



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 SEPTEMBER 4, 2026

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 a.m. on Friday, September 4, 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 30)

Note: Consent and Board Calendar items held for discussion will be moved to Item No. 31.

1. Approve Minutes of August 7, 2026 Board Meeting **Thomas/3268**
2. Set Public Hearing October 2, 2026 to Consider **Nastri/3131**
Amendments to South Coast AQMD Rules and Regulations:

Determine That Proposed Amended Rule 1143 – Consumer Paint Thinners and Multi-Purpose Solvents, Is Exempt from CEQA; Amend Rule 1143; and Submit for Inclusion Into State Implementation Plan

Krause/2706

Rule 1143 establishes VOC limits for consumer paint thinners and consumer multi-purpose solvents. The California Office of Environmental Health Hazard Assessment determined that two compounds, para-Chlorobenzotrifluoride (pCBtF) and tert-Butyl Acetate (t-BAc), which are used in some consumer paint thinners and consumer multi-purpose solvents, have carcinogenic health effects. Proposed Amended Rule 1143 (PAR 1143) includes a future effective prohibition for pCBtF and t-BAc, an alternative Product Weighted Maximum Incremental Reactivity (PW-MIR) VOC limit, and a sell-through provision. This action is to adopt the Resolution: 1) Determining that PAR 1143 – Consumer Paint Thinners and Multi-Purpose Solvents is exempt from the requirements of the California Environmental Quality Act, 2) Amending Rule 1143 – Consumer Paint Thinners & Multi-Purpose Solvents; and 3) Directing staff to submit PAR 1143 - Consumer Paint Thinners and Multi-Purpose Solvents for Inclusion into the State Implementation Plan. (Reviewed: Stationary Source Committee, August 21, 2026)

Items 3 through 14 – Budget/Fiscal Impact

3. Execute Contract to Study Durable Fuel Cell Membrane Electrode Assemblies for Heavy-Duty Vehicles

Katzenstein/2219

The University of California, Irvine (UCI) proposes to develop, integrate, and validate an advanced fuel cell membrane to improve the durability, efficiency, and operational life of fuel cell stacks for heavy-duty truck applications. Fuel cell membranes are critical components that enable the electrochemical conversion of hydrogen to electricity, and improvements in membrane materials can reduce fuel cell costs as well as increase performance. This action is to execute a contract with UCI to develop and study durable fuel cell membrane electrode assemblies for heavy-duty vehicles in an amount not to exceed \$125,000 from the Clean Fuels Program Fund (31). (Reviewed: Technology Committee, August 21, 2026; Recommended for Approval)

4. Execute Contracts to Deploy Class 8 Hydrogen Fuel Cell Drayage Trucks

Katzenstein/2219

In June 2023, the Board recognized a \$5 million U.S. EPA FY22 Targeted Airshed Grant award and approved \$800,000 as the cost share from the Clean Fuels Program Fund (31) to partner with Daimler Truck North America, LLC (DTNA) to deploy and demonstrate six Class 8 hydrogen fuel cell trucks. DTNA has since withdrawn from the project. Subsequently, South Coast AQMD staff received a proposal from Symbio North America (Symbio) to develop and deploy fifteen hydrogen fuel cell drayage trucks with Savage Services Corporation (Savage). Under the proposed project, Symbio will develop the trucks, and Savage will operate them as part of its refinery transport operations in the San Pedro Ports area. Contingent upon U.S. EPA's final award approval, staff recommends the following actions: 1) transfer up to \$400,000 from the Clean Fuels Program Fund (31) to the Advanced Technology, Outreach and Education Fund (17) to increase the cost-share for the additional trucks; and 2) execute a contract with Symbio for \$6,000,000 from the Advanced Technology, Outreach and Education Fund (17) for the deployment of fifteen hydrogen fuel cell drayage trucks. (Reviewed: Technology Committee, August 21, 2026; Recommended for Approval)

5. Issue Program Announcement and Execute Contracts for Proposition 1B – Goods Movement Emission Reduction Program

Katzenstein/2219

In 2008, \$1 billion in bond funding was authorized under the Proposition 1B – Goods Movement Emission Reduction Program (Prop 1B). The majority of funding under Prop 1B has been allocated; however, funds remain from withdrawn Prop 1B projects. A Program Announcement (PA) is needed to award

remaining Prop 1B funds towards locomotive, cargo handling equipment, transport refrigeration unit, and ships at-berth projects. These actions are to: 1) issue and, if necessary, reissue, a PA for locomotive, cargo handling equipment, transport refrigeration unit, and ships at-berth projects under Prop 1B; and 2) authorize the Executive Officer to execute contracts for eligible projects resulting from the PA until all funds are exhausted from the Prop 1B Fund (81) and funds from At-Berth Regulation Remediation Special Revenue Fund (88). (Reviewed: Technology Committee, August 21, 2026; Recommended for Approval)

6. Recognize Revenue, Execute Contracts for Battery Electric Class 8 Trucks and Charging Infrastructure to Implement INVEST CLEAN and Transfer Funds for ELECTRIC

Katzenstein/2219

In September 2024, the Board recognized an award of \$499,997,415 from the U.S. EPA CPRG program titled INVEST CLEAN. Additionally, in January 2025, the Board recognized an award of \$33,898,522 from the U.S. EPA Clean Heavy-Duty Vehicles Grant program titled ELECTRIC. For INVEST CLEAN, the Ports of Los Angeles and Long Beach committed to contributing \$10,000,000 in Clean Truck Fund Rate dollars collected by the ports to support the implementation of a Battery Electric Freight Vehicle Deployment Incentive Program and a Charging Infrastructure Deployment Incentive Program. For ELECTRIC, South Coast AQMD proposed providing a cost share of up to \$3,096,720. These actions are to: 1) execute MOUs with the Cities of Los Angeles and Long Beach acting by and through their respective Boards of Harbor Commissioners to implement INVEST CLEAN; 2) recognize revenue up to \$10,000,000 into the U.S. EPA CPRG Special Revenue Fund (90), upon receipt from the Ports of Los Angeles and Long Beach; 3) execute contracts under INVEST CLEAN in an amount not to exceed \$54,246,495 from the U.S. EPA CPRG Special Revenue Fund (90) with a backup project list in the event of project fall through; and 4) transfer up to \$3,096,720 from Clean Fuels Program Fund (31) to Advanced Technology, Outreach and Education Fund (17) for South Coast AQMD cost-share to implement ELECTRIC. (Reviewed: Technology Committee, August 21, 2026; Recommended for Approval)

7. Approve Additional Funds for Residential Electric Lawn and Garden Equipment Rebate Program

Katzenstein/2219

The Residential Electric Lawn and Garden Equipment Rebate Program provides rebates to residents for the purchase of new battery-electric lawn and garden equipment. Since 2017, the program has helped residents replace gasoline-powered equipment with zero-emission alternatives, resulting in emission reductions throughout the South Coast AQMD jurisdiction. In September 2024, the Board approved the addition of \$500,000 and the expansion of the program to include additional equipment

categories, including battery-electric leaf blowers, trimmers, chainsaws, and edgers. Continued interest and participation in the program have increased demand for available rebate funding, and program funds are nearly exhausted. Staff recommends allocating up to \$500,000 from the Rule 2202 Air Quality Investment Fund (27) to continue the Residential Electric Lawn and Garden Equipment Rebate Program. (Reviewed: Technology Committee, August 21, 2026; Recommended for Approval)

8. Recognize Revenue, Appropriate Funds, Issue Solicitations and Purchase Orders for Air Monitoring Equipment for Photochemical Assessment Monitoring Stations Program

Low/2269

South Coast AQMD has received \$783,141 from U.S. EPA for the 34th year of the Photochemical Assessment Monitoring Stations Program (PAMS). This action is to recognize revenue, appropriate \$393,141 into the Monitoring and Analysis FY 2026-27 and/or FY 2027-28 Budgets, and issue solicitations and purchase orders for air monitoring equipment. These actions are also to recognize revenue and appropriate up to \$72,230 into the Monitoring and Analysis FY 2026-27 Budget from the 33rd year of PAMS funding. (Reviewed: Administrative Committee, August 14, 2026; Recommended for Approval)

9. Recognize Revenue, Appropriate Funds, and Issue Purchase Order for Air Monitoring Equipment for National Air Toxic Trends Station Network Program

Low/2269

South Coast AQMD has received \$261,908 from U.S. EPA for the National Air Toxic Trends Station Network Program (NATTS). This action is to recognize revenue, appropriate \$85,147 into the Monitoring and Analysis FY 2026-27 Budget and issue a sole source purchase order for air monitoring equipment. (Reviewed: Administrative Committee, August 14, 2026; Recommended for Approval)

10. Issue Program Announcement for Zero-Emission Trucks and Zero-Emission Infrastructure for Year 2026 Warehouse Actions and Investments to Reduce Emissions Mitigation Program

MacMillan/3324

The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Mitigation Program was established with the adoption of Rule 2305 – Warehouse Indirect Source Rule. One of the compliance options available to warehouse operators under Rule 2305 is to pay mitigation fees. This first year of the WAIRE Mitigation Program is designed to use these fees to incentivize zero-emission Class 4 to 8 trucks, yard trucks, and electric charging or hydrogen fueling infrastructure projects that reduce emissions from warehousing activities. Up to \$73,135,300 in funding will be directed to the areas near warehouses that paid the mitigation fee, which must be spent within the same Source

Receptor Area where the fees were collected. These actions are to: 1) issue a Program Announcement to solicit projects under the WAIRE Mitigation Program that reduce emissions from warehousing activities; and 2) reimburse the General Fund up to \$4,570,956 from the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) for administrative costs incurred in implementing the program. (Reviewed: Technology Committee, August 21, 2026; Recommended for Approval)

11. Execute Contract for Three-Year Service Agreement for South Coast AQMD Access to Online Legal Research Libraries

Gilchrist/3459

The current service agreement with Thomson Reuters-West to provide South Coast AQMD with online legal research and print libraries expired on June 30, 2026, with access granted through September 11, 2026 on a holdover basis. This action is to execute a sole source contract for a new contract for a three-year agreement with Thomson Reuters-West in an amount not to exceed \$103,788 in FY 2026-27; \$110,016 in FY 2027-28; and \$116,617 in FY 2028-29, for a total amount of \$330,421 for a three-year period. Each annual service agreement for the previous three-year term was within the Executive Officer's signing authority. (Reviewed: Administrative Committee, August 14, 2026; Recommended for Approval)

12. Amend Contract to Provide Short- and Long-Term Systems Development, Maintenance and Support Services

Moskowitz/3329

South Coast AQMD currently maintains contracts with several companies for short- and long-term systems development, maintenance, and support services. These contracts are periodically amended as additional needs are identified. This action would amend a previously Board-approved contract with Varsun eTechnologies to add funding for necessary development and maintenance work, in an amount not to exceed \$896,484. Funding is available in Information Management's FY 2026–27 Budget. (Reviewed: Administrative Committee, August 14, 2026, Recommended for Approval)

13. Execute Contract(s) for Legislative Representation in Sacramento, California

Tanaka/3327

At the May 1, 2026 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. Three separate proposals were received from Buckley Government Affairs, LLC, Catalyst, LLC and Joe A. Gonsalves & Son. On August 14, 2026, the Legislative Committee recommended approval of the execution of contracts with Buckley Government Affairs, LLC for \$144,500, Catalyst, LLC for \$180,000, and Joe A. Gonsalves & Son for \$168,000 for legislative representation in Sacramento. (Reviewed: Legislative Committee, August 14, 2026; Recommended for Approval)

14. Approve New and Modified Awards as Approved by MSRC **McCallon**

South Coast AQMD previously approved modifications to an MOU with the Port of Long Beach for the Port to invest funding in specified zero emission drayage truck charging infrastructure projects to be administered by the MSRC. To effectuate these MOU modifications, the MSRC approved a modified contract award to 4 Gen Logistics. Additionally, as part of their FYs 2024-27 Work Program, the MSRC approved multiple awards under their Zero-Emission Transit Bus Incentive Program. The MSRC seeks Board approval of the contract awards and modification. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, August 20, 2026; Recommended for Approval)

Items 15 through 24 – Information Only/Receive and File

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

This report highlights the July 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)

16. Hearing Board Report **Ali**

This reports the actions taken by the Hearing Board during the period of July 1 through July 31, 2026. (No Committee Review)

17. Civil Filings and Civil Penalties Report **Gilchrist/3459**

This report summarizes monthly penalties and legal actions filed by the General Counsel's Office from June 1, 2026 through July 31, 2026. An Index of South Coast AQMD Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, August 21, 2026)

18. 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 July 1, 2026 and July 31, 2026, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, August 21, 2026)

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

This report highlights South Coast AQMD rulemaking activities and public hearings scheduled for 2026. (No Committee Review)
20. Status Report on Regulation XIII - New Source Review **Aspell/2491**

This annual status report presents the state and federal Final Determination of Equivalency for January 2024 through December 2024. The report provides information regarding the status of Regulation XIII - New Source Review (NSR) in meeting state and federal NSR requirements and shows that South Coast AQMD's NSR program is in final compliance with applicable state and federal requirements from January 2024 through December 2024. (Reviewed: Stationary Source Committee, August 21, 2026)
21. Audit Reports of AB 2766 Fee Revenue Recipients for Fiscal Years Ending June 30, 2022 and 2023 **Jain/2804**

Health and Safety Code 44244.1 requires any agency that receives fee revenues subvented from the Department of Motor Vehicles to be audited once every two years. This audit of South Coast AQMD's share, MSRC's share, and local governments' share of such subvented funds, performed by independent Certified Public Accountants, has been completed. (Reviewed: Administrative Committee, August 14, 2026)
22. Report of RFQs/RFPs Scheduled for Release in September **Jain/2804**

This report summarizes the RFQs/RFPs for budgeted services over \$100,000 scheduled to be released for advertisement for the month of September. (Reviewed: Administrative Committee, August 14, 2026)
23. FY 2025-26 Contract Activity **Jain/2804**

This report lists the number of contracts let during FY 2025-26, the respective dollar amounts, award type, and the authorized contract signatory for South Coast AQMD. This report includes the data provided in the March 6, 2026 report covering contract activity for the first six months of FY 2025-2026. (No Committee Review)
24. 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, August 14, 2026)

Items 25 through 30 – Reports for Committees and MSRC

Note: CARB did not hold a meeting in August.

25.	Administrative Committee (Receive & File)	Chair: Cacciotti	Nastri/3131
26.	Legislative Committee (Receive & File)	Chair: Perez	Tanaka/3327
27.	Mobile Source Committee (Receive & File)	Chair: Delgado	Rees/2856
28.	Stationary Source Committee (Receive & File)	Chair: McCallon	Aspell/2491
29.	Technology Committee (Receive & File)	Chair: Rodriguez	Katzenstein/2219
30.	Mobile Source Air Pollution Reduction Review Committee (Receive & File)	Board Rep.: Cacciotti	Katzenstein/2219
31.	<u>Items Deferred from Consent and Board Calendar</u>		

PUBLIC HEARINGS

- | | | |
|-----|---|--------------------|
| 32. | 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) | Krause/2706 |
| 33. | 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 | Krause/2706 |

Emission Reductions from Aggregate and Related Operations.
(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;
- Chanell Monique Scott v. South Coast Air Quality Management District, et al., Los Angeles County Superior Court, Case No.: 25AVCV00502;
- 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;
- 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; and
- People ex rel. South Coast Air Quality Management District v. Chiquita Canyon, LLC et al., Los Angeles Superior Court, Case No. 26STCV15409; regarding enforcement of public nuisance and related violations at Chiquita Canyon Landfill.

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):

- People ex rel. San Joaquin Valley Unified Air Pollution Control District v. Setton Pistachio of Terra Bella, Inc., Fifth District Court of Appeal No. F089820 (proposed amicus)

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 986, 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
AQMP = Air Quality Management Plan
Cal/EPA = California Environmental Protection Agency
CARB = California Air Resources Board
CEQA = California Environmental Quality Act
CO = Carbon Monoxide
EV = Electric Vehicle
FY = Fiscal Year
GHG = Greenhouse Gas
MATES = Multiple Air Toxics Exposure Study
MOU = Memorandum of Understanding
MSRC = Mobile Source (Air Pollution Reduction) Review Committee
NOx = Oxides of Nitrogen
PM10 = Particulate Matter $\leq$ 10 microns
PM2.5 = Particulate Matter $<$ 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
U.S. EPA = United States Environmental Protection Agency
VOC = Volatile Organic Compound

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: September 4, 2026

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the August 7, 2026 Meeting

RECOMMENDED ACTION:

Approve the August 7, 2026 Board Meeting Minutes.

Faye Thomas
Clerk of the Boards

FT

FRIDAY, AUGUST 7, 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

Supervisor Holly J. Mitchell
County of Los Angeles

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 (Left at ~11:45 a.m.)
County of Riverside

Mayor Carlos Rodriguez
Cities of Orange County

Cedric Jamie Rutland, MD FCCP (Left at ~12:49 p.m.)
Governor's Appointee

Absent: Supervisor Curt Hagman
County of San Bernardino

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 Mitchell
- Roll Call
- Opening Comments

Mayor Olmos expressed appreciation to staff for collaborating with the City of Compton officials and participating in a community workshop hosted by the City of Compton on July 28, 2026 regarding the May 21, 2026 fire at the World Oil Recycling facility.

Supervisor Mitchell thanked Mayor Olmos for the acknowledgement regarding World Oil Recycling and recommended holding an additional outreach event closer to the impacted area. She also recognized staff for collaborating with Boyle Heights and East L.A. community leaders and elected officials, as well as their continued support to the community in response to the Lineage warehouse fire.

Supervisor Perez acknowledged the broad geographic area that staff must cover in carrying out their work and emphasized the need for continued legislative advocacy to secure adequate resources for the agency. Supervisor Perez introduced his intern, conveyed a request from the California Environmental Voters for additional opportunities for the Inland Empire communities to engage with South Coast AQMD to address ongoing air quality concerns affecting that area, and expressed eagerness to review the Coachella Valley dust monitoring results.

Vice Chair McCallon thanked staff for their hard work and reported that he represented the South Coast AQMD at the ribbon-cutting ceremony for Tesla's new public Semi Megacharger station in Bloomington on July 17, 2026. He also thanked Mayor Lock Dawson for inviting him to the demonstration for Ohmio's autonomous shuttle on July 28, 2026.

Chair Cacciotti shared photos of several events that he recently attended.

Executive Officer Wayne Nastri provided an overview of the first Clean Air Clean Solutions showcase held at the California State Capitol on Saturday, August 3, 2026, thanked staff for their dedication in carrying out the showcase, and shared a video highlighting the event. Executive Officer Nastri announced that this year's Board Retreat would be held on Thursday, September 10 at the Inn at Mission San Juan Capistrano, with the Legislative and Administrative Committee meetings taking place at the same location on Friday, September 11.

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.

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

The above speakers raised concerns regarding the enforcement and interpretation of South Coast AQMD Rule 1403. For additional details, please refer to the [Webcast](#) beginning at 33:41 & 56:27.

Dr. Ivy Hilton-Priestess gave formal notice regarding an ongoing air quality, disability access, and enforcement matter at the Weingart Tower development in downtown Los Angeles. She requested that the Board direct staff to investigate her complaints, provide reasonable accommodation for disability access, and preserve all records relating to her complaints at this property. For additional details, please refer to the [Webcast](#) beginning at 36:51.

Ryan Calbreath, United Electrical Radio Machine Workers, expressed solidarity with environmental justice advocates and called on the Board to recognize the reality that striking a balance between corporate interests and clean air goals may not always be feasible. For additional details, please refer to the [Webcast](#) beginning at 40:07.

Theral Golden, West Long Beach Association, highlighted the dangers of methyl bromide emissions to the West Long Beach community and called for its elimination. For additional details, please refer to the [Webcast](#) beginning at 42:41.

Alise Brillault, OC Goes Solar, urged the Board to reopen the Go Zero Incentive Program and ensure that these types of rebates are available to residents. For additional details, please refer to the [Webcast](#) beginning at 45:20.

Jan Victor Andasan, Carson resident and AB 617 East Los Angeles, Boyle Heights, West Commerce partner, expressed appreciation to the Board for the \$5 million allocated for air filters in Boyle Heights and encouraged the South Coast AQMD to take proactive measures to address ongoing air quality concerns and consider similar resources for other communities affected by air quality crises. For additional details, please refer to the [Webcast](#) beginning at 46:46.

Alison Hahm, Natural Resources Defense Council and IMPACT Project, expressed support for Proposed Rule 1495 and raised concerns about monitoring for this rule concept. She also expressed support for the progress on the Addendum for the Ports' Cooperative Agreement. For additional details, please refer to the [Webcast](#) beginning at 50:17.

Ranji George, a public member, expressed concern that hydrogen continues to receive significantly less attention than battery technologies and called for a regional conference on global warming to promote public awareness. For additional details, please refer to the [Webcast](#) beginning at 53:11.

Sylvia Corona's comments moved under Agenda Item No. 29. For additional details, please refer to the Webcast beginning at 59:19.

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

Written Comments Submitted Regarding Basis for Including Desert Hot Springs in Dust Advisories

- Russ Betts

Written Comments Submitted Regarding Notice of Intent to Follow up on Noncompliant CRPR Response, Affidavit of Truth, Demand for Compliance, Preservation of Evidence, Request for Supervisory Review and Supplemental Written Public Comment (Received August 21, 2026)

- Dr. Ivy Beverly-Hilton

Written Public Comments Submitted Regarding Concerns for Passenger Rail Emissions Policy and Metrolink Service

- Michael Mansourian

Written Comments Submitted Opposing Proposed Puente Hills Mall Data Center & Battery Storage Project in the City of Industry

- Kim De La Peza, Rowland Heights
- Josephine, L. Hacienda Heights

Written Comments Submitted Requesting Strong Amendments for PARs 1146 & 1146.1

- Sandy Commons, Sacramento
- Richard Dawson, Los Angeles
- Stephen Fitch, Thousand Oaks
- Jacob Mcnevin, San Luis Obispo
- Karen Sutton, Ripon



CONSENT AND BOARD CALENDAR

1. Approve Minutes of June 5, 2026 Board Meeting
2. Approve Minutes of July 2, 2026 Special Board Meeting

3. 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
 - B. Determine That Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate and Related Operations, Is Exempt From CEQA; and Amend Rule 1157

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

Item 5 through 12 – Budget/Fiscal Impact

5. Approve Additional Funds for Commercial Electric Lawn and Garden Equipment Incentive and Exchange Program
6. Execute Contract to Demonstrate Bi-Directional Charging and Grid Resiliency Through Mobile Battery Energy Storage Systems
7. Execute Contract to Demonstrate Modular Hydrogen Vehicle Refueling Station
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
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
10. Authorize Purchase of OnBase Software Support
11. Approve Continued Leasing of South Bay Field Office Through April 2027
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

Items 13 through 19 – Information Only/Receive and File

13. Legislative, Public Affairs and Media Report
14. Hearing Board Report
15. Civil Filings and Civil Penalties Report
16. Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects
17. Rule and Control Measure Forecast
18. Report of RFQs/RFPs Scheduled for Release in August

19. Status Report on Major Ongoing and Upcoming Projects for Information Management

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

20. Administrative Committee
21. Investment Oversight Committee
22. Legislative Committee
23. Mobile Source Committee
24. Stationary Source Committee
25. Technology Committee
26. Mobile Source Air Pollution Reduction Review Committee
27. California Air Resource Board Monthly Report
28. Items Deferred from Consent and Board Calendar

There were no items deferred.



Disclosures

Supervisor Perez reported that he does not have a financial interest in Agenda Item No. 7 but is required to identify for the record that he is a Board Member for SunLine Transit Agency, which is involved in this item.

Mayor Lock Dawson reported that she does not have a financial interest in Agenda Item No. 8 but is required to identify for the record that she is a Board Member for CARB, which is involved in this item.

Councilmember Nazarian reported that he does not have a financial interest in Agenda Item No. 30 but is required to identify for the record that he is a Los Angeles City Councilmember, which is involved in this item. For additional details, please refer to the [Webcast](#) beginning at 1:05:00.



Mayor Rodriguez highlighted several items on the Consent Calendar to show the agency's ongoing clean air and technology investments. For additional details, please refer to the [Webcast](#) beginning at 1:06:00.

The public comment period was opened for Agenda Item Nos. 1-27. There being no requests to speak, the public comment period was closed for Agenda Item Nos. 1-27.



Board Action (Items 1-27)

MOVED BY MCCALLON AND SECONDED BY PEREZ TO
APPROVE AGENDA ITEM NOS. 1 THROUGH 27 AS
RECOMMENDED INCLUDING TO:

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, Mitchell, Nazarian, Nguyen,
Olmos, Padilla-Campos, Perez,
Rodriguez, and Rutland

NOES: None

ABSENT: Hagman

Legislation/Agenda Item	Recommendation
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



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)

Executive Officer Nastri gave the staff presentation on Agenda Item No. 29. For additional details, please refer to the [Webcast](#) beginning at 1:12:28.

Dr. Rutland congratulated staff on their work and asked whether the South Coast AQMD tracks hospital visits and how potential exposure impacts are reported. Mr. Nastri explained that those inquiries are referred to the appropriate county health agencies. For additional details, please refer to the [Webcast](#) beginning at 1:37:30.

Supervisor Nguyen recommended that South Coast AQMD staff acquire one or more mobile command units to provide staff with the necessary equipment and resources needed during emergency response activities. Mr. Nastri responded that staff is looking into options and would bring a proposal back to the Board for consideration. For additional details, please refer to the [Webcast](#) beginning at 1:39:31.

Mayor Lock Dawson commented on the public's comparison of the responses to the GKN Aerospace and Lineage Logistics incidents. Senator Delgado and Supervisor Nguyen highlighted the multi-jurisdictional coordination involved in responding to emergency incidents and commended staff and partner agencies for their coordinated efforts. Supervisor Nguyen also discussed challenges encountered during the GKN evacuation and lessons learned. Senator Delgado requested Spanish translations of written materials to support multilingual communication during emergency responses. For additional details, please refer to the [Webcast](#) beginning at 1:45:21, 1:49:48, & 1:52:08.

Supervisor Mitchell emphasized the importance of acknowledging communities' lived experiences and how past interactions with government shape trust and perceptions. She noted that affected communities want timely information and to feel heard, respected, and assured that their concerns are being prioritized. For additional details, please refer to the [Webcast](#) beginning at 1:56:28.

Councilmember Nazarian asked whether South Coast AQMD staff could assist in collecting health outcome data related to the incident from local hospitals and clinics and requested an overview of the air purifier distribution process. Executive Officer Nastri identified the appropriate agency that handles the collection of health data and highlighted the air purifier distribution process and factors that facilitated deployment of the units. For additional details, please refer to the [Webcast](#) beginning at 1:59:16.

Chair Cacciotti expressed support for the recommendation to acquire a mobile unit for staff to use during emergency responses. For additional details, please refer to the [Webcast](#) beginning at 2:05:21.

The public comment period was opened for Agenda Item No. 29. The following individuals addressed the Board. For additional details, please refer to the [Webcast](#) beginning at 2:07:00

Antonia Montes, Teacher and Eastside Padres Contra la Privatización
Selma, Environmental health & safety industry and former Boyle Heights area
community member

Dr. Ivy Hilton-Priestess

Sylvia Corona, Community Member (via Spanish interpreter)

Sofia Quiones, East L.A. Boyle Heights Coalition

Alma Marquez, Community Member

Kristie Hernandez, Resident of unincorporated East Los Angeles

Rosa Samaniego, Community Member

Yesenia, Resident of unincorporated East Los Angeles

Dr. Alvaro Huerta, Urban Planning Professor

Victoria, Boyle Heights resident

Martha Molina, Santa Ana resident

Ana Gonzalez, Center for Community Action and Environmental Justice

Cynthia Rios, Boyle Heights resident
Councilmember Eddie De La Riva, City of Maywood
Lorena, Boyle Heights resident

Comments from the above speakers included the following.

- Expressed concern that the response was inadequate, deployment of air monitors were delayed, residents were not evacuated, and communication was insufficient.
- Described serious health concerns and unsafe living conditions, and requested information about health impacts and monitoring results.
- Noted the disproportionate environmental burdens historically experienced by Boyle Heights and East Los Angeles communities.
- Emphasized the need for better community-focused communications and meetings to keep residents informed and engaged.
- Raised concerns about barriers to the complaint process and called for stronger enforcement, penalties, and accountability for violations.
- Called for stronger enforcement action and potentially shutting down the facility due to ongoing pollution and impacts on the community.
- Requested greater transparency and accountability.
- Questioned the criteria used to distribute air purifiers.

Al Sattler requested information about what the air purifiers are intended to filter. For additional details, please refer to the [Webcast](#) beginning at 2:27:12.

There being no further requests to speak, the public comment period was closed for Agenda Item No. 29.



Dr. Rutland expressed his personal commitment to improving health outcomes and reassured the community that the agency is listening, understands the community's concerns, and is working to improve air quality and protect public health. Chair Cacciotti requested clarification on South Coast AQMD's limited authority during emergencies, and Supervisor Perez emphasized the need for public outreach to better educate the public about the South Coast AQMD's role. Executive Officer Nastri clarified South Coast AQMD's role and responsibilities during emergencies and outlined staff's immediate response to the Lineage Logistics incident. For additional details, please refer to the [Webcast](#) beginning at 2:28:58, 2:30:59, & 2:38:42.

Supervisor Mitchell expressed the Los Angeles County Board of Supervisors' support for the abatement order issued by the South Coast AQMD Hearing Board and recommended that violation penalties collected be expedited and directed to the impacted communities. Supervisor Perez seconded the recommendation. Executive Officer Nastri clarified the legal process and timeline for handling those funds. For additional details, please refer to the [Webcast](#) beginning at 2:41:40.

(Supervisor Perez left the meeting at approximately 11:45 a.m.)

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

General Counsel Bayron Gilchrist reiterated Councilmember Nazarian's previous disclosure that he does not have a financial interest in Agenda Item No. 30, but is required to identify for the record that he is a Los Angeles City Councilmember, which is involved in this item. For additional details, please refer to the [Webcast](#) beginning at 2:48:16

Ian MacMillan, Assistant Deputy Executive Officer/Planning, Rule Development, and Implementation, gave the staff presentation. For additional details, please refer to the [Webcast](#) beginning at 2:48:31.

In response to Supervisor Mitchell's inquiry, Mr. MacMillan explained the basis for the April 2028 status update and the type of information that will be provided. Supervisor Nguyen expressed support for the item and commended South Coast AQMD staff, the Ports, and the community for their collaboration and moved to approve the staff recommendation. Mayor Olmos asked about the timeline for the \$40 million for the regional truck charging fueling infrastructure, and Board Member Padilla-Campos asked how emissions reductions would be reported. Mr. MacMillan explained the MOU process for funding to support regional operation of port drayage trucks and outlined what information would be reported. For additional details, please refer to the [Webcast](#) beginning at 2:57:48.

Vice Chair McCallon expressed support for the cooperative agreement and highlighted its significance and the progress made toward advancing zero-emission goals through stakeholder collaboration and public input. He seconded the motion to approve the staff recommendation. Dr. Rutland inquired about tracking metrics to connect emissions reductions with health outcomes in the impacted communities. Mr. MacMillan explained how the metrics will be developed and highlighted ongoing clean air plans and studies conducted by South Coast AQMD staff to assess health outcomes. For additional details, please refer to the [Webcast](#) beginning at 3:01:09.



The public comment period was opened for Agenda Item No. 30. The following individuals addressed the Board. For additional details, please refer to the [Webcast](#) beginning at 3:04:18.

