk is reducing the usage of the product containing the TACs being evaluated from the amount originally applied for or proposing a lower throughput.

Compounds with New or Amended Cancer Potency Factors and Non-Cancer Reference Exposure Levels

OEHHA oversees the development and amendment of health values for different compounds through an extensive public process. For each compound, OEHHA publishes a technical support document that provides justification for the new or amended health values. OEHHA utilizes a specific methodology for deriving health values, such as conducting literature reviews or utilizing values established by other agencies. These methodologies are reviewed by the Scientific Review Panel. This is an advisory committee composed of nine appointed members who are experts in their respective fields. They are charged with evaluating the risk assessments of substances proposed for identification as toxic air contaminants by CARB, OEHHA, and the Department of Pesticide Regulation, and reviewing guidelines prepared by OEHHA.

For inhalation exposure, OEHHA develops four potential heath values:

- Cancer Potency
- Reference Exposure Level (REL)
    - Acute
    - 8-Hour
    - Chronic

The cancer inhalation risk is the excess cancer risk associated with continuous inhalation exposure to a given carcinogen at 1 microgram per cubic meter ($\mu g/m^3$) over a lifetime (70 years). The cancer potency factor estimates excess lifetime cancer risk associated with exposure at 1 milligram per kilogram of body weight per day (mg/kg-d).[2]

[2] OEHHA. (2025). Isoprene Cancer Inhalation Unit Risk Factor Technical Support Document for Cancer Potency Factors Appendix B. https://oehha.ca.gov/sites/default/files/media/2025-01/IsopreneIUR010325.pdf

REL is the maximum concentration level of a substance in the air that is not expected to have adverse health effects in humans over a specified exposure duration. Therefore, an increase in the REL or dose level would indicate a less stringent value for the compound and a lower REL would mean that the value has become more stringent. RELs can be acute, 8-hour, or chronic. Exposure averaging time for acute RELs is 1 hour. For 8-hour RELs, the exposure averaging time is 8 hours, which may be repeated. Chronic RELs are designed to address continuous exposures for up to a lifetime and the exposure metric used is the annual average (mean) exposure.[3] Note that the 8-hour REL is chronic exposure and the estimation on 8-hour concentrations is based on the long-term concentration, not the acute concentration.

These health values are updated and incorporated into the Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values.[4] This table lists all the health values that have been approved to be used in a facility health risk assessment. Since the most recent amendment, nine compounds were added, and the health values for one compound were updated. Each compound's health effect and potential sources of the compound are summarized below.

1-Bromopropane (Chemical Abstracts Service Number 106-94-5)

In 2023, OEHHA developed acute, 8-hour, and chronic RELs for 1-bromopropane. It is a colorless liquid at room temperature. Acute effects from exposure affect the reproductive system and nervous system. Nervous system effects include dizziness, headaches, and nausea. Sources of 1-bromopropane include being a solvent vehicle for adhesives in laminates and foam products, degreasing/cleaning agent for metals, metal products, plastics, optics, and electronics, and alternative solvent in modified perchloroethylene dry-cleaning machines.[5] Based on Annual Emission Reporting and permitting data, the primary sources within South Coast AQMD are cleaning solvents and dry cleaners.

1,4-Dichlorobenzene (Chemical Abstracts Service Number 106-46-7)

1,4-Dichlorobenzene is a compound that was added to Rule 1401 Table I in 1998. In 2025, OEHHA adopted new acute and 8-hour RELs, and a revised chronic REL. 1,4-Dichlorobenzene is a colorless or white crystalline solid that sublimes at ambient temperatures. Acute effects from exposure include irritation to the eyes and nose and chronic effects include damage to the nervous system and liver. Sources of 1,4-dichlorobenzene include deodorant for toilets, urinals, and refuse containers, moth repellant for clothing, fumigant to control mold, and landfills.[6] Based on Annual

[3] OEHHA. (2023). OEHHA Acute, 8-hour and Chronic Reference Exposure Level (REL) Summary. https://oehha.ca.gov/air/general-info/oehha-acute-8-hour-and-chronic-reference-exposure-level-rel-summary

[4] OEHHA. (2025). Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values. https://ww2.arb.ca.gov/sites/default/files/classic/toxics/healthval/contable09252025.pdf

[5] OEHHA. (2023). 1-Bromopropane Reference Exposure Levels Technical Support Document for the Derivation of Noncancer Reference Exposure Levels Appendix D1. https://oehha.ca.gov/media/downloads/crnr/1-bpsrprel052823.pdf

[6] OEHHA. (2025). 1,4-Dichlorobenzene Reference Exposure Levels Technical Support Document for the Derivation of Noncancer Reference Exposure Levels Appendix D1. https://oehha.ca.gov/sites/default/files/media/2025-07/1%2C4-DCB%20REL071825_2.pdf

Emission Reporting and permitting data, primary sources within South Coast AQMD are sewage treatment plants, landfills, and refineries.

Cobalt (Chemical Abstracts Service Number 7440-48-4)

In 2020, 2022, and 2023 OEHHA adopted cancer potency factors and cancer inhalation risk factors for cobalt. Cobalt, a hard but somewhat malleable metal, is a carcinogen; acute and chronic exposure to cobalt can affect the respiratory system causing bronchial tumors, asthma-like symptoms, and hard metal lung disease. Sources of cobalt include the petroleum industry, concrete and cement manufacturing facilities, electronic computer manufacturers, semiconductor and electronic components facilities, military and commercial aerospace products and parts manufacturing, tungsten carbide and other super alloy manufacturing, mining and refining operations, lumber mills, and battery manufacturers.[7] Based on Annual Emission Reporting and permitting data, the primary source within South Coast AQMD is abrasive blasting.

Hexamethylene Diisocyanate (HDI) Monomer (Chemical Abstracts Service Number 822-06-0) and Polymeric Hexamethylene Diisocyanate (HDI) (CARB Air Toxics Hot Spots Emission Inventory Code 1221)

In 2019, 2022, and 2025 OEHHA adopted chronic, 8-hour, and acute RELs for HDI Monomer and Polymeric HDI. HDI monomer is an organic compound that is a clear to slightly yellow liquid. Polymeric HDI is the term often used to refer to a mixture of HDI monomer and various higher molecular weight diisocyanate reaction products. Acute exposure to these compounds affects the respiratory system leading to asthma and bronchitis. Sources of these compounds include hardeners for automobile and airplane polyurethane spray paints, including primers, sealers, and clear coats, and coatings for outdoor furniture, parquet and industrial wood, and architectural finishing.[8] Based on Annual Emission Reporting and permitting data, the primary sources within South Coast AQMD are spray booths in the automotive, aerospace, and metal coatings industry that are spraying polyurethane coatings.

Isoprene (Chemical Abstracts Service Number 78-79-5)

In 2025, OEHHA adopted cancer potency factors and cancer inhalation risk factors for isoprene. Isoprene is a colorless liquid with a mild petroleum like odor. It is a carcinogen and long-term exposure can affect the respiratory system causing lung cancer. Sources of isoprene include thermal cracking of petroleum naphtha, biomass combustion, synthetic rubber production, wood

[7] OEHHA. (2023). Cobalt and Cobalt Compounds Cancer Inhalation Unit Risk Factors Technical Support Document for Cancer Potency Factors Appendix B. https://oehha.ca.gov/media/downloads/crnr/finalcobalt080423.pdf

[8] OEHHA. (2019). Hexamethylene Diisocyanate Reference Exposure Levels (Monomer and Polyisocyanates) Technical Support Document for the Derivation of Noncancer Reference Exposure Levels Appendix D1. https://oehha.ca.gov/sites/default/files/media/downloads/crnr/hidrel090519.pdf

pulping, and exhaust from turbines and automobiles.[9] Based on Annual Emission Reporting and permitting data, the primary source within South Coast AQMD are petroleum refineries.

Parachlorobenzotrifluoride (Chemical Abstracts Service Number 98-56-6)

In 2020, OEHHA adopted cancer potency factors and cancer inhalation risk factors for parachlorobenzotrifluoride (pCBtF), which is a colorless liquid. OEHHA has determined it to be a carcinogen and exposure can affect the respiratory system, liver, and kidneys. Sources of pCBtF include preparation of dyes, pharmaceuticals, pesticides, and as a solvent in paints, inks, and high-solids coating formulations, as well as for metal cleaning.[10] Based on Annual Emission Reporting and permitting data, the primary sources within South Coast AQMD are solvent cleaners for lithographic printing operations, adhesives and sealants, and coatings used in various industries such as automotive, aerospace, metal coatings, wood coatings, marine coatings, architectural coatings, paper coating, fabric coating, film coating, plastic coating, rubber coating, leather coating, and glass coating.

Tertiary Butyl Acetate (Chemical Abstracts Service Number 540-88-5)

In 2018, OEHHA adopted cancer potency factors and cancer inhalation risk factors for tertiary butyl acetate (t-BAc) which is colorless flammable liquid. It is a carcinogen and inhalation can affect the nervous system and irritate the eyes and nose. Sources of t-BAc include industrial coatings, inks, adhesives, industrial cleaners, and degreasers.[11] Like pCBtF, t-BAc is a solvent commonly used due to its low reactivity and doesn't significantly contribute to the formation of ground-level ozone. Based on Annual Emission Reporting and permitting data, the primary sources within South Coast AQMD are solvent cleaning operations, adhesive and sealant applications, and coatings used in various industries such as automotive, aerospace, metal coatings, wood coatings, marine coatings, architectural coatings, paper coating, fabric coating, film coating, plastic coating, rubber coating, leather coating, and glass coating

Trimethylbenzene (Chemical Abstracts Service Number 25551-13-7)

In 2023, OEHHA adopted chronic, 8-hour, and acute RELs for trimethylbenzene which is a colorless liquid that exists in three isomeric forms: 1,2,3-trimethylbenzene, 1,2,4-trimethylbenzene, and 1,3,5-trimethylbenzene. Acute exposure can affect the nervous system causing dizziness as well as respiratory irritation such as bronchitis. Sources of trimethylbenzene include surface coatings, paints, printing inks, cleaning fluids, petroleum refinery distillation products (white spirit, high flash point naphtha, and gasoline), steel making facilities, and coal

[9] OEHHA. (2025). Isoprene Cancer Inhalation Unit Risk Factor Technical Support Document for Cancer Potency Factors Appendix B. https://oehha.ca.gov/sites/default/files/media/2025-01/IsopreneIUR010325.pdf

[10] OEHHA. (2020). p-Chloro-α,α,α-trifluorotoluene (p-Chlorobenzotrifluoride, PCBTF) Cancer Inhalation Unit Risk Factor Technical Support Document for Cancer Potency Factors Appendix B. https://oehha.ca.gov/media/downloads/crnr/pcbtfiur080720.pdf

[11] OEHHA. (2018). Tertiary-Butyl Acetate Cancer Inhalation Unit Risk Factor Technical Support Document for Cancer Potency Factors Appendix B. https://oehha.ca.gov/media/downloads/crnr/tbaccanceriur081018.pdf

fired plants.[12] Based on Annual Emission Reporting and permitting data, the primary sources within South Coast AQMD are spray booths in the automotive, aerospace, metal coatings, and wood coatings industries.

Trivalent Chromium (Chemical Abstracts Service Number 16065-83-1)

In 2022, OEHHA adopted chronic, 8-hour, and acute RELs for trivalent chromium (Cr3+). Chromium is a heavy metal that can exist in oxidation states ranging from -2 to +6 with trivalent chromium denoted as Cr+3. Exposure to trivalent chromium can cause respiratory irritation such asthma and decreased lung function. Sources of trivalent chromium include dietary supplements, pigments, catalysts, anti-corrosives, leather tanning agents, decorative plating media, and cement and concrete.[13] Based on Annual Emission Reporting and permitting data, the primary source within South Coast AQMD is decorative chrome plating.

Need for Proposed Amended Rule 1401

During the South Coast AQMD permitting process, Table I is utilized by permitting staff to determine which TACs are required to be evaluated during the health risk assessment. PAR 1401 is needed to:

- Add new TACs,
- Add effective dates for existing TACs with new health values, and
- Remove some TACs that are not evaluated during the permitting process.

Affected Facilities

Permit applications deemed complete after date of rule amendment will be subject to PAR 1401. PAR 1401 applies to equipment or a source that emits one or more TACs listed in Table I that is:

- New,
- Modified (resulting in health risk increase), or
- Relocated.

PAR 1401 will not apply to:

- Applications deemed complete prior to the date of amendment, or
- Existing permits where no further permit actions are taken.

Applications deemed complete prior to the date of rule amendment would be subject to the 2017 version of the rule.

[12] OEHHA. (2023). Trimethylbenzenes Reference Exposure Levels Technical Support Document for the Derivation of Noncancer Reference Exposure Levels Appendix D1. https://oehha.ca.gov/media/downloads/crnr/tmbrelfinal100602023.pdf

[13] OEHHA. (2022). Chromium, Trivalent (Inorganic Water-Soluble Compounds) Reference Exposure Levels Technical Support Document for the Derivation of Noncancer Reference Exposure Levels Appendix D1. https://oehha.ca.gov/media/downloads/air/document/finalcriiirel083122.pdf

Public Process

The development of PAR 1401 has been conducted through a public process. Four Working Group Meetings were held to allow the public and stakeholders to discuss details of PAR 1401 and provide South Coast AQMD staff with input during the rule development process. The Working Group includes business representatives, environmental and community groups, public agencies, and consultants. South Coast AQMD held Working Group Meetings on December 19, 2023; July 9, 2024; March 5, 2026; and April 30, 2026 via Zoom videoconference and teleconference. A Public Workshop was held on May 27, 2026.

CHAPTER 2 – SUMMARY OF PROPOSED AMENDED RULE 1401

Overview

As discussed in Chapter 1, Rule 1401 establishes cancer and non-cancer health risk requirements for new, relocated, or modified permitted sources of toxic air pollutants. Table I lists the compounds OEHHA has adopted as a TAC and includes the effective dates for cancer and noncancer health effects, such as chronic, 8-hour, and acute. Table II lists TACs with proposed risk values, which can be added into Table I after OEHHA establishes health values and Rule 1401 is amended. The following is an overview of PAR 1401 amendments.

- Additional definitions
- Capitalization of Defined Terms
- Alignment with the Risk Assessment Procedures
- Addition of 8-Hour Chronic Hazard Index
- Table I
    - Addition of New Compounds
    - Update of RELs for Existing Compounds
    - Addition of Child Compounds
    - Addition of 8-hour RELs
    - Removal of Chemical Compounds
    - Removal of Table I Footnote
    - Amendments to Better Identify Specific Compounds
- Removal of Table II

Subdivision (c) Definitions

Due to the inclusion of 8-hour RELs in Table I, two definitions will be added for 8-hour chronic hazard index. The following definitions below will be added:

INDIVIDUAL SUBSTANCE 8-HOUR CHRONIC HAZARD INDEX (HI) is the ratio of the estimated 8-hour exposure to a toxic air contaminant for a potential maximally exposed individual to its 8-hour reference exposure level.