Adrian Granda, Port of Long Beach
Robert Boyer, Harbor Trucking Association
Jessica Alvarenga, SSA Marine
Matt Dickinson, Fenix Marine Services
Matthew Hamilton, Yusen Terminals

Sarah Wiltfong, Supply Chain Federation
Lisa Wunder, Port of Los Angeles
Leah Villareal, APM Terminals Los Angeles
Jacqueline Moore, Pacific Merchant Shipping Association
Natasha Villa, Pacific Merchant Shipping Association
Leela Rao, Port of Long Beach
Matt Lyons, San Gabriel Valley Economic Partnership
Elissa Diaz, Los Angeles Area Chamber of Commerce
Todd Campbell, Clean Energy

Comments from the above speakers included the following:

- Expressed support for the addendum and its collaborative approach to advancing zero-emission infrastructure and reducing emissions. infrastructure.
- Emphasized the importance of incentives, infrastructure, and practical implementation of zero-emission technologies.
- Highlighted the value of continued collaboration among the South AQMD, Ports, industry, labor, and communities while maintaining goods movement and regional economic activity.
- Noted the addendum's transparency, accountability, public engagement, and continued emission reduction efforts.

Fernando Gaytan, Earthjustice
Dory Chandler, Coalition for Clean Air
Ashley Jackson, California Environmental Voters and Port ISR Coalition
Dr. Ivy Hilton-Priestess
Marven Norman, CCAEJ and San Bernardino resident
Elise Wallace, American Lung Association
Al Sattler
Sherri Bailey, Barstow resident
Dina Martell, Barstow resident
Theral Golden, West Long Beach Association

Comments from the above speakers included the following:

- Raised concerns about the need for quantifiable and enforceable emissions reduction targets, measurable outcomes, and additional measures addressing port-related sources.
- Called for the Board to not relinquish its regulatory authority.
- Urged for greater transparency, localized monitoring, environmental review, and safeguards to address cumulative impacts on inland communities.
- Inland Empire and Barstow residents requested greater engagement opportunities in their areas and consideration of cumulative impacts.
- Requested localized monitoring, cumulative-impact review, transparency, and enforceable mitigation for heavily affected neighborhoods.

- Questioned the adequacy of the emissions metrics and environmental review in determining infrastructure needs and community impacts.
- Expressed concern that cumulative impacts are not being adequately addressed.

Sofia Quinones, Community member, raised concerns about the decertification practices for heavy-duty diesel engines, the award of grant funds to out-of-state companies, and the environmental and health impacts associated with battery technologies. For additional details, please refer to the [Webcast](#) beginning at 3:21:06.

Ranji George expressed concern with the lack of funding for hydrogen technologies and the potential environmental impacts from large-scale battery recycling. For additional details, please refer to the [Webcast](#) beginning at 3:32:48.

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

Written Comments Submitted on Draft Addendum to Cooperative Agreement

- One letter submitted by the following organizations: Regina Hsu, Earthjustice; Marven Norman, Center for Community Action & Environmental Justice; Alison Hahm, Natural Resources Defense Council; Davina Hurt and Cristhian Tapia-Delgado, Pacific Environment; Peter M. Warren, San Pedro & Peninsula Homeowners Coalition; Jennifer Maria Cardenas, Sierra Club, Theral Golden; West Long Beach Association

Written Comments Submitted Supporting Proposed Ports Cooperative Agreement Addendum

- Nick Chiappe, California Trucking Association
- Paul Granillo, Inland Empire Economic Partnership
- James Holland, Boilermakers Local 92
- Trini Jimenez and Stuart Waldman, BizFed
- Ernesto Medrano, Los Angeles and Orange Counties Building and Construction Trades Council
- Paul Moreno, Ironworkers Local 433
- Henry Rogers, Harbor Association of Industry and Commerce
- Carlos A. Singer, Los Angeles Area Chamber of Commerce
- Mihran Toumajan, NAIOP SoCal (Commercial Real Estate Development Association)
- Sarah Wiltfong, Supply Chain Federation

Written Comments Submitted Requesting to Strengthen Proposed Ports Cooperative Agreement Addendum

- One letter signed by the following Environmental Voters Education Fund members:

Deanna Johnson	Warren M. Gold	Jonathan Weinstock
Glenda Dugan	Julie Adelson	Rachael Alisanne Denny

Eric Worrell	Russell Burke	Kathe Garbrick Lauren
Susan R King	Ana Herold	Richie
Russell B Weisz	Julie Beer	J.T. Smith
Barbara Ann Ballenger	Theresa Yandell	Emma Wallerstein
Ellen Boyd	Lizzie Vierra	Lynn Hoang
Anastasia Lorraine Nicole	Chris Washington	Carla Morin
Julie L May	Judith Sharp	Richard Kite
Darrell R Clarke	Michael Russell	Lynn Pique
Noel Eliot Park	Mark Stannard	Janice Baxter
Karla J Devine	Elizabeth Darovic	Theresa Bucher
Ree Whitford	Carlos Nunez	Richard I Stern
Marianna Riser	Lacey Levitt	Marilyn Eng
Harriet Natsuyama	Steven Hoelke	Frank Wilsey
Margaret Nobue Fuson	Pamela Hamilton	Freda Hofland
Tamara Voyles	Linda Kade	Carol Schaffer
Kirsten R Holmquist	Karen Jacques	Albert Fecko
Sharon Nicodemus Beth	Winnie Chin	Art Hanson
Ellen Gleghorn John Oda	Heidi Buech	Samantha Beumaher
Kermit F Cuff	Jane M Spini	Catherine Williams
Don Wheaton	Michael House	Tiffany Marsh
Ester Deel	Sandra Christopher	F. R. R. Eguren
Bob C Miller	Cristina Amarillas	Nora Privitera
Joanne Britton	Howard Meyerson	James Klein
David Wappler	Sandy Williams	Judith Embry
Jimmie Lunsford Phoenix	Mara Sabinson	James M Deshotels
Redmon Giffen	Linda Howie	Adam Bernstein
Casee Maxfield	Jim Elliott	Patricia Margulies
John Knox	Michael Curtis	Caleb Ellis
Shaun Snyder	Judith Hazelton	Carey Suckow
Asano Fertig	Matthew Gillespie	Bennett Singer
Joseph H White	David Coleman	Patrice Wallace
Stephanie Guzman	Pat Wolff	Elspeth Martin
Mark Giordani	Krister Olsson	Cheryl Holyk
Aerie Youn	Deborah Cosentino	Felicity Hohenshelt
Randle Sink	Perry Gx	Kathy Grieves
James Hubbard	Marcia Garceau	Laurel Tucker
Tarun Bishop	Lynda Marin	Suzanne Hewey
Larry Steen	Jessica Mitchell-Shihabi	Cindy Lucille Lewis
Susan Randerson	Heidi Miller	Martha Ronk
Vivian Deutsch	Lisa Paynemiller	Ravi S
John P. III Teevan	Barbara Mason	Natasha Varner
Hillary Ostrow	Maureen Toth	George Brewer
Dana May	John Everett	Michael Butler
Janet G Heinle Polly	William Kwok	Theresa Shiels
O'Malley Maggie Hughes	Candi Ausman Debbie	Julie Kaye
Valerie Shideler Steven	Crosset Sheryl Iversen	Kristine Schroeder

Standard Mark Salamon	JL Angell	Kent Minault
Michael McMahan Martin	Torunn Elise Sivesind	Allan L. Campbell
Marcus Michal Lynch	Mark Escajeda James	Mary Masters
Darcy Skarada	Eversole Michael	Ellen Atkinson
Kevin Krywko	Eisenberg Mark Gotvald	Lorraine Brabham
Ken De La Rosa	Barry Lovinger Meredith	Thomas Force
Patricia Healy	Mohr Amira Mansour	Gregory Freeman
Marc Silverman	Marge Ferrance Philip	Andrew Bruce Thompson
Fred Mindlin	Simon	Livia Beaudin
Louis Priven	Mark Salamon	Louiseann Fritz
Francine Kubrin	Ked Garden Dianne	Bonnie Arbuckle
Robert Glover	Morrison David	Laura Hanks
Babette Bruton	Hermanns Devorah	Lara Ingraham
Michael Brandes	Soodak Jamie Green	Alexa McMahan
Niel Lambert	Daniel Salmen Derek	Dita Škalic
Martin A Horwitz	Benedict Susan	Ellen Redish
Ryan S. Davis	Hathaway Jeff Kulp	Julie M Osborn
Donna Noyes	Raquel Narvios Justin	Edward Frank Sullivan
Marilyn W Shepherd	Philipps Tracy Gilbert	Cathy A Holden
Sandra Nelson Mark	Sheila Dixon	Anne Munitz
Golembiewski Paul	Sheila Goldner Rebecca	Ayman Mobarak
Bechtel Samuel E Rees	Reynolds Muneerah	Bridgett Heinly
Brittany Friedman Liana	Lalani Mary Leveque	Celeste Hong
Lang Christopher Ware	Monika Holm William	Christopher Geukens
AJ Cho	Visevich Ann-Marie Marie	Cynthia Perrine McCarthy
Shirlene Harris	Christopher	David Dutton
Jan Jones	Eric Scheihagen Thomas	David R Field
Robin Tatman	Kelm Justin Truong	Dehra Iverson
Gina G Turner	Colin Epstein Robyn	Giovannina Mary Fazio
Gloria Fooks	Reichert Carole Williams	James Patton
Jaszmene Smith	Abigail Gindele Johnny B	Jason Renz Nolasco
Ellen Little	Hall	Jim Haley
Dean Borgeson	Andre Meaux	John T Golding
Dale Haas	Scott Pratt	Juliet Pearson
Tyler Owens	Janet Rountree	Nicholas M Esser
David Prina	Sam Sant	Robert J Kolesnik
Jamie Bowton	Alfred Staab	Ronald J Bogin
D. Fachko	Sarah Sudheer	Kelly Andrada
Charlene Ashley	Anna Sydnor	Richard Gallo
Maryfrances Careccia	Arline Taylor	Richard Bejarano
Beth Levin	Patricia Williams	Michael Haney
Miriam Baum	Ann Wiseman	Susan Alpern
Inger Acking	Liz Gato	Linda Bolduan
Romona Czichos-	Sharon Graham-Doughty	Harry Knapp
Slaughter	Jim Stewart	John Ferrante
Mary Walls		Jomay Skeoch

Cassie A. Murphy	Sabine Buergermeister	Laura Collins
Sharon Paltin	Piotr Sliwka	Darlene Ross
Wayne Steffes	Roberta Kessler Seronica	Erika Shershun
Wendy Diamond	Garrett Matthew Miller	Mali Henigman
Julio Aviles	Rutherford Charlot	Don Deck
Valerie Carrick	Alexandra Napoleon	Elizabeth Salerno
Frank Ortiz	DK Weamer	Patrick Ramsey
Winifred Hopkins	James Gayther	Josh Guy
Judith Smith	Cheryl Eames	Susan Jordan
Victoria Bauer	Evan Krichevsky	Suzanne Fernstrom
Nina Berry	Claire Bleymaier	Ronald Harkov
Rachelle Cox	Julie Richards	Nancy Verlinde
Donna Crane	Tatiana McGinley	Adrian Bergeron
Alexander Dolowitz	Tracy Kanno	C B
Richard Entenman	Kathleen Zeminsky	Drew Bergstrom
Kathleen Fernandez	Sandra Russell	Heather Stephenson
Catherine Hourcade	Allister Layne	Nancy McCullough
Linda Penrose	Martha Gorak	Rina Sunar
Judie Rae	Linda Pawloski	Alex Layton
Kevin Slauson	David Pedersen	Ann Gilson
Anthony Totaro	Cynthia Beck	Bridget Wyatt
Edith Wander	Amy Merritt	Erv Ziese
Susan Babbitt	Susan Kohlhausen	Krystale Dawson
Ryan Baka	Shawn Jones	Laurel Kornfeld
Diana Cortner	Kara Masters	James Campbell
Debra Davies	Dency Nelson	Bonnie Winter
Stephen Dutschke	Lora Pierce	Sofia
Brian Gingras	Micah Perlin	Montemayor-Thomas
Marie Herron	Shawn Sargent	Ursula Mass
Jessica Jakubanis	April Parkins	Scott Korman
Kelly Kreiser	Louise Stark	Connie Raper
Daniel Kuperus	Steve Groze	Claudia Prather
Peter Mark	Ashley Rowley	Michael Halloran
Jerry Schneider	Claire Prevost	Anna Cruikshank
Elliott Sernel	Leah Arthur	Holly Utz
Lisa McCartney	Lisa Keim	Andrew Hefner
Anne W	Jenny Bramlette	Joe Futterer
Ernest Lee	Crystal Schaffer	Tom Kunhardt
Barbara Duin	Judy Kushner	Claudia Previn Stasny
Basey Klopp	Ricky Bush	Edwin Aiken
Mil Drysdale	Jeanine Smegal	Jenny Bramlette
Thomas Cope	Mark Grassman	Beth Jane Freeman
Kevin Egan	Andrew Jackson	Kathleen Kelley
Jane Simpson	Beth Jane Freeman	Barbara Jackson
Rebecca Dailey	Kathleen Kelley	Elaine Durson
David Alexander	Marsha Jarvis	Abby Causey

Judith Folden
Craig Paluszewski
Carmen Rodriguez
Terri Wright
Catherine Burke
Barbara Gallo
Barbara Miller
Barbara Fox
Elizabeth Flourney
Michael Renfrow
Raja Anderson
RoseMaria Root
Daniel Bayley
Anna Bayles
Joseph Getty
Wanda Waldera
Raymond Valinoti
Alfredo Ocasio
Barbara Hoch
Benoit Braconnier
Edgar Lopez
April Lasiter
Kevin Walsh
Laurie Strine
Jared Cornelia
Andres Venegas
Justin Walker
Linda Silversmith
Rocquelle Woods
Debra Kern
Sheryl Kreps
Bill Wood
Rachel Swanson Kim
Halizak
Garry Taroli
Michael Balsai
Patricia Thomas
Dario Morell
Andrea Bertram
Stacey Zuckerman
Joyce Pusel
Silvana Zelmanovich
Georgia Pratt
Christine Manor
Deborah Dahlgren
Linda Griego

Judy Davis
Eliot Moss
Angie Dixon
Roberta Moore
Kiara Serafin
Karen Rome
Barbara Jackson Elaine
Durson
Kevin Grimes
Abby Causey Suzanne
Tow
Victoria Wu
Sarah Boudreau Bruce
Burns
Sara Fogan
Harold Mann
Jeffrey Ligouri
Michael Cavanaugh Judy
Dutil
Anastasia Yovanopoulos
Penelope LePome
Pamela Stewart Connor
Chesus
Kelley Rico
E.Muriel Gravina
Paul Glassner
Delores Dean Robert
Morgan Leah H
Ericka Kreager Frances
Diane-Michele Petrillo
Clifford Ramirez Carolyn
Massey Jim Fallow
Hillary Tiefer
Ernest Hammer Tom
Nacey
Sue Biederman Ralph
Midtlyng Michelle Jones
Danette Paris James
Galvin
Janet Brown
Rob Jenkin
Zoe Strassfield Antoine
Parmentier Karen Lein
Bonnie Stone
Linda Ferland
Scott Meyer

Suzanne Tow
Sarah Boudreau
Bruce Burns
Sabina Ubell
Hope Nelson
Michael Cavanaugh
Judy Dutil
Anastasia Yovanopoulos
Penelope LePome
Pamela Stewart
Connor Chesus
Elizabeth
Erpelding-Garratt
Patricia Kernee
Dr. John Brooks
C K
Elizabeth Johnson
Joseph LeBlanc
Thomas Delegal Kristie
Harcia Georgia Shankel
Tammy King Fred Rilling
John Harper Deborah NA
Eriica Silverman Dan
Kletter Joseph DiMaggio
Sue Balk Elizabeth Lutz
Meaghan Leavitt Alison
Zyla George Dunsey
Jodie Tomko Teresa
Smith Amelia Earnest
John Lundquist Baker
Smith Charlotte Serazio
Marce Walsh Patricia
Mort Cindy M. Dutka
Doug Sorensen Joseph
Pasternack Ad Olansky
Karen Wonders Laura
Belgiorno Gerald Walsh
Ragen Serra Joanne
Conti
Barbara Stout
Naina Tourau
kathleen clarkson
Ken Coker
Percy Hicks Severn
Charles Molina
Le R

Allan Chen
Abigail Malyon
Nicholas R
Laurel Brewer
Mary Spreitzer
Bea De Trog
Meryl Pinque
Marcia Miner
Marianne Frusteri
Mark Hollinrake
Christina Roe
Greg Dinger
LG Brumley
Gwen Tompkins
Annmarie Celano
Clifford Spencer
William Keys
Yvonne Marley
Rachel Wolff
Dana Trick
David Peterson
Sam Zappala Zappala
Eric Nichanddros
Kevin Meeha
Katie Desmond
Stacey Solum
Nora Rhan
Shellie Mustard
Elizabeth
Patricia Kernee
Dudley Campbell
Morgan Jones
Barbara Franck
Judith and Joseph
Wisboro
Elizabeth Johnson
Joseph LeBlanc
Thomas Delegal
Kristie Harcia
Georgia Shankel
Tammy King
Fred Rilling
John Harper
Deborah NA
Eriica Silverman
Dan Kletter

Michel Pédrol
Patoue Riboton
Kathryn Coutcher
Danny Cuff
David Worley
Axel Vogt
Randy Harrison
Maureen Hung
Leonora Kham
William Lockwood
Georgia Shankel
Victoria Shih
Ellen Gutfleisch
Evan Weger
Fred Oswald
David Warner
Ilana Krug
Larry Benvenuti
Laura Prushinski
Janell Copello
Gwynette Krulisky
Anthony Donnici
Lori Bright
Brad Rea
Kristie Devost
Tovan Sujac
Sam Fernandez
Dennis Kreiner
Annette Buchanan
Ann McCabe
Sammy Warren
Karen Howard
Terry Phelan
Yvette Goot
Steven Butler
Seth Schneider
Julija Merljak
Noah Mabon
Mariah Hanna
Melissa Miller
Shirley Champ
S. Robertson
Horst-Ekkehard
Rautmann N H
Bill Staley
Cristian Pantano

Cheryl Stewart
Drew McCoy
Craig And Nancy Phillips
Wendy E MacAuley
Patricia Packer Kathleen
Falconer Patricia Scott
Goodson Sasha Kirby
Lauren Beebe Suzanne
M Borozny Wolfgang
Burger
N N Day
Francisco Salazar
A Wiiki
Margo Wyse Wyse
Angelles Mendez
Katharine Bradley
Elizabeth Ruegsegger
Ruegsegger
Dere Gendvil
Karynn Merkel
Grace DeFillio
Paige Ziehler-Martin
Clayton Heard
Ann ChamberlinIHM
Janet Moser
Walker David
Paula Strawser
J Leslie Crawford
Irene Grumman
Edward Dollard
Nora Lewis
Robin Jeffries
Ellen Rosenblum
Pamela Yenei
Paul Kripli
Pamela Wood Wood
Angela M Callis
Joan N. Martellotto
Ettie Concilman
Beth Willson
Erh-Yen T.
Lawrence Laurie Toner
Lisa Mayr Boynton
Mary C Bunting
Eric Overstreet
David Peterson

Joseph DiMaggio
Sue Balk
Elizabeth Lutz
Meaghan Leavitt
Alison Zyla
George Dunsey
Jodie Tomko
Teresa Smith
Amelia Earnest
John Lundquist
Baker Smith
Charlotte Serazio
Marce Walsh
Patricia Mort
Cindy M. Dutka
Doug Sorensen
Joseph Pasternack
Ad Olansky
Karen Wonders
Laura Belgiorno
Gerald Walsh
Ragen Serra
Joanne Conti
Billy Angus
Genevieve K Guzmán
Jesse Friedman
Barbars Levenstien
Bertina Richter
Marguerite Wilhelm-
Safian
Teresa Murguia
Karen Wood
Rhea and Kuhlman
Carolyn Nixon
Chuck Chuck
Rosemeri Cheng
Donald Martin
Pat Dobson
Jacki Shaw
Joshua Heffron
David Bezanson Ph.D
Andi aka Andrea-s
Rullmann-Stekl
Cindy Stuckert
Vera Georgieff
Leanne Abbott

Doc Sportello
Brad Rea
Shawna Morehouse
Linda Owczarz
Tomt Harris
Sandra K Minnesang
Charlene Garcia
Beverly Mitcehl
P Nun
Lindda Weiner
Brian Lewis
Felix Wang
Cathy Janacua
Iris Patty Yermak
Dave Peterson
M Dean Griswold Jr
Dave Howard
David Harris
Michelle Kalbac
Tem Tem
Barbara Kinberger
Carlos Vasquez
Danielle Millican
Carl Dershem
Ralph Bergstresser
Mary Lochner
James Pearson
Carolina Felix
R Zierikzee
Ronnie Tiner
Thomas Hazelleaf
Tim Tim Enloe
Luci Ungar
Tommy Yaussy
Ka Hi
Cristel RubyGreas
Rebe Lee
Anthony Anthony
Edward Lopez jr
Joanna Tang
Elen Jay
Klaus Lessnau
Michael Fanning
Geneva Foster
D Brenum
Laurek Blossom

Matt Pire
Mark Howard
Katie E
Diane Stewart
Theresa McCormick
Frank Marano
Charles Porta
Leonard Evans Jr
David Matulich
Enrique Esparza
Anita Ayers
Charlotte Hjellum
Ellen Ellen Dreyer
Barbra Nystrom
Kathy Small
Marc And Alice Marc
Marc And Alice Imlay
Louise Potash
Maria Garcia
Jessica Dafalia
Lyle Lyle
Joanne Kini
Gail Conrad
Angelas Moore
Michael Hundt Michael
Hundt
Walker Johnsen
Sara Allison
Patricia Reynolds
James Eigo
Linda Bell
Tracy Johnson
Rachel Neeley
Daniela Gamboa
AJ Brown
Elizabeth Busic
Laurel Blossom
L W
Stephanie R
Christopher I Patrick
Andrej BÄdder
Rebecca Hu
Aurea Kasberg
Janet Moser
I. Glen
Eleanor M Gomez

Patricia Sims
Jessica Johnson
Catherine Simonton
Nadine Scott
Susan Saso
Terry Horwitz
Barbara Barbara
B Chan
Mary Root
Joe Askew
Marilyn Borges
Pamela Brown
Lynne Ann
Mi Spafford
Anthony Antonucci
Jonathon Alexander
Claude Duss
Douglas Douglas Sedon
Lynda Caspe
Natalia Spornik
Steven Foss
Jodi Rowe
Joseph Haletky
Elaine Robinson
Sean Hallet
Nancy F
Tara Ohta
Robin Winburn
Cynthia Johanson
Rick Paulson
Davin Peterson
Mari Johnson
Robin Reinhart
Dana De Nault
Caitlin Bynum
Allen Bohnert
Jamie Ersepke
Greg Vie

Susan Castell
Lee Wasserwald
Tracy Ely
Greenthumb T
Nancy Parker
Debby Webb
Amber M Daugherty
Franco Diana
Becky Sillasen
Greysen Motley
Kevin-Scott
Crawfordd
J Schmit
kel swann
A. Laura Brody
Carol P
Claire Perricelli
Sandra Beckley
Kathleen Whitney
Pat B
Stephanie Ragusa
D.G. Miss
Steph Cybulski
Vincent Altman
Rosemary Seifer-Graf
Dgh Iutt
Patrick Danford
Narayan Gopinathan
Kenneth Maurice
Susanna Concha-Garcia
Jacqueline Pomies
Martha Jurick
Marsha and Robet Clark
Janna Janna
William Welkowitz
Donna Lochner
Ms Collecchia
Matt Novack
Janet Geren
Jim Hubbard
Ken Oberlander

Sharob Bambridge
Christopher Tumolo
Yolanda Berumeng
DeliaDelia Almares
Diana Ward
Louiseann Frit
Anne Crane
Margaret Halladin
Judy Pierce
Joseph m Pasternack
MRtha Goldin



Board Action (Item 30)

MOVED BY NGUYEN AND SECONDED BY MCCALLON TO APPROVE AGENDA ITEM NO. 30 AS RECOMMENDED AND ADOPT RESOLUTION NO. 26-17:

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.

THE MOTION PASSED BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Hagman, Nazarian, and Perez



31. Determine That South Coast Air Basin Redesignation Requests and Maintenance Plans for PM_{2.5} and PM₁₀ NAAQS Are Exempt from CEQA; Adopt South Coast Air Basin Redesignation Requests and Maintenance Plans for PM_{2.5} and PM₁₀ NAAQS; and Submit for Inclusion Into State Implementation Plan

Sarah Rees, Deputy Executive Officer/Planning, Rule Development, and Implementation, gave an overview of Agenda Item No. 31 in lieu of the staff presentation.

For additional details, please refer to the [Webcast](#) beginning at 3:34:53.

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

Written Comments Submitted

- Harvey Eder, Public Solar Power Coalition

Board Action (Item 31)

MOVED BY MITCHELL AND SECONDED BY MCCALLON TO APPROVE AGENDA ITEM NO. 31 AS RECOMMENDED AND ADOPT RESOLUTION NO. 26-18:

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.

THE MOTION PASSED BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Hagman, Nazarian, and Perez

Note: Councilmember Nazarian was not at the dais during the vote for Agenda Item Nos. 30 and 31. Upon returning to the dais, he requested that the record formally reflect his support for both items. For additional details, please refer to the [Webcast](#) beginning at 3:49:40.



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

Michael Morris, Planning & Rules Manager/Planning, Rule Development, and

Implementation, gave the staff presentation. For additional details, please refer to the [Webcast](#) beginning at 3:35:40.

The public comment period was opened for Agenda Item No. 32. The following individuals addressed the Board. For additional details, please refer to the [Webcast](#) beginning at 3:35:40.

Warisa Niizawa, L.A. County Sanitation District and Clean Water SoCal
Thomas Koutroulis, Orange County Waste & Recycling
David Rothbart, Clean Water SoCal
Allison Torres, Eastern Municipal Water District
Jennifer McMullen, Western Municipal Water District and Clean Water SoCal
Steve Jepsen, Clean Water SoCal

The above speakers requested three modifications to the proposal to support SB 1383: 1) include co-composting facilities subject to Rule 1133.2 in the proposed essential public service definition; 2) include publicly owned food waste recovery and recycling facilities in the proposed essential public service definition; and 3) preserve the priority reserve for publicly owned and operated facilities.

Tom Koutroulis, Orange County Waste & Recycling, thanked South AQMD staff for the collaborative rulemaking process and expressed support for the proposal. For additional details, please refer to the [Webcast](#) beginning at 3:39:22.

Bill Quinn, California Council for Environmental and Economic Balance, expressed support for the staff proposal to allow access to the priority reserve for both public and private facilities. For additional details, please refer to the [Webcast](#) beginning at 3:42:49.

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

Written Comments Submitted Regarding PAR 1302

- Thomas D. Koutroulis, Orange County Waste & Recycling

Supervisor Nguyen and Mayor Rodriguez thanked everyone involved for collaborating throughout the rulemaking process and voiced their support for the staff proposal. For additional details, please refer to the [Webcast](#) beginning at 3:45:11.

Board Member Padilla-Campos asked staff to address Clean Water SoCal's requests. Susan Nakamura, Chief Operating Officer, explained that the requested modifications require additional data, a full public process, and evaluation of potential impacts on the priority reserve before the revisions could be considered. For additional details, please refer to the [Webcast](#) beginning at 3:47:27.

Board Action (Item 32)

MOVED BY MITCHELL AND SECONDED BY NGUYEN TO APPROVE AGENDA ITEM NO. 32 AS RECOMMENDED AND ADOPT RESOLUTION NO. 26-19:

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..

THE MOTION PASSED BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Hagman and Perez



(Dr. Rutland left the meeting at approximately 12:49 p.m.)

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

The Board waived the staff presentation on Agenda Item No. 33.

The public comment period was opened for Agenda Item No. 33. There being no requests to speak, the public comment period was closed.

Board Action (Item 33)

MOVED BY MCCALLON AND SECONDED BY DELGADO TO APPROVE AGENDA ITEM NO. 33 AS RECOMMENDED AND ADOPT RESOLUTION NO. 26-20:

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

THE MOTION PASSED BY THE FOLLOWING VOTE:

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

NOES: None

ABSENT: Hagman, Perez, and Rutland

CLOSED SESSION

There was no closed session.

ADJOURNMENT

There being no further business, the meeting was adjourned by Chair Cacciotti at 12:50 p.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on August 7, 2026.

Respectfully Submitted,

Faye Thomas
Clerk of the Boards

Date Minutes Approved: _____

Michael A. Cacciotti, Chair

ACRONYMS

CARB = California Air Resources Board

CEQA = California Environmental Quality Act

FY = Fiscal Year

MSRC = Mobile Source Air Pollution Reduction Review Committee

PAR = Proposed Amended Rule

PR = Proposed Rule

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 2

PROPOSAL: Set Public Hearing October 2, 2026 to Consider Adoption of and/or Amendments to South Coast AQMD Rules and Regulations:

Determine That Proposed Amended Rule 1143 – Consumer Paint Thinners and Multi-Purpose Solvents, Is Exempt from CEQA; Amend Rule 1143; and Submit for Inclusion Into State Implementation Plan

Rule 1143 establishes VOC limits for consumer paint thinners and consumer multi-purpose solvents. The California Office of Environmental Health Hazard Assessment determined that two compounds, para-Chlorobenzotrifluoride (pCBtF) and tert-Butyl Acetate (t-BAc), which are used in some consumer paint thinners and consumer multi-purpose solvents, have carcinogenic health effects. Proposed Amended Rule 1143 (PAR 1143) includes a future effective prohibition for pCBtF and t-BAc, an alternative Product Weighted Maximum Incremental Reactivity (PW-MIR) VOC limit, and a sell-through provision. This action is to adopt the Resolution: 1) Determining that PAR 1143 – Consumer Paint Thinners and Multi-Purpose Solvents is exempt from the requirements of the California Environmental Quality Act, 2) Amending Rule 1143 – Consumer Paint Thinners & Multi-Purpose Solvents; and 3) Directing staff to submit PAR 1143 - Consumer Paint Thinners and Multi-Purpose Solvents for Inclusion into the State Implementation Plan. (Reviewed: Stationary Source Committee, August 21, 2026)

The complete text of the proposed amended rule, 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 September 1, 2026.

RECOMMENDED ACTIONS:

Set Public Hearing October 2, 2026 to: Determine that Proposed Amended Rule 1143 is exempt from CEQA, amend Rule 1143, and submit Rule 1143 for inclusion into the SIP.

Wayne Natri
Executive Officer

FT

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 3

PROPOSAL: Execute Contract to Study Durable Fuel Cell Membrane Electrode Assemblies for Heavy-Duty Vehicles

SYNOPSIS: The University of California, Irvine (UCI) proposes to develop, integrate, and validate an advanced fuel cell membrane to improve the durability, efficiency, and operational life of fuel cell stacks for heavy-duty truck applications. Fuel cell membranes are critical components that enable the electrochemical conversion of hydrogen to electricity, and improvements in membrane materials can reduce fuel cell costs as well as increase performance. This action is to execute a contract with UCI to develop and study durable fuel cell membrane electrode assemblies for heavy-duty vehicles in an amount not to exceed \$125,000 from the Clean Fuels Program Fund (31).

COMMITTEE: Technology, August 21, 2026; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute a contract with the University of California, Irvine (UCI) to study durable fuel cell membrane electrode assemblies (MEAs) for heavy-duty vehicle applications in an amount not to exceed \$125,000 from the Clean Fuels Program Fund (31).

Wayne Natri
Executive Officer

AK:MW:VP:MH

Background

The membrane electrode assembly is the core component of a proton exchange membrane (PEM) fuel cell and plays a critical role in determining fuel cell performance, efficiency, durability, and power output. Consisting of the membrane, catalyst layers, and gas diffusion layers, the MEA is where the electrochemical reaction that converts hydrogen to electricity occurs. Improvements in MEA technology can increase fuel cell

efficiency, reduce hydrogen consumption, extend system lifetime, and enable higher power density thus resulting in smaller, and lighter fuel cell systems for transportation applications.