TOTAL 8-HOUR CHRONIC HAZARD INDEX (HI) is the sum of the individual substance 8-hour HIs for all toxic air contaminants affecting the same target organ system.

Capitalization of Defined Terms

To align with the formatting in other South Coast AQMD rules, defined terms from subdivision (c) will be capitalized throughout the rule.

Amendments will be made to clarify total health index or individual substance health index throughout the rule and the terms will be capitalized.

Alignment with the Risk Assessment Procedures

Subdivision (d) establishes the health risk thresholds for maximum individual cancer risk, cancer burden, chronic hazard index, 8-hour chronic hazard index, and acute hazard index. Subdivision

(f) outlines the methodology to calculate the emissions and determine the respective hazard indexes. This methodology aligns with the South Coast AQMD Risk Assessment Procedures.

PAR 1401 clarifies that the methodology to calculate emissions specified in subdivision (f) would be used in subdivision (d).

Addition of 8-Hour Chronic Hazard Index

Subparagraph (d)(2)(B) will be added to deny a permit to construct a new, relocated or modified permit if exceeding health risk threshold of 1.0 for 8-hour chronic hazard index due to the inclusion of 8-hour RELs in Table I. This addition is consistent with the current Risk Assessment Procedures.

Amendments will also be made throughout the rule to appropriately include the 8-hour chronic hazard index, such as when the requirement specifies acute or chronic hazard index as a criteria or when the requirement specifies how to perform emission calculations.

An example would be subparagraph (g)(1)(B):

(g) Exemptions

(1) The requirements of subdivision (d) shall not apply to:

(B) Modification with No Increase in Risk

A ~~m~~Modification of a ~~p~~Permit ~~u~~Unit that causes a reduction or no increase in the ~~e~~Cancer ~~b~~Burden, MICR, ~~or~~ Total ~~a~~Acute HI, Total 8-Hour Chronic HI, or Total ~~e~~Chronic HI at any ~~r~~Receptor ~~l~~Location.

Table I

Table I provides the Chemical Abstracts Number (CAS), 4-digit Air Toxics Hot Spots Emission Inventory Code assigned by CARB (if any), chemical compound (referred to as substance in Table I) name, and the effectives dates for cancer, chronic, and acute REL. While not defined in PAR 1401, but to provide clarity for this chapter, chemical compounds will be categorized as "parent compounds" and "child compounds". Parent compounds are the original chemical compound (e.g. chlorofluorocarbons) and child compounds (e.g., dichlorodifluoromethane) are derived from the parent compound. In Table I, parent compounds and child compounds are listed in one row with the parent compound in bold. Figure 2 provides an example of a parent and child compound in Table I.

Figure 2 Example of Parent and Child Compound

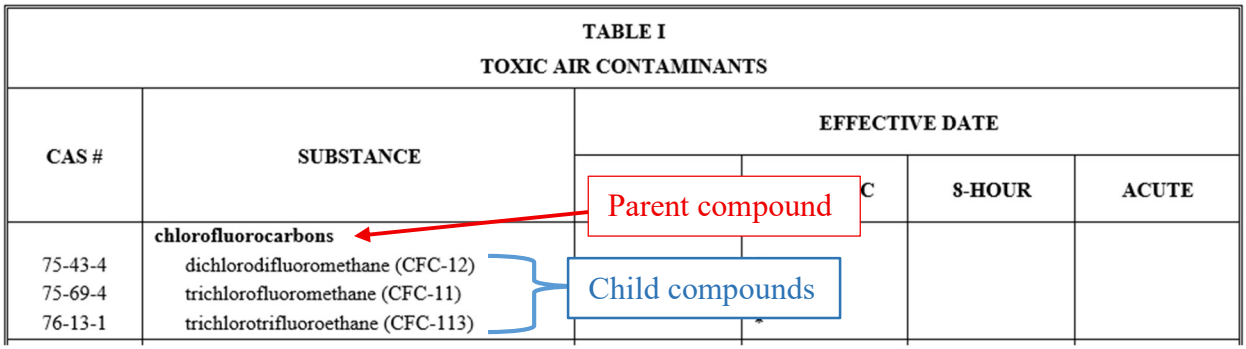


TABLE I TOXIC AIR CONTAMINANTS					
CAS #	SUBSTANCE	EFFECTIVE DATE			
			C	8-HOUR	ACUTE
	chlorofluorocarbons				
75-43-4	dichlorodifluoromethane (CFC-12)				
75-69-4	trichlorofluoromethane (CFC-11)				
76-13-1	trichlorotrifluoroethane (CFC-113)				

Addition of New Compounds

To reflect the new TACs adopted by OEHHA since 2017, PAR 1401 will include new parent compounds and their child compounds, CAS, and the effective dates for the applicable RELs. The effective date is the date of rule amendment. The exception is pCBtF. The effective date for pCBtF will be December 31, 2027. This is to correspond with the phase out and product reformulation requirements provided in source specific rules that address pCBtF. This approach will minimize installation of pollution controls that would become stranded assets when manufacturers reformulate the coatings and solvents to eliminate pCBtF.

The new compounds are listed below:

Compound Name	CAS Number
1-bromopropane	106-94-5
Cobalt	7440-48-4
Hexamethylene Diisocyanate (HDI) (Monomer)	822-06-0
Isoprene	78-79-5
Parachlorobenzotrifluoride (pCBtF)	98-56-6
Polymeric Hexamethylene Diisocyanate	1221*
Tertiary Butyl Acetate (t-BAc)	540-88-5
Trimethylbenzenes	25551-13-7
Trivalent chromium	16065-83-1

*4-digit Air Toxics Hot Spots Emission Inventory Code assigned by CARB

Update of RELs for Existing Compounds

PAR 1401 will add an effective date to existing compounds that have new REL approved by OEHHA.

Dichlorobenzene, 1,4- (or p-dichlorobenzene) had a new acute REL adopted in 2025. The effective date will be the date of rule amendment.

Ethylene glycol butyl ether (CAS 11-76-2) is currently listed on the existing Rule 1401 Table 1, but its effective date for chronic REL was denoted as a single asterisk. The asterisk meant that at the time of the last rule amendment the chronic risk value proposed by OEHHA had not yet been finalized and the effective date would be the date the Scientific Review Panel approves the chronic risk value. The Panel approved the chronic risk value on May 4, 2018 and that date has been added to PAR 1401. This amendment makes more explicit the current practice of evaluating the chronic REL of this compound during the permitting process.

Addition of Child Compounds

PAR 1401 will also add child compounds for all existing parent compounds. This update follows the practice in the CARB and OEHHA Consolidated Table of providing child compounds. In addition, it makes explicit that child compounds are already being evaluated during health risk assessments. Each added child compound will have the same effective date as the parent compound. The child compounds will be added for the following existing parent compounds:

Compound Name	CAS Number
Aniline	62-53-3
Arsenic and arsenic compounds (inorganic)	7440-38-2
Asbestos	1332-21-4
Benzidine (and its salts)	92-87-5
Beryllium and beryllium compounds	7440-41-7
Cadmium and cadmium compounds	7440-43-9
Chromium (hexavalent) and chromium compounds	18540-29-9
dibenzofurans (chlorinated)	None
dinitrotoluene, 2,4-	121-14-2
Fluorides and compounds	1101*
Manganese and manganese compounds	7439-96-5
Nickel and nickel compounds	7440-02-0
Selenium and selenium compounds other than hydrogen selenide	7782-49-2

*4-digit Air Toxics Hot Spots Emission Inventory Code assigned by CARB

Addition of 8-Hour Reference Exposure Levels

PAR 1401 will add a new column for 8-hour REL. In the Air Toxics Hot Spots Program Technical Support Document for the Derivation of Noncancer RELs adopted in 2008, the use of an 8-hour REL was introduced. The chronic noncancer health impacts on offsite workers was traditionally assessed with chronic RELs, however, as offsite workers generally work 8 hours and not 24 hours, 8-hour RELs are a more accurate assessment of the health impacts of their exposures.[14] On June 5, 2015, under the Risk Assessment Procedures (version 8.0), South Coast AQMD began evaluating 8-hour chronic hazard index as part of a HRA. South Coast AQMD's Risk Assessment Procedures consider the non-cancer 8-hour health risk as chronic exposure (referred to as HIC8). The addition of this column to Table I clarifies and memorializes the current permitting practice.

Compounds in Table I that have an 8-hour REL listed in the CARB and OEHHA Consolidated Table will have an effective date added into Table I. The effective dates will vary depending on the compound and fall under three different categories:

1. Compounds on the Consolidated Table that had 8-hour RELs adopted before June 5, 2015, will have the effective date listed in PAR 1401 Table I as June 5, 2015.
   Example: Acetaldehyde (CAS 75-07-0) has the 8-hour REL dated listed as 12/2008 in the Consolidated Table. For PAR 1401 Table I, the effective date will be 06/05/2015.

2. For existing compounds listed in Table I that had 8-hour RELs adopted after June 5, 2015, the effective date will be the date the 8-hour REL was adopted by OEHHA or the date the compound was added into Rule 1401 Table 1, whichever is later. The OEHHA notice of adoption dates are listed on their website.[15]
   Example: Toluene (CAS 108-88-3) has the 8-hour REL notice of adoption date as 8/20/2020 on OEHHA's website. For PAR 1401 Table I, the effective date will be 8/20/2020.

3. For the nine new parent compounds and their child compounds, the effective date will be the date when PAR 1401 is amended.
   Example: Trimethylbenzenes (CAS 25551-13-7) has the 8-hour REL date listed as 10/2023. For PAR 1401 Table I, the effective date will be the date when PAR 1401 is amended since this is a new compound into Table I.

Removal of Chemical Compounds

PAR 1401 will remove two compounds from Table I.

Gasoline vapors will be removed. Gasoline vapors is not listed on the CARB and OEHHA Consolidated Table. This compound is also documented in Appendix VII of the South Coast AQMD Risk Assessment Procedures which explains that it is evaluated by its constituents which are benzene, ethylbenzene, and naphthalene which have risk factors. However, there are additional

[14] OEHHA. (2008). Air Toxics Hot Spots Risk Assessment Guidelines Technical Support Document For the Derivation of Noncancer Reference Exposure Levels. https://oehha.ca.gov/sites/default/files/media/downloads/crnr/noncancertsdfinal.pdf

[15] OEHHA. (2026). Air Toxics Hot Spots. https://oehha.ca.gov/air/air-toxics-hot-spots

constituents which will be added during this amendment, such as isoprene, which will necessitate an update to the Risk Assessment Procedures for gasoline dispensing facilities.

Methyl mercury will be removed as it is a different compound than inorganic mercury. A footnote in the CARB and OEHHA Consolidated Table notes that this compound was removed in 2014 because "methyl mercury has different chemical properties, potency, and toxicity compared to elemental mercury and mercury salts, and it is not emitted directly from any California facilities". Methyl mercury is an organic compound, but the parent compound it is listed under is mercury and inorganic mercury compounds, which is not accurate.

There are additional compounds listed in Table I that are not included in the OEHHA/CARB consolidated table. Risk Values have been proposed for these additional compounds. They will remain listed in Table I, they are not required to be included in health risk assessments until risk values have been finalized by the Scientific Review Panel, as noted in Table I footnotes.

Removal of Table I Footnote

In Table I, the effective date for certain compounds is listed as March 4, 2005 with a three-asterisk footnote. The three-asterisk footnote states: "Effective date for these risk values will be March 4, 2005 or the date of implementation of the applicable most recent version of Risk Assessment Procedures for Rules 1401, 1401.1 and 212, whichever is later." For clarity, the three-asterisk footnote will be removed and the effective date will remain March 4, 2005 for the following compounds:

Compound Name	CAS Number
3,3',4,4' Tetrachlorobiphenyl	32598-13-3
3,4,4',5 Tetrachlorobiphenyl	70362-50-4
2,3,3',4,4' Pentachlorobiphenyl 2,3,4,4',5 Pentachlorobiphenyl	32598-14-4 74472-37-0
2,3',4,4',5 Pentachlorobiphenyl	31508-00-6
2',3,4,4',5 Pentachlorobiphenyl	65510-44-3
3,3',4,4',5 Pentachlorobiphenyl	57465-28-8
2,3,3',4,4',5 Hexachlorobiphenyl	38380-08-4
2,3,3',4,4',5' Hexachlorobiphenyl	69782-90-7
2,3',4,4',5.5' Hexachlorobiphenyl	52663-72-6
3,3',4,4',5,5' Hexachlorobiphenyl	32774-16-6
2,3,3'4,4',5,5' Heptachlorobiphenyl	39635-31-9
naphthalene	91-20-3

Amendments to Better Identify Specific Compounds

To align with the CARB and OEHHA Consolidated Table, compound names, CAS numbers, and 4-digit Air Toxics Hot Spots Emission Inventory Codes will be amended or added to existing compounds to better identify the specific compound. The following amendments are being made for clarity:

Compound Name	Amendment
bis(2-chloroethyl)ether (DCEE)	Adding "[dichloroethylether]" to the compound name
bis(2-ethylhexyl)phthalate (DEHP)	Adding "[di(2-ethylhexyl)phthalate]" to the compound name
copper and copper compounds	Adding "[including but not limited to: copper fume (as copper)]" to the compound name and including the 4-digit code 1067.
total dioxins, with individual isomers reported	Adding 4-digit code 1085
total dioxins, without individual isomers reported	Adding 4-digit code 1086
lead compounds (inorganic)	Adding 4-digit code 1128
polycyclic aromatic hydrocarbons (PAHs)	Adding "[Treated as B(a)P for HRA]" to the compound name
refinery dust from the pyrometallurgical process	Adding 4-digit code 1146
toluene diisocyanates	Adding CAS 26471-62-5

Table II

For informational purposes, Rule 1401 Table II lists TACs that have proposed risk values or are in development at OEHHA but this is not the most updated list. Since Table II is not referenced in Rule 1401 or any other South Coast AQMD rules, PAR 1401 will delete Table II. For the most updated information on TAC risk values in development, OEHHA has draft assessments for in process compounds which can be found on their website.[16]

[16] OEHHA. (2026). OEHHA – Air. https://oehha.ca.gov/air

CHAPTER 3 – IMPACT ASSESSMENT

Background

The Governing Board previously directed staff that when OEHHA revises risk values for new and existing toxic air contaminants, South Coast AQMD staff will analyze impacts on permitting and AB 2588 and incorporate this information in the South Coast AQMD AB 2588 Annual Report. Consistent with this direction, analyses of Rule 1402 impacts related to OEHHA's actions are addressed in past AB 2588 annual reports or will be addressed in the 2025 AB 2588 Annual Report. Impacts on permitting were analyzed as part of this rule development and the results discussed below.

Affected Sources

PAR 1401 applies when a facility submits a permit application for a new, modified, or relocated equipment or source that emits any TACs listed in Table I. PAR 1401 will add nine new compounds. An impact analysis was conducted to assess the regulatory impacts of adding new compounds and health risk values to Table I. The impact analysis consisted of:

1. Identifying the potential sources of the compound by evaluating available information from:
   - Annual Emission Reporting data (AER),
   - Alternative assessments conducted by another regulatory agency, such as CARB
   - Permit applications and associated submitted documents, such as Technical Data Sheet (TDS), or
   - Rule development documents, such as staff reports or equipment databases.
2. Assessing if the inclusion of the compound into PAR 1401 would have a potential impact. Even if the compound was not previously on Table I, impacts may be minimal for the following reasons:
   - Throughput is prohibited or restricted by another regulation,
   - An alternative is available,
   - The equipment that emits the compound also emits a compound with a more restrictive health value restricting throughput,
   - Documented usage is less than a potential limit established using a Tier I HRA, or
   - Equipment emitting the compound is subject to control requirements.

Based on staff's impact assessment, equipment that emits polymeric HDI, pCBtF, or t-BAc will be impacted by the amendment. An analysis of each of the compounds is discussed in the following paragraphs.

1-Bromopropane (CAS 106-94-5)

In 2023, OEHHA developed acute, 8-hour, and chronic RELs for 1-Bromopropane.

Potential Emission Sources

The emission sources of 1-Bromopropane are cleaning solvents and dry cleaners.

Assessment

Two facilities reported 1-bromopropane emissions associated with cleaning solvents. The emissions were reported from non-permitted pieces of equipment associated with cleaning or maintenance. This activity is exempt from permitting requirements pursuant to South Coast AQMD Rule 219 – Equipment Not Requiring a Written Permit Pursuant to Regulation II. As a permit is not required, PAR 1401 does not apply to these operations.

In January 2007, CARB amended the Dry Cleaning ATCM to address perchloroethylene emissions and phased out the use of perchloroethylene dry cleaning machines and related equipment by January 1, 2023. While 1-bromopropane was identified as potential alternative to perchloroethylene, many other alternatives are available.[17]

Conclusion

The addition of 1-bromopropane is expected to have minimal impacts for new, modified, or relocated equipment subject to PAR 1401.

1,4-Dichlorobenzene (CAS 106-46-7)

In 2025, OEHHA adopted new acute and 8-hour RELs for 1,4-dichlorobenzene.

Potential Emission Sources

According to OEHHA, 1,4-dichlorobenzene usage includes as a deodorant for toilets, urinals, and refuse containers; moth repellant for clothing; and fumigant to control mold. However, CARB implemented a ban on the sale and manufacture of solid air fresheners or toilet/urinal care products that contain 1,4-dichlorobenzene, effective December 31, 2006, to reduce both indoor and near-source outdoor air concentrations.[18]

Based on AER data from 2025, 1,4-dichlorobenzene emissions were reported from sewage treatment plants, landfills, and refineries.

Assessment

Based on a review of permits for equipment that were sources of 1,4-dichlorobenzene, the equipment identified also emits benzene at a higher quantity. Benzene has a lower REL compared to 1,4-dichlorobenzene and as mentioned in Chapter 1, a lower REL would mean that the value is more stringent.

Compound	Acute REL	8-Hour REL
Benzene	2.7E01 ug/m^3	3 ug/m^3
1,4-Dichlorobenzene	8.7E03 ug/m^3	10 ug/m^3

Benzene is the main driver for health risks at these facilities when estimating health risks for either acute REL or 8-hour REL.

[17] CARB. (2015). Dry Cleaning Alternative Solvents: Health and Environmental Impacts. https://ww2.arb.ca.gov/sites/default/files/classic/toxics/dryclean/notice2015_alt_solvents.pdf

[18] CARB. (2006). Health Risk and Needs Assessment for the Airborne Toxic Control Measure for para-Dichlorobenzene Solid Air Fresheners and Toilet/Urinal Care Products. https://ww2.arb.ca.gov/sites/default/files/barcu/regact/conprod/ch7.pdf

Additionally, permit applications reviewed showed that these facilities implement controls to reduce other TAC emissions. It is expected that the operating conditions to address the health risks from other TAC emissions would also address 1,4-dichlorobenzene emissions.

Conclusion

Adding 1,4-dichlorobenzene is expected to have minimal impacts for new, modified, or relocated equipment subject to PAR 1401.

Cobalt (CAS 7440-48-4)

In 2020, 2022, and 2023 OEHHA adopted cancer potency factors and cancer inhalation risk factors for cobalt and its child compounds.

Potential Emissions Sources

Based on AER data, the main sources of cobalt are semi-conductor manufacturing, resin operations, abrasive blasting, and metal plating.

Assessment

The following is a summary and result of the review of permit applications and the associated Technical Data Sheets (TDS) for different sources.

- 40 semiconductor manufacturing permit applications were reviewed
  - Cobalt was not listed in any of the TDS
  - No usage, no impacts
- 55 resin operations permit application were reviewed
  - Cobalt was not listed in any of the TDS
  - No usage, no impacts
- 30 abrasive blasting permit applications were reviewed
  - 5 abrasive blasting applications identified cobalt in the composition of metal being blasted
  - Abrasive blasting operations have several options to further reduce cancer risk, including reducing horsepower, reducing nozzle size/pressure, installing high efficiency filters, adding an operating time limit, and changing type of steel used
  - Due to various alternatives to limit cobalt emissions, minimal impacts on permitting new, modified, or relocated equipment are expected
- 1 metal plating application was reviewed
  - Decorative chrome plating equipment transitioning from hexavalent chromium to cobalt tungsten
  - Cobalt is a potential alternative for chrome plating operations in lieu of using hexavalent chromium
  - Due to alternatives to cobalt to replace hexavalent chromium, such as trivalent chromium, minimal impacts on permitting new, modified, or relocated equipment are expected.

Conclusion

The addition of cobalt is expected to have minimal impacts for new, modified, or relocated equipment subject to PAR 1401.

Hexamethylene Diisocyanate (HDI) Monomer (CAS 822-06-0)

In 2019, OEHHA adopted chronic, 8-hour, and acute RELs for HDI monomer**.**

Potential Emission Sources

HDI monomer is used in autobody shops that use polyurethane coating. Industries such as aerospace and metal coatings also use products containing HDI monomer to coat aircraft parts, signage, scaffolds, and heavy-duty equipment.

Assessment

90 spray booth permit applications were reviewed and HDI monomer was identified in 25 applications. Concentrations of HDI monomer were all less than or equal to 1%. Products containing HDI monomer also contain pCBtF or polymeric HDI which are the driving risk factors. The phase out and reduction of pCBtF containing products may also lead to the reduction of HDI monomer. Coating manufacturers have also expressed transitioning away from the use of HDI monomer to using polymeric HDI.

Conclusion

The addition of HDI monomer is expected to have minimal impacts for new, modified, or relocated equipment subject to PAR 1401.

Polymeric Hexamethylene Diisocyanate (HDI) (CARB Air Toxics Hot Spots Emission Inventory Code 1221)

In 2019, 2022, and 2025 OEHHA adopted chronic, 8-hour, and acute RELs for polymeric HDI, and their child compounds.

Potential Emission Sources

Polymeric HDI are prevalent in autobody shops that use polyurethane coating. Industries such as aerospace and metal coatings also use products containing polymeric HDI to coat aircraft parts, signage, scaffolds, and heavy-duty equipment.

Assessment – Tier II HRA

As discussed in Chapter 1, a Tier II HRA is a conservative approach assessing the health risk associated with the quantity of a pollutant emitted. For polymeric HDI, the following parameters were used:

- Concentration of polymeric HDI in a coating component,
- A common mixing ratio of the coating component and other materials, and
- A referenceable emission rate.

A review of 90 spray booth permit applications submitted from 2016-2023 provided the following:

- The average polymeric HDI concentration was 65%, and

- A common mix ratio was four (4) parts polymeric HDI-free coating component to one (1) part polymeric HDI containing coating component.

In 2006, a study was conducted by the Ontario Ministry of the Environment to develop emission factors for spray booth operations in autobody shops. The study developed an emission rate of 4.8%-6.3%[19] that was used for the Tier II HRA.

Staff reached out to facilities and paint manufactures to determine a conservative usage amount. The usage amount was 1-2 gallons of mixed coating applied per hour.

The Tier II HRA determined that the hourly usage would need to be approximately 1-2% of the conservative usage amount provided by industry to be below the acute HI threshold.

Assessment - Alternatives to Polymeric HDI

Polymeric HDI is considered a critical and necessary compound for polyurethane coating chemistry and is used to replace Methylene Diphenyl Diisocyanate which is a carcinogen. Additionally, coating manufacturers and industry stakeholders indicated that there are no other known alternatives available and plans for reformulation to remove polymeric HDI are uncertain.

Assessment - Pathways to utilize polymeric HDI

For facilities spraying coatings containing polymeric HDI, two pathways are available to allow facilities to remain under Rule 1401 health risk thresholds:

1. Conduct a more refined estimation of health risks, or
2. Install and implement add-on controls.

Refining Health Risk Estimations

As mentioned in Chapter 1, there are four tiers of HRAs. By utilizing a higher HRA tier and refining the estimation of health risks and/or modifying the operating assumptions, facilities can potentially be allowed a greater throughput than that resulting from a Tier I HRA. Additionally, during this time, the facility may propose a lower throughput or alternative assumptions supported by studies or evidence that can be used to reduce the estimated health risks.

Install and Implement Add-on Controls

In the 2006 Ontario study, particle size distribution was analyzed. Figure 3 depicts the distribution by scenarios.

[19] Ontario Ministry of the Environment. (2006). Ontario Ministry of the Environment Joint Ministry/Industry Study Determination of 1,6-Hexamethylene Diisocyanate (HDI) Emissions from Spray Booth Operations. https://www.ontario.ca/page/emission-factors-16-hexamethylene-diisocyanate-hdi-emissions-spray-booth-operations

Figure 3 Dry Filter Booth Particle Size Distribution

DuPont Canada, Inc.											
Size[1]	0.3µm	0.4µm	0.5µm	0.65µm	0.8µm	1.0µm	1.6µm	2.0µm	3.0µm	4.0µm	5.0µm
Scenario 1	42.97%	20.69%	11.62%	7.53%	8.94%	4.39%	1.71%	1.86%	0.25%	0.03%	0.00%
Scenario 2	33.32%	24.18%	12.33%	8.74%	11.60%	4.42%	2.44%	2.56%	0.35%	0.04%	0.01%
Scenario 3	29.09%	25.78%	11.84%	9.05%	13.64%	4.10%	2.83%	3.16%	0.45%	0.06%	0.01%
Scenario 4	21.04%	27.89%	11.21%	10.02%	17.49%	4.08%	3.58%	4.08%	0.54%	0.05%	0.01%
Scenario 5	35.90%	24.15%	13.54%	8.33%	9.47%	4.55%	1.75%	1.95%	0.31%	0.04%	0.01%
Scenario 6	40.91%	21.54%	11.69%	7.68%	9.46%	4.39%	1.85%	2.09%	0.33%	0.04%	0.01%
BASF, Toronto, Ontario Canada											
Scenario 1	Detector Saturated at 0.3 µm range										
Scenario 2	43.71%	20.76%	10.89%	7.13%	8.88%	3.39%	2.50%	2.45%	0.25%	0.02%	0.00%
Scenario 3	44.18%	20.60%	10.71%	7.16%	9.01%	3.22%	2.49%	2.38%	0.22%	0.02%	0.00%

Based off the chart, 99.98-100% of particle size is greater than or equal to 0.3 microns. This means that polymeric HDI emissions are considered and treated as a particulate. In South Coast AQMD Rule 1469.1 – Spraying Operations Using Coatings Containing Chromium, emissions from spraying operations were also treated as a particulate and controlled with HEPA filters. This is potentially a viable control technology since HEPA filters can achieve a capture efficiency of 99.97% for particles 0.3 microns or larger which aligns with the particle size distribution found in the Ontario study.

Affected Facilities

The addition of polymeric HDI to PAR 1401 may impact new, modified, or relocated equipment by requiring either a more refined risk assessment or the usage of enhanced control equipment. Over the course of eight years, from 2016 to 2023, approximately 714 applications for new or modified spray booths indicated coatings containing Polymeric HDI were submitted from 535 different facilities. Based on this period, it is anticipated that 89 spray booth applications from 67 facilities will be submitted each year.

The only known emission factors for polymeric HDI were published in the 2006 study conducted by the Ontario Ministry of the Environment. These emission factors would be used for permitting applicable equipment and during the respective PAR 1401 analysis. Each permit application would be reviewed for relevance to the emission factor in the study. In the event new information becomes available, the most appropriate emission factor would be used. For example, spray booths equipped with HEPA filters would be evaluated differently than ones without.

Isoprene (CAS 78-79-5)

In 2025, OEHHA developed an inhalation unit risk and inhalation cancer potency factor for isoprene.

Potential Emissions Sources

Based on the California Emissions Inventory Data Analysis and Reporting System, which is the database used by CARB to store and maintain criteria and toxic pollutant emissions statewide, and a review of permitting data, the main sources that emits isoprene are petroleum refineries and gasoline stations.

Isoprene is a by-product of the thermal cracking of petroleum naphtha and is a VOC. Based on refinery permitting data, the equipment emitting isoprene is subject to South Coast AQMD Rule 1173 – Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants that requires equipment to be vented to vapor recovery systems. Additionally, the permit applications reviewed showed that these facilities implement T-BACT to reduce emissions. It is expected that existing controls are sufficient to reduce isoprene emissions.

An initial Tier 2 HRA was done for isoprene at gasoline stations and the increase in MICR was less than 0.6%. It is expected that there are minimal impacts to gasoline stations.

Conclusion

The addition of isoprene is expected to have minimal impacts for new, modified, or relocated equipment subject to PAR 1401. The Risk Assessment Procedures and online HRA Tool will be updated with the inclusion of isoprene for gasoline dispensing facilities and will be made available for use upon approval of this rule amendment. Impacts to refineries are not anticipated due to existing T-BACT.

Parachlorobenzotrifluoride (CAS 98-56-6) and Tertiary Butyl Acetate (CAS 540-88-5)

In 2020, OEHHA adopted cancer potency factors and cancer inhalation risk factors for parachlorobenzotrifluoride (pCBtF).

In 2018, OEHHA adopted cancer potency factors and cancer inhalation risk factors for Tertiary Butyl Acetate (t-BAc).