The MEA is also one of the most significant contributors to the fuel cells cost due to its reliance on advanced materials and precious metal catalysts. As a result, MEA cost remains an important factor affecting commercial competitiveness and broader adoption of fuel cell technologies. Continued advancements in fuel cell membrane technology that reduce catalyst loading, improve durability, and lower manufacturing costs can help reduce overall fuel cell system costs, supporting wider deployment of zero-emission fuel cell applications, including light- to heavy-duty vehicles and equipment, as well as stationary power systems. The cost reductions are considered important to advancing hydrogen fuel cell commercialization and supporting regional and state air quality goals.

Proposal

UCI, and the National Fuel Cell Research Center is proposing to develop, integrate, and validate durable MEAs for heavy-duty vehicle applications that exceed the end-of-life targets. The heavy-duty fuel cell trucks are designed to operate much longer than passenger vehicles and at overall higher voltages and temperatures. Under these conditions, catalyst degradation, including carbon corrosion, becomes more pronounced, leading to substantial loss of fuel cell performance. With this development, UCI is aiming to down-select and modify the catalyst carbon support and deposit precious metals or alloys onto carbon supports to improve catalyst durability and recyclability by developing ink recipes, engineering the electrode, integrating the catalyst and carbon supports, and conducting tests to evaluate the activity and durability of the new catalyst.

Sole Source Justification

Section VIII.B.2. of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified. The request for sole source award is made under provision B.2.d.(8): Research and development efforts with educational institutions or nonprofit organizations. UCI is an educational institution, and the National Fuel Cell Research Center, which belongs to UCI and operates as an official department within the university is equipped with three PEM fuel cell test stations, and two custom-built PEM test stations. In addition, the laboratory has the equipment needed for ink processing. The project team has extensive experience and track record in the field of fuel cells and MEA development, integration and testing.

Benefits to South Coast AQMD

Supporting the expanded application of hydrogen fuel cell technologies for transportation and stationary power generation applications is consistent with the Technology Advancement Office Clean Fuels Program 2026 Plan Update under the category of “Hydrogen / Mobile Fuel Cell Technologies” and the 2022 AQMP.

South Coast AQMD supports studies that expand the use of zero-emission fuel cell technologies in heavy-duty vehicles. Improving the durability, efficiency, and cost of the fuel cell stack can significantly reduce the overall cost of fuel cell trucks and help increase their market demand.

Resource Impacts

South Coast AQMD's support to develop, integrate and validate durable fuel cell MEAs for heavy-duty vehicles, shall not exceed \$125,000 from the Clean Fuels Program Fund (31). Project partners and proposed funding are as follows:

Project Partners	Funding	Percentage
Toyota	\$100,000	44%
South Coast AQMD (<i>requested</i>)	\$125,000	56%
Total (not to exceed)	\$225,000	100%

Sufficient funds are available from 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 Clean Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 4

PROPOSAL: Execute Contract to Deploy Class 8 Hydrogen Fuel Cell Drayage Trucks

SYNOPSIS: In June 2023, the Board recognized a \$5 million U.S. EPA FY22 Targeted Airshed Grant award and approved \$800,000 as the cost share from the Clean Fuels Program Fund (31) to partner with Daimler Truck North America, LLC (DTNA) to deploy and demonstrate six Class 8 hydrogen fuel cell trucks. DTNA has since withdrawn from the project. Subsequently, South Coast AQMD staff received a proposal from Symbio North America (Symbio) to develop and deploy fifteen hydrogen fuel cell drayage trucks with Savage Services Corporation (Savage). Under the proposed project, Symbio will develop the trucks, and Savage will operate them as part of its refinery transport operations in the San Pedro Ports area. Contingent upon U.S. EPA's final award approval, staff recommends the following actions: 1) transfer up to \$400,000 from the Clean Fuels Program Fund (31) to the Advanced Technology, Outreach and Education Fund (17) to increase the cost-share for the additional trucks; and 2) execute a contract with Symbio for \$6,000,000 from the Advanced Technology, Outreach and Education Fund (17) for the deployment of fifteen hydrogen fuel cell drayage trucks.

COMMITTEE: Technology; August 21, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

Contingent upon U.S. EPA's final award approval:

1. Transfer up to \$400,000 from the Clean Fuels Program Fund (31) to the Advanced Technology, Outreach and Education Fund (17) as additional cost-share for the heavy-duty fuel cell truck deployment project; and
2. Authorize the Executive Officer to execute a contract with Symbio North America for \$6,000,000, consisting of \$4,800,000 of EPA TAG funds and \$1,200,000 of Clean Fuels Fund from the Advanced Technology, Outreach and Education Fund (17) for the deployment of fifteen hydrogen fuel cell drayage trucks.

Wayne Nastri
Executive Officer

Background

In 2022, the U.S. EPA awarded South Coast AQMD \$5 million under the Targeted Airshed Grant Program to demonstrate heavy-duty hydrogen fuel cell electric trucks in the South Coast Air Basin. The original proposed project was to deploy six Class 8 trucks through a partnership with Daimler Trucks North America, Cummins, and Penske Truck Leasing. However, after the award was made, the original project was withdrawn. South Coast AQMD subsequently worked with U.S. EPA to develop a revised work plan that maintains the program objectives while replacing the original project partners and vehicle platform with a commercially viable alternative.

Symbio North America (Symbio) has developed a lightweight hydrogen fuel cell electric powertrain by repowering Mack Anthem 4×2 Class 8 truck chassis for Savage Services Corporation (Savage) drayage applications. The truck uses a dual 150-kW Symbio fuel cell stack, an approximately 160-kWh battery, and onboard hydrogen storage to provide an estimated 300-mile operating range while maintaining a curb weight of less than 17,000 pounds, substantially lighter than other fuel cell and battery electric trucks. The reduced vehicle weight enables payload capacity comparable to conventional diesel trucks while providing zero tailpipe emissions and fast hydrogen refueling, meeting Savage's high vehicle utilization needs for its demanding goods movement operations at the ports.

Proposal

Symbio proposes to develop and deploy 15 Class 8 hydrogen fuel cell electric trucks through a partnership with Savage. Under the proposed project, Savage will purchase Mack Anthem Class 8 chassis, which Symbio will repower with hydrogen fuel cell electric powertrains. The project will leverage \$4.8 million from U.S. EPA funding to expand deployment of commercially viable hydrogen fuel cell technology, collect operational and performance data, support workforce training, and accelerate commercialization of zero-emission heavy-duty trucks.

Savage will operate the repowered hydrogen fuel cell trucks on a 24-hour, seven-day-per-week schedule, transporting petroleum coke between Southern California refineries and the Ports of Los Angeles and Long Beach. The project will demonstrate the performance, reliability, and commercial viability of hydrogen fuel cell technology under real-world, high-demand freight operations while generating operational data to support broader market adoption of zero-emission heavy-duty trucks.

Sole Source Justification

Section VIII.B.3 of the Procurement Policy and Procedure identifies four major provisions under which contracts funded as a whole or in part with federal funds may be made as a sole source award. The request for sole source award for the Symbio contract is made under provision B.3.c, which states that awarding a contract is infeasible under small purchase procedures, sealed bids or competitive proposals and that the awarding federal agency or pass-through entity expressly authorizes non-competitive proposals in response to a written request from the non-Federal entity. The nature of these projects makes them infeasible under small purchase procedures, sealed bids or competitive

proposals. The project is specifically designed for Class 8 hydrogen fuel cell trucks, for which commercially available providers are very limited, and following extensive outreach, staff identified Symbio as the most viable provider. Hyundai, the only other commercially available Class 8 fuel cell truck OEM identified, is already participating in a separate U.S. EPA project with South Coast AQMD. U.S. EPA has expressly authorized sole-source award to this entity.

Benefits to South Coast AQMD

The South Coast Air Basin is classified as an “extreme” nonattainment area for ozone and is in nonattainment for PM2.5 under the Federal Clean Air Act. Class 8 fuel cell truck deployment is in the Technology Advancement Office Clean Fuel Program 2026 Plan Update under the category of “Hydrogen/Mobile Fuel Cell Technologies.” Successful demonstration of this project helps reduce ozone and PM2.5 air pollution, as well as diesel particulate matter, a known carcinogen, while reducing emissions in overburdened communities and along major freight corridors. The fifteen fuel cell trucks will reduce up to 3.1 tons of NOx per year and 0.01 tons of PM2.5 per year, respectively.

Resource Impacts

The contract with Symbio will not exceed \$6 million from the Advanced Technology, Outreach and Education Fund (17), which consists of \$4.8 million of U.S. EPA funds and \$1.2 million of South Coast AQMD cost-share. Up to \$200,000 was also allocated through the EPA grant for administrative costs necessary to implement the project. Sufficient funds are available in Clean Fuels Program Fund (31) for our cost share which will be transferred into the Advanced Technology, Outreach and Education Fund (17). The total project cost is \$12.75 million, with funding sources as shown below:

Funding Source	Funding Amount	Percent
U.S. EPA FY22 Targeted Airshed Grant	\$5,000,000*	39
Savage (cost-share)	\$6,182,500	49
Symbio (cost-share)	\$367,500	3
South Coast AQMD (cost-share)	\$1,200,000	9
Total	\$12,750,000	100

*Pending EPA Final Approval

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.

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 5

PROPOSAL: Issue Program Announcement and Execute Contracts for Proposition 1B – Goods Movement Emission Reduction Program

SYNOPSIS: In 2008, \$1 billion in bond funding was authorized under the Proposition 1B – Goods Movement Emission Reduction Program (Prop 1B). The majority of funding under Prop 1B has been allocated; however, funds remain from withdrawn Prop 1B projects. A Program Announcement (PA) is needed to award remaining Prop 1B funds towards locomotive, cargo handling equipment, transport refrigeration unit, and ships at-berth projects. These actions are to: 1) issue and, if necessary, reissue, a PA for locomotive, cargo handling equipment, transport refrigeration unit, and ships at-berth projects under Prop 1B; and 2) authorize the Executive Officer to execute contracts for eligible projects resulting from the PA until all funds are exhausted from the Prop 1B Fund (81) and funds from At-Berth Regulation Remediation Special Revenue Fund (88).

COMMITTEE: Technology, August 21, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Issue, and if necessary, reissue Program Announcement (PA) #PA2027-02 for Locomotive, Cargo Handling Equipment, Transportation Refrigeration Unit (TRU), and Ships at-berth projects under Proposition 1B – Goods Movement Emission Reduction Program (Prop 1B); and
2. Authorize the Executive Officer to execute contracts for eligible projects resulting from the Program Announcement until all funds are exhausted from the Prop 1B Fund (81), which is estimated to be \$50,000,000, and up to \$20,000,000 of the At-Berth Regulation Remediation Special Revenue Fund (88).

Wayne Nastri
Executive Officer

AK:MW:TL:KM:AW

Background

Prop 1B authorizes a total of \$1 billion to CARB for the Goods Movement Emission Reduction Program (Goods Movement Program). The Goods Movement Program is

intended to reduce emissions from goods movement operations in four priority trade corridors: Los Angeles/Inland Empire, Central Valley, Bay Area and San Diego/Border. CARB has granted more than \$480 million in Prop 1B funds to South Coast AQMD since the program's inception in 2008 to reduce emissions from the goods movement sector. Funded projects have included the replacement of heavy-duty diesel trucks, TRUs, locomotives, and cargo-handling equipment with cleaner technologies, as well as the installation of shore power systems for ships at berth.

In September 2015, CARB awarded South Coast AQMD the fifth funding cycle of Prop 1B funding, for \$117,500,000. In August 2020, CARB awarded an additional \$6,406,088, which was an allocation from the unspent CARB Diesel Particulate Filter substrate program funds, to fund additional projects under Prop 1B. South Coast AQMD has issued ten solicitations under the final funding cycle, including six for trucks, two for cargo handling equipment, and two for the locomotive category under the Goods Movement Program. Although the heavy-duty truck solicitations were initially oversubscribed, many award recipients decided not to proceed with the award due to the pandemic and economic hardships associated with the rising cost of the equipment. As a result, approximately \$50,000,000 of the Prop 1B Program funds remain. In April of 2025, in an effort to keep pace with rising equipment costs, CARB released Executive Orders under the Prop 1B Program to increase the incentive amounts for the locomotive, cargo handling equipment, and TRU categories. Staff also proposes to expand the solicitation project categories to reduce emissions from ships at-berth through shore power projects to encourage participation.

The CARB At-Berth Remediation Fund is a compliance mechanism under California's Ocean-Going Vessels At-Berth Regulation. It allows vessel and terminal operators to pay a fee to remediate uncontrolled emissions when they are unable to use a CARB Approved Emission Control Strategy due to specific, limited circumstances. South Coast AQMD was selected as the Remediation Fund Administrator to manage funds and remediate excess emissions from the vessels calling the Ports of Los Angeles and Long Beach by implementing emission-reduction projects. Staff recommends utilizing \$20,000,000 from the at-Berth Remediation Fund (88) to fund eligible shore power and cargo handling equipment projects at and/or near the San Pedro Bay ports.

Proposal

This action is to issue #PA2027-02 to solicit Locomotive, Cargo Handling Equipment, TRU, and Ships at-Berth projects under the Prop 1B-Goods Movement Program and authorize the Executive Officer to execute contracts for eligible projects under the Prop 1B Program and with funds from the At-Berth Regulation Remediation Special Revenue Fund.

Potentially up to \$70,000,000 in funds, including funds from the At-Berth Regulation Remediation Special Revenue Fund, are available for eligible projects under this solicitation. Funding is available for the following project categories: replacement or retrofit of medium and line-haul locomotives, supporting infrastructure for locomotives, replacement or conversion of cargo handling equipment with zero-emission

technologies, battery charging units for the zero-emission yard trucks and lifts, TRU, transport refrigeration unit supporting infrastructure, ships at-berth grid-based infrastructure, and ships at-berth non-grid-based power projects. The cargo handling equipment category also includes rubber-tired gantry cranes, yard trucks, forklifts and lifts.

Up to \$20,000,000 of the At-Berth Remediation Funds will also be used to support eligible zero-emission cargo handling equipment and shore power projects that support the deployment of zero-emission commercial harbor craft to mitigate the impacts on communities from excess emissions from port operation and vessel visits to the Ports of Los Angeles and Long Beach.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a Public Notice advertising the PA 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 Air Basin. Additionally, potential bidders may be notified by utilizing South Coast AQMD's electronic listing of certified minority vendors. Notice of the PAs 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>) under "Grants & Bids."

Benefits to South Coast AQMD

The South Coast Air Basin is designated by U.S. EPA as extreme nonattainment for ozone. NOx and VOC emissions are ozone precursors and the rate of ozone formation within the South Coast Air Basin is controlled by reducing NOx emissions. Mobile sources, as shown in the South Coast AQMD's 2022 AQMP, are the most significant sources of NOx emissions. Incentives directed toward replacing older, higher-emitting mobile source vehicles and equipment with newer, cleaner technological alternatives help advance progress toward meeting air quality goals for the region. The implementation of Prop 1B incentive programs will help replace higher polluting locomotives, cargo handling equipment and TRUs with cleaner alternatives. Since the program's inception, more than 7,200 vehicles/equipment have been deployed, providing approximately 7,600 tons of NOx and 226 tons of PM emission reduction benefits to the region.

Resource Impacts

Remaining funds from withdrawn projects and the interest accrued, potentially up to \$50,000,000, and funds generated under the At-Berth Regulation Remediation Special Revenue Fund will be awarded to eligible projects with CARB's approval from the Prop 1B Program Fund (81) until all funds are exhausted. Additional eligible projects may be awarded through At-Berth Remediation Funds (88) of up to \$20,000,000 and sufficient funds are available.

Attachments

Prop 1B Program #PA2027-02 for Locomotive, Cargo Handling Equipment, TRUs,
and Ships at-berth Projects



**South Coast AQMD Program Announcement For
Cargo Handling Equipment, Locomotives, Ships at Berth Emissions Capture and
Control Systems, and Transport Refrigeration Units
Proposition 1B - Goods Movement Emission Reduction Program
PA2027-02**

The South Coast Air Quality Management District (South Coast AQMD) is pleased to announce the availability of funds from the Proposition 1B - Goods Movement Emission Reduction Program (hereafter “Program”). The Program is administered by a partnership between the California Air Resources Board (CARB) and local agencies to quickly reduce air pollution emissions and health risk from freight movement along California’s trade corridors. Projects funded under this Program must achieve early or extra emission reductions not otherwise required by law or regulation. Approximately \$70 million in Program funding is expected to be available to South Coast AQMD to solicit projects for Locomotives, Cargo Handling Equipment, Transport Refrigeration Units (TRUs), Ships at berth emission capture & control systems and shore power systems used in freight movement to upgrade to cleaner technologies.

WHO: The following may apply for funding through this solicitation

1. Locomotive projects: Owners of existing diesel-powered freight locomotives with no or minimal emission control technology (i.e., uncontrolled, or meeting Tier 0 through Tier 2 standards). Existing Tier 3 locomotives may be eligible if replaced with a zero-emission locomotive.
2. Cargo Handling Equipment projects: Owners of existing diesel-powered yard trucks, lifts (as defined below), or rubber-tired gantry cranes (RTGs) operating at a seaport (port), intermodal railyard, or freight facility in the four California trade corridors.
3. Transport Refrigeration Units (TRU): Owners of existing diesel TRUs that are used to move goods (a majority of the time) for the past 2 years, existing freight facilities within one of California’s four trade corridors where TRUs congregate, and existing insulated trailers that are used for cold storage at grocery stores or retail stores that sell groceries in the four trade corridors.
4. Ships at Berth: Owners of existing cargo ship berth, existing cargo ship terminals, or barge-based systems at a seaport located within the four California trade corridors that receives visits solely by vessels not subject to the control requirements of ARB’s Ships at Berth Rule.

WHAT: Project options available as part of this solicitation:

For Locomotive projects:

1. Replace or Retrofit switcher locomotive (1,006 hp – 2,300 hp)
2. Replace or Retrofit medium horsepower locomotive (2,301 hp - 4,000 hp)
3. Replace or Retrofit line-haul locomotive (4,001 hp or higher)
4. Electric Charging or Hydrogen Fueling station

For Cargo Handling Equipment projects:

1. RTG Crane Conversion/Replacement
2. Yard Truck Conversion to Electric
3. Yard Truck Replacement – Electric or Fuel Cell
4. Yard Truck Battery Charger or Hydrogen Fueling Station (Supporting Infrastructure)
5. Forklift Replacement – Electric or Fuel Cell
6. Lift Replacement – Electric or Fuel Cell

For Transport Refrigeration Units (refrigeration units only):

1. Transport Refrigeration Unit (TRU) Replacement - Electric or Fuel Cell
2. TRU Power Plug Installation (supporting infrastructure)
3. Cryogenic Transport Refrigerator Replacement
4. Cryogenic Refrigeration Fueling Infrastructure Installation at Distribution Center

For Ships at Berth (Project must generate surplus reductions not required by At-Berth Regulation):

1. Grid-Based Power
2. Non-Grid-Based Power

Equipment specifications for each of these project options can be found in Appendix B, C, E, and F of the 2015 Program Guidelines at:

<https://ww2.arb.ca.gov/resources/documents/proposition-1b-guidelines> Board

HOW: Applications must be submitted through South Coast AQMD's Grant Management System (GMS), which can be found at: <http://www.aqmd.gov/prop1b>.

WHEN: Applications can be submitted starting September 8, 2026, at 12 PM PT and will be accepted until November 20, 2027, at 1 PM PT or until program funds are encumbered.

SCHEDULE:

Issue Program Announcement	September 4, 2026
Solicitation Opens	September 8, 2026
Application Deadline	November 20, 2026*

* Applications will be accepted through November 20, 2026, or until South Coast AQMD has exhausted all available funding with eligible applications, whichever occurs first.

SUMMARY

The purpose of this Program Announcement (PA) is to provide funding for projects under the State's Proposition 1B – Goods Movement Emission Reduction Program to reduce diesel emissions from freight transportation. This PA will include projects of the following equipment types:

- Locomotives
- RTG cranes
- Yard trucks
- Lifts (forklifts, side handler, top pick, or reach stacker)
- Transport Refrigeration Units (TRUs)
- Ships at Berth

And the supporting infrastructure:

- Battery Charger (Eligible only if applying for Battery Electric Yard Truck or Equipment)
- TRU electric charging stations
- TRU cryogenic refrigeration fueling stations in conjunction with TRU replacement
- Electric Charging or Hydrogen Fueling Station for Locomotive (need to replace/retrofit an existing locomotive to zero-emission technology)
- Shore power grid-based and non-grid-based power

I. BACKGROUND

The diesel engines in trucks, locomotives, ships, harbor craft, and cargo handling equipment are major contributors to the State's air pollution challenges. These sources account for nearly half of the statewide particulate matter (PM) emissions. Diesel PM is both a toxic air contaminant and a contributor to black carbon, a powerful short-lived climate pollutant. Near-source exposure to emissions of this particular matter is associated with health risks, especially near distribution centers, railyards, and seaports, many of which impact disadvantaged communities. Emissions from freight transport also account for over one-third of the statewide nitrogen oxides (NOx) that form fine particles.

To date, CARB has granted approximately \$486 million in Prop 1B funds to the South Coast AQMD to reduce emissions from the goods movement sector, including the replacement of heavy-duty diesel trucks, locomotives, cargo handling equipment, and shore power installation for ships at berth. The vast majority of this equipment is currently operational, providing significant emission reduction benefits to the region. Due to the cancellation of several projects, a new solicitation is needed for the remaining funds.

This solicitation is intended to obtain “surplus” emission reductions of NOx and PM from goods movement equipment operating in California trade corridors. It provides financial incentives to equipment owners to replace in-use equipment with cleaner-than-required engine and equipment technologies that will achieve emission reductions that are real, surplus, and quantifiable. It also allows

equipment owners to achieve early emissions reductions before they are required by applicable rules, regulations or enforceable agreements. The Program supplements existing regulations and may be combined with Federal or Local funding programs to cut diesel emissions.

II. DEFINITIONS

- a. **Cryogenic Refrigeration:** An “alternative technology” that eliminates TRU diesel engine operation (and emissions) while at a facility. These systems commonly utilize either liquid nitrogen or CO₂.
- b. **Forklift** An off-road industrial truck used to hoist and transport materials by means of steel fork(s) under the load.
- c. **“Goods”:** Defined as having the same meaning in Commercial Code section 2105, which essentially requires that: A. The goods must be movable. B. The goods being moved must be part of a transaction that involves a contract for the sale of the goods. C. Rental equipment does not qualify as “Goods”.
- d. **Lift:** Includes top pick, side handler, reach stacker, or forklift.
- e. **Locomotive Retrofit:** Includes rebuild, repower remanufacture, filter installation, and modifications other than replacement, and meet one or more of the following, pursuant to Code of Federal Regulations Title 40, Part 1033.901:
 - To replace, or inspect and qualify, each and every power assembly of a locomotive or locomotive engine, whether during a single maintenance event or cumulatively within a five-year period;
 - To upgrade a locomotive or locomotive engine;
 - To convert a locomotive or locomotive engine to enable it to operate using a fuel other than it was originally manufactured to use; or
 - To install a remanufactured engine or a freshly manufactured engine into a previously used locomotive. Or pursuant to Code of Federal Regulations Title 40, Part 92.2,
 - Replacement of the engine in a previously used locomotive with a freshly manufactured locomotive engine.
- f. **Reach Stacker:** An off-road truck-like cargo container handler that uses an overhead telescopic boom that can reach across two or more stacks of cargo containers and lift the containers from the top.
- g. **Rubber-Tired Gantry Crane or RTG Crane:** An off-road overhead cargo container crane with the lifting mechanism mounted on a crossbeam supported on vertical legs which run on rubber tires. RTG cranes do not include gantry cranes that operate on steel wheels and rails.
- h. **Side Handler or Side Pick:** An off-road truck-like cargo container handler that uses an overhead telescopic boom to lift empty or loaded cargo containers by grabbing either two top corners on the longest side of a container, both arms of one side of a container, or both top and bottom sides of a container.
- i. **Transport Refrigeration Unit (TRU):** Refrigeration systems powered by integral internal combustion engines designed to control the environment of temperature sensitive products that are transported in trucks and refrigerated trailers. TRUs may be capable of both cooling and heating.
- j. **Top Handler or Top Pick:** An off-road truck-like cargo container handler that uses an overhead telescopic boom to lift empty or loaded cargo containers by grabbing the top of the containers.

- k. **Yard Truck:** An off-road mobile utility vehicle used to carry cargo containers with or without chassis; also known as utility tractor rig (UTR), yard tractor, yard goat, yard hostler, yard hustler, or prime mover.

III. OWNERSHIP REQUIREMENTS

Applications shall be signed and submitted by the current legal owner of the existing equipment that will be upgraded or replaced. For infrastructure projects, if there is no existing equipment, the application must be signed and submitted by the future owner of the Program-funded equipment.

Non-owner applications are not eligible for funding. Third party applications are not allowed. Individuals or companies that operate the existing equipment under a lease agreement with the equipment owner are prohibited from applying for bond funding.

Ownership of the existing equipment shall not change from the time an equipment project application is submitted through receiving Program funding.

IV. FUNDING REQUIREMENTS

Table 1: Locomotives and Railyards

Eligible Equipment	Equipment Upgrade (Replace or Retrofit)	Proposed Program Funding	Project Life
Switcher Locomotive (1,006 hp – 2,300 hp)	Tier 0, 1, 2 to Tier 4	Partial funding up to 85% for Class I-III railroads with minimum usage of 20,000 gallons/yr Partial funding up to 42.5% for Class I-III railroads with minimum usage of 5,000 – 19,999 gallons/yr If equipment is banned from CA operation instead of scrapped, funding amount is reduced to 20% of eligible cost.	15 Years

Zero Emission Switcher Locomotive (1,006 hp – 2,300 hp)	Tier 0, 1, 2, 3 to ZE	Partial funding up to 85% for Class I-III railroads with minimum usage of 20,000 gallons/yr Partial funding up to 42.5% for Class I-III railroads with minimum usage of 5,000 – 19,999 gallons/yr If equipment is banned from CA operation instead of scrapped, funding amount is reduced to 20% of eligible cost.	10 Years
Medium Horsepower Locomotive (2,301 hp – 4,000 hp)	Tier 0, 1, 2 to Tier 4	Partial funding up to 85% for Class I-III railroads with minimum usage of 20,000 gallons/yr Partial funding up to 42.5% for Class I-III railroads with minimum usage of 5,000 – 19,999 gallons/yr If equipment is banned from CA operation instead of scrapped, funding amount is reduced to 20% of eligible cost.	15 Years
Medium Horsepower Zero Emission Locomotive (2,301 hp – 4,000 hp)	Tier 0, 1, 2, 3 to ZE	Partial funding up to 85% for Class I-III railroads with minimum usage of 20,000 gallons/yr Partial funding up to 42.5% for Class I-III railroads with minimum usage of 5,000 – 19,999 gallons/yr If equipment is banned from CA operation instead of scrapped, funding amount is reduced to 20% of eligible cost.	10 Years

Line-Haul Locomotive (4,001 hp or higher)	Tier 0, 1, 2 to Tier 4 or ZE	Partial funding based on CA Operation: 85% of eligible cost for 90-100% operation; 70% of eligible cost for 75% operation, 45% of eligible cost for 50% operation, 25% of eligible cost for 30% operation If equipment is banned from CA operation instead of scrapped, funding amount is reduced to 20% of eligible cost.	15 Years (diesel) OR 10 years (ZE)
Electric Charging or Hydrogen Fueling Station*	N/A	Partial Funding up to \$250,000 for the purchase of electric charging or hydrogen fueling station for a medium horsepower locomotive.	10 years

*This option is only available if equipment owner replace/retrofits minimum of one (1) locomotive through the Program. Funding for this option will be an addition to the funding for the replacement/retrofit.

Table 2: Cargo Handling Equipment

Eligible Equipment	Project Description	Proposed Program Funding	Project Life
Existing diesel engine rubber-tired gantry crane	Convert or replace with a zero-emission powered system	Partial funding of up to 50% of eligible costs	15 Years
Existing diesel-powered yard truck	Conversion or Replace with a zero-emission yard truck	Partial funding of up to 80% of eligible costs	5 years
Battery Charger or Hydrogen fueling station	Installation of a battery or hydrogen fueling station when equipment owner replaces or converts existing yard tractors	Partial funding up to 50% of eligible costs	5 years
Forklift <i>Lift capacity 3,000 lbs to 12,000 lbs</i>	Replace an existing diesel forklift with a Class 1 electric powered forklift including battery and charger	Partial funding up to 50 percent of eligible costs	5 Years
Forklift <i>Lift capacity of 3,000 lbs to 12,000 lbs</i>	Replace an existing diesel forklift with a Class 1 fuel cell powered forklift	Partial funding up to 50 percent of eligible costs	5 Years
Lift* <i>Lift capacity greater than 12,000 lbs</i>	Replace an existing diesel forklift with a Class 1 electric or fuel cell lift	Partial funding up to 50 percent of eligible costs	5 Years

*Lift includes top pick, side handler, reach stacker, or forklift

Table 3: Transport Refrigeration Units (TRUs)

Project Type	Project Description	Maximum Funding Amounts	Project Life
TRU Replacement	Replace existing diesel TRU with zero emission TRU (e.g. all-electric or fuel cell). Eligible costs include the transport refrigerator and an electric power plug	80% of eligible costs or \$150,000, whichever is lower*	5 Years or 10,000 hours
	Replace 5 existing TRUs with 5 zero emission cryogenic transport refrigerators	80% of eligible costs or \$100,000 for 5 units, whichever is lower	5 Years or 10,000 hours
TRU Power Plug Installation	Install electric power plugs that are compatible with electrically powered TRUs (e.g. all-electric, hybrid electric, or electric standby-equipped TRUs) at loading docks or a freight facility	50% of eligible costs or \$65,000 whichever is lower*	5 Years
Cryogenic Refrigeration Fueling Infrastructure at Freight Facilities	Install infrastructure and equipment for cryogenic refrigeration fueling station at a freight facility	50% of eligible costs or \$100,000, whichever is lower	5 Years
Insulated trailer and Electric Plug	For the purchase of an insulated trailer and one electric plug	50% of eligible costs or \$40,000, whichever is lower	5 Years

*Pending CARB approval

Table 4: Ships at Berth

Project Type	Project Description	Maximum Funding Amounts	Project Life
Grid-Based Power	Partial Funding to install permanent, grid-based electrical power at a cargo ship berth that receives visits solely by vessels not subject to ARB's Ships-at-Berth Rule	50% of eligible cost OR \$2,500,000 if CE is at least 0.1 lbs of weighted ER per state dollar; 60% of eligible cost or \$3,500,000 if CE is at least 0.2 lbs of weighted ER per state dollar	10 years
Non-Grid-Based Power	Partial funding to install an electricity generating unit that provides power at a cargo ship berth or multiple berths that receive visits solely by vessels not subject to ARB's Ships-at-Berth Rule. The unit can be portable or fixed on the terminal. Only ZE units or natural gas engines equipped with selective catalytic reduction to control NOx emissions are eligible.	Up to \$200,000 per megawatt of the eligible costs	5 years

V. ELIGIBILITY AND GENERAL REQUIREMENTS

Project eligibility will be based on the Program Guidelines and Executive Orders which can be found at: <https://ww2.arb.ca.gov/prop-1b-program>.

Additional consideration will be placed on the completeness of application as well as project readiness and timeline to deploy projects should the application be awarded funding.

General Requirements for Locomotive Projects

Selected applicants must sign a contract with South Coast AQMD including project milestones and completion deadlines and commit to the following:

- Commit to the project life specified by the applicable equipment project option
- Adhere to all Program requirements during the project life.
- Agree to equipment inspections.
- Comply with record-keeping, reporting, and Program review or fiscal audit requirements.
- Sign a legally binding contract with the local agency including project milestones and completion deadlines.
- Properly maintain upgraded equipment in good operating condition and according to manufacturer's recommendations.
- Demonstrate proof of equipment warranty and insurance on upgraded equipment that covers the replacement of the equipment.
- Certify that there are no outstanding CARB violations or non-compliance with CARB regulations associated with the equipment or the owner.
- Exclude any Program-funded equipment from the compliance calculations for the 1998 agreement for locomotives operating in the South Coast Air Basin for the duration of the project life (applicable to Union Pacific and BNSF Railway only)

Switcher Locomotive (1,006 hp – 2,300 hp) Projects

- Commit to 90% or 100% California-only operation for the duration of the project life; equipment is permitted to temporarily travel out-of-state for periodic maintenance, if outlined in the contract between the local agency and equipment owner.
- Commit to at least 50% of operation within the four California trade corridors for the duration of the project life.
- Commit to a project life of 15 years for Tier 4 diesel replacements or retrofits.
- Commit to a project life of 10 years for alternative technology replacements or retrofits with lower than Tier 4 emission standards.
- Commit to the funded locomotive using California CARB diesel fuel unless CARB approves an exemption and it is included in the contract between the local agency and equipment owner.
- Scrap the old engine/locomotive or ban old engine/locomotive from California operation (replacements and retrofits involving engine replacement).
- Install an active GPS device on both the old equipment (if not scrapped) and the new equipment; fund and commit to data collection, and report location data.

Zero Emission Switcher Locomotive (1,006 hp – 2,300 hp) Projects

- Commit to 90% or 100% California-only operation for the duration of the project life; equipment is permitted to temporarily travel out-of-state for periodic maintenance, if outlined in the contract between the local agency and equipment owner.
- Commit to at least 50% of operation within the four California trade corridors for the duration of the project life.
- Commit to a project life of 10 years.
- Scrap the old engine/locomotive or ban old engine/locomotive from California operation (replacements and retrofits involving engine replacement).
- Install an active GPS device on both the old equipment (if not scrapped) and the new equipment; fund and commit to data collection, and report location data.

Medium Horsepower (2,301 hp – 4,000 hp) Locomotive Projects

- Commit to 90% - 100% California operation for the duration of the project life; equipment is permitted to temporarily travel out-of-state for periodic maintenance, if outlined in the contract between the local agency and equipment owner.
- Commit to at least 50% of operation within the four California trade corridors for the duration of the project life.
- Commit to a project life of 15 years for Tier 4 diesel replacements or retrofits.
- Commit to the funded locomotive using California CARB diesel fuel unless approved for an exemption and it is included in the contract between the local agency and equipment owner.
- Scrap or ban the old engine/locomotive from California Operation (replacements or retrofits involving engine replacement).
 - Install an active GPS device on both old (if not scrapped) and new equipment, fund and commit to data collection, and report location data.

Medium Horsepower (2,301 hp – 4,000 hp) Zero-Emission Locomotive Projects

- Commit to 90% - 100% California operation for the duration of the project life; equipment is permitted to temporarily travel out-of-state for periodic maintenance, if outlined in the contract between the local agency and equipment owner.
- Commit to at least 50% of operation within the four California trade corridors for the duration of the project life.
- Commit to a project life of 10 years
- Commit to the funded locomotive using California CARB diesel fuel unless approved for an exemption and it is included in the contract between the local agency and equipment owner.
- Scrap or ban the old engine/locomotive from California Operation (replacements or retrofits involving engine replacement).
 - Install an active GPS device on both old (if not scrapped) and new equipment, fund and commit to data collection, and report location data.

Line-Haul (4,001 hp or higher) Locomotive Projects

- Commit to a minimum percentage of California operation per the appropriate funding level for the duration of the project life. Equipment is permitted to temporarily travel out-of-state for periodic maintenance, if outlined in the contract between the local agency and equipment owner.
- Commit to at least a majority of the percentage California operation being within the four California trade corridors for the duration of the project life.
- Commit to a project life of 15 years for Tier 4 diesel replacements or retrofits.
- Commit to a project life of 10 years for alternative technology replacements or retrofits with lower than Tier 4 emission standards.
- Commit to the funded locomotive using California CARB diesel fuel unless approved for an exemption and it is included in the contract between the local agency and equipment owner.
- Scrap or ban the old (uncontrolled through Tier 1+) engine/locomotive from California operation for (replacements or retrofits involving engine replacement) if upgrading a Tier 2 engine/locomotive, the Tier 2 equipment may remain in California and a Tier 0 through Tier 1+ engine/locomotive must be scrapped or banned from California operation (replacements and retrofits involving engine replacement).
 - Install an active GPS device on both old (if not scrapped) and new equipment, fund and commit to data collection, and report location data.

Electric Charging or Hydrogen Fueling Station Projects

- Replace or retrofit a minimum of one locomotive with a zero-emission locomotive.
- Meet all requirements for the zero-emission locomotive replacement project.
- Demonstrate proof of equipment warranty of at least 3 years.
- Comply with all local permitting requirements.
- Commit to a project life of 10 years.

General Requirements for All Cargo Handling Equipment Projects

Selected applicants must sign a contract with South Coast AQMD including project milestones and completion deadlines and commit to the following:

- Certify that there are no outstanding CARB violations or non-compliance with CARB regulations associated with the equipment or the owner.
- Agree to equipment inspections.
- Comply with record-keeping, reporting, and Program review or fiscal audit requirements.
- Properly maintain upgraded equipment in good operating condition and according to manufacturer's recommendations.
- Demonstrate proof of equipment warranty and insurance on upgraded equipment that covers the replacement of the equipment.

Program Requirements for RTG Crane Projects:

- Commit to 15 years of 100% California operation in a port, or intermodal railyard, or freight facility service in the four trade corridors.
- Be permitted to keep the existing diesel engine installed and operational for a limited number of hours each year and do the following at their own expense: (1) install an hour meter on the existing diesel

engine and (2) provide activity reports when requested by the local agency or CARB, in a format defined by CARB staff.

- Commit to a maximum limit of diesel engine usage to 30 hours annually based on a rolling 3-year average.
- Comply with all local permitting requirements.
- Demonstrate proof of equipment warranty for 5 years.

Program Requirements for Yard Truck Projects:

- Agree to accept an on-board electronic monitoring unit at any time during the project life.
- Commit to 5 years of 100% California operation in a port, or intermodal railyard, or freight facility service in the four trade corridors.
- Demonstrate proof of equipment warranty for the project life and insurance on upgraded equipment.
- Insurance on upgraded equipment shall cover the replacement of the equipment for fuel cell projects.

Program Requirements for Battery Charger or Hydrogen Fueling Station Projects:

- Commit to 5 years of 100% California operation in a port, or intermodal railyard, or freight facility service in the four trade corridors.
- Demonstrate proof of equipment warranty of at least 3 years for the charger and 5 years for the trucks.
- Convert a minimum of 1 diesel yard truck to electric or fuel cell powered yard truck (Yard truck Conversion Option), replace a minimum of 1 electric powered yard truck (Yard Truck Replacement Option), or replace a minimum of 1 fuel cell yard truck (Yard Truck Replacement Option).
- Meet all requirements for project Options.

Program Requirements for Forklift (Lift Capacities of 3,000 lbs to 12,000 lbs) Projects:

- Equipment owner shall not replace existing zero emission equipment with new electric or fuel cell powered equipment.
- Commit to 5 years of 100% California operation in a port, or intermodal railyard, or freight facility service in the four trade corridors.
- Demonstrate proof of equipment warranty for one year or 1,600 hours, whichever comes first.
- The replacement equipment must serve the same function as the existing equipment.
- The equipment engine must be greater than 25 horsepower.

Program Requirements for Lift (Lift Capacities Greater Than 12,000 lbs) Projects:

- Equipment owner shall not replace existing zero emission equipment with new electric or fuel cell powered equipment.
- Commit to 5 years of 100% California operation in a port, or intermodal railyard, or freight facility service in the four trade corridors.
- Demonstrate proof of equipment warranty for one year or 1,600 hours, whichever comes first and insurance that covers the replacement of the equipment.
- The replacement equipment must serve the same function as the existing equipment.

General Requirements for All TRU Projects

Selected applicants must sign a contract with South Coast AQMD including project milestones and completion deadlines and commit to the following:

- Commit to the project life specified with the applicable equipment project option.
- Sign a legally binding contract with the local agency including project milestones and completion deadlines.
- Demonstrate proof of equipment warranty on the Program-funded equipment.
- Certify that there are no outstanding CARB violations or non-compliance with CARB regulations associated with the equipment or the owner.
- Adhere to all Program requirements.
- Agree to equipment inspections.
- Comply with record-keeping, reporting, and Program review or fiscal audit requirements.
- Properly maintain new or upgraded equipment in good operating condition and according to manufacturer's recommendations.

TRU Replacement Projects

- Commit to a project life of 5 years or 10,000 hours, whichever comes first.
- Scrap the old diesel TRU(s).

Electric Power Plug and Cryogenic Refrigeration Fueling Infrastructure at Freight Facilities Projects

- Install an electric plug capable of providing 460V 3 Phase power (may be capable of other voltages in addition to meeting the 460V requirement).
- Commit to a project life of 5 years.
- Ensure usage of the power plugs and fueling station.
- Comply with all local permitting requirements

Insulated trailer and Electric Plug Projects

- Commit to a project life of 5 years.
- Scrap or destroy the old diesel TRU(s) from the existing trailer.
- Purchase an electric-standby capable TR and install it on the new trailer.
- Install an electric plug capable of providing 460V 3 Phase power (may be capable of other voltages in addition to meeting the 460V requirement).
- Ensure usage of the equipment cold storage at grocery stores or retail stores that sell groceries (i.e. big box retailers) in the four trade corridors.
- Comply with all local permitting requirements.

General Requirements for all Ships at Berth Projects

Selected applicants must sign a contract with South Coast AQMD including project milestones and completion deadlines and commit to the following:

- Commit to the project life specified with the applicable equipment project option

- Have written commitments from the tenant shipping line(s) to:
 - Meet the minimum number of ship visits or hours
 - Sign the equipment project contract (or other written agreement as approved by CARB)
- Adhere to all Program requirements during the project life
- Comply with record keeping reporting and Program review or fiscal audit requirements
- Owners of barge-based systems must sign a legally binding contract with the local agency including project milestones and completion deadlines.
- Owners of stationary equipment, which is attached to real property, must sign a legally binding contract with the port and the local agency (if the local agency is not a port) including project milestones and completion deadlines.
- If the equipment owner is also the local agency administering the grant, the local agency must sign a legally binding contract with CARB including project milestone and completion deadlines.
- Properly maintain all equipment in good operating condition and according to manufacturer's recommendations.
- Demonstrate proof of equipment warranty and insurance on new equipment.
- Comply with local permitting requirements.
- Comply with the Supplemental Procedures available on the Program website.
- Certify that there are no outstanding CARB violations or non-compliance with CARB regulations associated with the equipment or the owner.

Grid-Based Power Projects

- Commit to a project life of 10 years.
- Demonstrate operability with a cargo ship fully powered by shore-based electrical power supplied by the grid-based equipment.

Non Grid-Based Power Projects

- Commit to a project life of 5 years of 100% California operation at the following levels or greater:
 - Port of Los Angeles and Port of Long Beach
 - 1,500 hours per year
 - All other ports within the four California Trade Corridors:
 - 1,000 hours per year
- Demonstrate operability with a cargo ship fully powered by shore-based electrical power supplied by the electricity generating unit.
- Obtain a five year manufacturer's warranty which includes labor and materials to repair and/or replace system component(s) as needed to correct any mechanical, electrical or control system equipment or installation problems resulting in significant loss of usability. The manufacturer's warranty may exclude minor items that are subject to normal wear and tear if approved by CARB.
- Perform source testing to measure emissions from the unit every 1,000 hours of operation, according to the source test requirements contained in CARB's Ships At Berth Rule.

VI. APPLICATION SUBMITTAL REQUIREMENTS

A complete online application must be submitted to South Coast AQMD by no later than the application deadline to be considered for Program funding. It is the applicant's responsibility to ensure the application contains all the required information at the time of submittal to the South Coast AQMD. The South Coast AQMD is not required to contact the applicant to obtain the required information that is missing from the application.

Below is a list of all application forms and attachments for the Prop 1B Program:

- Applicant Information
- Category application specific to your category (one per unit)
- Business Information Forms:
 - Attachment 1 – Business Information Request
 - Attachment 2 – Business Status Certification
 - Attachment 3 – W-9 – Requested for Taxpayer Identification Number and Certification
 - Attachment 4 – Withholding Exemption Certificate
 - Attachment 5 – Campaign Contribution Disclosure

Note: Each Attachment (1-5) should be completed and submitted with each set of projects. If your application is approved, an updated Attachment 5 may be requested by your assigned Project Officer at a later date.

VII. EQUIPMENT PROJECT PURCHASE RESTRICTIONS

Grantee may **not purchase**, receive, install, pay for, or place into operation any engines, equipment, or vehicles, nor may work begin on a repower project or a project to install electrical infrastructure, until the project contract is fully executed. Grantee may preorder prior to contract execution at the equipment owner's risk but can only be purchased once the existing equipment has been pre-inspected and the contract is signed between the grantee and South Coast AQMD. The South Coast AQMD **will not** reimburse grantees for orders or any payments on a new engine, piece of equipment, or vehicle that takes place prior to South Coast AQMD approval of the project through contract execution.

VIII. PAYMENT PROCESS

For all projects payment will be made after the satisfactory completion of a post-inspection by South Coast AQMD and receipt of invoice. Payment will be by reimbursement to grantee or through a direct payment to vendor upon written request of grantee. Reimbursement cannot exceed the amount directly paid by the grantee.

An invoice shall be itemized to include enough detail to ensure that the local agency provides reimbursement only for the eligible project costs yet clear and concise enough to be understandable. Grantee shall not request or receive payment for engines, equipment or infrastructure that are non-operational, taxes, consulting services, license, permit, fees, registration, insurance, or any other cost

not eligible for Program funds. Labor expenses are not eligible for payment with Program funds. However, labor expenses shall be included in the itemized invoice with the detailed number of hours charged and hourly wage. Grantee may submit a single itemized invoice for multiple, completed equipment projects under this Program. The invoice shall itemize the charges for each equipment project.

Equipment certification or verification may still be pending at the time of application or contract execution, however, equipment must be verified or certified prior to the payment.

IX. ANNUAL REPORTING REQUIREMENTS

Locomotives

Equipment owners who are awarded funding will be responsible for annual reporting to the South Coast AQMD for the project life. The equipment owner's annual reports shall include, but not be limited to:

- Contact information (owner name, company, address, phone).
- Date and location of locomotives.
- Build number, date, builder, builder model.
- Date of equipment installation.
- Locomotive type.
- Name and location of home railyard.
- Annual megawatt-hours of operation, notch profile, and fuel consumed since last report.
- Representative profile data to determine engine duty cycle.
- Certification and documentation of 90-100% California-only operation (for medium horsepower locomotives).
- Certification and documentation of percentage of operation in the four California trade corridors for medium horsepower locomotives.
- Certification and documentation of percentage of operation in the four California trade corridors for line-haul locomotives.
- Summary of maintenance performed (including location) and inspections conducted.
- GPS data in a useable format.
- The percentage of annual travel in each of the four California trade corridors.
 - o Bay Area
 - o Central Valley
 - o Los Angeles/Inland Valley
 - o San Diego
- Certification that the bond-funded project was used in accordance with the signed contract and that all information submitted is true and accurate.
- Other information as requested by CARB or the local agency.

Electric charging stations/hydrogen fueling units

- An estimate of the annual hours of operation.
- Description of any equipment failure or other event that prevented locomotives from using the charging/fueling units for more than one week.

Cargo Handling Equipment

Equipment owners who are awarded funding will be responsible for annual reporting to the South Coast AQMD for the project life. The equipment owner's annual reports shall include, but not be limited to:

- Contact information (owner name, company, address, phone).
- Date and location of installation of equipment.
- Equipment type and name of home port, railyard or freight facility.
- RTG crane, side pick, top pick, reach stacker and yard truck or yard truck and battery charging station, make, model, year, serial number, and power rating.
- Annual hours of operation.
- Summary of maintenance and inspections conducted.
- Signed certification statement that the bond-funded technology was installed on the equipment for which it was approved, and that all information submitted to the local agency is true and accurate.
- Other information as requested by South Coast AQMD.

Zero Emission TRUs or Cryogenic TR

Equipment owners who are awarded funding will be responsible for annual reporting to the South Coast AQMD for the project life. The equipment owner's annual reports shall include, but not be limited to:

- Contact information (owner name, company, address, phone number).
- Project completion date.
- Equipment type.
- Infrastructure and/or equipment utilization.
- Annual hours of operation.
- Description of any equipment failure or other event that prevented TRs from operating for more than one week.
- Certification of insurance.
- Signed certification statement that the bond-funded technology was installed on the equipment for which it was approved, and that all information submitted to the local agency is true and accurate.
- Other information as requested by South Coast AQMD.

Electric or Cryogenic Infrastructure and Equipment

Equipment owners that are awarded funding will be responsible for annual reporting to the South Coast AQMD for the project life. The equipment owner's annual reports shall include, but not be limited to:

- Contact information (owner name, company, address, phone number).

- Facility location.
- Project completion date.
- Actual number and duration of TRU/TR connections to equipment per unit in the reporting period.
- Electricity/fuel annual usage documentation.
- Summary of maintenance and inspections conducted.
- Description of any equipment failure or other event that prevented TRU/TRs from using the system for more than one week.
- Certification of insurance.
- Signed certification statement that the bond-funded project was installed and is operating as it was approved in the post-inspection and that all information submitted to the South Coast AQMD is true and accurate.
- Other information as requested by South Coast AQMD.

Ships at Berth Projects

Equipment owners shall be responsible for annual reporting to the South Coast AQMD for the equipment project life. The equipment owner annual report shall include, but not be limited to:

- Contact information (owner name, company, address, phone).
- Description of shore power system (if applicable).
- Port and berth name(s)/identifier(s).
- Date and location of equipment installation.
- Vessel type, name, and Lloyd's number of vessels utilizing the system.
- Total ship visits utilizing the system by berth.
- Signed certification statement that the bond-funded project was operated in accordance with signed contract and that all information submitted is true and accurate.
- Project records must be retained for at least 2 years after contract execution or 3 years after final project payment, whichever is later.
- Other information as requested by South Coast AQMD.

X.USEFUL RESOURCES

CARB Goods Movement Emission Reduction Program:

<http://www.arb.ca.gov/bonds/gmbond/gmbond.htm>

CARB Executive Order G-25-093

[Executive Order G-25-093](#)

CARB Cargo Handling Equipment Website:

<http://www.arb.ca.gov/ports/cargo/cargo.htm>

Transport Refrigeration Units Website:

<https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit>

South Coast AQMD Prop. 1B Website (where a copy of the solicitation can be found)

<http://www.aqmd.gov/prop1b>

CONTACT FOR ADDITIONAL INFORMATION:

Questions regarding the content or intent of this PA or procedural matters can be found at the South Coast AQMD Proposition 1B website (www.aqmd.gov/prop1b) or can be addressed via e-mail at prop1b@aqmd.gov. Inquiries can also be addressed to:

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MAP OF TRADE CORRIDORS



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BOARD MEETING DATE: September 4, 2026

AGENDA NO. 6

PROPOSAL: Recognize Revenue, Execute Contracts for Battery Electric Class 8 Trucks and Charging Infrastructure to Implement INVEST CLEAN and Transfer Funds for ELECTRIC

SYNOPSIS: In September 2024, the Board recognized an award of \$499,997,415 from the U.S. EPA CPRG program titled INVEST CLEAN. Additionally, in January 2025, the Board recognized an award of \$33,898,522 from the U.S. EPA Clean Heavy-Duty Vehicles Grant program titled ELECTRIC. For INVEST CLEAN, the Ports of Los Angeles and Long Beach committed to contributing \$10,000,000 in Clean Truck Fund Rate dollars collected by the ports to support the implementation of a Battery Electric Freight Vehicle Deployment Incentive Program and a Charging Infrastructure Deployment Incentive Program. For ELECTRIC, South Coast AQMD proposed providing a cost share of up to \$3,096,720. These actions are to: 1) execute MOUs with the Cities of Los Angeles and Long Beach acting by and through their respective Boards of Harbor Commissioners to implement INVEST CLEAN; 2) recognize revenue up to \$10,000,000 into the U.S. EPA CPRG Special Revenue Fund (90), upon receipt from the Ports of Los Angeles and Long Beach; 3) execute contracts under INVEST CLEAN in an amount not to exceed \$54,246,495 from the U.S. EPA CPRG Special Revenue Fund (90) with a backup project list in the event of project fall through; and 4) transfer up to \$3,096,720 from Clean Fuels Program Fund (31) to Advanced Technology, Outreach and Education Fund (17) for South Coast AQMD cost-share to implement ELECTRIC.

COMMITTEE: Technology; August 21, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Executive Officer to:

1. Execute MOUs with the Cities of Los Angeles and Long Beach, acting by and through their respective Boards of Harbor Commissioners to implement INVEST CLEAN;

2. Recognize revenue consisting of up to \$5,000,000 from each port, into U.S. EPA CPRG Special Revenue Fund (90), upon receipt, from the Ports of Los Angeles and Long Beach, up to \$10,000,000;
3. Execute contracts under INVEST CLEAN in an amount not to exceed \$54,246,495 from the U.S. EPA CPRG Special Revenue Fund (90) as follows:
 - A. Up to \$26,264,148 for Heavy-Duty Charging Infrastructure Deployment Incentive Program as listed in Table 1;
 - B. Up to \$27,982,347 for Battery Electric Freight Vehicle Deployment Incentive Program as listed in Table 2;
 - C. Up to \$23,187,156 for Battery Electric Freight Vehicle Deployment Incentive Program backup list as listed in Table 3, in the event that projects in Table 2 fall through; and
4. Transfer up to \$3,096,720 from Clean Fuels Program Fund (31) to Advanced Technology, Outreach and Education Fund (17) for South Coast AQMD cost-share to implement ELECTRIC.

Wayne Natri
Executive Officer

AK:MW:TL:FX:DC

Background

The Inflation Reduction Act (Public Law 117-169) created the U.S. EPA CPRG program to provide \$4.6 billion in grants to states, local governments, tribes, and territories to develop action plans and to implement projects to reduce CO₂e emissions, criteria pollutants, and hazardous air pollution. In July 2024, U.S. EPA awarded South Coast AQMD the full proposal request of \$499,997,415 for INVEST CLEAN, the largest CPRG award among the 25 projects funded nationwide. The Project includes four measures, which are:

- (1) Heavy-Duty Charging Infrastructure Deployment Incentive Program: install electrical charging equipment for heavy-duty trucks
- (2) Battery Electric Freight Vehicle Deployment Incentive Program: replacement of Class 8 trucks with battery electric trucks;
- (3) Battery Electric Cargo Handling Equipment Deployment Incentive Program: replacement of yard tractors and top handlers with battery electric units; and
- (4) Battery Electric Locomotive Pilot Program: replacement of switcher locomotives with battery electric switchers and the installation of supporting infrastructure

As part of South Coast AQMD CPRG application, the Ports of Los Angeles and Long

Beach jointly issued a letter of support committing to collectively contribute \$10,000,000, consisting of \$5,000,000 from each port in Clean Truck Fund Rate dollars, to support South Coast AQMD INVEST CLEAN program measures for the deployment of Class 8 battery-electric goods movement trucks and heavy-duty truck charging infrastructure.

In August 2025, Program Announcements (PAs) for Charging Infrastructure, Battery Electric Freight Trucks, and Cargo Handling Equipment were released and subsequently closed in December 2025 for Electric Freight Trucks and Cargo Handling Equipment and January 2026 for Charging Infrastructure. The three PAs generated approximately \$315 million in grant applications. All the applications received have been evaluated in accordance with the PAs. The projects were selected based on their ability to meet eligibility requirements, emission reduction goals, and balanced geographic distribution to the two Metropolitan Statistical Areas (MSAs).

Additionally, in January of 2025, South Coast AQMD recognized an EPA Clean Heavy-Duty Vehicle (CHDV) award of up to \$33,898,522 for the ELECTRIC program to replace diesel or gasoline-powered Class 6 and 7 freight delivery vehicles with zero-emission vehicles. To help participating fleets lower their purchasing costs, South Coast AQMD has committed up to \$3,096,720 in cost-share funding for ELECTRIC.

Proposal

Ports' Commitment for Zero Emission Trucks and Infrastructure

The Ports of Los Angeles and Long Beach committed to collectively contribute \$10,000,000, consisting of \$5,000,000 from each port, to INVEST CLEAN for new zero-emission Class 8 trucks and charging infrastructure. The action is required to recognize revenue and execute Memorandums of Understanding with the City of Los Angeles and the City of Long Beach, acting by and through their respective Board of Harbor Commissioners.

Staff also proposes to award up to \$54,246,495 from the U.S. EPA CPRG Special Revenue Fund (90) as follows:

Heavy-Duty Freight Vehicle Charging Infrastructure Deployment Awards (Table 1):

Staff recommends awarding the projects listed in Table 1, for up to \$26,264,148, from the U.S. EPA CPRG Special Revenue Fund (90). The projects listed in Table 1 were selected based on project readiness, compliance status with federal, state, and local laws, location meeting goods movement charging needs, projected utilization, public accessibility, and reasonableness of cost. The solicitation is undersubscribed; therefore, all the eligible charging infrastructure projects will be recommended for award. However, some applications are still being evaluated or completed, therefore, additional applications may be awarded at a later date.

Battery Electric Freight Vehicle Deployment Awards (Table 2):

Staff recommends awarding the projects listed in Table 2, for up to \$27,982,347, from the U.S. EPA CPRG Special Revenue Fund (90). The projects listed in Table 2 are distributed based on the applications received for target areas most heavily impacted by goods movement, while ensuring geographic distribution to balance funding across the two MSAs.

Battery Electric Freight Vehicle Deployment Backup List (Table 3):

Staff recommends that the projects listed in Table 3 be backup projects in the event project(s) fall through or cannot be implemented. The backup list includes projects totaling up to \$23,187,156.

CHDV ELECTRIC

Staff recommends the transfer of \$3,096,720 from Clean Fuels Program Funds to Advanced Technology, Outreach and Education Fund (17) to cost-share the truck replacement under the ELECTRIC grant.

Geographic Distribution

Based on the recommended awards from this and the prior round of awards, there is a geographic distribution of 51 percent and 49 percent of awarded funds in the Los Angeles-Long Beach-Anaheim and Riverside-San Bernardino-Ontario MSA territories, respectively.

Benefits to South Coast AQMD

The projects identified in this Board letter will achieve emission reductions beyond existing rules and regulations and will occur throughout their lifetimes, yielding long-term emission reductions and public health benefits. The International Agency for Research on Cancer classifies diesel engine exhaust and diesel particulate matter as a Group 1 carcinogen. Recommended awards are estimated to result in annual emission reductions of 19 tons/year of NOx, 0.2 tons/year of PM2.5, and 0.2 tons/year of diesel particulate matter. These reductions will contribute to the South Coast Air Quality Management District's efforts to meet the ozone and PM2.5 National Ambient Air Quality Standards set forth by the Clean Air Act.

Resource Impacts

Funding for these eligible projects will not exceed \$54,246,495 from the U.S. EPA CPRG Special Revenue Fund (90).

PA	Total Funds Awarded
Heavy-Duty Freight Vehicle Charging Infrastructure Deployment Awards (Measure 1)	\$26,264,148
Battery Electric Freight Vehicle Deployment Awards (Measure 2.1)	\$27,982,347
Total	\$54,246,495

Attachments

Table 1: Heavy-Duty Freight Vehicle Charging Infrastructure Deployment Awards

Table 2: Battery Electric Freight Vehicle Deployment Awards

Table 3: Battery Electric Freight Vehicle Deployment Awards Backup List

Table 1 - Heavy-Duty Charging Infrastructure Deployment Awards (Measure 1)*

Company Name	Award Amount**	MSA
All American Asphalt	\$350,000	Riverside-San Bernardino-Ontario, CA
BNSF Railway Company	\$1,400,000	Los Angeles-Long Beach-Anaheim, CA
BNSF Railway Company	\$1,680,000	Riverside-San Bernardino-Ontario, CA
Greenlane Infrastructure, LLC	\$1,680,000	Riverside-San Bernardino-Ontario, CA
Pactrack Logistics, Inc.	\$4,200,000	Los Angeles-Long Beach-Anaheim, CA
San Bernardino County	\$504,000	Riverside-San Bernardino-Ontario, CA
San Fernando Valley Pallet Company, Inc.	\$840,000	Los Angeles-Long Beach-Anaheim, CA
Tesla, Inc.	\$3,010,148	Los Angeles-Long Beach-Anaheim, CA
TCI Transportation Services	\$2,520,000	Riverside-San Bernardino-Ontario, CA
TCI Transportation Services	\$1,680,000	Los Angeles-Long Beach-Anaheim, CA
Westcoast Trucking, Inc.	\$3,360,000	Los Angeles-Long Beach-Anaheim, CA
Zeem Solutions Long Beach Depot LLC	\$5,040,000	Los Angeles-Long Beach-Anaheim, CA
Total	\$26,264,148	

*Awards are contingent upon the applicant meeting all EPA requirements (i.e. Davis Bacon and Related Acts, environmental statutes, Build America Buy America) prior to invoicing

**Award amount may not exceed the value listed and eligible costs determined during invoicing

Table 2 - Battery Electric Freight Vehicle Deployment Awards (Measure 2.1)*

Company Name	Award Amount**	MSA
Alto Xpress, Inc.	\$1,095,201	Riverside-San Bernardino-Ontario, CA
Big F Transport, LLC	\$2,920,536	Los Angeles-Long Beach-Anaheim, CA
Dependable Highway Express, Inc.	\$5,423,816	Los Angeles-Long Beach-Anaheim, CA
FedEx Freight, Inc.	\$2,800,000	Los Angeles-Long Beach-Anaheim, CA
Harbor Team Logistics, Inc.	\$705,988	Los Angeles-Long Beach-Anaheim, CA
Hunter Logistics Los Angeles, Inc.	\$1,825,335	Los Angeles-Long Beach-Anaheim, CA
Keystone Freight Corp	\$1,600,000	Los Angeles-Long Beach-Anaheim, CA
KRD Logistics, Inc.	\$361,819	Los Angeles-Long Beach-Anaheim, CA
MLI Leasing, LLC	\$730,136	Los Angeles-Long Beach-Anaheim, CA
Overseas Freight, Inc.	\$4,706,676	Los Angeles-Long Beach-Anaheim, CA
RE:Circle Ontario, LLC	\$2,000,000	Riverside-San Bernardino-Ontario, CA
San Fernando Valley Pallet Company, Inc.	\$800,000	Los Angeles-Long Beach-Anaheim, CA
Transportation Commodities, Inc.	\$3,012,840	Riverside-San Bernardino-Ontario, CA
Total	\$27,982,347	

*Some awards are pending application supplemental information

**Award amount may not exceed the value listed and eligible costs determined during invoicing

Table 3 – Battery Electric Freight Vehicle Deployment Awards Back Up List *

Measure	Company Name	Award Amount**	MSA
2.1	Big F Transport, LLC	\$2,555,469	Los Angeles-Long Beach-Anaheim, CA
2.1	Dependable Highway Express, Inc.	\$8,933,344	Los Angeles-Long Beach-Anaheim, CA
2.1	Fedex Freight, Inc	\$1,200,000	Los Angeles-Long Beach-Anaheim, CA
2.1	KRD Logistics, Inc.	\$1,809,095	Los Angeles-Long Beach-Anaheim, CA
2.1	Overseas Freight, Inc.	\$8,689,248	Los Angeles-Long Beach-Anaheim, CA
	Total	\$23,187,156	

*Some applications are pending supplemental information submittal. Awards are conditional upon the applications meeting all program and EPA requirements (i.e. Davis Bacon and Related Acts, environmental statutes, Build America Buy America) prior to invoicing

**Award amount may not exceed the value listed and eligible costs determined during invoicing

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 7

PROPOSAL: Approve Additional Funds for Residential Electric Lawn and Garden Equipment Rebate Program

SYNOPSIS: The Residential Electric Lawn and Garden Equipment Rebate Program provides rebates to residents for the purchase of new battery-electric lawn and garden equipment. Since 2017, the program has helped residents replace gasoline-powered equipment with zero-emission alternatives, resulting in emission reductions throughout the South Coast AQMD jurisdiction. In September 2024, the Board approved the addition of \$500,000 and the expansion of the program to include additional equipment categories, including battery-electric leaf blowers, trimmers, chainsaws, and edgers. Continued interest and participation in the program have increased demand for available rebate funding, and program funds are nearly exhausted. Staff recommends allocating up to \$500,000 from the Rule 2202 Air Quality Investment Fund (27) to continue the Residential Electric Lawn and Garden Equipment Rebate Program.