Potential Emissions Sources

Based on Annual Emission Reporting, permitting data, and internal databases, the primary sources of pCBtF are solvent cleaners for lithographic printing operations, adhesives and sealants, and coatings used in various industries such as automotive, aerospace, metal coatings, wood coatings, marine coatings, architectural coatings, paper coating, fabric coating , film coating, plastic coating, rubber coating, leather coating, and glass coating.

Based on Annual Emission Reporting, permitting data, and internal databases, the primary sources of t-BAc are solvent cleaning operations, adhesive and sealant applications, and coatings used in various industries such as automotive, aerospace, metal coatings, wood coatings, marine coatings, architectural coatings, paper coating, fabric coating, film coating, plastic coating, rubber coating, leather coating, and glass coating.

pCBtF and t-BAc are solvents that are exempt from the definition of VOC. VOCs are a critical component in the creation of ground-level ozone and particulate matter caused by the formation

of secondary organic aerosols. This has led to the development of multiple South Coast AQMD rules to establish VOC content limits for products used on different substrates in various industries. To comply with the VOC contents limits, many coatings manufacturers have used solvents exempt from the definition of a VOC. These solvents have low reactivity and therefore do not significantly contribute to the formation of ground-level ozone.

With OEHHA's adoption of cancer potency factors and cancer inhalation risk factors of pCBtf ~~PCTBF~~ and t-BAc, South Coast AQMD Governing Board identified them as a priority to reduce emissions, even if this approach temporarily results in higher VOC emissions. As a result, there are various source specific VOC rules being developed or that have been amended. The following rules have been adopted to address pCBtF and t-BAc:

- Rule 1107 – Coating of Metal Parts and Products;
- Rule 1124 – Aerospace Assembly and Component Manufacturing Operations
- Rule 1136 – Wood Products Coatings
- Rule 1151 – Automotive Coating;
- Rule 1168 – Adhesives and Sealants; and
- Rule 1171 – Solvent Cleaning Operations.

These rules were prioritized due to prevalent use of pCBtF and t-BAc in those respective operations. Key requirements of these rule amendments include:

- Prohibiting usage of products containing more than 0.01% pCBtF and t-BAc by weight
- Implementing a phase out schedule to prohibit further selling and manufacturing of products containing more than 0.01% by weight of pCBtF and t-BAc
- Temporarily allow higher VOC alternative coatings to be applied
- Allowing the usage of products containing pCBtF or t-BAc for situations where there are no alternatives, provided the emissions are controlled

Sources addressed by these rules would either have their impacts evaluated as part of the rule amendment or are not subject to permitting requirements.

Rulemaking is also underway for other rules regulating sources that were identified to be sources of pCBtF or t-BAc. The following rule is currently under rule development:

- Rule 1113 – Architectural Coatings

Based off a review of the rule currently in development, the addition of pCBtF and t-BAc into PAR 1401 is expected to have minimal impacts. For sources subject to Rule 1113, the operation is exempt from a permit under Rule 219 – Equipment Not Requiring A Written Permit Pursuant To Regulation II.

Rulemaking is also underway for other rules regulating sources that were identified to be sources of pCBtF or t-BAc. The following rules are currently scheduled for amendment:

- Rule 1106 – Marine and Pleasure Craft Coatings
- Rule 1128 – Paper, Fabric, and Film Coating Operations
- Rule 1145 – Plastic, Rubber, Leather, and Glass Coatings

These sources are being assessed as PAR 1401 is anticipated to be adopted before these rules are amended to restrict pCBtF and/or t-BAc. As discussed in Chapter 2, the effective date for pCBtf will be December 31, 2027 to minimize installation of pollution controls that would become stranded assets when manufacturers reformulate the coatings and solvents to eliminate pCBtF for source-specific rules that have already been amended. However, it is uncertain when these other source-specific rules will be adopted and it is anticipated that the installation of control technology would be required to remain below health risk thresholds once pCBtf is evaluated during the permitting process. Additionally, the effective date for t-BAc remains the date PAR 1401 is adopted. To determine the number of potentially impacted facilities, these sources were identified using internal databases and past permit actions were evaluated from 2018-2023. Over 6 years, 12 permit applications were submitted from 8 different facilities. Based on this period, it is anticipated that two permit applications from 1 facility will be submitted each year.

Conclusion

For sources regulated under recently amended rules, the impacts were assessed as part of each respective rule development or do not require to be permitted. For sources regulated under rules under development, the impacts are expected to be minimal. For sources that will undergo development, the addition of pCBtF and t-BAc is expected to have temporary impacts for new, modified, or relocated equipment until the source-specific rules are amended.

Trimethylbenzene (CAS 25551-13-7)

In 2023, OEHHA adopted chronic, 8-hour, and acute RELs for trimethylbenzene.

Potential Emission Sources

Based on Annual Emission Reporting and permitting data, the primary sources are spray booths in the automotive, aerospace, metal coatings, and wood coatings industries and gasoline stations.

Assessment

Staff conducted a review of 90 spray booth applications and found trimethylbenzene in 17 applications. All applications had trimethylbenzene concentration less than or equal to 5% by weight. Products containing trimethylbenzene also contain PCTBF which are being addressed in source specific VOC rules to limit usage and phase out. A tier 1 HRA preliminary evaluation of trimethylbenzene for a permit application also showed minimal impacts to health risk.

A preliminary screening analysis conducted for trimethylbenzene showed that there will be minimal impacts for chronic and acute hazard index at gasoline stations.

Conclusion

The addition of trimethylbenzene is expected to have minimal impact on permitting new, modified, or relocated equipment subject to PAR 1401.

Trivalent Chromium (CAS 16065-83-1)

In 2022, OEHHA adopted chronic, 8-hour, and acute RELs for trivalent chromium.

Potential Emission Sources

Based on South Coast AQMD AER and permitting data, decorative chrome plating operations would be a potential source of trivalent chromium emissions. Trivalent chromium decorative chrome plating is anticipated to be the main source of trivalent chromium as more facilities transition away from hexavalent chromium usage due to Rule 1469 – Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations prohibiting the use by 2030.

Assessment

A Tier I HRA using operational data from an existing permit application for a decorative chrome plating tank determined that it is likely adding trivalent chromium to PAR 1401 will likely not have impact on permitted throughputs. Additionally, Rule 1469 requires trivalent chromium plating tanks to either be controlled or utilize a chemical fume suppressant, which limits the amount of trivalent chromium emissions. Trivalent chromium does not have a cancer potency factor while hexavalent chromium does. If applying for an identical throughput, transitioning from hexavalent chromium to trivalent chromium may decrease the health risk of metal plating facilities rather than increase it as the primary risk driver for hexavalent chromium is cancer risk, which is not a health risk factor for trivalent chromium. While not anticipated due to the results of the Tier I HRA, a facility may utilize control equipment used to control hexavalent chromium emissions to control trivalent chromium emissions, such as HEPA filters, scrubbers, or other add-on control equipment.

Conclusion

The addition of trivalent chromium is expected to have minimal impacts for new, modified, or relocated equipment subject to PAR 1401.

California Environmental Quality Act (CEQA)

Pursuant to the CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 1401) is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3). A Notice of Exemption ~~will be~~has been prepared pursuant to CEQA Guidelines Section 15062, and if the proposed project is approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside, and San Bernardino counties, and with the State Clearinghouse of the Governor's Office of Land Use and Climate Innovation.

Socioeconomic Impact Assessment

~~A socioeconomic impact assessment has been conducted and released for public review and comment as a separate document at least 30 days prior to the South Coast AQMD Governing Board Hearing for PAR 1401, which is scheduled for August 7, 2026 (subject to change).~~
A Draft Socioeconomic Impact Assessment for PAR 1401 was released for public review and comment on July 2, 2026. The Final Socioeconomic Impact Assessment is available in the August 7, 2026 Governing Board Package.

Draft Findings under Health and Safety Code Section 40727

Requirements to Make Findings

Health and Safety Code Section 40727 requires that prior to adopting, amending, or repealing a rule or regulation, the South Coast AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the staff report.

Necessity

PAR 1401 is needed to update Table 1 to incorporate and update the RELs for new and existing TACs that have been adopted by OEHHA.

Authority

The South Coast AQMD Governing Board has authority to adopt PAR 1401 pursuant to the Health and Safety Code Sections 39002, 39650 et. Seq., 40000, 40001, 40440, 40441, 40702, 40725 through 40728, 41508, 41700, and 42300 et. Seq.

Clarity

PAR 1401 is written or displayed so that its meaning can be easily understood by the persons directly affected by it.

Consistency

PAR 1401 is in harmony with and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations.

Non-Duplication

PAR 1401 will not impose the same requirements as any existing state or federal regulations. The proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, South Coast AQMD.

Reference

By adopting PAR 1401, the South Coast AQMD Governing Board will be implementing, interpreting, and making specific provisions of the Health and Safety Code Sections 39666 (District new source review rules for toxics), 41700 (prohibited discharges), and 42300 *et. seq*., (permit system).

Comparative Analysis

Under Health and Safety Code Section 40727.2, South Coast AQMD is required to perform a comparative written analysis when adopting, amending, or repealing a rule or regulation. The comparative analysis is relative to existing federal requirements, existing or proposed South Coast AQMD rules and air pollution control requirements and guidelines which are applicable to the same source. See Figure 4 below.

Figure 4: **Comparative Analysis of PAR 1401 with Rules 212, 1401.1, 1402, and Federal Regulations**

Rule Element	PAR 1401	Rule 212	Rule 1401.1	Rule 1402	Equivalent Federal Regulation
Applicability	New, modified, or relocated permit unit	New or modified permit unit	New or relocated permit unit	Existing facilities subject to Air Toxics "Hot Spots Information and Assessment Act of 1987 and facilities with a total facility emissions exceeding any significant or action risk level	None
Requirements	Limits maximum individual cancer risk, cancer burden and chronic, 8-hour chronic, and acute hazards	Provide public notice to all nearby addresses and projects that are located within 1,000 feet of a school, increase risk or nuisance, or increase criteria pollutants above specified thresholds	Limits cancer risk and chronic and acute hazards near schools	Submittal of health risk assessment for total facility emissions when notified. Implement risk reduction measures if facility-wide risk is greater than or equal to action risk level	None
Reporting	None	Verification that public notice has been distributed	None	Progress reports and updates to risk reduction plans	None
Monitoring	None	None	None	None	None
Recordkeeping	None	None	None	None	None

ATTACHMENT H

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Socioeconomic Impact Assessment For Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants

August 2026

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EXECUTIVE SUMMARY

On March 17, 1989, the South Coast Air Quality Management District (South Coast AQMD) Governing Board adopted a resolution which requires an analysis of the economic impacts associated with adopting and amending rules and regulations. In addition, Health and Safety Code Section 40440.8 requires a socioeconomic impact assessment for any proposed rule, rule amendment, or rule repeal which "will significantly affect air quality or emissions limitations." Health and Safety Code Section 40728.5 requires the South Coast AQMD Governing Board to actively consider the socioeconomic impacts of regulations, make a good faith effort to minimize adverse socioeconomic impacts and include small business impacts. Lastly, Health and Safety Code Section 40920.6 requires an incremental cost-effectiveness analysis for a proposed rule or amendment which imposes Best Available Retrofit Control Technology (BARCT) or "all feasible measures" requirements relating to emissions of ozone, carbon monoxide (CO), sulfur oxides (SOx), nitrogen oxides (NOx), volatile organic compounds (VOC), and their precursors. However, Health and Safety Code Section 40920.6 is not applicable to new or amended rules that seek to control toxic air contaminants (TACs) because they are not classified as criteria pollutants or ozone precursors.

Proposed Amended Rule 1401 (PAR 1401) – New Source Review of Toxic Air Contaminants has been developed to update the listing of TACs to reflect the new compounds identified by the California Office of Environmental Health Hazard Assessment (OEHHA) and update existing compounds with new risk thresholds. A socioeconomic impact assessment has been conducted to assess the impacts from implementing PAR 1401 and the following presents a summary of the analysis and findings.

Key Elements of PAR 1401

PAR 1401 seeks to update the listing of TACs to reflect new chemical compounds identified by OEHHA or update existing compounds with new risk thresholds.[1] However, implementation of PAR 1401 will only impact facilities with new, modified, or relocated equipment or sources that emit some of the newly added TACs during the permit application process. PAR 1401 will not be applied retroactively to existing equipment or sources.

Affected Facilities and Industries

Of the new TACs being added to PAR 1401, only facilities seeking to install new equipment, or modify/relocate existing equipment that will emit polymeric hexamethylene diisocyanate (HDI), para-chlorobenzotrifluoride (pCBtF), and/or tert-butyl acetate (t-BAc) will likely require the installation of enhanced air pollution control technology.

The potential number of applications that may be submitted in accordance with HDI, pCBtF and/or t-BAc emissions is assumed to directly correlate to the number of existing South Coast AQMD air permits issued from 2016 to 2023 for facilities with equipment and/or processes that use HDI (e.g., 535 facilities), pCBtF or t-BAc (e.g., eight facilities). By including

[1] South Coast AQMD, Proposed Amended Rule 1401 – New Source of Toxic Air Contaminants, https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-1401, accessed June 2026.

HDI in PAR 1401, the majority of facilities that may be required to submit permit applications are projected to belong to the Repair and Maintenance Industry sector under the North American Industry Classification System (NAICS 811). Similarly, by including pCBtF and t-BAc in PAR 1401, the potential facilities that may need to submit permit applications are expected to belong to the sectors of State and Local Government (NAICS 92), Retail trade (NAICS 44-45), Motion picture industries (NAICS 512), Paper manufacturing (NAICS 322), Chemical manufacturing (NAICS 325), Computer and electronic product manufacturing (NAICS 334), or Support activities for transportation (NAICS 487-488).

A small business analysis was also conducted using permit data for facilities with existing equipment or processes that currently use HDI, pCBtF and/or t-BAc. The analysis assumed that the distribution of existing facilities which currently qualify as a small business will correlate to the number of small businesses within the total number of future facilities that will be subject to PAR 1401. The following table presents the projected proportions of facilities using HDI, pCBtF and/or t-Bac subject to PAR 1401 that may qualify as a small business based on varying small business definitions.