COMMITTEE: Technology, August 21, 2026; Recommended for Approval

RECOMMENDED ACTION:

Allocate up to \$500,000 from the Rule 2202 Air Quality Investment Fund (27) for the Residential Electric Lawn and Garden Equipment Rebate Program.

Wayne Natri
Executive Officer

Background

Since April 2017, South Coast AQMD has implemented the Residential Electric Lawn and Garden Equipment Rebate Program to encourage the replacement of gasoline-powered lawn and garden equipment with battery-electric alternatives. Residents within the South Coast AQMD jurisdiction may receive a rebate based on the purchase price of a new battery-electric lawn and garden equipment item. To qualify, applicants must replace eligible gasoline-powered equipment with a like-for-like battery-electric replacement and permanently surrender the functional gasoline-powered equipment to an approved dismantler for destruction.

The current rebate structure provides:

- \$150 rebate for an equipment purchase price of \$250 or less;
- \$200 rebate for an equipment purchase price of \$251 to \$400; and
- \$250 rebate for an equipment purchase price of more than \$400.

In September 2024, the Board approved expansion of the program to include additional categories of battery-electric lawn and garden equipment, including leaf blowers, trimmers, chainsaws, and edgers. The expanded program provides residents with additional opportunities to replace gasoline-powered equipment with zero-emission alternatives and further reduce emissions from residential lawn and garden equipment use.

South Coast AQMD has provided rebates for almost 7,000 pieces of battery-electric lawn and garden equipment since 2017. The program has contributed to reductions of approximately 3.24 tons per year of Reactive Organic Gases and 0.07 tons per year of NOx. Following the 2024 program expansion, over 2000 pieces of lawn and garden equipment were replaced representing a 73% increase compared to the period prior to the expansion.

Proposal

Staff recommends allocating an additional \$500,000 from the Rule 2202 Air Quality Investment Fund (27) to continue providing rebates to residents throughout the South Coast Air Basin and support ongoing emission reductions from the residential lawn and garden sector.

Benefits to South Coast AQMD

The Residential Electric Lawn and Garden Equipment Rebate Program encourages the replacement of gasoline-powered lawn and garden equipment with zero-emission alternatives. Continued funding will support additional emission reductions, improve air quality, and advance South Coast AQMD's efforts to promote cleaner technologies throughout the South Coast Air Basin.

Resource Impacts

There are sufficient funds available in the Rule 2202 Air Quality Investment Fund (27).

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 8

PROPOSAL: Recognize Revenue, Appropriate Funds, Issue Solicitations and Purchase Orders for Air Monitoring Equipment for Photochemical Assessment Monitoring Stations Program

SYNOPSIS: South Coast AQMD has received \$783,141 from U.S. EPA for the 34th year of the Photochemical Assessment Monitoring Stations Program (PAMS). This action is to recognize revenue, appropriate \$393,141 into the Monitoring and Analysis FY 2026-27 and/or FY 2027-28 Budgets, and issue solicitations and purchase orders for air monitoring equipment. These actions are also to recognize revenue and appropriate up to \$72,230 into the Monitoring and Analysis FY 2026-27 Budget from the 33rd year of PAMS funding.

COMMITTEE: Administrative, August 14, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue of the U.S. EPA 34th year PAMS award, appropriate \$393,141 of the \$783,141 (\$390,000 was previously recognized into the FY 2026-27 Budget for Salaries and Employee Benefits) into the Monitoring and Analysis FY 2026-27 and/or FY 2027-28 Budgets, Services and Supplies and Capital Outlays Major Object, as set forth in Attachment 1;
2. Authorize the Procurement Manager, in accordance with South Coast AQMD's Procurement Policy and Procedure, to issue solicitations as needed, and based on the results of the solicitations, issue purchase orders for the following items, as listed in Table 1.
 - a. Four meteorological towers not to exceed \$36,000;
 - b. Two zero air generators not to exceed \$26,000;
 - c. One TOC gas generator not to exceed \$13,500;
 - d. One GC-FID system not to exceed \$85,500; and

3. Recognize revenue and appropriate up to \$72,230 for U.S. EPA 33rd year PAMS award into the Monitoring and Analysis FY 2026-27 Budget, Services and Supplies as set forth in Attachment 2.

Wayne Natri
Executive Officer

JCL:SD:BF:ld:ir:ns

Background

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

Proposal

U.S. EPA Section 105 Grant for the 34th Year PAMS program funding is \$783,141 based on the 34th Year PAMS program funding levels. This action is to recognize revenue, and appropriate estimated funds up to the amount of \$393,141 (with the remainder of \$390,000 already included in Salaries and Employee Benefits within the FY 2026-27 Budget) into the Services and Supplies and Capital Outlays Major Object in Monitoring and Analysis FY 2026-27 and/or FY 2027-28 Budgets.

The U.S. EPA Section 105 Grant for the 33rd Year PAMS program was previously recognized by the board in April 2025. This action is to recognize revenue and appropriate up to \$72,230 for U.S. EPA 33rd year PAMS award into the Monitoring and Analysis FY 2026-27 Budget, Services and Supplies, as set forth in Attachment 2.

Services and Supplies

A budget for Services and Supplies, as set forth in Attachment 1 and 2, includes funding for the PAMS program that pertains to demurrage expenses, maintenance of equipment, travel and training, communications, laboratory supplies, office expenses, and small tools, instruments, and equipment. Additionally, funds are allocated to Professional and Special Services to fund a contract to perform quality assurance audits of the South Coast AQMD meteorological network and maintain ceilometers (a remote-sensing laser instrument used to measure hourly mixing layer height) as required by the PAMS program.

Proposed Purchases through Solicitation

Meteorological Towers

Meteorological towers are needed to support air monitoring sensors at new ambient monitoring locations which measure ozone. The estimated cost for up to four meteorological towers is \$36,000, and the purchase will be made through a solicitation process as needed, followed by issuance of a purchase order, as specified in Table 1.

Zero Air Generators

Precision zero air generators are necessary to deliver contaminant-free air required for the operation of air monitoring equipment in support of ozone measurements. The estimated cost for two zero air generators is \$26,000, and the purchase will be made through a solicitation process as needed, followed by issuance of a purchase order, as specified in Table 1.

Total Organic Carbon (TOC) Gas Generator

TOC gas generators are required to supply continuous, high-purity zero air to the PAMS Auto-Gas Chromatograph systems. A backup system is necessary to minimize instrument downtime and data loss during the PAMS intensive season. The estimated cost for a TOC gas generator is \$13,500, and the purchase will be made through a solicitation process as needed, followed by issuance of a purchase order, as specified in Table 1.

Proposed Sole Source Purchase Orders

Gas Chromatograph-Flame Ionization Detector (GC-FID) System

A new GC-FID system is needed to replace one of two existing Agilent 7890B systems in support of the PAMS program. The 7890A systems reached the End of Guaranteed Support on June 30, 2021. The purchase of a new GC-FID system will be made through a sole source purchase order not to exceed \$85,500.

Sole Source Justification

Section VIII.B.3 of South Coast AQMD's Procurement Policy and Procedures identifies four major provisions under which sole source awards are funded as a whole or in part with federal funds, may be justified. The request for sole source purchase of the Agilent 8890 GC-FID System is made under provision VIII.B.3.a, "The item is available only from a single source." Agilent Technologies is the manufacturer and supplier of the GC-FID and auto GC systems currently used by South Coast AQMD for the PAMS program. The Agilent 8890 GC-FID System is a direct replacement for the aging GC-FID that is no longer supported by the manufacturer, is compatible with the current method and supports laboratory equipment and is only available from a single vendor. This allows staff to follow established procedures for operation and maintenance. Consistency and compatibility amongst GC-FIDs and supporting laboratory equipment are critical to meeting the operational needs of the agency.

Resource Impacts

U.S. EPA Section 105 Grant funding will support the operation of the PAMS program including funding for Capital Outlays, Services and Supplies, and Salaries and Employee Benefits to meet the necessary objectives of the program.

Table 1
Proposed PAMS Purchases through an
Solicitation or Sole Source Process

Description	Qty	Estimated Amount	Contracting Method
Meteorological Tower	4	\$36,000	Solicitation
Zero Air Generator	2	\$26,000	Solicitation
TOC Gas Generator	1	\$13,500	Solicitation
GC-FID	1	\$85,500	Sole Source
Total		\$161,000	

Attachment 1: Proposed 34th Year PAMS Expenditures for FY 2026-27 and/or FY 2027-28

Attachment 2: Proposed 33rd Year PAMS Expenditures for FY 2026-27

Attachment 1
Proposed 34th Year PAMS Expenditures for FY 2026-27 and/or FY 2027-28

Account Description	Account Number	Program Code	Estimated* Expenditure
Services & Supplies Major Object:			
Professional and Special Services	67450	47530	\$60,000
Demurrage Expenses	67550	47530	\$11,141
Maintenance of Equipment	67600	47530	\$55,000
Travel	67800	47530	\$5,000
Communications	67900	47530	\$1,000
Laboratory Supplies	68050	47530	\$50,000
Office Expense	68100	47530	\$5,000
Small Tools, Instruments, Equipment	68300	47530	\$40,000
Training/Conf/Tuition/Board	69500	47530	\$5,000
Total Services & Supplies Major Object:			\$232,141
Capital Outlays Major Object:			
Meteorological Tower (4)	77000	47530	\$36,000
Zero Air Generator (2)	77000	47530	\$26,000
TOC Gas Generator (1)	77000	47530	\$13,500
GC-FID (1)	77000	47530	\$85,500
Total Capital Outlays Major Object:			\$161,000
Total			\$393,141

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

Attachment 2
Proposed 33rd Year PAMS Expenditures for FY 2026-27

Account Description	Account Number	Program Code	Estimated* Expenditure
Services & Supplies Major Object:			
Professional and Special Services	67450	47530	\$3,000
Maintenance of Equipment	67600	47530	\$6,003
Travel	67800	47530	\$5,000
Communications	67900	47530	\$1,000
Laboratory Supplies	68050	47530	\$26,241
Office Expense	68100	47530	\$3,000
Small Tools, Instruments, Equipment	68300	47530	\$26,000
Training/Conf/Tuition/Board	69500	47530	\$1,986
Total Services & Supplies			\$72,230

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

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 9

PROPOSAL: Recognize Revenue, Appropriate Funds, and Issue Purchase Order for Air Monitoring Equipment for National Air Toxic Trends Station Network Program

SYNOPSIS: South Coast AQMD has received \$261,908 from U.S. EPA for the National Air Toxic Trends Station Network Program (NATTS). This action is to recognize revenue, appropriate \$85,147 into the Monitoring and Analysis FY 2026-27 Budget and issue a sole source purchase order for air monitoring equipment.

COMMITTEE: Administrative, August 14, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue in the General Fund up to \$85,147 and appropriate up to \$85,147 from the Undesignated (Unassigned) fund balance (\$176,761 for Salaries and Employee Benefits is already included in the budget) into the Monitoring and Analysis FY 2026-27 Budget, Services and Supplies, and Capital Outlays Major Object, as set forth in Attachment 1; and
2. Authorize the Procurement Manager, in accordance with South Coast AQMD's Procurement Policy and Procedure, to issue a sole source purchase order for one Entech Canister Cleaning Oven not to exceed \$48,000, as listed in Table 1.

Wayne Natri
Executive Officer

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Background

South Coast AQMD has provided the National Air Toxics Trends Stations (NATTS) program monitoring support as part of the expanded national monitoring program since 2007. South Coast AQMD has received \$261,908 in grant funds from U.S. EPA for the operation and maintenance of the NATTS Monitoring program for FY 2026-27.

Proposal

This action is to recognize revenue, and appropriate up to \$85,147 (\$176,761 for Salaries and Employee Benefits is already included in the budget) into the Monitoring and Analysis FY 2026-27 Budget, as set forth in Attachment 1.

A budget for Services and Supplies, as set forth in Attachment 1, includes funding for the NATTS program that pertains to maintenance of equipment, laboratory supplies, office expenses, and small tools, instruments, and equipment.

VOC analysis is a requirement under U.S. EPA's NATTS program. The laboratory currently maintains and operates canister cleaning systems used to remove trace-level contamination from air sampling canisters prior to use for VOC measurements. Two of these systems are no longer supported by the manufacturer and need to be replaced to ensure canisters can be cleaned to meet the NATTS requirements. This action is to authorize the Procurement Manager to issue a sole source purchase order with Entech Instruments, Inc. for an amount not to exceed \$48,000 for the purchase and installation of a canister cleaning system (see Table 1).

Sole Source Justification

Section VIII.B.3 of South Coast AQMD's Procurement Policy and Procedure identifies four major provisions under which a sole source award funded in whole or in part with federal funds, may be justified. This request for sole source purchase of a canister cleaning system is made under provision VIII.B.3.a, "The item is available only from a single source." Entech Instruments, Inc. is the manufacturer and supplier of a direct replacement for the aging canister cleaning oven. This allows staff to follow established procedures for operation and maintenance, achieve the NATTS canister background and cleaning requirements, and is an available replacement from the source vendor. Consistency and compatibility amongst supporting laboratory equipment are critical to meeting the operational needs of the agency.

Resource Impacts

U.S. EPA funding will support the continuation of the NATTS Monitoring program.

Table 1
Proposed Purchase through Sole Source Purchase Order

Description	Qty	Funding Source	Estimated Amount
Entech Canister Cleaning Oven	1	U.S EPA NATTS FY 2026-27	\$48,000
Total			\$48,000

Attachment 1: Proposed NATTS Expenditures for FY 2026-27

Attachment 1
Proposed NATTS Expenditures for FY 2026-27

Account Description	Account Number	Program Code	Estimated Expenditures*
Services & Supplies Major Object:			
Maintenance of Equipment	67600	47468	\$18,000
Laboratory Supplies	68050	47468	\$16,147
Office Expense	68100	47468	\$500
Small Tools, Instruments, Equipment	68300	47468	\$2,500
Total Services & Supplies Major Object:			\$37,147
Capital Outlays Major Object:			
Entech Canister Cleaning Oven	77000	47468	\$48,000
Total Capital Outlays Major Object:			\$48,000
Total Appropriations			\$85,147

*Expenditures may be appropriated in Services and Supplies and/or Capital Outlays Major Object, as warranted.

Note: Salaries and Employee Benefits are included in the FY 2026-27 Budget.

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 10

PROPOSAL: Issue Program Announcement for Zero-Emission Trucks and Zero-Emission Infrastructure for Year 2026 Warehouse Actions and Investments to Reduce Emissions Mitigation Program

SYNOPSIS: The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Mitigation Program was established with the adoption of Rule 2305 – Warehouse Indirect Source Rule. One of the compliance options available to warehouse operators under Rule 2305 is to pay mitigation fees. This first year of the WAIRE Mitigation Program is designed to use these fees to incentivize zero-emission Class 4 to 8 trucks, yard trucks, and electric charging or hydrogen fueling infrastructure projects that reduce emissions from warehousing activities. Up to \$73,135,300 in funding will be directed to the areas near warehouses that paid the mitigation fee, which must be spent within the same Source Receptor Area where the fees were collected. These actions are to: 1) issue a Program Announcement to solicit projects under the WAIRE Mitigation Program that reduce emissions from warehousing activities; and 2) reimburse the General Fund up to \$4,570,956 from the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) for administrative costs incurred in implementing the program.

COMMITTEE: Technology, August 21, 2026; Recommended for Approval

RECOMMENDED ACTIONS:

- 1) Issue Program Announcement #PA2027-01, providing up to \$73,135,300 from the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86), to incentivize zero-emission Class 4 to 8 vehicles and electric charging or hydrogen fueling infrastructure projects that reduce warehouse emissions for the Year 2026 Warehouse Actions and Investments to Reduce Emissions (WAIRE) Mitigation Program; and

- 2) Reimburse the General Fund up to \$4,570,956 from the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) for administrative costs incurred in implementing the program.

Wayne Natri
Executive Officer

AK:MW:IM:EK:DP:DL

Background

The WAIRE Mitigation Program was established with the adoption of Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program on May 7, 2021. The WAIRE Program is a menu-based points system that requires warehouse operators to annually earn a specified number of points by completing actions from a menu. One of the compliance options available to warehouse operators under Rule 2305 is to pay a mitigation fee in lieu of completing WAIRE Menu actions. Mitigation fees collected from warehouse operators and owners are tracked based on the Source Receptor Area (SRA) where the warehouses are located and must be directed back to the SRA and counties where the fees originated.

The approach for how funds would be used in this first phase of the WAIRE Mitigation Program was shaped through a public process. South Coast AQMD conducted stakeholder meetings, gathered input from community groups, industry representatives, and environmental organizations, and incorporated feedback to develop the initial funding priorities. Additionally, several constraints and guiding principles were established during the adoption of Rule 2305, which informed the overall structure, limitations, and design of the program, including the SRA-based collection and distribution of mitigation fees, and the focus on zero-emission technologies.

Warehouse operators have paid mitigation fees totaling \$73,135,300, which is being made available for use in the first year of the WAIRE Mitigation Program. The fees collected are held in the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) and will be used to incentivize the purchase of zero-emission trucks or the installation of zero-emission electric charging or hydrogen fueling infrastructure in communities near warehouses that paid the fee. The WAIRE Mitigation Program will fund projects that reduce emissions from warehousing activities.

Proposal

Staff recommends issuing Program Announcement (PA) #PA2027-01 to solicit ZE projects from warehouses, fleet operators, and zero-emission truck fueling or charging infrastructure serving warehouse operations for the purchase of Class 4 to 8 on-road trucks, off-road yard trucks, or installation of electric charging or hydrogen fueling infrastructure resulting in emissions reductions from warehousing activities. The projects will be evaluated for completeness and eligibility. Incentive funding will be awarded on a first-come, first-served basis per SRA. Applications will be accepted through an online portal, which will open at 12 PM on September 22, 2026, for a drafting and saving period of three weeks which will allow applicants to discuss program-related questions with staff, if needed. Please note that AQMD staff will not assist, opine, or otherwise aide any applicant with their project proposal. Application submittals will officially be accepted on a first-come, first-served basis beginning at 12 PM on October 13, 2026, with a deadline no later than 12 PM on Tuesday, December 15, 2026. Eligible projects will be presented to the Governing Board for award and final approval.

The WAIRE Mitigation Program requires that the program funds be expended on projects that will reduce emissions from warehousing activities. The WAIRE Mitigation Program also requires that if funds are not utilized, they can be held for subsequent years or used for eligible projects in adjacent SRAs in the same county.

Of the \$73,135,300 collected in the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86), an additional 6.25 percent (\$4,570,956) was collected for administrative costs incurred for implementing the WAIRE Mitigation Program. Therefore, staff also recommends reimbursing the General Fund up to \$4,570,956 to implement the WAIRE Mitigation Program.

Outreach

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the PA 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 ensure broad and cost-effective outreach throughout the South Coast Air Basin.

Outreach will ensure that all businesses have a fair and equitable opportunity to compete for project funding. Potential bidders may be notified through South Coast AQMD's electronic listing of certified vendors. Notice of the PA will also be emailed to Legislative Caucuses, various chambers of commerce, business associations, and additional community and trade organizations. To further support inclusive participation, the PA will be posted on the South Coast AQMD website (<http://www.aqmd.gov>) under "Grants & Bids."

Benefits to South Coast AQMD

The South Coast Air Basin is designated by U.S. EPA as extreme nonattainment for ozone. NO_x and VOCs are ozone precursors, and reducing NO_x emissions is critical to controlling ozone formation in the Basin. As identified in South Coast AQMD's 2022 AQMP, mobile sources are the most significant contributor to regional NO_x emissions. Incentives directed towards the implementation of zero-emission technologies, including the replacement of diesel-powered equipment, help advance both the State's and South Coast AQMD's air quality goals by reducing ozone-forming emissions and accelerating progress toward attainment. The region also faces challenges meeting the PM_{2.5} National Ambient Air Quality Standards, with diesel particulate matter (a known carcinogen) contributing substantially to localized health risks. The vehicles and infrastructure funded under this PA will operate for a minimum of three years, providing long-term reductions in NO_x and PM emissions, including diesel PM, further supporting attainment and public health objectives.

Resource Impacts

Up to \$73,135,300 from the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) will be used to incentivize the implementation of zero-emission technologies. In addition, a separate administrative allocation of up to \$4,570,956 (representing the additional 6.25 percent collected on top of the mitigation fees) may be used to reimburse the General Fund for program administration. Funds that are not encumbered (under contract) or liquidated (spent) under this Program Announcement will be returned to the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86).

Attachments

Year 2026 WAIRE Mitigation Program Announcement #PA2027-01



**Year 2026
WAIRE Mitigation Program
PROGRAM ANNOUNCEMENT**

**SOUTH COAST AQMD PROGRAM ANNOUNCEMENT
PA2027-01**

INTRODUCTION

The South Coast Air Quality Management District (South Coast AQMD) is pleased to announce the availability of funds from the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Mitigation Program. In order to comply with Rule 2305 – Warehouse Indirect Source Rule –WAIRE Program that was adopted on May 7, 2021, some warehouse facilities chose to pay mitigation fees in lieu of completing WAIRE Menu actions. These mitigation fees are held in the South Coast AQMD Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) and will be made available on an annual basis to incentivize projects related to reducing NOx and Diesel PM emissions from warehousing activity.¹ For this Program Announcement (PA), up to \$73,135,300 is available.

At the time of adoption of the WAIRE Program, the Governing Board provided guidance for key areas to govern the Mitigation Program.² These include requirements for how funding is advertised and approved, labor and other considerations for infrastructure, geographic constraints, and whether WAIRE Mitigation Program funding can be stacked with other incentive programs. This PA provides details on how these parameters will be implemented, as well as other key design elements for this first year of South Coast AQMD's WAIRE Mitigation Program. The purpose of this PA is to solicit project applications for the Year 2026 WAIRE Mitigation Program and identify the equipment categories, project options, and eligibility criteria to qualify for grant funding under the program's first year.

SECTION I – PA OVERVIEW & ELIGIBILITY REQUIREMENTS

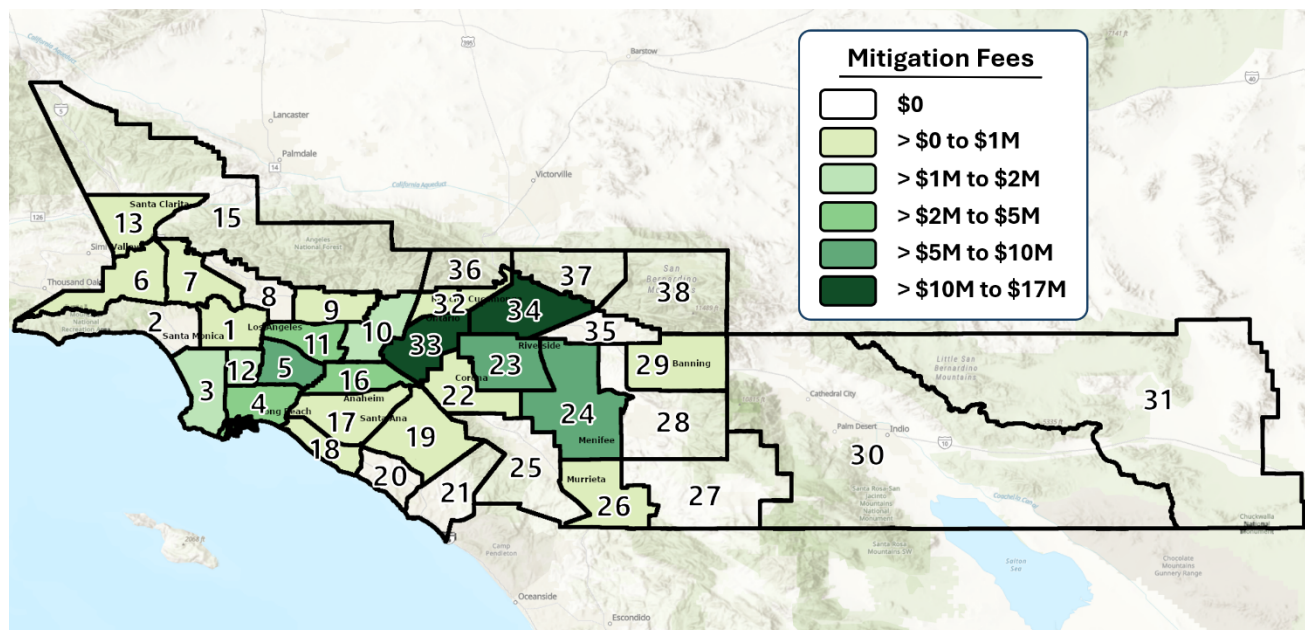
The WAIRE Mitigation Program provides incentive funds for qualifying projects on a first-come, first-served basis to warehouse operators, fleet operators, or zero-emission (ZE) truck fueling and charging infrastructure operators serving warehouses in the South Coast AQMD jurisdiction. Applications will be reviewed in the order received, and incentive funds will be awarded to applicants that submit complete applications and meet all applicable program eligibility, documentation, and funding requirements, subject to funding availability. Once all available funds have been reserved, additional eligible applications will be placed on a waitlist on a first-come, first-served basis. Qualifying projects that are awarded WAIRE Mitigation Program funding must achieve or facilitate emission reductions around warehousing activities in the same area and county where fees are collected. Mitigation fees collected from warehouse operators and owners are set aside and allocated

¹ NOx = nitrogen oxides, Diesel PM or DPM = diesel particulate matter. Both of these pollutants are emitted from combustion of fossil fuels, such as from diesel-fueled trucks.

² See discussion in Board Resolution here: <https://www.aqmd.gov/docs/default-source/agendas/governing-board/2021/2021-may7-027.pdf> (starting on pg. 21 of the pdf)

for use within the Source Receptor Area^{3,4} (SRA) geographic boundaries that the warehouses are located in. Mitigation fees collected within a given SRA are available for eligible projects located within that same SRA that support emission reductions associated with warehouse activities. However, if no eligible projects are found within an SRA with available funding, these funds can be used in an adjacent SRA in the same county. If funds are not fully spent, the remaining funding will be banked and made available in a subsequent funding year for that SRA. See Figure 1 of SRAs with mitigation fees collected and Table 1 with amount of mitigation funding by SRA below. Specific geographic requirements are described in the Geographical Requirements subsection below.

Figure 1: Map of SRAs and Mitigation Fees



Mitigation Fees Collected as of April 20, 2026; subject to change based on auditing and adjusting (Interactive SRA map only: <https://data-scaqmd-online.opendata.arcgis.com/maps/814d6e7a791044dabcb3d0d4b8af4df9/explore>).

³ SRA map: <https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf>

⁴ SRA ArcGIS Map: <https://data-scaqmd-online.opendata.arcgis.com/maps/814d6e7a791044dabcb3d0d4b8af4df9/explore>. Users can enter street address on this website to determine which SRA the address is located in by clicking on the magnifying glass in the top right corner.

Table 1: Funds Available by SRA

SRA No.	SRA Name	Mitigation Funding
Los Angeles County		
1	Central Los Angeles County	\$681,900
2	Northwest Coastal Los Angeles Co.	\$0
3	Southwest Los Angeles County Co.	\$1,460,300
4	South Coastal Los Angeles Co.	\$4,254,900
5	Southeast Los Angeles Co.	\$7,219,400
6	West San Fernando Valley	\$585,700
7	East San Fernando Valley	\$158,800
8	West San Gabriel Valley	\$0
9	East San Gabriel Valley	\$743,100
10	Pomona/Walnut Valley	\$1,545,500
11	South San Gabriel Valley	\$2,389,700
12	South Central Los Angeles Co.	\$1,467,800
13	Santa Clarita Valley	\$132,400
15	San Gabriel Mountains	\$0
Orange County		
16	North Orange County	\$2,581,300
17	Central Orange County	\$887,800
18	North Coastal Orange County	\$19,200
19	Saddleback Valley	\$168,700
20	Central Coastal Orange County	\$0
21	Capistrano Valley	\$0
Riverside County		
22	Corona/Norco Area	\$837,200
23	Metropolitan Riverside County	\$7,788,900
24	Perris Valley	\$6,870,600
25	Lake Elsinore Area	\$0
26	Temecula Valley	\$112,700
27	Anza Area	\$0
28	Hemet/San Jacinto Valley	\$0
29	Banning/San Gorgonio Pass	\$506,400
30	Coachella Valley	\$0
31	East Riverside County	\$0
San Bernardino County		
32	Northwest San Bernardino Valley	\$25,700
33	Southwest San Bernardino Valley	\$16,036,700
34	Central San Bernardino Valley	\$16,660,600
35	East San Bernardino Valley	\$0
36	West San Bernardino Mountains	\$0
37	Central San Bernardino Mountains	\$0
38	East San Bernardino Mountains	\$0
	Total:	\$73,135,300

As of April 20, 2026; subject to change based on auditing and adjustments.

All submitted applications will be evaluated for completeness and eligibility. Each truck or

infrastructure project is restricted to requesting funds from a single funding SRA per submission. To be eligible for funding, all projects must comply with all applicable federal, state, and local laws, ordinances, codes and regulations and orders to public authorities in the performance of their agreement. Projects located at a warehouse must also be in compliance with South Coast AQMD rules, including Rule 2305. Future years of the WAIRE Mitigation Program may be crafted differently and applications at that time would need to be consistent with the PA made available for that funding round.

ELIGIBLE PROJECT TYPES AND COSTS

The following ZE project categories and types are eligible for WAIRE Mitigation Program funding:

- ZE Class 4-8 On-Road Trucks Category
- ZE Off-Road Yard Trucks Category
- ZE Infrastructure Category
 - Electric Charging Station
 - Hydrogen Fueling Station

Funding for this PA will go towards the purchase of new ZE Class 4 and above (Gross Vehicle Weight Rating [GVWR] 14,001 pounds or greater) on-road trucks and off-road yard trucks, as well as the new installation of ZE charging or fueling station infrastructure. Funding may also be used for decommissioning existing non-ZE fueling infrastructure and conversion to ZE charging or fueling infrastructure, or expansion to ZE charging and fueling infrastructure equipment for Class 4 and above trucks and yard trucks that serve warehouses.

Please note: Equipment purchases and infrastructure installation using WAIRE Mitigation Program funding are ineligible for WAIRE acquisition points, however, subsequent usage of trucks or equipment may earn WAIRE points.

Applicants may utilize, and are encouraged to make use of, incentive funding from other programs (as allowed by those programs), such as the Carl Moyer Memorial Air Quality Standards Attainment Program, Prop 1B, INVEST CLEAN, Volkswagen Mitigation Trust, Clean Truck and Bus Voucher Incentive Project, California Off-Road Equipment Voucher Incentive Project, etc., provided that the applicant verifies that stacking is permitted by the other incentive programs. If WAIRE funds are stacked with funding from another program, requirements from both programs will need to be adhered to. The sum of all grants and other incentive funds, and any funds from this program applied toward the project shall not exceed 85 percent of the total eligible project cost (including taxes and government fees; excluding government tariffs specified in the price of final products). Any tax obligation associated with receiving an award is the responsibility of the Applicant.

In the preparation of this PA, the words “Applicant” and “Recipient” are used interchangeably. South Coast AQMD staff will evaluate all qualified applications and make recommendations to the Governing Board for final selection of projects to be funded.

APPLICANT ELIGIBILITY

Eligible truck purchase applicants are existing warehouse operators, fleet operators, and ZE truck fueling and charging infrastructure operators (excluding dealerships) that serve warehouses. All

trucks must be acquired through purchase; leases are not eligible for funding. Applicants must retain ownership of the purchased trucks for the full project life which includes purchase, delivery and three-year operation. Applicants are solely responsible for meeting the program requirements.

Eligible infrastructure applicants are existing warehouse owners or operators, fleet operators, and ZE truck fueling or charging infrastructure operators with ZE Class 4 and above trucks (including yard trucks) that serve warehouses using, or planning to use, electric charging or hydrogen fueling infrastructure. Applicants must also demonstrate land ownership on which the project will be located, or control it through a long-term lease, easement, or other legal arrangement, for the entire project duration, including construction and the subsequent three-year operation requirement that follows. Only warehouse facilities that are operational or those that have begun construction (e.g. have an approved building permit) prior to release of this PA, are eligible for infrastructure funding. New facilities under development at the time of application that have not begun construction are not eligible.

The applicant attests that they are the responsible party and will remain so from planning through the end of the operation requirement included in the final contract (e.g., three years).

GEOGRAPHICAL REQUIREMENTS

All funded projects must maintain a geographic connection to the SRA from which funds are sourced for at least three years, beginning when the unit is placed into service. This means that:

- Funded ZE on-road trucks must be domiciled within or make at least 100 trips per year to warehouses within the boundaries of that SRA.
- Funded ZE yard trucks must be domiciled at a warehouse facility within the boundaries of that SRA.
- Funded infrastructure projects must be located within the boundaries of that SRA.

PROGRAM TIMELINE

Release Solicitation	Friday, September 4, 2026
Applications Open for Drafting	No earlier than 12pm PST on Tuesday, September 22, 2026
Applications Open for Submission	No earlier than 12pm PST on Tuesday, October 13, 2026
All Applications Due	12pm PST on Tuesday, December 15, 2026
Evaluation	Ongoing as applications are submitted
Contract Execution	Once all required documentation is provided and award is approved by South Coast AQMD Governing Board

ALL APPLICATIONS MUST BE RECEIVED VIA SOUTH COAST AQMD'S ONLINE GRANT MANAGEMENT SYSTEM NO LATER THAN TUESDAY, DECEMBER 15, 2026 AT 12PM PST

Access to South Coast AQMD's WAIRE Mitigation Program Online Grant Management System (GMS) is provided at: <http://gms.aqmd.gov/>

SECTION II – AVAILABLE FUNDING AND SPECIFIC PROJECT REQUIREMENTS

Each truck or infrastructure project is restricted to requesting funds from a single funding SRA. The sum of all grants and other incentive funds, and any funds from this program applied toward the project shall not exceed 85 percent of the total eligible project cost (including taxes and government fees; excluding government tariffs specified in the price of final products). Once the equipment is operational, it may subsequently be used to earn WAIRE points. Additional requirements applicable to all projects funded in this program are described below.

ON-ROAD TRUCKS AND YARD TRUCKS

ZE trucks include both battery-electric vehicles (BEV) and hydrogen fuel cell vehicles (HFCV). The key requirements for the purchase of new ZE Class 4 to 8 on-road trucks and off-road yard trucks are:

- Funded trucks must maintain geographic connection to the funding SRA as outlined in the Geographical Requirements in Section I.
- No scrapping required, unless it is required for an incentive program that is used to stack with this program.
- Applicants must retain ownership of all trucks purchased with program funds for the full project life.
- Applicants may not lease, rent, or contract out trucks funded through this program during the three-year operation requirement.
- Funded trucks must be placed into service as soon as possible and no later than 18 months after agreement execution unless otherwise approved by the Project Administrator. Once in service, the trucks must then operate for at least three years.
- Applicants must provide the CARB Executive Order for on-road trucks and yard trucks.
- For funded on-road trucks (excluding yard trucks) that are not domiciled according to Geographical Requirements in Section I, recipient must provide proof (e.g., delivery contracts), at invoicing, that the truck will complete at least 100 annual trips to warehouses in that area.

Table 2: On-Road Trucks and Yard Trucks Funding Limits

ZE Truck Type	Funding Limits per Truck from WAIRE Mitigation Program*
ZE On-Road Trucks (including Yard Trucks)	- o Class 4-5 - \$60,000 - o Class 6-7 - \$85,000 - o Class 8 (BEV) - \$120,000 - o Class 8 (HFCV) - \$240,000
ZE Off-Road Yard Trucks	o \$120,000

*Total incentives from all funding sources cannot exceed 85 percent of truck cost (including taxes and government fees; excluding government tariffs specified in the price of final products).

Total eligible project costs for trucks include equipment purchases and any associated taxes and government fees, but do not include government tariffs specified in the price of final products. Awarded funds shall only be used to offset the capital cost of the equipment and/or shall reduce the principal owed to purchase the equipment. For purposes of this program, equipment purchase costs for the truck include the chassis but exclude any add-on components (e.g., reefer units, bucket attachments, hydraulic lifts).

INFRASTRUCTURE

Infrastructure projects that enable the deployment of ZE technologies to support South Coast AQMD air quality goals related to warehousing activities are eligible for WAIRE Mitigation Program funding. Specifically, projects in this category involve the installation, decommissioning of existing non-ZE fueling infrastructure (excluding testing for, or remediation of subsurface contamination) and conversion to, or expansion of hydrogen fueling or electric charging infrastructure that will be used to fuel or power ZE Class 4 and above (GVWR 14,001 lbs or greater) vehicles and yard trucks. Infrastructure projects designed to exclusively fuel or charge light-duty vehicles (GVWR 14,000 lbs or less) are not eligible for WAIRE Mitigation Program funding.

Below are electric charging or hydrogen fueling infrastructure projects requirements:

- Infrastructure must be located within the boundaries of the funding SRA.
- Applicants must ensure funded infrastructure projects maintain continuous operation for the full three-year project life.
- Infrastructure must fuel or power ZE Class 4 and above vehicles that serve warehouses.
- Funded electric charging or hydrogen fueling infrastructure must be publicly accessible or operate as a shared station. If the project funding is stacked with another program that requires public access, then the program with the highest level of public accessibility will apply. If WAIRE funds are stacked with funding from another program, requirements from both programs will need to be adhered to. Refer to the Definitions section for full descriptions.
 - If charging or fueling equipment will be used exclusively for off-road yard trucks, the equipment does not have to be made publicly accessible.
- Projects involving construction work must use a skilled and trained workforce. Refer to the Infrastructure Project Requirements in Section V below for additional details.
- For electric vehicle charging stations, each incentivized connector must be at least a Direct Current Fast Charging or Megawatt Charging System port capable of delivering a minimum continuous power output of 24 kW or higher.
- Funded infrastructure equipment must be in service and operating as soon as possible, but not later than 36 months from agreement execution, unless otherwise approved by the Project Administrator.

Table 3: Infrastructure Funding Limits

Project Category	Maximum per Station from WAIRE Mitigation Program*
Electric Charging Station Equipment and Infrastructure	\$300/kW output
Hydrogen Fueling Station and Infrastructure	\$8,000/kg/day capacity

*Total incentives from all funding sources cannot exceed 85 percent of equipment cost (including taxes and government fees; excluding government tariffs).

WAIRE Mitigation Program can fund up to 85 percent of eligible costs (including taxes and government fees; excluding government tariffs), considering all stacked incentives. Eligible equipment costs include the purchase of equipment and any associated taxes or government fees, but do not include government tariffs. Additional eligible direct project costs may include installation labor, engineering, design, site preparation, decommissioning of existing non-ZE fueling

infrastructure (excluding testing for, or remediation of subsurface contamination), and construction. General administrative activities, such as accounting, project management, staff training, and normal day-to-day operational costs unassociated with the project, are not considered eligible costs. Of the total WAIRE Mitigation Program award, at least 50 percent of the funds must be applied to eligible equipment costs.

Applicants must demonstrate that they either own the land on which the project will be located, or control it through a long-term lease, easement or other legal arrangement, for the duration of the project life.

The applicant must provide proof (i.e., letter of commitment from the fleet operator etc.) of a commitment to utilize the infrastructure when it is commissioned and operational. For infrastructure expansion projects, documentation of increased throughput at the station is required to ensure the expansion is proportional with projected fueling demand. Additionally, the applicant must provide a formal commitment letter or other written documentation from the applicable utility provider confirming the ability to supply sufficient electrical service to support the proposed project.

All infrastructure projects funded need to be registered with the Department of Industrial Relations (DIR) and must comply with DIR requirements on labor practices which cover a broad prevailing wage. Applicants awarded an agreement must comply with applicable provisions of Labor Code Sections 1720-1861.

SECTION III – APPLICATION SUBMITTAL REQUIREMENTS

Applicants must apply for WAIRE Mitigation Program funding using the South Coast AQMD's WAIRE Mitigation Program's Online Grant Management System (GMS) which will be available starting 12 pm on Tuesday, September 22, 2026 at: <http://gms.aqmd.gov>. Applications may be started and saved at that time; however, the system will not accept submissions before 12 pm on Tuesday, October 13, 2026. The 3-week period will allow applicants to discuss program-related questions with staff. Please note that South Coast AQMD staff will not assist, opine, or otherwise aide any applicant with their project proposal. The application period will remain open until 12 pm on December 15, 2026. If funds are exhausted per funding SRA, then a waitlist will be generated for potential applicants.

Applications must be submitted through the WAIRE Mitigation Program GMS by 12 pm on December 15, 2026. The GMS will not allow applications to be submitted after the due date and time. In addition, all Business Information Forms including Conflict of Interest and Project Cost information, must also be submitted with the application. It is the responsibility of the Applicant to ensure that all information submitted is accurate and complete. **Paper applications will not be accepted.**

Multiple applications submitted by the same applicant within a one-hour period will be counted as received at the same time, with the earliest submission serving as the official timestamp for all applications submitted within that window.

First-time users must register as new users to access the system. Applicants will receive a confirmation email after all required documents have been successfully submitted. Staff may be

contacted if additional assistance is needed.

Third parties assisting with completing applications may create their own account on the WAIRE Mitigation Program GMS that can be linked through the primary user account.

South Coast AQMD staff will evaluate all submitted applications as they are received until the application deadline or until all funds are expended, whichever occurs first. Funding determination will be done on a project-by-project basis.

In accordance with South Coast AQMD's Procurement Policy and Procedure, a public notice advertising the PA 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 ensure broad and cost-effective outreach throughout the South Coast Air Basin.

Consistent with South Coast AQMD's Policy, outreach will ensure that all businesses have a fair and equitable opportunity to compete for project funding. Potential bidders may be notified through South Coast AQMD's electronic listing of certified vendors. Notice of the PA will also be emailed to Legislative Caucuses, various chambers of commerce, business associations, and additional community and trade organizations. To further support inclusive participation, the PA will be posted on the South Coast AQMD website (<http://www.aqmd.gov>) under "Grants & Bids."

A complete online application must be submitted to South Coast AQMD by no later than the application deadline to be considered for Program funding. It is the applicant's responsibility to ensure the application contains all the required information at the time of submittal to the South Coast AQMD. The South Coast AQMD is not required to contact the applicant to obtain the required information that is missing from the application but reserves the right to contact the applicant to clarify any information related to the submitted application. It will be the Applicant's responsibility to submit the missing or incomplete information within the time specified by the South Coast AQMD staff. Only complete applications can move forward in the evaluation process.

PROJECT COST

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by attaching vendor quotes to the application. The vendor quotes must be dated within 90 days of the application submittal date. Applicants need to inform vendors of the time frame of the award process so that they can estimate prices based on the future/projected order/purchase date.

Purchase orders or other purchase commitments shall not be placed until after the date of award approval by the South Coast AQMD Governing Board. Purchase orders may be placed after South Coast AQMD Governing Board approval and in advance of a fully executed agreement, but these orders/commitments are placed at the Applicant's own risk.

The WAIRE Mitigation Program will fund only a percentage of the cost of the ZE technology based on the type of project. No administrative or operational costs will be funded. For on-road ZE trucks, the ZE technology must be certified, verified or approved by CARB.

All project costs must be clearly indicated in the application. In addition, Applicants must disclose all sources of co-funding, including the name of the funding source and amount of funding in the application.

APPLICATION SUBMISSION

All online applications must be submitted according to specifications set forth herein. Failure to adhere to these specifications may be cause for rejection of the application without evaluation. Incentive funds will be granted to applicants that meet all criteria of the program and will be selected on a first-come, first-served basis. South Coast AQMD staff will evaluate all eligible online applications in respective SRAs accordingly.

Grounds for Rejection: An application may be immediately rejected if:

- The application is incomplete.
- It does not include correct documentation and other forms required.
- It is not signed by an individual authorized to represent the firm.

Below is a list of all application forms and attachments for the WAIRE Mitigation Program:

- Applicant information
- Category application
- Business Information Forms:
 - o Attachment 1 – Business Information Request
 - o Attachment 2 – Campaign Contribution Disclosure
 - o Attachment 3 – Business Status Certification
 - o Attachment 4 – W-9 – Requested for Taxpayer Identification Number and Certification
 - o Attachment 5 – Direct Deposit Form
 - o Attachment 6 – Form 590 Withholding Exemption Certification
 - o Attachment 7 – Certificate Regarding Debarment, Suspension, and Other Responsibility Matters
 - o Attachment 8 – Labor Form

Note: Each Attachment (1-8) should be completed and submitted with each set of projects. If your application is approved, an updated Campaign Contribution Disclosure may be requested by the Project Officer at a later date.

Business Information Forms: All business information forms **must** be completed and submitted with the online application. These business forms will also be available on the WAIRE Mitigation Program GMS. South Coast AQMD “Business Information Forms” requiring signatures must be scanned and uploaded to the electronic application in PDF format.

Project Specific Supplemental Documentation: For truck projects, applicants must submit supplemental documentation proving activity within the funding SRA. Such documentation includes current delivery or related contracts and an attestation of annual estimated truck trips and warehouse stops.

Infrastructure projects require supplemental documentation demonstrating project site control (e.g., proof of land ownership, long-term lease or an easement valid for the duration of the project life,

CEQA Notice of Determination) and a formal commitment from applicable utility provider to supply sufficient power capacity at the site to support the proposed infrastructure. An attestation of estimated number of trucks or equipment expected to utilize the electric charging or hydrogen fueling stations is required.

Disposition of Applications: South Coast AQMD reserves the right to reject any or all applications. All responses become the property of South Coast AQMD. A copy of each application not selected for funding shall be retained for one year.

SECTION IV – WORK STATEMENT/SCHEDULE OF DELIVERABLES

As part of the application, Applicants must sign and agree to the terms and conditions of the requirements for submittal of additional project information to finalize an agreement and that all trucks shall be in operation within 18 months of agreement execution and all infrastructure equipment shall be in operation within 36 months of agreement execution, unless otherwise approved by the Project Administrator.

SCOPE OF WORK

The scope of work will describe tasks and deliverables that demonstrate compliance with the requirements of the South Coast AQMD. The project Applicant is responsible for developing any plans to carry out the project and ordering equipment that complies with the program criteria and guideline requirements.

At a minimum, any agreement for funding the proposed project must meet the following criteria:

- Commit that project equipment operate and are in service for the full project life and meet the criteria laid out in this PA, including requirements of the Geographical Requirements subsection in Section I.
- Provide appropriate recordkeeping during the three-year project life including submission of annual reports as detailed in the Annual Reporting Requirements section below.
- Ensure that the project complies with all applicable state, federal, and local rules and regulations.
- If requested, Recipient must provide a financial statement and bank reference, or other evidence of financial ability to fulfill agreement requirements.
- If requested, Recipient must make all equipment and records, including GPS logs, available to South Coast AQMD for audit and inspections.

INSPECTIONS AND PAYMENT TERMS

Upon delivery of new trucks or completion of specified infrastructure milestones, the applicant must notify South Coast AQMD staff so an inspection may be performed. For infrastructure projects, milestone inspections may occur before equipment is installed. During inspections, South Coast AQMD inspectors will verify the applicable project elements and confirm progress toward meeting program requirements. Inspections can occur virtually or in person at the discretion of South Coast AQMD.

For all projects, payment will be made upon the submittal of a complete and valid invoice along with invoice supporting documents, if applicable, for the reimbursement of costs paid by the Recipient for the new truck/equipment, and verification that the truck/equipment meets the program requirements and was placed into regular operating service. The Recipient will be required to report all funding sources prior to invoice payment.

ANNUAL REPORTING REQUIREMENTS

The agreement will describe how the project will be monitored and what type of information must be submitted as part of the reporting requirements. Funded trucks and equipment must meet the Geographical Requirements section outlined in Section I. At a minimum, South Coast AQMD requires receipt of an annual report for each year during the three-year project life which provides:

- ZE Truck Purchases:
 - On-Road Trucks Only:
 - Photo of VIN
 - California issued DMV registration documentation
 - Yard Trucks Only:
 - Annual hours of operation
 - Self-certification of compliance with labor laws
 - Insurance certificate(s)
 - Annual usage records of odometer, hour meter, or power/fuel consumption readings
 - Self-certification of where the truck or equipment was operated, total miles traveled, number of visits per year to warehouses in SRA
 - Operational and maintenance issues encountered and how they were resolved, if they impacted required performance metrics
 - GPS logs and/or telematics data to verify compliance, if requested by South Coast AQMD
- Infrastructure Projects:
 - Annual output/energy usage during the reporting period
 - Documentation regarding any problems/issues of any unscheduled downtime that occurred during the reporting period, the cause of the downtime, and the resolution of the issue
 - Sufficient proof of property insurance
 - Records of the energy meter to support the reported annual usage
 - Applicable documentation demonstrating compliance with Infrastructure Project Requirements in Section V below

South Coast AQMD reserves the right to verify the information provided.

SECTION V – LEGAL UPDATES AND DEFINITIONS

CONFLICT OF INTEREST

Applicants must address any potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the South Coast AQMD. The South Coast AQMD reserves the right to consider the nature and extent of potential conflicts of interest in evaluating the application.

Conflicts of interest will be screened on a case-by-case basis by the South Coast AQMD General Counsel's Office. Conflict of interest provisions of the state law, including the Political Reform Act, may apply to work performed pursuant to this agreement. An example of a conflict of interest may occur when a consultant applying on behalf of an applicant for funding under the WAIRE Mitigation Program is also contracted with South Coast AQMD.

COMPLIANCE WITH APPLICABLE LAWS

Applicants must comply with all air quality regulations. If the application is eligible for funding, all vehicles and/or equipment to be purchased, or installed must be compliant with all applicable federal, state, and local air quality rules and regulations, and will maintain compliance for the full Agreement term. As part of this requirement, applicants subject to South Coast AQMD Rule 2305 – Warehouse Actions and Investments to Reduce Emissions must have submitted all required reports for that rule and not have any unresolved Notices of Violation for Rule 2305 or any other South Coast AQMD rule. Additionally, if awarded, the Recipient will be required to notify South Coast AQMD in writing if they have been found by a court or other agency to have violated any air quality rules or regulations.

COMPLIANCE WITH LABOR LAWS

If an application is deemed eligible, the applicant will be required to provide any labor violations that have occurred within the last three years to be further considered for an award. If awarded, the Recipient will be required to notify South Coast AQMD in writing if they have been found by a court or federal or state agency to have violated labor laws. As part of their annual report, the Recipient will complete a yearly certification in which they will either state that they have not been found by a court or federal or state agency to have violated labor laws or, if such violations have been found, the Recipient will give South Coast AQMD details about those violations in the certification. If the Recipient has previously provided that information to the South Coast AQMD, they will be required to reattach that previous notification to the certification and provide any additional details about those violations that have not previously been provided. The Recipient's yearly certification will be due at the same time as the annual progress reports. South Coast AQMD reserves the right to terminate the agreement with a Recipient that has been found to have violated labor laws, and the Recipient may be required to return any and all contract funds, as determined by South Coast AQMD. The Recipient will also ensure that these requirements are included in all subcontracts.

STATEMENT OF COMPLIANCE

Government Code Section 12990 and California Administrative Code, Title II, Division 4, Chapter 5, require employers to agree not to unlawfully discriminate against any employee or applicant because of race, religion, color, national origin, ancestry, physical handicap, medical condition, marital status, sex, or age. A statement of compliance with this clause is included in all South Coast AQMD agreements.

INFRASTRUCTURE PROJECT REQUIREMENTS

Recipients of WAIRE Mitigation Program incentives that involve construction work must use a skilled and trained workforce as defined in CA Public Contract Code section 2601 to perform such work. Additionally, installation of electric vehicle infrastructure shall be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board. At

any given time, at least one electrician on each crew must hold an Electric Vehicle Infrastructure Training Program (EVITP) certification. If an electric vehicle infrastructure project involves installing a charging port supplying 25 kW or more, at any given time, require that at least 25 percent of the total electricians hold EVITP certification, consistent with CA Public Utilities Code section 740.20. For more information please visit: <https://evitp.org/>.

DEFINITIONS

CARB Certified

Vehicle or engine that has been certified and issued an Executive Order by CARB. Executive orders are available on CARB's website here:

<https://ww2.arb.ca.gov/executive-orders-certifications-verifications>

Funding Source Receptor Area (Funding SRA)

The Source Receptor Area associated with the warehouse location where mitigation fees were generated and from which eligible projects may receive funding.

Gross Vehicle Weight Rating (GVWR)

The maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

Class 4: 14,001-16,000 lb.

Class 5: 16,001-19,500 lb.

Class 6: 19,501-26,000 lb.

Class 7: 26,001-33,000 lb.

Class 8: > 33,000 lb.

New Vehicle

A vehicle constructed entirely from new parts that has never been the subject of a retail sale, or registered with the Department of Motor Vehicles, or registered with the appropriate agency or authority of any other state, District of Columbia, territory or possession of the United States, or foreign state, province, or country.

Project Life

Project life is the period of the agreement term during which the new truck/equipment is operated, and the recipient must report annual usage.

Publicly Accessible

Available to any ZE commercial fleet with Class 4 and above vehicles with no physical access restrictions during regular business hours.

Shared Station

An EV charging or hydrogen fueling station that is open to authorized commercial motor vehicle operators from more than one company (the station cannot be limited to one company's sole use).

South Coast AQMD Jurisdiction

The South Coast AQMD is the air pollution control agency for all of Orange County and the urban

portions of Los Angeles, Riverside and San Bernardino counties. Within Riverside County, the South Coast AQMD also has jurisdiction over the Salton Sea Air Basin and a portion of the Mojave Desert Air Basin. Visit <http://www.aqmd.gov/nav/about/jurisdiction> for more information.

Source Receptor Area (SRA)

Within the South Coast AQMD Jurisdiction, there are 37 Source Receptor Areas (SRAs) for the purposes of air quality monitoring and forecasting. SRAs are specific geographic regions used to understand and manage air quality. The South Coast AQMD uses this framework to assess air quality, forecast pollution levels, and determine the potential impact of projects on localized air quality. In the context of the WAIRE Mitigation Program and WAIRE Program, SRAs are also used to track mitigation fee payments and expenditures. See the following link for a SRA map that allows addresses to be plotted. (<https://data-scaqmd-online.opendata.arcgis.com/maps/814d6e7a791044dabcb3d0d4b8af4df9/explore>)

Warehousing Activities

Operations at a warehouse related to the storage and distribution of goods, including but not limited to the storage, labeling, sorting, consolidation and deconsolidation of products into different size packages. Supporting office administration, maintenance, manufacturing areas, or retail sales areas open to the general public, within the same warehouse building, that are physically separate from the warehouse area, are not considered warehousing activities.

Yard Truck

An on-road or off-road mobile utility vehicle used to carry cargo containers with or without chassis; also known as a utility tractor rig, yard tractor, yard goat, yard hostler, yard hustler, or prime mover.

Zero-Emission Vehicle

An on-road or off-road vehicle with a drivetrain that produces zero exhaust emissions of any criteria pollutant (or precursor pollutant) under any possible operational modes or conditions.

SECTION VI – WAIRE Mitigation Program Contact Information

For general information or questions about this solicitation, please email: waire-incentives@aqmd.gov or visit <https://www.aqmd.gov/home/programs/business/waire-mitigation-program/>.

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BOARD MEETING DATE: September 4, 2026

AGENDA NO. 11

REPORT: Execute Contract for Three-Year Service Agreement for South Coast AQMD Access to Online Legal Research Libraries.

SYNOPSIS: The current service agreement with Thomson Reuters-West to provide South Coast AQMD with online legal research and print libraries expired on June 30, 2026, with access granted through September 11, 2026 on a holdover basis. This action is to execute a sole source contract for a new contract for a three-year agreement with Thomson Reuters-West in an amount not to exceed \$103,788 in FY 2026-27; \$110,016 in FY 2027-28; and \$116,617 in FY 2028-29, for a total amount of \$330,421 for a three-year period. Each annual service agreement for the previous three-year term was within the Executive Officer's signing authority.

COMMITTEE: Administrative, August 14, 2026, Recommended for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to enter into a three-year agreement with Thomson Reuters-West to provide access to online legal research libraries and print publications in an amount not to exceed \$103,788 in FY 2026-27; \$110,016 in FY 2027-28; and \$116,617 in FY 2028-29, for a total amount of \$330,421 for a three-year period.

Wayne Nastri
Executive Officer

BTG:lal

Background

Legal staff currently has a contract with Thomson Reuters-West for print publications and electronic legal databases such as Westlaw in its course of work on South Coast AQMD's behalf. Thomson Reuter-West also provides access to a continuing legal education component, making it easier and cost-effective for South Coast AQMD

attorneys to achieve compliance with minimum continuing legal education requirements.

The contract to access these services expired on June 30, 2026, with access granted through September 11, 2026 on a holdover basis. Each annual service agreement for the previous three-year term was within the Executive Officer's signing authority, but with a small increase in contract cost, Board approval is now required. These services are crucial to the work performed by Legal, and Thomson Reuters-West is offering a substantially discounted rate for these services in a new contract. The new contract will also provide access to knowledge management software to enhance searches of work product and deliver on-point information, which will help maximize productivity.

Proposal

Staff is proposing a three-year contract with Thomson Reuters-West. The three-year contract will be funded beginning in the current fiscal year and continue through June 30, 2029. Funding is available for Fiscal Year 2026-27. Subsequent funding will be requested in the budget process for Fiscal Years 2027-28 and 2028-29. The three-year contract price shall not exceed \$330,421.

Sole Source Justification

South Coast AQMD Procurement Policy, Section VIII(B)(2), provides for a waiver of formal bid processes under certain circumstances based upon documentation justifying a sole source award. The award to Thomson Reuters-West is justified pursuant to Procurement Policy Sections VIII(B)(2)(d): other circumstances exist which in the determination of the Executive Officer require such a waiver in the best interests of the South Coast AQMD; and VIII(B)(2)(c)(2): the project involves the use of proprietary technology. A sole source contract is necessary since South Coast AQMD is securing these services at a substantially discounted rate than in the open market and the services involve the use of proprietary technology.

Resource Impacts

Sufficient funds will be available in Legal's FY 2026-27 Budget, Subscription Services Account, and subsequent funding for FY 2027-28 and FY 2028-29 to support this contract will be requested in future budgets.

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 12

PROPOSAL: Amend Contract to Provide Short- and Long-Term Systems Development, Maintenance and Support Services

SYNOPSIS: South Coast AQMD currently maintains contracts with several companies for short- and long-term systems development, maintenance, and support services. These contracts are periodically amended as additional needs are identified. This action would amend a previously Board-approved contract with Varsun eTechnologies to add funding for necessary development and maintenance work, in an amount not to exceed \$896,484. Funding is available in Information Management's FY 2026–27 Budget.

COMMITTEE: Administrative, August 14, 2026; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute an amendment to the contract with Varsun eTechnologies (Contract No. C24294) for systems development, maintenance, and support services, in an amount not to exceed \$896,484.

Wayne Nastri
Executive Officer

RMM:XC:ig

Background

In May 2024, the Board approved level-of-effort contracts with four vendors for systems development, maintenance, and support services. A task order contract for a term of one year was used, with the option to extend the term for two (2) one-year periods. Due to the indefinite nature of the work, the final contract amount cannot be determined at the time. As is the case with this action, funding for each contract will be added upon approval of a task order.

When the Board approved these contracts, staff noted that, due to the indefinite nature of the work, the final contract amounts could not be determined at the time of execution,

and that funding would be added by amendment as specific development needs were identified and task orders approved. Consistent with that approach, additional systems development and maintenance efforts have now been identified for FY 2026–27, and this request seeks to encumber funds for these budgeted activities. Project details are provided in the Attachment. First, development of a grant management system for the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Mitigation Program is needed to receive, process, and administer funding applications; funding for this system was approved by the Board on May 1, 2026. Second, maintenance and support services are needed for the PeopleSoft Finance and Human Capital Management systems to keep them current with system update images and security and legislative requirements, maintaining technical and regulatory compliance. Finally, migration of the CLean Air Support System (CLASS) database from Ingres to Microsoft SQL Server is a high priority for the agency, because vendor support for the current database will end in less than three years; the initial phase of this migration is in progress.

Proposal

Staff proposes to amend the contract with Varsun eTechnologies (Contract No. C24294) to allocate an additional amount not to exceed \$896,484 for systems development and maintenance efforts that include development of a grant management system for the WAIRE Mitigation Program, maintenance and support of the PeopleSoft Finance and Human Capital Management systems to apply the latest system update images and security and legislative updates, and the initial phase of migrating the CLASS database from Ingres to Microsoft SQL Server.

With this amendment, the revised contract total will not exceed \$2,847,110.

Resource Impacts

Sufficient funding is available in Information Management’s FY 2026-27 Budget.

Attachment

Task Order Summary

ATTACHMENT – Task Order Summary

Section A – Funding Totals for Varsun eTechnologies

CONTRACTOR	PREVIOUS FUNDING	PROPOSED ADDITION	TOTAL FUNDING
Varsun eTechnologies	\$1,950,626	\$896,484	\$2,847,110

Section B – Task Orders Scheduled for Award

TASK	DESCRIPTION	ESTIMATE	AWARD TO
WAIRE GMS	Develop an Online Grant Management System for WAIRE Mitigation Program	\$250,000	Varsun
PeopleSoft Maintenance and Support	PeopleSoft Finance and HCM system updates for legislative and security compliance	\$156,455	Varsun
Database Migration and System Maintenance	Database migration, system maintenance, and support services for CLASS and web applications	\$490,029	Varsun
TOTAL		\$896,484	

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 13

PROPOSAL: Execute Contracts for Legislative Representation in Sacramento, California

SYNOPSIS: At the May 1, 2026 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. Three separate proposals were received from Buckley Government Affairs, LLC, Catalyst, LLC and Joe A. Gonsalves & Son. On August 14, 2026, the Legislative Committee recommended approval of the execution of contracts with Buckley Government Affairs, LLC for \$144,500, Catalyst, LLC for \$180,000, and Joe A. Gonsalves & Son for \$168,000 for legislative representation in Sacramento.

COMMITTEE: Legislative, August 14, 2026, Recommended for Approval.

RECOMMENDED ACTION:

1. Authorize the Chair to execute contracts with Buckley Government Affairs, LLC for \$144,500, Catalyst, LLC for \$180,000, and Joe A. Gonsalves & Son for \$168,000 in an amount not to exceed \$492,500 per year for legislative representation in Sacramento, California for a two-year period, beginning on January 1, 2027. The contracts include an option for one two-year renewal, contingent on satisfactory performance and approval of subsequent budgets, upon approval of the Governing Board.

Wayne Natri
Executive Officer

LTO:CG:PG:EJH

Background

The current contracts for legislative representation in Sacramento, California expire on December 31, 2026. Legislative representation for South Coast AQMD in Sacramento is critical to advancing the Board's policies and priorities through direct engagement with the Legislature, Governor's Office, agencies, and other stakeholders. South Coast AQMD's legislative representatives engage in ongoing

communication with Capitol offices to build and maintain relationships and effectively represent the agency's interests. Core activities include, but are not limited to:

- Acting as a liaison with Capitol offices on Board policy and funding priorities;
- Protecting the agency's regulatory authority to adopt and implement rules, regulations and policies that are needed to achieve state and federal air quality standards;
- Monitoring, analyzing, and recommending positions on bills, and representing the agency through testimony and negotiations on legislative and budget matters;
- Advocating for South Coast AQMD's sponsor and position bills to achieve Board priorities;
- Providing technical expertise and serving as a resource on air quality issues to build relationships on behalf of the agency; and
- Securing funding and support for technology advancement, emission reduction projects, and incentive programs.