Small Business Definition	Percentage Share of Facilities Based on HDI Permits	Percentage Sshare of Facilities Based on pCBtF or t-BAc Permits
South Coast AQMD Rule 102	55%	0%
South Coast AQMD Small Business Assistance Office	82%	50%
U.S. Small Business Administration	79%	67%
1990 CAAA	14%	33%

Analytical Assumptions

PAR 1401 will only apply to new, relocated, or modified sources of certain TACs and will not be applied retroactively to existing equipment or sources. This analysis assumes that the industry and small business distributions of facilities with South Coast AQMD permits for equipment that use compounds added by PAR 1401 will be similar to the corresponding distribution of facilities that may be impacted in the future. In addition, the type of enhanced control equipment that will likely be needed to comply with PAR 1401 is expected to be similar to what existing facilities are currently using to control emissions of HDI, pCBtF and t-BAc, e.g., spray booths equipped with either high efficiency particulate arrestor (HEPA) filters or carbon adsorbers. While estimating

the future number of actual permit applications that will be submitted by facilities in response to PAR 1401 cannot be predicted with any degree of certainty, historical permit data from the 2016-2023 period combined with the typical 10-year lifespan of HEPA filtration technology has been used as a surrogate to estimate the potential future socioeconomic impacts for the 2026 to 2035 period. Compliance costs were estimated by assuming that the annual number of anticipated new permit applications equals the average annual number of permit applications received in prior years. The analysis indicated that PAR 1401 would result in approximately 89 new permit applications for HDI and two new permit applications per year for pCBtF and t-BAc. The compliance costs of implementing PAR 1401 are associated with: 1) purchasing spray booths equipped with HEPA filters; 2) purchasing spray booths equipped with carbon adsorbers; 3) replacing HEPA filters; 4) replacing activated carbon; 5) electricity usage; and 6) permit fees.

Compliance Costs

Over the forecast period from 2026 to 2035, the total present value of the compliance costs ranges from $45,798,191 to $38,564,784 at a 1% and 4% discount rate, respectively. The average annual compliance cost over the same period ranges from $4,673,204 to $4,861,145 at a 1% and 4% real interest rate, respectively. The following table presents a summary of the average annual compliance costs of PAR 1401 by cost category.

	Annual Average of PAR 1401 (2026-2035)	
Cost Categories	**1% Real Interest Rate**	**4% Real Interest Rate**
Capital Costs		
Equipment Costs: Spray Booths with HEPA Filters	$1,164,134	$1,320,176
Permit Fee Costs: Spray Booths with HEPA Filters	$121,574	$137,870
Equipment Costs: Spray Booths with Carbon Adsorbers	$113,906	$129,174
Permit Fee Costs: Spray Booths with Carbon Adsorbers	$2,490	$2,824
Recurring Costs		
Equipment Costs: Replacement of HEPA Filters	$1,251,162	$1,251,162
Utility Costs:	$737,686	$737,686

Electricity for Spray Booths with HEPA Filters		
Permit Renewal Fee Costs: Spray Booths with HEPA Filters	$1,037,787	$1,037,787
Equipment Costs: Replacement of Activated Carbon	$206,604	$206,604
Utility Costs: Electricity for Spray Booths with Carbon Adsorbers	$22,755	$22,755
Permit Renewal Fee Costs: Spray Booths with Carbon Adsorbers	$15,107	$15,107
Total	**$4,673,204**	**$4,861,145**

Using a 4% real interest rate, the analysis indicates that the majority (92.3%) of the total annual average compliance cost of PAR 1401 would be attributable to the installation of spray booths with HEPA filters, replacements of spent HEPA filters, electricity costs, and permit renewals. Meanwhile, the costs relating to spray booths equipped with carbon adsorbers, replacements of spent carbon filter media, electricity costs, and permit renewals make up only 7.7% of the total annual average costs.

Job Impacts

Direct costs and corresponding revenues of PAR 1401 were used as inputs to the Regional Economic Models, Inc (REMI PI+) model to assess job impacts and secondary/induced impacts for all affected industries in the four-county economy on an annual basis from 2026 to 2035.

With compliance costs annualized using a 4% real interest rate, the REMI analysis forecasted 37 net jobs per year foregone which represents approximately 0.0003% of total annual jobs in the four-county area.

Competitiveness and Prices Impacts

The REMI analysis indicated that implementing PAR 1401 will not result in a substantial increase in production costs and delivered prices in the region. Specifically, the implementation of PAR 1401 is projected to increase the relative cost of production by 0.0004% and increase the relative delivered price of goods by 0.0003% for all the industries in the four-county region.

INTRODUCTION

Rule 1401 defines limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) values from new permit units or relocations, or modifications to existing permit units which emit TACs.[2] The proposed amendments to Rule 1401 will add 1-Bromopropane, Cobalt, monomeric HDI, polymeric HDI, Isoprene, pCBtF, t-BAc, Trimethylbenzene, and Trivalent Chromium to the list of TACs required to be evaluated during health risk assessments. The proposed amendments will also add new acute and 8-hour reference exposure levels (RELs) for 1,4-Dichlorobenzene, in addition to revising its chronic REL. Implementation of PAR 1401 for 1-Bromopropane, Cobalt, 1,4-Dichlorobenzene, Isoprene, Trimethylbenzene, and Trivalent Chromium is expected to incur minimal socioeconomic impacts due to existing requirements in other regulations, readily available non-toxic substitutes, or facilities having documented TAC usage at levels less than the screening limits when conducting a Tier I health risk assessment. As such, this socioeconomic impact assessment focuses on only three of the new compounds proposed to be added to Table I in Rule 1401: HDI, pCBtF, and t-BAc.

LEGISLATIVE MANDATES

The legal mandates directly related to the socioeconomic impact assessment of PAR 1401 include a South Coast AQMD Governing Board resolution and various sections of the Health and Safety Code.

South Coast AQMD Governing Board Resolution

On March 17, 1989, the South Coast AQMD Governing Board adopted a resolution that calls for an economic analysis associated with adopting and amending rules and regulations that consider all of the following elements:

- Affected industries
- Range of probable costs
- Cost-effectiveness of control alternatives
- Public health benefits

The economic elements outlined in the March 17, 1989 resolution are also required by various Health and Safety Code sections which are discussed in the following section.

Health and Safety Code Requirements

The state legislature adopted legislation which reinforces and expands the South Coast AQMD Governing Board resolution requiring socioeconomic impact assessments for rule development projects. Health and Safety Code Section 40440.8, which went into effect on January 1, 1991, requires a socioeconomic impact assessment for any proposed rule, rule amendment, or rule repeal which "will significantly affect air quality or emissions limitations."

To satisfy the requirements in Health and Safety Code Section 40440.8, which includes requirements defined in Health and Safety Code 40922, the scope of the socioeconomic impact assessment should include all of the following information, as applicable:

[2] Please refer to Table 1: Toxic Air Contaminants in Rule 1401, pp. 12-26, https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf.

- Type of affected industries;
- Impact on employment and the regional economy;
- Range of probable costs, including those to industry;
- Availability and cost-effectiveness of alternatives to the rule;
- Emission reduction potential; and
- Necessity of adopting, amending, or repealing the rule in order to attain state and federal ambient air quality standards.

Health and Safety Code Section 40728.5, which went into effect on January 1, 1992, requires the South Coast AQMD Governing Board to: 1) actively consider the socioeconomic impacts of regulations; 2) make a good faith effort to minimize adverse socioeconomic impacts; and 3) include small business impacts. To satisfy the requirements in Health and Safety Code Section 40728.5, the socioeconomic impact assessment typically includes the following information:

- Type of industries or business affected, including small businesses; and
- Range of probable costs, including costs to industry or business, including small business.

Finally, Health and Safety Code Section 40920.6, which went into effect on January 1, 1996, requires a cost-effectiveness and incremental cost-effectiveness analysis for a proposed rule or amendment which imposes BARCT or "all feasible measures" requirements relating to emissions of ozone, CO, SOx, NOx, VOC, and their precursors.

However, Health and Safety Code Section 40920.6 is not applicable to new or amended rules that seek to control TACs such as PAR 1401, because TACs are not classified as criteria pollutants or ozone precursors. Thus, an analysis of the cost-effectiveness and incremental cost-effectiveness of PAR 1401 is not required and has not been included.

Public Health

PAR 1401 does not have quantifiable emission reductions; therefore, a health impacts assessment with quantified avoided health incidences cannot be performed. However, by controlling emissions of HDI, pCBtF, and t-BAc, PAR 1401 will provide public health benefits by minimizing: 1) acute exposure to HDI which can affect the respiratory system and lead to asthma and bronchitis; and 2) exposure to pCBtF and t-BAc which are known carcinogens and inhalation of these TACs can affect the nervous system and cause irritation to eyes and nose.

Cost-Effectiveness of Control Alternatives

Health and Safety Code Section 40440.8(b)(4) requires an assessment of the availability and cost-effectiveness of alternatives to the proposed rule or regulation per the definition of "Socioeconomic Impact" as set forth in Health and Safety Code Section 40922. However, Health and Safety Code Section 40922 is only applicable to rules and regulations pertaining to achieving the state ambient air quality standards for ozone, CO, SOx, and NOx. Since PAR 1401 regulates emissions of TACs, an analysis of the cost-effectiveness of control alternatives is not required and thus, was not conducted.

AFFECTED FACILITIES

PAR 1401 will apply to new, relocated, or modified equipment or sources of HDI, pCBtF, t-BAc, as well as other compounds, and will not be applied retroactively to existing equipment or sources. As noted earlier in the Introduction, while several new compounds are proposed to be added to Table I in Rule 1401, only HDI, pCBtF, and t-BAc are expected to result in socioeconomic impacts. As such, the analysis of facilities that may be potentially affected by PAR 1401 focus on HDI, pCBtF, and t-BAc. Nonetheless, the number of facilities that may be potentially affected by PAR 1401 in the future is not available and cannot be predicted with any degree of certainty. In absence of this information, the number of existing facilities with South Coast AQMD permits issued from 2016 to 2023 for equipment and/or processes that use HDI, pCBtF, or t-BAc has been used as a surrogate to estimate the potential number of facilities that may need to submit permit applications in the future in accordance with PAR 1401. Between 2016 and 2023, 535 facilities were identified as having South Coast AQMD permits which specifically indicate the use of products that contain HDI. Between 2018 and 2023, eight facilities were identified as having South Coast AQMD permits which specifically indicate the use of products which contain pCBtF or t-BAc. The details of this analysis are provided in the following discussion.

1. HDI

Of the 535 facilities identified, 506 facilities had NAICS data. Table 1 presents the industrial sector distribution of these 506 facilities, with the majority (65.4%) in the Repair and maintenance sector (NAICS 811) followed by the Retail trade (NAICS 44-45) (9.3%), Wholesale trade (NAICS 42) (4.3%), and Construction sectors (NAICS 23) (3%). Of these 506 facilities, 58.2% are located in Los Angeles County, 19.7% are located in Orange County, 11.5% are located in Riverside County, and 10.6% are located in San Bernardino County. For the purpose of projecting the number of facilities that will be subject to PAR 1401, the analysis assumes that these distributions will be carried over to future facilities with new, modified or relocated equipment or sources using products containing HDI.

Table 1
Estimated Industrial Sector Distribution of Potential Facilities Subject to PAR 1401

NAICS Code	Industry Sector Name	Percentage Share of Facilities
811	Repair and maintenance	65.39%
44-45	Retail trade	9.26%
42	Wholesale trade	4.27%
23	Construction	2.97%
332	Fabricated metal product manufacturing	2.89%
54	Professional, scientific, and technical services	2.73%
3361-3363	Motor vehicles, bodies and trailers, and parts manufacturing	1.82%
561	Administrative and support services	1.62%
333	Machinery manufacturing	0.99%

NAICS Code	Industry Sector Name	Percentage Share of Facilities
3364-3369	Other transportation equipment manufacturing	0.91%
487-488	Scenic and sightseeing transportation; Support activities for transportation	0.87%
512	Motion picture and sound recording industries	0.79%
339	Miscellaneous manufacturing	0.63%
337	Furniture and related product manufacturing	0.63%
532-533	Rental and leasing services; Lessors of nonfinancial intangible assets	0.44%
321	Wood product manufacturing	0.40%
484	Truck transportation	0.40%
334	Computer and electronic product manufacturing	0.36%
331	Primary metal manufacturing	0.32%
326	Plastics and rubber product manufacturing	0.28%
325	Chemical manufacturing	0.24%
315-316	Apparel manufacturing; Leather and allied product manufacturing	0.24%
327	Nonmetallic mineral product manufacturing	0.24%
335	Electrical equipment and appliance manufacturing	0.20%
531	Real estate	0.20%
313-314	Textile mills; Textile product mills	0.20%
517	Telecommunications	0.20%
485	Transit and ground passenger transportation	0.20%
562	Waste management and remediation services	0.12%
713	Amusement, gambling, and recreation	0.08%
61	Educational services	0.08%
92	State and Local Government	0.04%
323	Printing and related support activities	0.04%
Total		**100%**

2. pCBtF and t-BAc

Of the eight facilities identified, two belong to the industrial sector of State and Local Government (NAICS 92), while one of each of the six remaining facilities belong to the industrial sectors of Retail trade (NAICS 44-45), Motion picture industries (NAICS 512), Paper manufacturing (NAICS 332), Chemical manufacturing (NAICS 325), Computer and electronic product

manufacturing (NAICS 334), and Support activities for transportation industries (NAICS 487-488). Five facilities are located in Los Angeles County, two facilities are located in San Bernardino County, and one facility is located in Orange County. For the purpose of projecting the number of facilities that will be subject to PAR 1401 due to new, modified or relocated equipment or sources using products containing pCBtF or t-BAc, the analysis assumes that the same distributions for existing facilities will apply to future facilities.

Small Business Analysis

For the purpose of assessing fees, the South Coast AQMD defines a small business in Rule 102 as one which employs 10 or fewer persons and which earns less than $500,000 in gross annual receipts. For the purpose of qualifying for access to services from the South Coast AQMD's Small Business Assistance Office, a small business has annual receipts of $5 million or less, or has 100 or fewer employees. In addition to the South Coast AQMD's criteria for small businesses, the United States (U.S.) Small Business Administration and the federal 1990 Clean Air Act Amendments (1990 CAAA) each have their own definition of a small business.

The 1990 CAAA classifies a business as a "small business stationary source," if among other conditions, it: 1) employs 100 or fewer employees; 2) does not emit more than 10 tons per year of either VOC or NOx; and 3) is a small business as defined by the U.S. Small Business Administration.[3,4] Based on firm revenue and employee count, the U.S. Small Business Administration definition of a small business varies by six-digit NAICS codes.[5] The majority of facilities potentially affected by PAR 1401 are within the Repair and Maintenance industry (NAICS 811121). According to the U.S. Small Business Administration, businesses in this industrial sector receiving less than $9 million in annual firm revenue are classified as small businesses.

The small business analysis of facilities potentially affected by PAR 1401 relied mostly on Dun and Bradstreet data. In cases where the Dun and Bradstreet data are unavailable or unreliable, other external data sources such as Manta, Hoover, LinkedIn, and company website data were used. The determination of data reliability is based on data quality confidence codes in the Dun and Bradstreet data as well as South Coast AQMD staff's discretion. Revenue and employee data for publicly owned companies was retrieved from filings with the Securities and Exchange Commission (SEC). Since subsidiaries have shared business interests with their parent company, the revenue and employee data of each facility's parent company, as applicable, was used for determining their small business status.