These efforts also include fostering state support for South Coast AQMD's federal initiatives.

A challenging political and economic environment is expected to continue to affect legislative, funding, and policy issues. South Coast AQMD is expected to continue to navigate issues framed by affordability concerns, a tight state budget, high fuel and energy costs, increased scrutiny of zero-emission mandates, efforts to prescribe or repeal local rules and regulations, ongoing issues on energization, deployment of infrastructure and clean technologies, data centers, and other issues. These challenges will be compounded by continued turnover in the Legislature, requiring renewed outreach and education to newly elected members and staff who may be less familiar with South Coast AQMD's mission, authority, and regional air quality needs. As a result, maintaining a strong, consistent, and strategic presence in Sacramento will be critical to advancing South Coast AQMD's policy and funding priorities. Legislative representation for South Coast AQMD in 2027 may include advancing the following policy and funding priorities:

- Protect and expand funding by maintaining existing resources, such as the Greenhouse Gas Reduction Fund, and identifying new, sustainable revenue streams to support programs that achieve state and federal air quality standards, implement the Community Air Protection Program (AB 617), and reduce toxic air contaminants to protect public health.
- Preserve South Coast AQMD authority to raise revenue and impose fees as needed and to implement the Board's clean air policies and programs, including those required by state and federal Clean Air Acts, to support Air Quality Management Plans, State Implementation Plans and Letters of

Commitment with U.S. EPA and CARB. Additionally, oppose unfunded state mandates.

- Advance clean transportation and goods movement policies by supporting funding and programs that accelerate deployment of the cleanest technologies available with a priority on zero-emission where commercially viable for medium- and heavy-duty trucks, locomotives, oceangoing vessels, aircraft, and off-road equipment.
- Advocate for policies and funding to address energization challenges such as interconnection, grid capacity, infrastructure upgrades, permitting hurdles, and reliability.

Additional issues of potential interest include data centers, CEQA reform, and other issues.

The development of South Coast AQMD's 2027 legislative guiding principles and policy priorities will depend largely on the outcome of the 2026 legislative session. However, many of 2026's program elements and policy priorities are expected to continue, and it is anticipated that there will be a need to build upon them in the coming 2027 legislative year in Sacramento. South Coast AQMD's legislative priorities for 2027 will be presented to the Legislative Committee for review and approval, and then will move to the Board for final approval.

At the May 1, 2026 meeting, the Board approved release of an RFP to solicit proposals for legislative representation in Sacramento, California. Three separate proposals were received from Buckley Government Affairs, LLC, Catalyst, LLC, and Joe A. Gonsalves & Son. On August 14, 2026, the Legislative Committee recommended approval of the execution of contracts with Buckley Government Affairs, LLC for \$144,500, Catalyst, LLC for \$180,000, and Joe A. Gonsalves & Son for \$168,000, for a total amount not to exceed \$492,500 for legislative representation in Sacramento.

Outreach

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

Additionally, RFP notices were emailed to lobbying and public affairs firms in California. Notice of the RFP was e-mailed to legislative caucuses and various minority chambers of commerce and business associations and placed on South Coast AQMD's website (<http://www.aqmd.gov>).

Bid Evaluation

Three proposals were received in response to the RFP. The proposals were evaluated by a three-member panel, including one South Coast AQMD executive, who was male and Latino; one South Coast AQMD manager, who was male and Latino; and one outside state official, who was female and Latina. All proposals were deemed technically qualified, and all proponents were interviewed by the South Coast AQMD Legislative Committee. Attachment A provides the final scores for the three firms.

Proposal

Staff proposes to execute contracts with Buckley Government Affairs, LLC for \$144,500, Catalyst, LLC for \$180,000, and Joe A. Gonsalves & Son for \$168,000 in an amount not to exceed \$492,500 per year for legislative representation in Sacramento, California, for a two-year period, beginning on January 1, 2027. The contracts include an option for one two-year renewal, contingent on satisfactory performance and approval of subsequent budgets, upon approval of the Governing Board.

Resource Impacts

Funding for these contracts is available in the Legislative, Public Affairs & Media FY 2026-27 Budget. Funding for the optional two-year extension in all 3 contracts is contingent upon Governing Board approval of the Budget for the respective fiscal years.

**RFP #P2026-08 SCORES AND COSTS MATRIX
FOR QUALIFYING FIRMS**

Firm Name	Technical Score	Additional Points	Cost Points	Total Points	Total Cost
Buckley Government Affairs, LLC	64.0	2.0	30.0	96.0	\$144,500
Catalyst, LLC	66.7	12.0	22.5	101.2	\$180,000
Joe A. Gonsalves & Son	66.7	0	25.2	91.9	\$168,000

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 14

PROPOSAL: Approve New and Modified Awards as Approved by MSRC

SYNOPSIS: South Coast AQMD previously approved modifications to an MOU with the Port of Long Beach for the Port to invest funding in specified zero emission drayage truck charging infrastructure projects to be administered by the MSRC. To effectuate these MOU modifications, the MSRC approved a modified contract award to 4 Gen Logistics. Additionally, as part of their FYs 2024-27 Work Program, the MSRC approved multiple awards under their Zero-Emission Transit Bus Incentive Program. The MSRC seeks Board approval of the contract awards and modification.

COMMITTEE: Mobile Source Air Pollution Reduction Review, August 20, 2026;
Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve modified contract award to 4 Gen Logistics for installation of heavy-duty recharging infrastructure at locations in Rialto and Long Beach, substituting a total of 20 megawatt charging system chargers between the two sites instead of the original total of 46 combined charging system chargers, using funds from the Port of Long Beach and Port of Los Angeles Electric Vehicle Service Equipment (EVSE) Infrastructure Projects Special Revenue Fund (92), conditioned on execution of the modified POLB MOU;
2. Approve 12 contract awards totaling \$25,000,000 under the Zero-Emission Transit Bus Incentive Program Announcement, as part of approval of the FYs 2024-27 Work Program for the following entities:
 - a. A contract with the City of Pasadena in an amount not to exceed \$750,000 for the purchase of five Class 4-6 zero-emission transit buses and the installation of five EV chargers;
 - b. A contract with the City of Santa Monica in an amount not to exceed \$3,000,000 for the purchase of nine Class 7-8 zero-emission transit buses;
 - c. A contract with the City of Santa Clarita in an amount not to exceed \$1,200,000 for the purchase of three Class 7-8 zero-emission transit buses;
 - d. A contract with the City of Riverside in an amount not to exceed \$100,000 for the purchase of one Class 4-6 zero-emission transit bus;

- e. A contract with the City of Laguna Beach in an amount not to exceed \$250,000 for the purchase of two Class 4-6 zero-emission transit buses and the installation of two EV chargers;
 - f. A contract with the Riverside Transit Agency in an amount not to exceed \$2,800,000 for the purchase of seven Class 7-8 zero-emission transit buses;
 - g. A contract with the City of Norwalk in an amount not to exceed \$800,000 for the purchase of two Class 7-8 zero-emission transit buses;
 - h. A contract with the Los Angeles County Metropolitan Transportation Agency in an amount not to exceed \$10,806,750 for the purchase of 220 Class 7-8 zero-emission transit buses;
 - i. A contract with the City of Los Angeles in an amount not to exceed \$3,000,000 for the purchase of 15 Class 7-8 zero-emission transit buses;
 - j. A contract with the City of Glendale in an amount not to exceed \$1,000,000 for the purchase of three Class 7-8 zero-emission transit buses;
 - k. A contract with the City of South Gate in an amount not to exceed \$293,250 for the purchase of three Class 4-6 zero-emission transit buses and the installation of three EV chargers; and
 - l. A contract with Sunline Transit Agency in an amount not to exceed \$1,000,000 for the purchase of four Class 7-8 zero-emission transit buses;
3. 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:MW:CR

Background

In September 1990, Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220–44247) authorizing an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvented to 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.

MSRC Request for Information 2023-01 was released on September 2, 2022 to seek partnerships and facilitate investment in zero-emission infrastructure to support the transition of goods movement trucks to zero-emissions within the South Coast AQMD region. Both the Port of Long Beach (POLB) and Port of Los Angeles (POLA) responded to the Request for Information, expressing an interest in partnership opportunities to implement electric vehicle support infrastructure projects to support zero-emission heavy-duty drayage trucks operating at the Ports. MOUs were executed

with both Ports between POLB, POLA and South Coast AQMD on behalf of the MSRC for the work and to receive funds for the projects.

Proposal

At its August 20, 2026 meeting, the MSRC considered recommendations from its MSRC-TAC and approved the following:

Zero-Emission Infrastructure MOUs with POLB and POLA

In June 2026, the MSRC approved modifications to the POLB MOU to change the description of work. The modified MOU was considered and approved by the South Coast AQMD Board on August 7, 2026. To effectuate the project impacted by the modifications, it was necessary to authorize a modified award from the funds being conveyed by POLB and POLA. The MSRC approved a modified contract award to 4 Gen Logistics for installation of heavy-duty recharging infrastructure at locations in Rialto and Long Beach, substituting a total of 20 megawatt charging system chargers distributed between the two sites instead of the original total of 46 combined charging system chargers, with funds from POLA/POLB EVSE Infrastructure Projects Special Revenue Fund (92), conditioned on execution of the modified POLB MOU. Advances in charging technology allow fewer megawatt charging system units to deliver greater overall capacity than the original combined charging system chargers, enabling both sites to charge more trucks each day despite having fewer chargers. There would be no change to the total funding award amount of \$7,876,168.

Zero-Emission Transit Bus Incentive Program

The MSRC's Zero-Emission Transit Bus Incentive Program allocated up to \$25,000,000 to help public transit agencies in the South Coast AQMD region accelerate compliance with CARB's Innovative Clean Transit (ICT) regulation. The Program offered incentives up to \$100,000 per bus for Class 4-6 zero-emission transit buses and up to \$400,000 per bus for Class 7-8 zero-emission transit buses, as well as up to \$50,000 per charger. Baseline awards were capped at \$3,000,000 for large transit agencies and \$1,000,000 for small transit agencies, as defined by the ICT regulation, with requests above these limits placed on a backup list. Twelve applications were received prior to the submission deadline and were found to meet the program requirements. The MSRC approved twelve awards totaling \$25,000,000 as part of approval of the FYs 2024-27 Work Program, as follows:

- a. A contract with the City of Pasadena in an amount not to exceed \$750,000 for the purchase of five Class 4-6 zero-emission transit buses and the installation of five EV chargers;
- b. A contract with the City of Santa Monica in an amount not to exceed \$3,000,000 for the purchase of nine Class 7-8 zero-emission transit buses;
- c. A contract with the City of Santa Clarita in an amount not to exceed \$1,200,000 for the purchase of three Class 7-8 zero-emission transit buses;
- d. A contract with the City of Riverside in an amount not to exceed \$100,000 for the purchase of one Class 4-6 zero-emission transit bus;

- e. A contract with the City of Laguna Beach in an amount not to exceed \$250,000 for the purchase of two Class 4-6 zero-emission transit buses and the installation of two EV chargers;
- f. A contract with the Riverside Transit Agency in an amount not to exceed \$2,800,000 for the purchase of seven Class 7-8 zero-emission transit buses;
- g. A contract with the City of Norwalk in an amount not to exceed \$800,000 for the purchase of two Class 7-8 zero-emission transit buses;
- h. A contract with the Los Angeles County Metropolitan Transportation Agency in an amount not to exceed \$10,806,750 for the purchase of 220 Class 7-8 zero-emission transit buses;
- i. A contract with the City of Los Angeles in an amount not to exceed \$3,000,000 for the purchase of 15 Class 7-8 zero-emission transit buses;
- j. A contract with the City of Glendale in an amount not to exceed \$1,000,000 for the purchase of three Class 7-8 zero-emission transit buses;
- k. A contract with the City of South Gate in an amount not to exceed \$293,250 for the purchase of three Class 4-6 zero-emission transit buses and the installation of three EV chargers; and
- l. A contract with Sunline Transit Agency in an amount not to exceed \$1,000,000 for the purchase of four Class 7-8 zero-emission transit buses.

The MSRC requests that the Board approve the new and modified contract awards 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). The Zero-Emission Transit Bus contracts specified herein will be drawn from this fund.

Funds from POLB and POLA will be deposited into the POLB/POLA EVSE Infrastructure Projects Special Revenue Fund (92). The POLB/POLA MOU contract specified herein will be drawn from this fund.

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 15

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the July 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:PC:AL:cb:fc:jl

Background

This report summarizes the activities of the Legislative, Public Affairs and Media Office for July. 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.

San Dimas 2026 Celebration

On July 3, South Coast AQMD sponsored the San Dimas 2026 Celebration, to host a resource table with information on how residents can report an air quality complaint, how to use the Mobile App, and incentive programs for residents and businesses.

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 July events and meetings:

Los Angeles Resilience Center at East Los Angeles Library

On July 1, 2, 6-10 and 13-17, staff processed applications and distributed air purifiers at the Los Angeles Resilience Center at East Los Angeles Library, through the Community Air Protection (AB 617) program for East Los Angeles, Boyle Heights, West Commerce. Staff also provided information on how to access updates on our Palos Fire webpage, how to file an air quality complaint, and the Mobile App.

Los Angeles City Resource Center at Lou Costello Jr. Recreation Center

On July 2-4, 6-11, 13-17, 20-24 and 27-31, staff participated in the Los Angeles City Resource Center at Lou Costello Jr. Recreation Center to provide on our Palos Fire webpage, how to file an air quality complaint, and the Mobile App.

League of Women Voters of Orange Coast Climate Interest Group

On July 8, staff attended the League of Women Voters of Orange Coast Climate Interest Group meeting to provide information regarding the GKN Aerospace hazardous materials incident and Facility Information Detail (F.I.N.D.).

Greater Riverside Chambers of Commerce

On July 10, staff participated in the Greater Riverside Chambers of Commerce Government Affairs Council meeting to provide information on the Clean Truck and Bus Voucher Incentive Project (HVIP).

Orange County Business Council

On July 10, staff participated in an Orange County Business Council Government Affairs Committee meeting to provide information regarding INVEST CLEAN.

Palos Fire Health & Resource Fair

On July 13 and 18, staff participated in the City of Los Angeles' Health & Resource Fair for residents impacted by the Palos fire to provide information on the AB 617 Air Purifier program, how to file an air quality complaint, the Mobile App, and how to access information on our community webpage.

Harbor Association of Industry and Commerce

On July 16, staff participated in a Harbor Association of Industry and Commerce's Government Affairs Committee meeting to provide an update on the Cooperative Agreement with the Ports and to share compliance training opportunities.

Corona Chamber of Commerce

On July 17, staff shared information with the Corona Chamber of Commerce regarding Small Business Assistance, HVIP, F.I.N.D., and the Permitting Enhancement Program.

Senator Steven Choi's State Resource Fair

On July 18, staff participated in Senator Steven Choi's State Resource Fair in Tustin to provide information regarding INVEST CLEAN, how to file an air quality complaint, and the Mobile App.

Our Lady of Victory Church

On July 19, staff hosted a resource table in partnership with Los Angeles County Public Health at Our Lady of Victory Church in East Los Angeles to provide information on air monitoring related to the Palos fire, how to file an air quality complaint, the AB 617 Air Purifier program, and the Mobile App.

Los Angeles County Community Resilience Center at Salazar Park

On July 21-24 and 27-31, staff participated in the Los Angeles County Community Resilience Center at Salazar Park to share information on the AB 617 Air Purifier program, how to file an air quality complaint, and the Mobile App.

Buena Park's Energy Expo LumiPalooza

On July 22, staff participated in Buena Park's Energy Expo LumiPalooza to share information on how to file an air quality complaint, the Mobile App, and general information on air pollution.

Los Angeles Board of Public Works

On July 24, staff participated in a Los Angeles Board of Public Works meeting to share information on the Commercial Electric Lawn & Garden Equipment (eL&G) Program.

Coro Youth Climate Fellows

On July 30, staff participated in a Coro Youth Climate Fellows meeting to provide information on South Coast AQMD and regional air quality issues.

Whittier Area Chamber of Commerce

On July 30, staff participated in the Whittier Area Chamber meeting to provide information regarding how to file an air quality complaint and the Mobile App.

Project Caring & Sharing Family

On July 31, staff participated in the Project Caring & Sharing Family Presents: Back to School Giveaway in Pomona to provide information on how to file an air quality complaint, the Mobile App, the Clean Air Program for Elementary Students (CAPES), and Why Healthy Air Matters (WHAM).

Specialized Outreach

The Community Relations and Small Business Assistance units have been collaborating to expand outreach to 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 provided information regarding how community members can file air quality complaints and current funding opportunities, such as through AB 2766 and MSRC. Outreach was provided to the following communities:

- Lake Elsinore – Wednesday, July 8, 2026
- San Bernardino – Thursday, July 23, 2026
- Murrieta – Thursday, July 23, 2026

Environmental Justice Update

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

Youth and Family Club of Pomona Valley and the Hub OC Youth Center

On July 8, staff visited the Youth and Family Club of Pomona Valley and the Hub OC Youth Center to provide information regarding WHAM, the Mobile App, and how to file an air quality complaint.

Chino Valley YMCA

On July 14, staff visited the Chino Valley YMCA to provide information regarding WHAM, the Mobile App, and how to file an air quality complaint.

Inland Empire Scouts

On July 15, staff visited the Inland Empire Scouts to share information regarding WHAM, the Mobile App, and how to file an air quality complaint.

Girl Scouts of San Geronimo Temecula

On July 21, staff visited the Girl Scouts of San Geronimo Temecula to share information regarding WHAM, the Mobile App, and how to file an air quality complaint.

Big Brothers, Big Sisters of Greater Los Angeles

On July 22, staff visited Big Brothers, Big Sisters of Greater Los Angeles to share information regarding WHAM, the Mobile App, and how to file an air quality complaint.

Boys & Girls Clubs of Greater Redlands-Riverside & Dennis Hansberger Clubhouse

On July 28, staff visited the Boys & Girls Clubs of Greater Redlands-Riverside & Dennis Hansberger Clubhouse to provide information regarding WHAM, 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.

There were no presentations in July.

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 July are summarized below:

Calls to South Coast AQMD's Main Line and 1-800-CUT-SMOG®	2729
Calls to South Coast AQMD's Spanish Line	238
Clean Air Connections	4
Total Calls	2971

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 July is summarized below:

Calls Received by PIC	50
Calls to Automated System	266
Total Calls	316
Visitor Transactions	64
Email Advisories Sent	17268

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 July.

- Provided permit application assistance to 245 companies, and
- Processed 138 Air Quality Permit Checklists.

Types of businesses assisted:

Architecture Firms
Auto Body Shops
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 July report is listed below:

Major Media Interactions	187
Press Releases	21
News Carousel	9

Major Media Topics:

- **July 4th Fireworks:** Participated in an interview with ABC to discuss air quality both before and after the July 4th fireworks.
- **Lineage Logistics**
 - **Notice of Violation (NOV):** ABC7, CBS, CalMatters, FOX, LA Material, LA Times, and NBC requested a copy of the NOV issued to Lineage Logistics. Responses were provided. CalMatters had follow-up questions on Lineage's compliance history, and whether all their permitting documents are found on the FIND system. Responses were provided.
 - **Air Monitoring:** Capital & Main, CNN, LAist, MBC America, and Spectrum News 1 asked about air monitoring, enforcement, and health conditions surrounding Lineage Logistics. Responses were provided. Boyle Heights Beat and NBC inquired about the status and duration of air monitors at the elementary and middle school near the fire, public health risks, and public safety precautions and cleanup guidance. Responses were provided.
 - **Demand Letter:** ABC, CBS, FOX, NBC, Spectrum News, Univision, LA Times, LAist, and HeySoCal asked whether Lineage responded to our Demand Letter. Responses were provided.
 - **Odor Control:** CBS asked whether the facility's odor control plan will be made public and if they met the submission deadline. LA Times requested more information about the plan submitted by the facility. Univision asked about the facility's action plan including any timeline and public meetings. Responses were provided.
 - **Air Filtration Program:** La Opinion requested information about the Residential Air Filtration Program for communities near the Palos Fire. Response was provided.
 - **Waste Relocation:** CBS asked if we received any complaints from residents near the SA Recycling facility in Carson and whether the scrap metals from the Lineage site are being transported to this facility. Response was provided.

- **GKN Facility:** KTLA requested information regarding air quality during the removal of chemicals from the GKN site in Garden Grove. Response was provided.
- **Chevron Refinery:** Data Desk had follow-up questions regarding the “methane plume” at the Chevron refinery. Response was provided.
- **Zero-Emission Water Heaters (Rule 1146.2):** CalMatters, Homes.com, and Canary Media inquired about the Federal Appeals Court ruling on the “ban on gas appliances”, its implication, and list of affected appliances. Responses were provided.
- **Commodity Fumigation (Proposed Rule 1495):** Capital and Main inquired about the rule amendment process. The reporter had follow-up questions regarding methyl bromide. Responses were provided.
- **El Sobrante Landfill:** CBS requested information and current enforcement status regarding El Sobrante Landfill in Riverside County. Response was provided.
- **BKK Landfill:** Investigate LA had questions about BKK Landfill in West Covina. Response was provided.
- **SpaceX:** Bloomberg inquired about the variance information and enforcement actions related to Space X’s Hawthorne facility. Response was provided. Reporter had follow-up questions. Working on a response.
- **OC Smoke:** USA Today inquired about whether smoke in Orange County is related to the Thorn Fire in San Diego. Response was provided.
- **Data Centers:** LA Times inquired about the emergency generators for data centers and the permit status for diesel generator facilities. Reporter had follow-up questions. Responses were provided.
- **Air Purifier Press Release:** Pitched to media outlets.
- **July 4th Particle Advisory:** Pitched to media outlets.
- **Lineage Demand Letter Press Release:** Pitched to media outlets.
- **Lineage NOV Press Release and second NOV update:** Pitched to media outlets.
- **Ozone Advisory:** Pitched to media outlets.
- **Smoke Advisory:** Pitched to media outlets.
- **Windblown Dust Advisories:** Pitched to media outlets.

News & Updates:

- **Air Quality Advisory:**
 South Coast AQMD Issues Particle Advisory due to 4th of July Fireworks. To view, click the following: [7/2](#).
 South Coast AQMD Issues Wildfire Smoke Advisory. To view, click the following: [7/10](#).
 South Coast AQMD Issues Ozone Advisory Due to Heat Wave. To view, click the following: [7/22](#) & [7/30](#).

- **Press Release:**

South Coast AQMD Expands Air Purifier Program for Communities Near the Palos Fire. To view, click the following: [7/2](#).

South Coast AQMD Issues Violation to Lineage in Boyle Heights for Odors Impacting Nearby Communities. To view, click the following: [7/13](#).

South Coast AQMD Demands Additional Odor Controls from Lineage Logistics. To view, click the following: [7/17](#).

California Local Air Districts to Showcase ‘Clean Air, Clean Solutions’ Event at State Capitol. To view, click the following: [7/30](#).

News Carousel:

- **Heading to the World Cup? Have a game plan for clean air. Download our air quality app. (7/2)** – Linked to AQMD mobile app webpage.
- **East Los Angeles, Boyle Heights, and West Commerce residents: Apply for our Air Purifier Program to reduce indoor air exposure during Palos Fire cleanup. (7/7)** – Linked to Residential Air Filtration Program webpage.
- **Heading to the World Cup? Have a game plan for clean air. Download our air quality app. (7/10)** – Linked to AQMD Mobile App webpage.
- **Explore our current Compliance Assistance Training courses to stay informed on air quality regulation updates. (7/4)** – Linked to Compliance Training webpage.
- **Stay informed! Join CARB’s Clean Truck Check Training Webinar on Jul. 21 to learn more about the program requirements. (7/16)** – Linked to Clean Truck Check Webinars 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. (7/21)** – Linked to Voucher Incentive Program.
- **Apply for our incentive program to replace your gas-powered lawn equipment with battery-electric models—clean the air and save money. (7/22)** – Linked to Residential Electric Lawn & Garden Equipment Rebate Program
- **East Los Angeles, Boyle Heights, and West Commerce residents: Apply for our Air Purifier Program to reduce indoor air exposure during Palos Fire cleanup. (7/28)** – Linked to Residential Air Filtration Incentives webpage.
- **Stay informed! Join CARB’s “Next-Stop to Zero” webinar on Aug. 5 to learn more about adopting medium- and heavy-duty zero-emission vehicles. (7/30)** – Linked to meeting registration webpage.

Notable posts:

[Air Purifier Program \(7/6\)](#): 11,812 Instagram Views

[Lineage NOV \(7/13\)](#): 5,626 Instagram Views

[Complaints \(7/18\)](#): 3,880 Instagram Views

[Lineage Hearing Board \(7/29\)](#): 4,386 Instagram Views

Outreach to Community Groups and Federal, State and Local Governments

Communication was conducted in July 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 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 A. 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 S. 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 July to communicate with elected officials or staff from the following cities:

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

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

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

- Association of California Cities – Orange County
- 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 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
Greater Riverside Chamber of Commerce
Harbor Association of Industry and Commerce
Hermosa Beach Chamber of Commerce and Visitors Bureau
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
Irvine Ranch Water District
Lake Arrowhead Communities Chamber of Commerce
League of California Cities, Los Angeles County Division
Loma Linda Chamber of Commerce
Lomita Chamber of Commerce
Long Beach Area Chamber of Commerce
Los Angeles Area Chamber of Commerce
Los Angeles Department of Water and Power
Manhattan Beach Chamber of Commerce
METROMetropolitan Water District of Southern California
Montclair Chamber of Commerce
Omnitrans
Ontario International Airport Authority
Orange County Business Council
Orange County Transportation Authority
Palos Verdes Peninsula Chamber of Commerce
Paramount Chamber of Commerce
Rancho Cucamonga Chamber of Commerce
Redlands Chamber of Commerce
Redondo Beach Chamber of Commerce
Rialto Chamber of Commerce
Riverside University Health System - Public Health
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 Ana Chamber of Commerce

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
Whittier Chamber of Commerce
Yucaipa Chamber of Commerce

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

Alma Family Services
Boyle Heights Arts Conservatory
California State University, Long Beach
California State University, San Bernardino
Center for Community Action and Environmental Justice
Coalition for Clean Air
Coro California
Discovery Cube OC & LA
Goodwill of Orange County
Inland Action
Earthjustice
East Yard Communities for Environmental Justice
Habitat for Humanity, Coachella Valley
Habitat for Humanity International
Legacy LA
Liberty Hill Foundation
Loma Linda University
Long Beach Alliance for Children with Asthma
Los Angeles Unified School District
PCS Family Services, Inc.
People's Collective for Environmental Justice Education
Rio Hondo College
Riverside County Office of Education
San Bernardino County Superintendent of Schools
San Bernardino Valley College
San Gabriel Valley Habitat for Humanity
Sun Valley Area Neighborhood Council
The Wildlands Conservancy
Tustin Unified School District
University of California, Irvine
University of California, Riverside
Weingart East Los Angeles YMCA

 [Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 16

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of July 1 through July 31, 2026.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Micah Ali
Hearing Board Chair

ft

Attached are the following summaries: **July 2026 Hearing Board Cases**, and **Rules From Which Variances and Orders for Abatement Were Requested from January 1, 2026 through July 31, 2026**. A **Rule Index** with the applicable South Coast AQMD Rules and Regulations for **July 2026** are also attached.

There were no appeals filed during the period of July 1, 2026 to July 31 2026.

Report of July 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. County of Riverside Case No. 6229-4 (Consent Calendar)	203(b)	Filed to obtain a Regular or Interim Variance for operating equipment outside standard permit conditions under Rule 203(b).	Not Opposed/Granted	RV granted commencing 7/28/2026 and continuing through 12/31/2026, the final compliance date.	CO2: 88.29 lbs/hour
2. ReConserve of California – Los Angeles, Inc. Case No. 2876-8 (M. Reichert)	203(b) 2004(f)(1)	Filed to obtain a Regular or Interim Variance for operating equipment outside standard permit conditions under Rules.	Opposed/Granted	RV granted commencing 7/21/2026 and continuing through 1/31/2027, the final compliance date.	NOx: 2 lbs/day CO: 17 lbs/day
3. South Coast AQMD vs. Auto Wiz Collision, Inc. Case No. 6291-1 (D. Hsu)	203(a)	An enforcement action by the district because a facility was operating without a valid permit under Rule 203(a).	Stipulated/Issued	O/A issued commencing 7/09/2026. The Hearing Board shall retain jurisdiction over this matter until Respondent has fully complied with the terms of the Order.	N/A
4. South Coast AQMD vs. Los Angeles County Metropolitan Transportation Authority Case No. 5874-2 (Consent Calendar)	1196(d)(1)	Filed to modify an existing Order for Abatement concerning fleet vehicle rules under Rule 1196.	Stipulated/Modified	Mod. O/A issued commencing 7/28/2026. The Hearing Board shall retain jurisdiction over this matter until 12/31/2029.	N/A
5. Tesoro Refining and Marketing Company, LLC Case No. 4982-140 (K. Manwaring)	203(b) 2004(f)(1) 3002(c)(1)	Ex Parte Emergency Variance was granted after sudden refinery breakdown to excuse Title V and RECLAIM rule violations while emissions calculations were pending.	Not Opposed/Granted	Ex Parte EV granted commencing 7/14/2026 and continuing through 8/12/2026	TBD by 8/28/2026

Report of July 2026 Hearing Board Cases

6. Ultramar, Inc. dba Valero Wilmington Refinery Case No. 3845-114 (K. Manwaring)	202(a) 203(b) 401(b)(1) 407(a) 2004(f)(1) 3002(c)(1)	Ex Parte Emergency Variance and AOC was granted to bypass six equipment and opacity rules during an operational upset, allowing 3,954 lbs of excess CO.	Not Opposed/Granted	Ex Parte EV and AOC granted commencing 7/15/2026 and continuing through 8/14/2026	CO: 3,954 lbs
7. USA Waste of California, El Sobrante Landfill Case No. 5139-3 (Consent Calendar)	203(b) 3002(c)(1)	Petitioner requested an extension of its variance since it cannot meet the August 5, 2025 final compliance date for SOx limits at Flare No. 4.	Not Opposed/Granted	MFCD/EXT granted commencing 7/14/2026 and continuing through 8/05/2027 or the date final action taken on A/N 655059 to establish modified sulfur/SOx limits	SOx: 8.22 lbs/day
8. Verizon Wireless Sierra Peak Case No. 6139-10 (Consent Calendar)	203(b)	Petitioner requested an Interim, Regular, and Ex Parte Emergency variances because the emergency generator was about to exceed its allowed 200-hour annual limit due to ongoing power outages.	Not Opposed/Granted	RV granted commencing 7/28/2026 and continuing for 90 days or until the RV hearing scheduled for 9/22/2026, the final compliance date.	CO: 16.81 lbs/day NOx: 12.61 lbs/day PM: 1.38 lbs/day, SOx: 0.10 lbs/day
9. Verizon Wireless, San Sevaime Case No. 6139-11 (K. Roberts)	203(b)	Petitioner requested an Interim, Regular, and Ex Parte Emergency variances because the emergency generator was about to exceed its allowed 200-hour annual limit due to ongoing power outages.	Not Opposed/Granted	Ex Parte EV granted commencing 7/22/2026 and continuing through 7/28/2026	VOC: 8.17 lbs/day CO: 10.89 lbs/day NOx: 8.17 lbs./day
10. Verizon Wireless, San Sevaime Case No. 6139-11 (K. Roberts)	203(b)	Petitioner requested an Interim, Regular, and Ex Parte Emergency variances because the emergency generator was about to exceed its allowed 200-hour annual limit due to ongoing power outages.	Not Opposed/Granted	IV granted commencing 7/28/2026 and continuing through 9/22/2026, whichever comes first.	VOC: 8.17 lbs/day CO: 10.89 lbs/day NOx: 8.17 lbs/day

Report of July 2026 Hearing Board Cases

Acronyms

A/N: Application Number	N/A: Not Applicable
AOC: Alternative Operating Condition	NOx: Oxides of Nitrogen
CO: Carbon Monoxide	O/A: Order for Abatement
CO2: Carbon Dioxide	PM: Particulate Matter
EV: Emergency Variance	RV: Regular Variance
IV: Interim Variance	SOx: Oxides of Sulfur
MFCD/EXT: Modification of a Final Compliance Date and Extension of a Variance	SR: Status Report
Mod. O/A: Modification Order for Abatement	VOC: Volatile Organic Compounds

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						2
203	1					1							2
203(a)					2		1						3
203(b)	4	3	4	4	6	5	8						34
218.1(b)(4)(C)			1										1
219(d)(5)(H)					1								1
401(b)(1)							1						1
401(b)(2)				1									1
402	1			1		1							3
407(a)				1			1						2
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						2
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	3						13
2005(b)(1)(A)			1										1
3002	1					1							2
3002(c)(1)	1	2	2	1	1	3	3						13
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 JULY 31, 2026

REGULATION II – PERMITS

- Rule 202 Temporary Permit to Operate
- Rule 203 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

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 17

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This report summarizes monthly penalties and legal actions filed by the General Counsel's Office from June 1 through July 31, 2026. An Index of South Coast AQMD Rules is attached with the penalty report.