[3] Office of the Law Revision Control: United States Code, Title 42 – The Public Health and Welfare, Chapter 83 – Energy Extension Service, Subchapter V-Permits, §7661f. Small business stationary source technical and environmental compliance assistance program, (c) Eligibility, https://uscode.house.gov/view.xhtml?req=code+of+federal+regulations&f=treesort&num=2110, accessed June 2026.

[4] For the threshold of 10 tons per year of VOC/NOx emission for extreme nonattainment areas, please refer to National Archives and Records Administration, Title 40 – Protection of Environment, Chapter 1 – Environmental Protection Agency, Subchapter C – Air Programs, §51.165(a)(1)(iv)(A)(1)-(2), https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-51/subpart-I, accessed June 2026.

[5] U.S. Small Business Administration, 2023 Small Business Size Standards, https://www.sba.gov/document/support-table-size-standards, accessed June 2026.

1. HDI

Employment and revenue estimates from 2025 Dun and Bradstreet data as well as other external sources are available for 479 of the 535 identified facilities. For the purpose of estimating how future small businesses would be impacted by PAR 1401, this analysis assumes that the proportions of these 479 facilities that may qualify as small businesses will carry over to future years. Table 2 presents the number of affected facilities that qualify as small businesses, based on each of the four small business definitions. For the 479 facilities with available employment and revenue data, ~~up to~~ 394 (82%) may qualify as small businesses under the South Coast AQMD Small Business Assistance Office definition. The percentages of facilities that may qualify as a small business~~ses~~ based on varying ~~other~~ definitions are ~~also~~ presented in Table 2.

Table 2
Distribution of Existing and Potential Facilities Qualifying as Small Businesses Based on Various Definitions

Small Business Definition	Number of Facilities	Percentage of Facilities Qualifying as Small Businesses
South Coast AQMD Rule 102	265	55%
South Coast AQMD Small Business Assistance Office	394	82%
U.S. Small Business Administration	379	79%
1990 CAAA	67	14%

2. pCBtF and t-BAc

Employment and revenue estimates from 2025 Dun and Bradstreet data as well as other external sources are available for seven out of the eight identified facilities. Of these seven facilities, one facility is classified under the State and Local Government industry and thus does not qualify as small business. For the remaining six facilities, none meet South Coast AQMD's Rule 102 standard for small businesses; three (50%) meet South Coast AQMD's Small Business Assistance Office's standard; four (67%) meet the U.S. Small Business Administration's standard; and two (33%) facilities qualify as small businesses according to the 1990 CAAA definition. For the purpose of estimating how future small businesses would be impacted by PAR 1401, this analysis assumes that the same proportions of these seven existing facilities that may qualify as small businesses will carry over to future years.

COMPLIANCE COSTS

As explained previously in this report, the number of facilities that will be affected by PAR 1401 amendments are unknown. The same is true for the associated compliance costs. In the absence of this information, the compliance costs have been estimated by assuming the number of new permit applications each year in the future equal the average annual number of permit applications in prior years (e.g., between 2016 and 2023). For facilities with potentially new, modified or relocated equipment or sources using HDI, the analysis assumed that approximately 89 new permit applications per year will be submitted. Similarly, for facilities with potentially new, modified or relocated equipment or sources using pCBtF and/or t-BAc, the analysis assumed two new permit

applications per year will be submitted. Compliance costs are based on a combination of manufacturer feedback plus the most recent cost data available for the same control equipment that was previously analyzed in April 2026 Socioeconomic Impact Assessment for Rule 1124.[6] All dollar amounts are reported in 2025 dollars, and analysis period is assumed to be 10 years from 2026 to 2035.

By assuming a 10-year useful life for spray booths with HEPA filters, only 89 HDI related permits anticipated for the first year of implementing PAR 1401 will reach their full cost within the analysis period.[7] Permits issued in later years extend beyond the 10-year horizon and therefore, their full costs are not incurred and are not reflected in this analysis. The same assumption applies to spray booths equipped with carbon adsorbers to control pCBtF and t-BAc emissions since those permits will also span multiple years and extend beyond the analysis period. Extending the analysis period would continually add new permits each year, resulting in indefinite cost accumulation that would not produce meaningful or realistic estimates.

1. Use of Products Containing HDI

One-Time/Capital Costs

Permit Application Fees

According to Table IA and Table Fee Rate-A of Rule 301, the permit application fee for a new spray booth with standard filtration under Schedule B is $4,084.24, while the permit application fee for a new spray booth with HEPA filters under Schedule C is $6,460.09.[8] The permit application fee for each of these schedules also varies depending on whether the facility qualifies as a major source of emissions as defined in Regulation XXX – Title V permits. However, historical data indicates that between 2016 and 2023, only three applications for spray booths were submitted by Title V facilities. Because the proportion of future permit applications that would be from Title V facilities is unknown, this analysis assumes that all new permit applications for spray booths are from non-Title V facilities.

Consequently, the compliance cost associated with one spray booth permit application due to PAR 1401 is the difference between Schedule C and Schedule B permit application fees for a non-Title V facility or $2,375.85. If South Coast AQMD receives 89 permit applications for new spray booths each year, the sum of annualized costs over the 10-year analysis period associated with permit application fees for PAR 1401 is approximately $1,162,979.

Purchase and Installation of Spray Booths with HEPA Filters

Prior to the adoption of PAR 1401, permit applications for new, modified or relocated spray booths

[6] South Coast AQMD, April 2026, Governing Board Meeting Agenda No. 29, Proposed Amended Rule 1124 – Aerospace Assembly and Component Manufacturing Operations, Final Socioeconomic Assessment within the Final Staff Report, Attachment G, https://www.aqmd.gov/docs/default-source/agendas/governing-board/2026/2026-apr3-029.pdf, accessed June 2026.

[7] For the discussion on the 10-year useful life of spray booths with HEPA filters, please refer to: South Coast AQMD, March 2005, Governing Board Meeting Agenda No. 31, Proposed Rule 1469.1 - Spraying Operations Using Coatings Containing Chromium, Final Socioeconomic Report, Attachment 050331I, pp. 6 – 7, https://xappp.aqmd.gov/hb/attachments/2005/050331.zip, accessed June 2026.

[8] South Coast AQMD, May 1, 2026, Rule 301 – Permitting and Associated Fees, https://www.aqmd.gov/docs/default-source/rule-book/reg-iii/rule-301.pdf, accessed June 2026.

for controlling emissions containing HDI would be equipped with standard filters with appropriately sized blowers and typical ducting. After PAR 1401 is adopted, permit applications for new spray booths used for coatings containing HDI would require HEPA filters with larger-sized blowers and additional ducting capable of achieving the required face velocity through the HEPA filters which are more dense than traditional filters. Consequently, the compliance cost for spray booth installations after PAR 1401 is adopted is the difference between spray booths equipped with HEPA filters, larger blowers, and additional ducting and spray booths equipped with standard filters, standard blowers, and ducting. According to cost data provided by spray booth manufacturers, the average difference in costs is $22,750 per spray booth. Thus, if 89 spray booths are installed, each year after PAR 1401 is passed, the sum of annualized costs over the 10-year analysis period for installations of spray booths equipped with HEPA filters is approximately $11,136,125 over the period.

Operations and Maintenance (O&M)/Recurring Costs

HEPA Filter Replacements

The rate at which HEPA filters must be replaced varies depending on usage, size, and effectiveness of the pre-filter. Manufacturers suggest replacing HEPA filters once or twice annually but indicate that high usage may necessitate more frequent replacement. To allow for a worst-case analysis, HEPA filters are assumed to be replaced at a rate of four filters per year per spray booth. An industrial size HEPA filter costs $639. For 89 new spray booths per year, the estimated total cost to replace HEPA filters is approximately $12,511,620 over the next 10 years.

Electricity

When compared to spray booths with traditional filters, spray booths with HEPA filters require a larger blower capacity and larger electric motor resulting in increased electricity usage. To save on electricity costs, the blower/electric motor may be connected to a variable frequency drive (VFD) which regulates the speed and the pressure drop of the air flowing through the HEPA filters in the spray booth. By regulating airflow speed to match demand, VFD technology can reduce energy consumption and therefore lead to cost savings. However, since not all spray booths are designed with VFD technology, this analysis does not reflect any potential cost savings from potential utilization of this technology.

The electricity rate in 2024 dollars of $0.249 per kilowatt-hour (kWh) was calculated from the published annual average of projected electricity rates between 2026 and 2035 in the California Energy Commission (CEC) 2025 Integrated Energy Policy Report (IEPR).[9] By applying the same methodology as conducted in the Final Socioeconomic Report for Proposed Rule 1469.1[10] to PAR 1401, operation of a larger blower and larger electric motor for a spray booth with HEPA filters is estimated to result in an additional electricity cost of $2,120.10 per unit per year after the passage of PAR 1401. Thus, if 89 permit applications for new, modified or relocated spray booths are submitted each year, the estimated total additional electrical cost for operating spray booths equipped with HEPA filters is approximately $10,377,871 over the next 10 years.

[9] California Energy Commission, 2025 IEPR Electricity Rate Forecast, https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=25-IEPR-03, accessed June 2026.

[10] South Coast AQMD, March 2005, Governing Board Meeting Agenda No. 31, Proposed Rule 1469.1 – Spraying Operations Using Coatings Containing Chromium, https://xappp.aqmd.gov/hb/2005/March/050331a.html, accessed June 2026.

Permit Renewal Fees

After permits are issued, facilities will be required to pay annual permit renewal fees. The cost of a permit renewal due to PAR 1401 is the difference between the fee in Schedule C ($2,090.75) for a spray booth equipped with HEPA filters and the fee in Schedule B ($583.73) for a spray booth equipped with traditional filters. Consistent with the earlier analysis of costs associated with permit application fees for equipment to be installed at non-Title V facilities, the analysis of permit renewal fees also assumes that all future permits will be for equipment operating at non-Title V facilities. The difference between permit renewal fees for a non-Title V facility for Schedule C and Schedule B is $1,507.02. Thus, if 89 new, modified, or relocated spray booths are equipped with HEPA filters each year, the total cost of permit renewal fees is approximately $7,376,863 over the next 10 years.

2. Use of Products Containing pCBtF and/or t-BAc

One-Time/Capital Costs

Permit Application Fees

According to Table I-A and Table Fee Rate-A of Rule 301, the permit application fee for one new spray booth with standard filtration under Schedule B is $5,117.92, while the permit application fee under Schedule C is $8,095.12 for one spray booth with carbon adsorber (non-regenerative); Schedule D is $11,172.66 for multiple spray booths (multiple) with carbon adsorber (non-regenerative); and Schedule E is $12,845.15 for one or more spray booths with carbon adsorber (regenerative).

Since the permit application fees in Schedules D and E are for multiple equipment units and, in the case of Schedule E, for a more complex type of control technology which involves the on-site regeneration of the activated carbon used in the adsorber, this analysis assumes that each permit application will be for one new spray booth with a non-regenerative carbon adsorber in accordance with the permit fee under Schedule C. This assumption is consistent with the analysis of spray booths with carbon adsorbers in the April 2026 Final Socioeconomic Impact Assessment, which was included in the Final Staff Report for Proposed Amended Rule 1124 - Aerospace Assembly and Component Manufacturing Operations.[11]

The permit application fee for each of these schedules also varies depending on whether the facility qualifies as a major source of emissions as defined in Regulation XXX – Title V permits. Historical data indicates that between 2018 and 2023, five out of the eight pCBtF/t-BAc facilities were Title V. While the number permit applications that may be submitted by Title V facilities in the future is unknown, this analysis assumes that all new permit applications for spray booths equipped with carbon adsorbers will be from Title V facilities.

Consequently, the compliance cost associated with a permit application for one spray booth equipped with a carbon adsorber due to PAR 1401 is the difference between Schedule C

[11] South Coast AQMD, April 2026, Governing Board Meeting Agenda No. 29, Proposed Amended Rule 1124 – Aerospace Assembly and Component Manufacturing Operations, Final Socioeconomic Assessment within the Final Staff Report, Attachment G, https://www.aqmd.gov/docs/default-source/agendas/governing-board/2026/2026-apr3-029.pdf, accessed June 2026.

($8,095.12) and Schedule B ($5,117.92) permit application fees for a Title V facility or $2,977.20. If South Coast AQMD receives two new permit applications each year until 2030, the sum of annualized costs over the 10-year analysis period is approximately $23,818.

Purchase and Installation of Spray Booths with Carbon Adsorbers

Prior to the adoption of PAR 1401, permit applications for new, modified or relocated spray booths for controlling emissions containing pCBtF and/or t-BAc would be equipped with standard filters. After PAR 1401 is adopted, permit applications for new spray booths for controlling emissions containing either pCBtF or t-BAc would require carbon adsorber technology to control the TAC emissions. Consequently, the compliance cost of spray booth installations as a result of PAR 1401 is the difference between the costs of a spray booth equipped with a carbon adsorber and a spray booth equipped with standard filters. According to cost data provided by spray booth manufacturers, the average difference in costs is $136,202.83. Thus, if there are two new spray booths equipped with carbon adsorbers each year, the sum of annualized costs over the 10-year analysis period is approximately $1,089,623. When reformulated coatings that contain less than 0.01% of pCBtF or t-BAc become available, facilities seeking to install new spray booths would no longer need to purchase carbon adsorbers if reformulated coatings are utilized since there would be no TAC emissions requiring controls. Instead, spray booths equipped with standard filters could be used. Therefore, this analysis assumes that no new permit applications for spray booths equipped with carbon adsorbers will be submitted after 2030.[12]

O&M/Recurring Costs

Carbon Replacement

The recurring O&M costs of operating a spray booth with a carbon adsorber include costs associated with periodically replacing the spent carbon with fresh activated carbon which typically occurs every six years. The cost to replace spent carbon with fresh activated carbon is approximately $206,604 per changeout per carbon adsorption system per facility, based on manufacturers' feedback. For two new spray booths with carbon adsorbers each year until 2030, the estimated total cost of replacing carbon is approximately $2,066,038 over the next 10 years.

Electricity

Similar to a spray booth with HEPA filters for controlling HDI emissions, a spray booth with a carbon adsorber for controlling pCBtF and t-BAc emissions requires a larger blower and a larger electric motor resulting in increased electricity usage when compared to operating a spray booth with standard filters. The estimated additional electricity usage from operating a spray booth with a carbon adsorber is based on the United States Environmental Protection Agency (U.S. EPA) Air Pollution Control Cost Manual Carbon Absorbers Calculation Spreadsheet.[13] The additional electricity cost associated with operating one new spray booth with a carbon adsorber is estimated

[12] Source-specific rules state when the prohibition of selling of coatings containing t-BAc and pCBtF will go into effect. For example, Rule 1151 was amended in November 2024 to prohibit the selling of t-BAc and pCBtF coatings by 2028. During recent amendments to other source-specific rules, the amendments prohibited the sale of coatings containing t-BAc and pCBtF by year 2030. The year 2030 was selected because it is the anticipated amount of time needed for manufacturers to complete reformulation. Similarly, for ongoing efforts seeking to amend other source-specific rules to prohibit the selling and use of coatings containing pCBtf and t-BAc, the year of 2030 ~~will be~~is being proposed as the effective date.

[13] U.S. EPA, Air Pollution Control Cost Manual, Section 3 – VOC Controls; Section 3.1 – VOC Recapture Controls, Chapter 1 – Carbon Adsorbers Calculation Spreadsheet, version published on November 12, 2020, https://www.epa.gov/economic-and-cost-analysis-air-pollution-regulations/cost-reports-and-guidance-air-pollution, accessed June 2026.

to be $2,844.35 per unit per year. If two new spray booths with carbon adsorbers are installed and operated each year until 2030, the estimated total cost of electricity is approximately $227,548 over the next 10 years.

Permit Renewal Fees

After permits are issued, facilities will be required to pay annual permit renewal fees. The cost of a permit renewal due to PAR 1401 is the difference between fees in Schedule C ($2,619.89) for a spray booth with carbon adsorber (non-regenerative) and Schedule B ($731.48) for a spray booth equipped with standard filters. Consistent with the earlier analysis of costs associated with permit application fees for equipment to be installed at Title V facilities, the analysis of permit renewal fees also assumes that all future permits will be for equipment operating at Title V facilities. The difference between the permit renewal fees for a Title V facility in Schedule C and Schedule B is $1,888.41. As explained earlier, this analysis assumes that no new permit applications for spray booths equipped with carbon adsorbers will be submitted after 2030 but for the equipment that is permitted between 2026 and 2030, permit renewal fees will occur annually. For applications of two new spray booths with carbon adsorbers issued permits per year until 2030, the total cost of the permit renewal fees for this equipment will be approximately $151,073 over the next 10 years.

Total Compliance Cost of PAR 1401

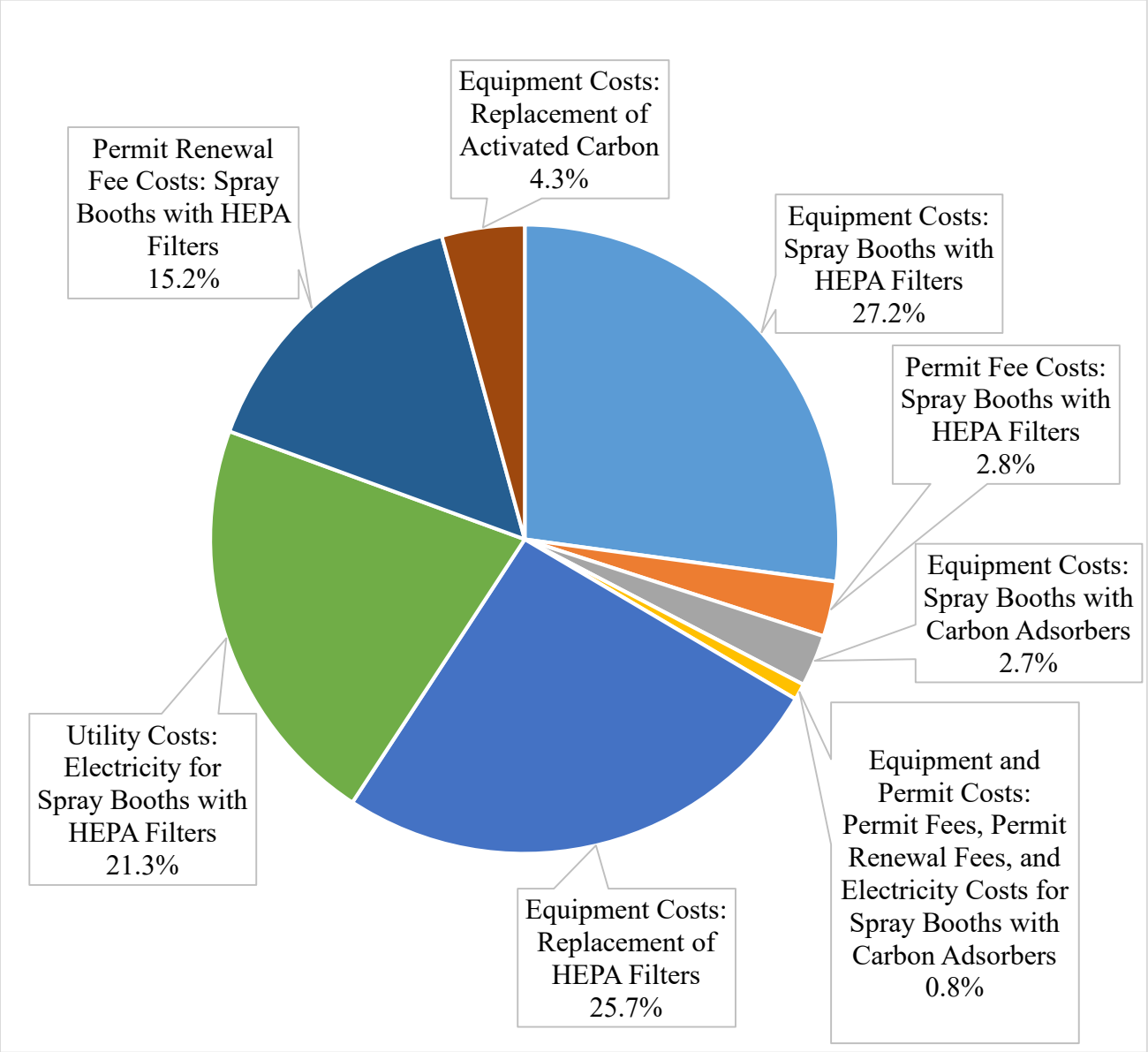
The total estimated compliance costs of PAR 1401 cover a 10-year forecast period, from 2026 to 2035. To calculate the present value of the total compliance costs, all amortized/annualized compliance costs have been discounted to year 2026. Table 3 summarizes the present value as well as the annual average of the amortized compliance costs from 2026 to 2035 associated with the implementation of PAR 1401. The total present value of the amortized compliance costs of PAR 1401 are estimated to be $45,798,191 and $38,564,784 at 1% and 4% discount rates, respectively. The average annual compliance cost over the period from 2026 to 2035 is estimated to range from $4,673,204 to $4,861,145 at a 1% to 4% real interest rate, respectively. Note that for the annual average estimates, only capital cost categories are affected by the interest rate, as interest applies to upfront capital investments, while recurring costs are not subject to financing and therefore remain unaffected.

Table 3
Total Present Value and Average Annual Estimated Costs of PAR 1401

	Present Value Worth 2026		Annual Average (2026-2035)	
Cost Categories	**1% Discount Rate**	**4% Discount Rate**	**1% Real Interest Rate**	**4% Real Interest Rate**
Capital/One-Time Costs				
Equipment Costs: Spray Booths with HEPA Filters	$12,440,370	$10,482,665	$1,164,134	$1,320,176
Permit Fee Costs: Spray Booths with HEPA Filters	$1,299,185	$1,094,736	$121,574	$137,870
Equipment Costs: Spray Booths with Carbon Adsorbers	$1,224,844	$1,051,278	$113,906	$129,174
Permit Fee Costs: Spray Booths with Carbon Adsorbers	$26,773	$22,979	$2,490	$2,824
Recurring Costs				
Equipment Costs: Replacement of HEPA Filters	$11,790,030	$9,934,667	$1,251,162	$1,251,162
Utility Costs: Electricity for Spray Booths with HEPA Filters	$6,951,413	$5,857,489	$737,686	$737,686
Permit Renewal Fee Costs: Spray Booths with HEPA Filters	$9,779,342	$8,240,395	$1,037,787	$1,037,787
Equipment Costs: Replacement of Activated Carbon	$1,927,221	$1,572,435	$206,604	$206,604
Utility Costs: Electricity for Spray Booths with Carbon Adsorbers	$215,764	$185,189	$22,755	$22,755
Permit Renewal Fee Costs: Spray Booths with Carbon Adsorbers	$143,250	$122,950	$15,107	$15,107
Total	**$45,798,191**	**$38,564,784**	**$4,673,204**	**$4,861,145**

Figure 1 presents the estimated average annual compliance costs of PAR 1401 by cost categories. The costs relating to spray booths with HEPA filters constitute the majority of the total average annual compliance costs of PAR 1401. Specifically, for facilities with HDI emissions, spray booths with HEPA filters, replacement of HEPA filters, and utility costs for operating spray booths with HEPA filters comprise 27.2%, 25.7% and 21.3% of total average annual compliance costs of PAR 1401, respectively. For facilities with pCBtF and/or t-BAc emissions, costs for spray booths with carbon adsorbers represent 7.7% of the total average annual costs of PAR 1401.

Figure 1
Average Annual Estimated Costs of PAR 1401 by Cost Category



MACROECONOMIC IMPACTS ON THE REGIONAL ECONOMY

The Regional Economic Modeling Inc. (REMI, PI+ v3) model was used to assess the total socioeconomic impacts of implementing PAR 1401.[14, 15] The model, which is comprised of analytical modules with embedded datasets and econometric features, links the economic activities occurring in the counties of Los Angeles, Orange, Riverside, and San Bernardino, and considers five interrelated blocks: 1) output and demand; 2) labor and capital; 3) population and labor force; 4) wages, prices and costs; and 5) market shares.[16] It should be noted that the REMI model is not designed to assess impacts on individual facility operations. The model was used to assess the impacts of PAR 1401 on various industries that make up the local economy.

Macroeconomic Impacts of PAR 1401

The analysis of macroeconomic impacts is performed relative to the REMI baseline ("business as usual") forecast where PAR 1401 would not be implemented. Since PAR 1401 will only apply to new, relocated, or modified equipment or sources of HDI, pCBtF, or t-BAc and will not be applied retroactively to existing equipment or sources, the number of facilities that may be potentially affected by PAR 1401 (e.g., be required to install HEPA filters to control emissions of HDI or carbon adsorbers to control emissions of pCBtF and/or t-BAc) is not available and cannot be predicted with any degree of certainty.

The REMI analysis follows the same general approach used in the affected facilities analysis and the small business analysis by assuming that future affected facilities will resemble the industry distribution of facilities that use (1) HDI or (2) pCBtF or t-BAc with permit applications between 2016 and 2023 or between 2018 to 2023, respectively. Accordingly, the costs are allocated across the affected industries presented in Table 1 for HDI-related compliance costs based on each industry's percentage share of facilities. For example, because the Repair and Maintenance industry represents the largest share of facilities in Table 1 (65.4%), the REMI analysis assumes this industry will incur 65.4% of total HDI-related compliance costs. Similarly, these costs at the industry level are further allocated across four counties within South Coast AQMD region based on the location of these facilities. A similar approach was followed when estimating the industry distribution of pCBtF/t-BAc-related compliance costs. The analysis assumes that the affected facilities would finance the capital and one-time costs described above at a 4% real interest rate, and that these one-time costs are amortized over the 10-year analysis period from 2026 to 2035.

Direct costs of PAR 1401 are used as inputs to the REMI model which uses this information to assess secondary and induced impacts for all the industries in the four-county economy on an annual basis over the 2026-2035 period. Direct effects of PAR 1401 include the purchase of spray booths with HEPA filters, spray booths with carbon adsorbers, replacements of HEPA filters and carbon, electricity costs, permit application fees and permit renewal fees as discussed earlier in this document.

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[14] Regional Economic Modeling Inc. (REMI). Policy Insight® for the South Coast Area (70-sector model). Version 3. 2023.

[15] REMI v3 has been updated based on The U.S. Economic Outlook for 2022-2024 from the University of Michigan's Research Seminar in Quantitative Economics (RSQE) release on May 19, 2023, The Long-Term Economic Projections from CBO (supplementing CBO's March 2023 report, The 2023 Long-Term Budget Outlook).

[16] Within each county, the industrial sectors are made up of 156 private non-farm industries and sectors, three government sectors, and a farm sector. Trade flows are captured between sectors as well as across the four counties and the rest of U.S. Market shares of industries are dependent upon their product prices, access to production inputs, and local infrastructure. The demographic/migration component has 160 ages/gender/race/ethnicity cohorts and captures population changes in births, deaths, and migration. For details, please refer to REMI online documentation at http://www.remi.com/products/pi.

While compliance expenditures incurred by the potentially affected facilities would increase their cost of doing business, the purchase of the required equipment and services would increase the sales and subsequent spending of businesses in various sectors, some of which may be located in South Coast AQMD's jurisdiction. Table 4 lists the 70-sector NAICS codes used in REMI model that would either incur a direct cost or directly benefit from the compliance spending.

Table 4
Industries Affected by PAR 1401

Source of Compliance Cost	Industry Sector Incurring Compliance Cost	Industry Sector Gaining Revenue
Equipment Costs: Spray Booths with HEPA Filters	Multiple Industries Based on South Coast AQMD Permit Data from 2016 - 2023*	Machinery Manufacturing (NAICS 333)
Equipment Costs: Spray Booths with Carbon Adsorbers		
Equipment Costs: Replacement of HEPA Filters		Wholesale Trade (NAICS 42)
Equipment Costs: Replacement of Activated Carbon		
Permit Fee Costs: Spray Booths with HEPA Filters		State and Local Government (NAICS 92)
Permit Fee Costs: Spray Booths with Carbon Adsorbers		
Permit Renewal Fee Costs: Spray Booths with HEPA Filters		
Permit Renewal Fee Costs: Spray Booths with Carbon Adsorbers		
Utility Costs: Electricity for Spray Booths with HEPA Filters		Utilities (NAICS 22)
Utility Costs: Electricity for Spray Booths with Carbon Adsorbers		

* The industry sectors assumed to incur HDI-related compliance costs are detailed in Table 1 on pp. 3-4. The industry sectors assumed to incur pCBtF/t-BAc-related compliance costs include State and Local Government (NAICS 92), Retail trade (NAICS 44-45), Motion picture industries (NAICS 512), Paper manufacturing (NAICS 332), Chemical manufacturing (NAICS 325), Computer and electronic product manufacturing (NAICS 334), and Support activities for transportation industries (NAICS 487-488).

Regional Job Impacts

When the compliance cost is annualized using a 4% real interest rate, the REMI model projects that there would be 37 jobs foregone annually on average over the 2026 – 2035 period, relative to the baseline forecast. The sectors of Repair and Maintenance, Retail Trade, and Construction are expected to forego four, five, and seven jobs annually, respectively, on average relative to the

baseline forecast. These job losses are attributed to the sectors incurring the largest share of PAR 1401 compliance costs and are therefore the most affected sectors. On the other hand, the sectors of State and Local Government (NAICS 92), Wholesale Trade (NAICS 42) and Machinery Manufacturing (NAICS 333) will gain jobs overall during the forecast period, mainly due to the beneficial induced demand from implementing PAR 1401. Table 5 presents the forecasted job impacts for selected years in the sectors with the largest magnitude of average annual job impacts. The "All Other Industries" row in Table 5 presents the sum of the job impacts for all other industries not shown in the table.

Table 5
Projected Job Impacts of PAR 1401 for Selected Industry Sectors and Years

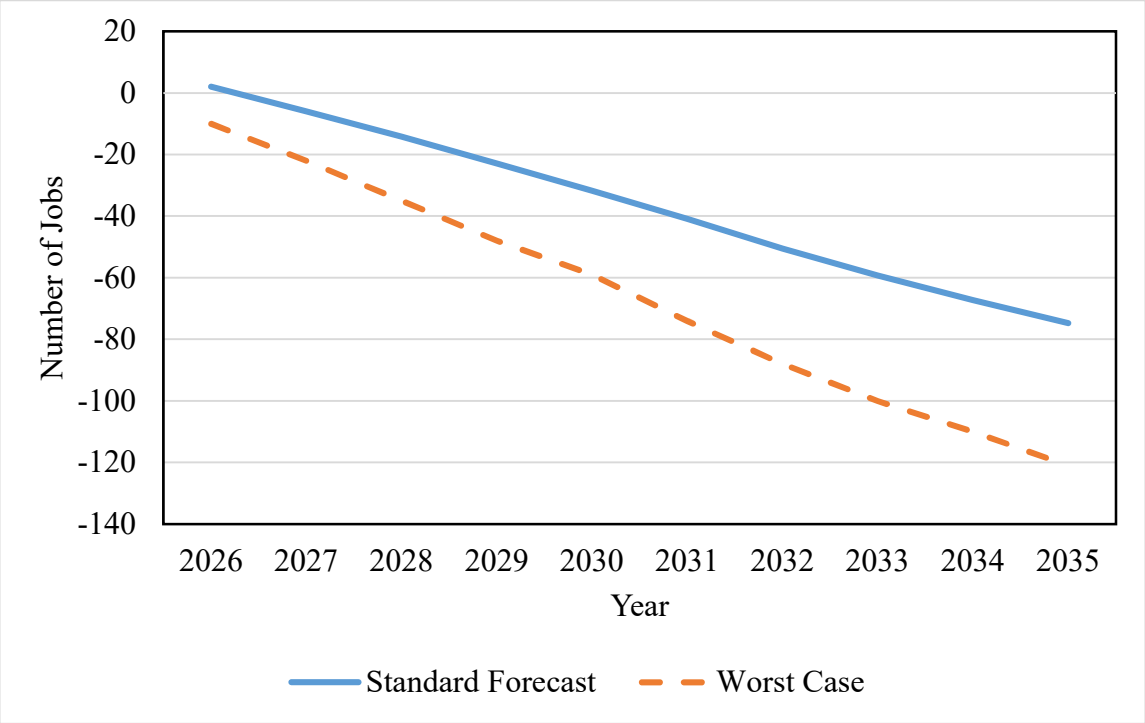
Industry Sector (NAICS Code)	2026	2030	2035	Annual Average	Baseline Number of Jobs	% of Baseline Jobs
State and Local Government (92)	2	2	1	2	920,213	0.0002049%
Wholesale Trade (42)	1	1	2	1	429,866	0.0003129%
Machinery Manufacturing (333)	2	1	1	1	26,075	0.0051021%
Utilities (22)	0	1	1	1	22,828	0.0024575%
Pipeline Transportation (486)	0	0	0	0	1,087	0.0000859%
Personal and laundry services (812)	0	-2	-4	-2	416,369	-0.0005336%
Real estate (531)	0	-2	-4	-2	668,028	-0.0003465%
Repair and maintenance (811)	-1	-4	-9	-4	146,462	-0.0030707%
Retail trade (44-45)	-1	-5	-10	-5	879,755	-0.0006141%
Construction (23)	0	-7	-11	-7	509,796	-0.0013534%
All Other Industries	0	-17	-42	-20	7,842,882	-0.0002593%
All Industries	**2**	**-32**	**-75**	**-37**	**11,863,362**	**-0.0003081%**

Note: Totals may not sum due to rounding.

In addition, in 2013, South Coast AQMD contracted with Abt Associates Inc. to review the South Coast AQMD socioeconomic assessments for Air Quality Management Plans and individual rules with the goal of providing recommendations that could enhance South Coast AQMD's socioeconomic analyses. In 2014, Abt Associates Inc. published a report which included a recommendation for South Coast AQMD to enhance socioeconomic analyses by testing major assumptions through conducting a scenario analysis. As such, South Coast AQMD generally includes an alternative worst-case scenario in Socioeconomic Impact Assessments which analyzes a scenario that assumes the affected facilities would purchase all feasible monitoring equipment

and services from providers located outside of the South Coast AQMD's jurisdiction.[17] In simple terms, this alternative worst-case scenario only models the impacts of the costs of compliance with PAR 1401 while excluding the revenues which would benefit equipment and service providers. This hypothetical scenario is designed to test the sensitivity of the embedded assumptions in the REMI model about how compliance costs and revenues would be distributed inside and outside of South Coast AQMD's jurisdiction. This worst-case scenario would result in an annual average of approximately 67 jobs foregone compared to the baseline scenario. The 67 jobs foregone represent a small portion of the average forecasted baseline jobs in the regional economy at an estimated 0.0006%. Figure 2 presents the projected regional job impacts over the 2026 – 2035 period for both the standard and the worst-case forecasts.

Figure 2
Projected Regional Job Impacts of PAR 1401, 2026 – 2035



Competitiveness and Prices

The overall impact of PAR 1401 on production costs and delivered prices in the region is not expected to be substantial. Based on the REMI analysis, the implementation of PAR 1401 is projected to increase the relative cost of production by 0.0004% and increase the relative delivered price of goods by 0.0003% for all the industries in four county region.

[17] Abt Associates Inc., August 2014, Review of the SCAQMD Socioeconomic Assessments, Chapter 6, Section 3, https://www.aqmd.gov/docs/default-source/agendas/aqmp/scaqmd-report---review-socioeconomic-assessments.pdf, accessed June 2026

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National Archives and Records Administration, Title 40 – Protection of Environment, Chapter 1 – Environmental Protection Agency, Subchapter C – Air Programs, §51.165(a)(1)(iv)(A)(1)-(2), https://www.ecfr.gov/current/title-40/chapter-I/subchapter-C/part-51/subpart-I

Office of the Law Revision Control: United States Code, Title 42 – The Public Health and Welfare, Chapter 83 – Energy Extension Service, Subchapter V-Permits, §7661f. Small business stationary source technical and environmental compliance assistance program, (c) Eligibility, https://uscode.house.gov/view.xhtml?req=code+of+federal+regulations&f=treesort&num=2110

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South Coast AQMD, September 2017, Rule 1401 – New Source of Toxic Air Contaminants, https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1401.pdf

South Coast AQMD, Proposed Amended Rule 1401 – New Source of Toxic Air Contaminants, Preliminary Draft Rule Language and Preliminary Draft Staff Report, released May 22, 2026, and Draft Rule Language and Draft Staff Report, released July 2, 2026, https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book/proposed-rules/rule-1401

South Coast AQMD, March 2005, Governing Board Meeting Agenda No. 31, Proposed Rule 1469.1 – Spraying Operations Using Coatings Containing Chromium, https://xappp.aqmd.gov/hb/2005/March/050331a.html

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United States Small Business Administration, March 2023, Table of Small Business Size Standards, https://www.sba.gov/document/support-table-size-standards

ATTACHMENT I

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

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

PROJECT TITLE: **PROPOSED AMENDED RULE 1401 – NEW SOURCE REVIEW OF TOXIC AIR CONTAMINANTS**

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.lci.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-2026.

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 21865 Copley Drive Diamond Bar, CA 91765

Project Title: Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants

Project Location: The proposed project is located within the South Coast Air Quality Management District's (South Coast AQMD) jurisdiction, which includes the four-county South Coast Air Basin (all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties), and the Riverside County portion of the Salton Sea Air Basin and the non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project: Proposed Amended Rule 1401 (PAR 1401) updates South Coast AQMD's health-risk-based permitting requirements for new, modified, or relocated equipment that emit toxic air contaminants (TACs). PAR 1401 incorporates new California Office of Environmental Health Hazard Assessment (OEHHA)-adopted risk values by adding nine new compounds to the Table I list of TACs, adding a new reference exposure level for one existing compound, adding 8-hour chronic hazard index requirements, removing the outdated Table II list of TACs with previously tentative risk values, and improving clarity and alignment with current risk assessment procedures. PAR 1401 requirements will not be applied retroactively to existing equipment or sources. However, new, modified or relocated equipment emitting polymeric Hexamethylene Diisocyanate (HDI), para-chlorobenzotrifluoride (pCBtF), or tertiary butyl acetate (t-BAc) may require installation of enhanced air pollution control equipment in order to obtain a permit to operate. Implementation of PAR 1401 will provide improved health protective measures to minimize TAC emissions and reduce exposure and associated risk which will benefit workers, nearby receptors, and surrounding communities.

Public Agency Approving Project: South Coast Air Quality Management District	**Agency Carrying Out Project:** South Coast Air Quality Management District

Exempt Status:
CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project (PAR 1401) 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. It can be seen with certainty that there is no possibility that implementation of PAR 1401 may have a significant adverse effect on the environment because: 1) installation of new, enhanced air pollution control equipment or the modification of existing air pollution control equipment (if required), would typically involve minimal construction activities and minor operational differences and would only apply to new, modified, or relocated equipment that emits polymeric HDI, pCBtF, or t-BAc; and 2) other changes are administrative in nature. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption.

Date When Project Will Be Considered for Approval (subject to change): South Coast AQMD Governing Board Public Hearing: August 7, 2026		
CEQA Contact Person: Farzaneh Khalaj, Ph.D.	**Phone Number:** (909) 396-3022	**Email:** fkhalaj@aqmd.gov
PAR 1401 Contact Person: Tiffani To	**Phone Number:** (909) 396-2738	**Email:** tto@aqmd.gov

Date Received for Filing: _____ **Signature:** *(Signed and Dated Upon Board Approval)*
Kevin Ni
Program Supervisor, CEQA
Planning, Rule Development, and Implementation

Attachment J

Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants

BOARD MEETING

AUGUST 7, 2026

Rule 1401 Background

- Rule 1401 requires that new, modified, or relocated equipment emitting toxic air contaminants (TACs) listed in Rule 1401 Table I be below specific health risk levels in order to be permitted
  - TACs are identified by Office of Environmental Health Hazard Assessment (OEHHA)
- All new, modified, or relocated equipment must not exceed the following thresholds before a permit is issued:

Cancer Risk Threshold	Noncancer Risk Threshold
1 in a million without T-BACT*	Acute hazard index of 1
10 in a million with T-BACT*	Chronic hazard index of 1

**Best Available Control Technology for Toxics*

Approach for Risk Reduction

- Rule 1401 is periodically updated to reflect TACs identified by OEHHA
- New or revised health values will not be added until an assessment is conducted to understand the impact to new, modified, or relocated equipment
- Existing permits without further permit actions are not impacted by PAR 1401
- South Coast AQMD implements the Air Toxics Hot Spots Information and Assessment Act (AB 2588) through Rule 1402 – Control of Toxic Air Contaminants from Existing Sources by requiring the evaluation and reduction of TACs at existing facilities
  - Compounds and health risk values to be evaluated are updated and specified in CARB's Emission Inventory Criteria Guidelines
  - Impacts of these updates on existing sources are reported in the AB2588 annual report

Key Proposed Amendments

Toxic Air Contaminants
1,4-Dichlorobenzene
1-Bromopropane
Cobalt
Hexamethylene Diisocyanate (HDI) (Monomer)
Isoprene
Parachloro-benzotrifluoride (PCBTF)*
Polymeric HDI
Tertiary Butyl Acetate (TBAc)
Trimethylbenzene
Trivalent Chromium

- Add or update ten compounds into Table I
  - Upon adoption, health risks will be evaluated during the permitting process
- Align with South Coast AQMD Health Risk Assessment Procedures
  - Clarify that the 8-hour hazard index is evaluated during permitting process
  - Add a column in Table I for 8-hour reference exposure levels
- Remove Rule 1401 Table II
  - Listed compounds with *proposed* risk values
  - Table II is not referenced in Rule 1401 or 1402

*Effective date December 31, 2027

Potential Impacts

- Adding compounds into Table I are expected to have minimal impacts for seven of the ten TACs
- Health risk assessments for three TACs may exceed the health risk thresholds unless the facility:
  - Installs a control device;
  - Reduces usage amount; or
  - Conducts a more refined health risk assessment
- Evaluated potential regulatory impacts to future permit evaluations due to adding new TACs into Rule 1401 based on prior applications

Compounds with Potential Impact
Polymeric Hexamethylene Diisocyanate (HDI)
pCBtF
t-BAc

Potential Impacts – Polymeric HDI, pCBtf and t-BAc

Polymeric HDI

- Polymeric HDI is in coatings used in the automotive, aerospace, and metal coatings industries
- Addition of polymeric HDI into Table I is expected to have impacts during the health risk assessment
- Estimated that 90 spray booth applications will be submitted each year for polymeric HDI
- Utilize enhanced controls such as HEPA filters by acquiring a new spray booth with HEPA filters or retrofitting an existing spray booth

pCBtf and t-BAc

- pCBtF and t-BAc are solvents used in various industries such as automotive, aerospace, metal coatings, etc
- Staff is working on a pollution prevention approach to phasing out pCBtF and t-Bac through source specific rules
- To provide time for the reformulation of coatings and solvents, PAR 1401 delays the effective date for pCBtF to December 31, 2027

Socioeconomic Impact Assessment and California Environmental Quality Act (CEQA)

Socioeconomic Impact Assessment

- Average annual compliance cost of implementing PAR 1401
  - Ranges from $4.67 to $4.86 million from 2026 to 2035*
  - 92.3% of costs are related to HDI and 7.7% of costs are related to PCBTF and/or t-BAc
- Average 37 net jobs foregone annually from 2026 to 2035

*Using a real interest rate of 1% and 4%, respectively

California Environmental Quality Act (CEQA)

- Minimal construction activities and minor operational differences anticipated related to HDI, pCBtF and t-BAc
- No significant adverse environmental impacts expected
- A Notice of Exemption has been prepared

Recommendation

Adopt Resolution

- Determining that Proposed Amended Rule 1401 is exempt from the requirements of the California Environmental Quality Act
- Amending Rule 1401