COMMITTEE: Stationary Source, August 21, 2026, Reviewed

RECOMMENDED ACTION:
Receive and file.

Bayron T. Gilchrist
General Counsel

BTG:sh

CIVIL FILINGS		NOTICES OF VIOLATIONS
1.	Chiquita Canyon, LLC, Chiquita Canyon, Inc., Waste Connections US, Inc.	28
	County of Los Angeles Superior Court – Civil	
	Case No. 26STCV15409; Filed 5.13.26 (KR, RM, MR)	
	NOV Nos.: P75273, P75294, P75296, P78293, P79198, P79538, P79550, P80524, P80525, P80527, P80868, P80874, P80876, P80877, P80879, P80882, P80883, P80884, P80892, P80895, P81009, P81010, P81017, P82506, P82507, P82508, P82513, P82517	
	Rule 221 - Plans	
	Rule 402 - Nuisance	
	Rule 403 - Fugitive Dust	
	Rule 430 - Breakdown Provisions	
	Rule 431.1 - Sulfur Content of Gaseous Fuels	
	Rule 1150 - Excavation of Landfill Sites	
	Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities	
	Rule 3002 - Requirements	
	California Health and Safety Code § 41700	
	California Health and Safety Code § 42401	
	California Health and Safety Code § 42402	
	California Health and Safety Code § 42402.3	

CIVIL FILINGS**NOTICES OF
VIOLATIONS**

2.	Bridgeland Resources LLC	7
	County of Los Angeles Superior Court – Civil Case No. 26STCV17854; Filed 6.2.26 (ND) NOV Nos.: P74521, P74522, P75668, P73278, P75687, P73279, P75669 Rule 203 - Permit to Operate Rule 463 - Storage of Organic Liquids Rule 1173 - Fugitive Emissions of Volatile Organic Compounds Rule 1176 - Sumps and Wastewater Separators Rule 2004 - Requirements Rule 3002 - Requirements California Health and Safety Code § 41513 California Health and Safety Code § 42402	
3.	Hashemyar’s Service and Oil, Inc.	2
	County of Los Angeles Superior Court – Small Claims Case No. 26CHSC00731; Filed 6.4.26 (CL) NOV Nos.: P77725, P77737 Rule 203 - Permit to Operate Rule 461 - Gasoline Transfer and Dispensing California Health and Safety Code § 42402	
4.	Modern Innovation Homes LLC	1
	County of Los Angeles Superior Court – Civil Case No. 26STLC03885; Filed 6.11.26 (DH) NOV No.: P78622 Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities California Health and Safety Code § 42402	
		38 Violations

Attachments

June and July 2026 Penalty Reports

Indexes of South Coast AQMD Rules and Regulations

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office

Settlement Penalty Report (06/01/2026 - 06/30/2026)

Total Penalties

MSPAP Settlement: \$254,713.50

Civil Settlement: \$392,608.80

Total Cash Settlements: \$647,322.30

Total SEP Value: \$0.00

Fiscal Year through 06/30/2026 Cash Total: \$9,114,112.34

Fiscal Year through 06/30/2026 SEP Value Only Total: \$0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
107976	AQHI, INCORPORATED	203,1403, 40 CFR 61.145	06/02/2026	MR	P75778	\$1,500.00
54159	ATHENS SERVICES	402, H&S 41700	06/24/2026	MR	P77862	\$6,470.00
107644	CPPG, INC	1469	06/05/2026	EC	P77568	\$1,500.00
346	FRITO-LAY, INC.	2004, 3002	06/26/2026	NS	P79205	\$5,000.00
204924	GARCIA ST & 7th ST	403	06/02/2026	NW	P79341, P79715	\$15,528.00
11818	HIXSON METAL FINISHING	201, 202, 203, 1469	06/26/2026	SH	P63328, P69180	\$50,000.00
198034	INDUSTRY EAST LAND BLDG 25	2305	06/26/2026	JL	O15501	\$5,000.00
99119	INTERPLASTIC CORP	203, 402, H&S 41700	06/23/2026	NW	P75922	\$86,956.80
206746	KELLWOOD CO	2305	06/03/2026	RM	O15360	\$32,450.00
3093	LA CO., OLIVE VIEW/UCLA MEDICAL CENTER	1134, 1146, 1415, 3002	06/02/2026	JL	P67750, P79260, P79269	\$43,500.00
139668	NALCO COMPANY	402, H&S 41700	06/26/2026	NW	P75924, P75925, P75926	\$7,764.00
205964	NEXT LEVEL APPAREL	2305	06/09/2026	RM	O15363	\$17,500.00
180580	NH ENVIRONMENTAL	1403, 40 CFR 61.145	06/12/2026	JJ	P74600	\$12,490.00
800168	CITY OF PASADENA, DWP	2004, 3002	06/12/2026	SH	P76007, P79923	\$3,500.00
208495	RANKIN SOLUTIONS	402, H&S 41700	06/26/2026	KCM	P64184, P64185	\$2,450.00
204412	REVOLVE CLOTHING	2305	06/26/2026	DH	O15443	\$12,000.00

184301	SENTINEL PEAK RESOURCES CALIFORNIA, LLC	463, 1173	06/02/2026	RM	P80682	\$27,000.00
126498	STEELSCAPE, INC	2012, 2012 APPENDIX A, 3002	06/16/2026	SH	P78923, P78930	\$10,000.00
206835	TAQAH MARITIME TRANSPORTATION CO LTD	1142	06/23/2026	SH	P80362	\$11,000.00
205410	TEST RITE PRODUCTS CORP	2305	06/26/2026	DH	O15441	\$15,000.00
800325	TIDELANDS OIL PRODUCTION CO	1173, 2004	06/02/2026	SH	P80733	\$6,500.00
115184	TILDEN-COIL CONSTRUCTOR INC	403	06/26/2026	SH	P73962	\$1,500.00
182752	TORRANCE LOGISTICS COMPANY LLC	462, 3002	06/16/2026	JL	P69067, P80667	\$18,000.00

Total Civil Settlements: \$392,608.80

MSPAP						
202659	1853 VOLK AVENUE, LONG BEACH	1403	06/03/2026	CR	P75811	\$6,577.00
197673	7-ELEVEN INC. #43181	461, H&S 41960.2	06/16/2026	VB	P82465	\$3,117.00
197660	7-ELEVEN INC. #43211	461, H&S 41960.2	06/16/2026	VB	P82464	\$4,184.00
106793	AGOURA HILLS CAR WASH DELKIND INC.	461	06/02/2026	SW	P65241	\$1,716.00
203895	ALLGIRE GENERAL CONTRACTORS INC	403, 1466	06/26/2026	CL	P67254	\$11,188.00
55129	ALPHA CENTURION	203	06/02/2026	CL	P81538	\$1,144.00
180501	AMERICAN PACIFIC ENTERPRISES GROUP INC.	203, 461, H&S 41960.2	06/02/2026	VB	P82462	\$2,288.00
190089	AMERICAN TIRE DISTRIBUTORS, INC.	203	06/09/2026	LT	P82551	\$1,094.00
206824	AUXIN OPERATIVE LLC	203	06/26/2026	VB	P67139	\$1,094.00
188754	AWRS OF SFV, LLC	203	06/26/2026	CR	P81871	\$994.00
202160	BOOT BARN	2305	06/03/2026	VB	O15429	\$8,360.00
175074	CAMELOT GOLFLAND	461	06/03/2026	VB	P82055	\$2,288.00
111275	CARDINAL HEALTH	2305	06/26/2026	CL	O15593	\$5,000.00
63632	CITY OF RANCHO CUCAMONGA	461	06/26/2026	VB	P78489	\$1,044.00
46159	CREST COATING INC	1147	06/26/2026	VB	P82053	\$2,735.00
199718	DB OIL/MADISON 76	461	06/02/2026	SW	P66578	\$547.00
163100	DELEK ENTERPRISES INC	461, H&S 41960.2	06/09/2026	LT	P65249	\$1,573.50
209862	DOUGWALL CONSTRUCTION, INC.	403	06/12/2026	SW	P74242	\$2,588.00
105761	DUKE SERVICE CENTER	203	06/03/2026	LT	P65247	\$2,388.00
206413	FORWARD AIR	2305	06/26/2026	CR	O15603	\$15,048.00
192851	FPG CALIFORNIA, INC	203	06/26/2026	CL	P76010	\$2,388.00
199213	FUNGYUN LLC	2305	06/26/2026	CL	O15623	\$10,650.00
208140	HANIL ECO SOLUTIONS	203	06/16/2026	SW	P77850	\$776.00
209814	HARBOR FREIGHT USA, INC.	203	06/02/2026	LT	P73731	\$2,188.00
126427	HERC RENTALS INC	461	06/26/2026	VB	P82057	\$1,144.00
191140	HYPONEX CORPORATION	203	06/02/2026	CL	P81374	\$2,288.00

199862	KEYSTONE AUTOMOTIVE INDUSTRIES-FONTANA	2305	06/09/2026	LT	O15629	\$5,000.00
168516	LEISURE GLEN SKILLED NURSING FACILITY	203	06/09/2026	LT	P82257	\$1,094.00
162013	LEXINGTON ENT INC DBA CENTURY CITY 76	461, H&S 41960.2	06/12/2026	CL	P82459	\$2,802.00
57542	LONGO TOYOTA, D LONGO, INC.	203, 461	06/12/2026	LT	P81956	\$4,923.00
126829	LOWE'S HOME IMPROVEMENT WAREHOUSE	203	06/16/2026	SW	P78935	\$1,294.00
171242	MAX CENTRAL CARSON, INC	201, 461	06/02/2026	VB	P70098, P81915	\$2,084.00
191915	MMI SERVICES INC	203	06/12/2026	SW	P81874	\$765.00
128674	MONARCH BEACH RESORT	203	06/16/2026	LT	P80183	\$1,094.00
179847	NEPTUNE LAND LLC	201, 203	06/02/2026	SW	P63583	\$2,188.00
175984	NIBAI INC.	203, 1147, 1153.1	06/16/2026	VB	P69191	\$6,294.00
198940	NORTHGATE DISTRIBUTION CENTER	2305	06/03/2026	CR	O15578	\$11,000.00
207425	NUEVO GAS INC	203, 461	06/26/2026	CR	P66570, P80598	\$4,996.00
209641	ONYX PAVING COMPANY INC	403	06/09/2026	CR	P80439	\$3,882.00
193984	RODEO CLEANERS	203	06/12/2026	VB	P83152	\$1,144.00
161694	ROOM AND BOARD	109, 1171	06/26/2026	CR	P81822	\$2,330.00
172307	SAN FERNANDO POST ACUTE HOSPITAL	203	06/12/2026	CL	P81854	\$3,297.00
197832	SKECHERS NEWHOPE DC	2305	06/26/2026	LT	O15585	\$11,000.00
205336	SMURFIT KAPPA	2305	06/09/2026	VB	O15493	\$19,800.00
196086	SOTO CONCRETE, INC	403	06/12/2026	LT	P79887	\$1,859.00
196305	SOUTHERN CALIFORNIA GRADING	403.1	06/26/2026	CR	P74239	\$2,078.00
209620	SUMMERLAND PARTNERS INC	403	06/12/2026	CR	P73729	\$2,682.00
200163	SUNDANCE SPAS	2305	06/26/2026	CL	O15647	\$11,000.00
114734	SUNSTATE EQUIPMENT CO, LLC	461	06/03/2026	VB	P82054	\$1,144.00
136510	UNITED OIL, RAPID GAS #78	203	06/02/2026	VB	P70095	\$4,576.00
177137	WALMART GROCERY DIST CENTER #6907	203	06/03/2026	SW	P81208	\$1,094.00
189562	WATSON 839	2305	06/26/2026	LT	O15583, O15594, O15634, O15652	\$47,200.00
191927	WILSHIRE CONSTRUCTION LP	1403, 40 CFR 61.145, 40 CFR 61.150	06/03/2026	CR	P79793	\$3,692.00

Total MSPAP Settlements: \$254,713.50

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office

Settlement Penalty Report (07/01/2026 - 07/31/2026)

Total Penalties

Civil Settlement: \$373,896.50

Criminal Settlement: \$10,424.00

Hearing Board Settlement: \$311,292.53

MSPAP Settlement: \$254,208.00

Total Cash Settlements: \$949,821.03

Total SEP Value: \$0.00

Fiscal Year through 07/31/2026 Cash Total: \$949,821.03

Fiscal Year through 07/31/2026 SEP Value Only Total: \$0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
205768	ACME FURNITURE	2305	07/21/2026	JJ	O15369, O15410	\$60,000.00
180757	ALISO VIEJO PETROLEUM, INC	461	07/07/2026	DH	P70690	\$5,823.00
195812	ARROW CONCRETE CUTTING CO.	403	07/23/2026	KER	P74026	\$1,294.00
202146	BLDG #20	2305	07/07/2026	DH	O15486	\$7,500.00
185600	BRIDGE ENERGY, LLC	1173	07/09/2026	JL	P75697	\$4,200.00
800030	CHEVRON PRODUCTS CO.	1173, 1176, 3002	07/23/2026	NW	P75090, P75091	\$87,668.50
198694	DHL GENESIS SANTA FE SPRINGS	2305	07/14/2026	VB	O15323	\$5,500.00
107696	EMPIRE WEST HOMEOWNERS ASSOCIATION	203	07/21/2026	RM	P50748, P75356	\$30,450.00
206791	HENKEL US OPERATIONS CORP.	2305	07/21/2026	NW	O15457	\$3,500.00
181182	KING MEAT SERVICE, INC.	1146	07/14/2026	EC	P73697	\$1,250.00
800074	CITY OF LOS ANGELES, DWP HAYNES GENERATING STATION	2004, 2012 APPENDIX A, 3002	07/21/2026	SH	P76008, P76009, P81609, P81615	\$9,000.00
6384	COUNTY OF LOS ANGELES., RANCHO LOS AMIGOS NAT. REHAB CTR	3002	07/01/2026	DH	P67124	\$5,500.00

186430	MOHSEN MART 3	461, H&S 41960.2	07/07/2026	CL	P78654, P78662	\$3,279.00
206552	NATIONAL CHRISTMAS PRODUCTS LLC	2305	07/24/2026	NW	O15452	\$3,500.00
171107	PHILLIPS 66 CO/LA REFINERY WILMINGTON PL	1173, 3002	07/10/2026	ND	P67772	\$6,000.00
11435	PQ LLC	2004	07/21/2026	ND	P80421	\$9,912.00
201608	PROMPT APPAREL LA	2305	07/24/2026	GML	O15538	\$11,000.00
4242	SAN DIEGO GAS & ELECTRIC	3002	07/01/2026	JL	P69069	\$20,500.00
174694	TESORO LOGISTICS, CARSON CRUDE TERMINAL	3002	07/23/2026	NW	P78164	\$2,000.00
174703	TESORO LOGISTICS,CARSON PROD TERMINAL	3002	07/23/2026	NW	P75691	\$3,882.00
11119	THE GAS CO./ SEMPRA ENERGY	2004, 2012	07/10/2026	JL	P74612, P79916, P81062	\$7,200.00
207127	THE ORDEN COMPANY, LLC	1403	07/14/2026	SP	P67271	\$20,000.00
207210	UNION PACIFIC RAILROAD CO	403	07/21/2026	GML	P80422, P80424, P80425, P80427, P80428, P80431, P80433	\$38,719.00
201762	UPDIKE DISTRIBUTION LOGISTICS	2305	07/17/2026	JL	O15498	\$22,800.00
200322	WEBER DISTR. LLC, DBA WEBER LOGISTICS	2305	07/10/2026	DH	O15485	\$1,500.00
197811	YECOV SERAZI	1403	07/07/2026	VB	P76234	\$1,919.00
Total Civil Settlements: \$373,896.50						
Criminal						
188216	UNIVERSAL CONSTRUCTION	1403, 40 CFR 61.145, 40 CFR 61.150	07/07/2026	CL	P65405, P65406	\$10,424.00
Total Criminal Settlements: \$10,424.00						
Hearing Board						
140373	AMERESCO CHIQUITA ENERGY LLC	203, 431.1, 3002	07/16/2026	KER	6143-4	\$2,600.00
119219	CHIQUITA CANYON LLC	431.1, 3002	07/23/2026	KER	6177-4	\$308,692.53
Total Hearing Board Settlements: \$311,292.53						
MSPAP						
190853	1133 SOUTH HOPE OWNER, LLC	203	07/21/2026	CR	P67138	\$2,682.00
137742	AMERICAN MEDICAL RESPONSE	203	07/10/2026	LT	P81366	\$1,049.00
209653	BROTHER'S FRAME AND BODY	203	07/10/2026	VB	P73586	\$1,094.00
130030	COLDWATER CHEVRON	461	07/07/2026	VB	P65239	\$1,544.00
210782	COLLEGE OF THE DESERT (ROADRUNNER MOTORS)	403.1	07/24/2026	CR	P74246	\$2,588.00
172250	CORONA FUELING & ELECTRIC, INC	1166	07/07/2026	CL	P82478	\$7,764.00
146617	DESK MAKERS INC.	203	07/21/2026	LT	P81970	\$2,588.00
141029	EAGLE AUTO BODY	109, 203	07/10/2026	CL	P75952	\$3,288.00
71893	GOLDRICH & KEST INDUSTRIES	1403, 40 CFR 61.145	07/07/2026	VB	P67273	\$2,498.00
203234	HIPACKING CORP	2305	07/14/2026	LT	O15234	\$28,600.00

134018	INDUSTRIAL CONTAINER SERVICES-CA LLC	1147	07/07/2026	CL	P74497	\$13,050.00
195535	JACKSONS ENERGY #6843	461, H&S 41960.2	07/24/2026	VB	P82487	\$3,282.00
207940	KB HOME	403	07/10/2026	CL	P81972	\$7,764.00
205935	KB HOME	403	07/24/2026	CR	P81209	\$2,588.00
191715	LA CO. ISD/NETWORK SVCS DIV-OAT NIKE MIC	203	07/10/2026	SW	P79273	\$1,094.00
199685	LW MURRIETA GAS INC	461, H&S 41960.2	07/24/2026	VB	P66594	\$2,789.00
197611	MATTEL DISTRIBUTION FACILITY	2305	07/24/2026	VB	O15550	\$28,600.00
206730	MCKESSON MEDICAL-SURGICAL INC.	2305	07/17/2026	LT	O15552	\$5,000.00
186430	MOHSEN MART 3	461	07/07/2026	CL	P81908	\$1,483.00
189567	MOLLER RETAIL INC	461	07/14/2026	VB	P82474	\$2,735.00
176156	NEW CINGULAR WIRELESS PCS, LLC	203	07/07/2026	VB	P80179	\$2,098.00
186423	ON-TRAC	203	07/21/2026	LT	P78500	\$2,188.00
201354	PACIFIC MOUNTAIN LOGISTICS	2305	07/10/2026	VB	O15494	\$5,000.00
202264	PODS MOVING & STORAGE	2305	07/24/2026	CL	O15264	\$5,000.00
43396	PRESS ENTERPRISES CO	203	07/10/2026	LT	P81381	\$4,376.00
208020	PULTE HOMES TRACT #38434	403	07/21/2026	CR	P74243	\$5,176.00
189330	RIDER LOGISTICS CENTER #3	2305	07/17/2026	LT	SRV2022-00052, SRV2022-00053, SRV2022-00054,	\$38,000.00
32757	RIVERSIDE CO., ROAD DEPT	461	07/10/2026	VB	P81382	\$1,641.00
201107	SHEA CENTER ONTARIO	2305	07/10/2026	CL	O15221	\$31,680.00
209511	SIGNAL HILL PETROLEUM	221, 1166	07/17/2026	CL	P82305	\$8,752.00
197838	SKETCHERS LANCE DC	2305	07/17/2026	LT	O15573	\$11,000.00
17181	SOLHEIM LUTHERAN HOME	203, 1470	07/17/2026	CL	P82260	\$2,953.00
194891	SPEEDWAY #4870 (USA)	461, H&S 41960.2	07/24/2026	VB	P65243	\$1,258.00
11604	STREMICKS HERITAGE FOODS LLC	1146	07/14/2026	VB	P66321	\$5,470.00
198964	SUNBELT RENTALS INC PC 1447	461	07/24/2026	CL	P81873	\$572.00
192563	UNITED PACIFIC #0663	461	07/14/2026	SW	P66589	\$3,282.00
195842	UNITED RENTALS	203	07/14/2026	VB	P81564	\$1,094.00
193982	WESTLAKE HARDWARE, INC	201, 203	07/10/2026	LT	P73197	\$2,588.00

Total MSPAP Settlements: \$254,208.00

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

REGULATION I - GENERAL PROVISIONS

- ## Rule 109 Recordkeeping for Volatile Organic Compound Emissions

REGULATION II - PERMITS

- | | |
|----------|-----------------------------|
| Rule 201 | Permit to Construct |
| Rule 202 | Temporary Permit to Operate |
| Rule 203 | Permit to Operate |
| Rule 221 | Plans |

REGULATION IV - PROHIBITIONS

- | | |
|------------|-----------------------------------|
| Rule 402 | Nuisance |
| Rule 403 | Fugitive Dust |
| Rule 403.1 | Wind Entrainment of Fugitive Dust |
| Rule 430 | Breakdown Provisions |
| Rule 431.1 | Sulfur Content of Gaseous Fuels |
| Rule 461 | Gasoline Transfer and Dispensing |
| Rule 462 | Organic Liquid Loading |
| Rule 463 | Storage of Organic Liquids |

REGULATION XI - SOURCE SPECIFIC STANDARDS

- | | |
|-------------|--|
| Rule 1134 | Emissions of Oxides of Nitrogen from Stationary Gas Turbines |
| Rule 1142 | Marine Tank Vessel Operations |
| Rule 1146 | Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters |
| Rule 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 1171 | Solvent Cleaning Operations |
| Rule 1173 | Fugitive Emissions of Volatile Organic Compounds |
| Rule 1176 | Sumps and Wastewater Separators |

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

REGULATION XIV - TOXICS

Rule 1403	Asbestos Emissions from Demolition/Renovation Activities
Rule 1415	Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems
Rule 1466	Control of Particulate Emissions from Soils with Toxic Air Contaminants
Rule 1469	Hexavalent Chromium Emissions from Chrome Plating and Chromic Acid Anodizing Operations

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004	Requirements
Rule 2012	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions
Rule 2012	
Appendix A	Protocol 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 (Waiver) Program
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REGULATION XXX - TITLE V PERMITS

Rule 3002	Requirements
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CODE OF FEDERAL REGULATIONS

40 CFR 61.145	Standards for Demolition and Renovation
40 CFR 61.150	Standard for Waste Disposal for Manufacturing, Fabricating, Demolition, Renovation, and Spraying Operations

CALIFORNIA HEALTH AND SAFETY CODE

H&S § 41513	Injunction Against Violations
H&S § 41700	Prohibited Discharges
H&S § 41960.2	Gasoline Vapor Recovery
H&S § 42401	Violation of Order for Abatement
H&S § 42402	Violation of Emission Limitations – Civil Penalty
H&S § 42402.3	Willful and Intentional Emission of Air Contaminant; Penalty

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

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions

REGULATION II - PERMITS

Rule 201 Permit to Construct

Rule 203 Permit to Operate

Rule 221 Plans

REGULATION IV – PROHIBITIONS

Rule 403 Fugitive Dust

Rule 403.1 Wind Entrainment of Fugitive Dust

Rule 431.1 Sulfur Content of Gaseous Fuels

Rule 461 Gasoline Transfer and Dispensing

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

Rule 1147 NOx Reductions from Miscellaneous Sources

Rule 1166 Volatile Organic Compound Emissions from Decontamination of Soil

Rule 1173 Fugitive Emissions of Volatile Organic Compounds

Rule 1176 Sumps and Wastewater Separators

REGULATION XIV - TOXICS

Rule 1403 Asbestos Emissions from Demolition/Renovation Activities

Rule 1470 Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements

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

Rule 2012

Appendix A Protocol for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions

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

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

40 CFR 61.150 Standard for Waste Disposal for Manufacturing, Fabricating, Demolition, Renovation, and Spraying Operations

CALIFORNIA HEALTH AND SAFETY CODE

H&S § 41960.2 Gasoline Vapor Recovery

 [Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 18

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 July 1, 2026 and July 31, 2026, and proposed projects for
which South Coast AQMD is acting as lead agency pursuant to
CEQA.

COMMITTEE: Mobile Source, August 21, 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 review¹ of environmental documents for the current reporting period for Attachments A and B combined²:

¹ The status of review reflects the date when this Board Letter was prepared. Therefore, Attachments A and B may not reflect the most recent updates.

² Copies of all comment letters sent to the lead agencies are available on South Coast AQMD's website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

Statistics for Reporting Period from July 1, 2026 to July 31, 2026	
Attachment A: Environmental Documents Prepared by Other Public Agencies and Status of Review	73
Attachment B: Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the June 2026 report)	4
Total Environmental Documents Listed in Attachments A & B	77
<i>Comment letters sent</i>	<i>15</i>
<i>Environmental documents reviewed, but no comments were made</i>	<i>58</i>
<i>Environmental documents currently undergoing review</i>	<i>4</i>

Staff focuses on reviewing and preparing comments on environmental documents prepared by other public agencies for proposed projects: 1) where South Coast AQMD is a responsible agency under CEQA (e.g., when air permits are required but another public agency is lead agency); 2) that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement); 3) that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); 4) where environmental justice concerns have been raised; and 5) which a lead or responsible agency has specifically requested South Coast AQMD review.

If staff provided written comments to a lead agency, then a hyperlink to the “South Coast AQMD Letter” is included in the “Project Description” column which corresponds to a notation in the “Comment Status” column. In addition, if staff testified at a hearing for a proposed project, then a notation is included in the “Comment Status” column. Copies of all comment letters sent to lead agencies are available on South Coast AQMD’s website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>. Interested parties seeking information regarding the comment periods and scheduled public hearings for projects listed in Attachments A and B should contact the lead agencies for further details as these dates are occasionally modified.

In January 2006, the Board approved the Clean Port Initiative Workplan (Workplan). One action item of the Workplan was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In accordance with this action item, Attachments A and B organize the environmental documents received according to the following categories: 1) goods movement projects; 2) schools; 3) landfills and wastewater projects; 4) airports; and 5) general land use projects. In response to the action item relative to mitigation, staff maintains a compilation of mitigation measures presented as a series of tables relative to off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases which are available on South Coast AQMD’s website at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation->

[measures-and-control-efficiencies](#). Staff will continue compiling tables of mitigation measures for other emission sources such as ground support equipment.

Attachment C – Proposed Air Permit Projects for Which South Coast AQMD is CEQA Lead Agency

The CEQA lead agency is responsible for determining the type of environmental document to be prepared if a proposal requiring discretionary action is considered to be a “project” as defined by CEQA. South Coast AQMD periodically acts as lead agency for its air permit projects and the type of environmental document prepared may vary depending on the potential impacts. For example, an Environmental Impact Report (EIR) is prepared when there is substantial evidence that the project may have significant adverse effects on the environment. Similarly, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) may be prepared if a proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are types of CEQA documents which analyze the potential environmental impacts and describe the reasons why a significant adverse effect on the environment will not occur such that the preparation of an EIR is not required.

Attachment C of this report summarizes the proposed air permit projects for which South Coast AQMD is lead agency and is currently preparing or has prepared environmental documentation pursuant to CEQA. As noted in Attachment C, South Coast AQMD is lead agency for three air permit projects during July 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 OF REVIEW
July 1, 2026 to July 31, 2026

<u>SOUTH COAST AQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Goods Movement</i> LAC260701-01 Pier T Marine Terminal Redevelopment Project#	The project consists of redeveloping and expanding the Pier T marine terminal from 382 acres to approximately 500 acres to increase the full build-out capacity to 3.3 million containers annually (6.1 million twenty-foot equivalent units) by: 1) demolishing the existing wharf and adding a new, extended wharf; 2) constructing a new truck gate complex; 3) making on-dock railyard improvements; and 4) transitioning to zero-emission equipment. The project is located at 301 Mediterranean Avenue in Long Beach within the designated AB 617 Wilmington, Carson, and West Long Beach community. https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/lac260701-01-nop-pier-t-marine-terminal-redevelopment-project.pdf Comment Period: 7/2/2026 - 8/14/2026 Public Hearing: N/A	Notice of Preparation of a Draft Environmental Impact Report/Notice of Intent to Prepare an Environmental Impact Statement	Port of Long Beach and U.S. Army Corps of Engineers (USACE)	Comment letter sent on 8/14/2026
<i>Warehouse & Distribution Centers</i> LAC260721-01 California Warehouse Development at 2601 South California Avenue	The project consists of constructing the following on a 1.41-acre site: 1) a warehouse building (27,078 square feet with 24,932 square feet dedicated for warehouse activities and 2,146 square feet dedicated as office space); 2) three truck loading docks; and 3) 33 parking spaces. The project is located at 2601 South California Avenue in Monrovia. Comment Period: 7/16/2026 - 8/14/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Monrovia	Document reviewed - No comments sent
<i>Warehouse & Distribution Centers</i> RVC260701-08 Beaumont Heights Business Centre Project	The project consists of annexing and developing a 385.60-acre site to be comprised of: 1) four industrial buildings (5,182,716 square feet total with 5,118,716 square feet dedicated for warehouse activities and 64,000 square feet dedicated as office space) with 887 dock doors; and 2) installing parking stalls for 3,221 autos and 1,169 trailers. The project is located adjacent to State Route 79 and California Avenue 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 https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/rvc260701-08-deir-beaumont-heights-business-centre-project.pdf Comment Period: 6/29/2026 - 8/12/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Beaumont	Comment letter sent on 8/12/2026

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

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Warehouse & Distribution Centers</i>	The project consists of constructing a light industrial warehouse building (134,797 square feet of warehouse space and 8,000 square feet of office space, height of 45.5 feet) on 6.9 acres with 16 dock-high doors, one grade-level door, 20 truck trailer parking spaces, and 86 passenger vehicle parking spaces, along with a 65-space passenger vehicle parking lot on a separate 0.8-acre parcel. The project is located at the intersection of Day Street and Bay Avenue in Moreno Valley.	Final Environmental Impact Report	City of Moreno Valley	Comment letter sent on 7/21/2026
RVC260708-04 Bay & Day Commerce Center Project	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/october-2023/RVC230913-11.pdf Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project (previously known as Edgemont Commerce Center), which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/april/RVC220401-10.pdf References: RVC241204-01; RVC230913-11; and RVC220401-10 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260708-04-feir-bay-day-commerce-center-project.pdf Comment Period: N/A Public Hearing: 7/23/2026			
<i>Warehouse & Distribution Centers</i>	The project consists of redeveloping a 34.8-acre former precast concrete manufacturing facility with an industrial building (755,520 square feet, including 13,000 square feet of office space), truck loading areas, automobile parking, and landscaping. The project is located at 14221 San Bernardino Avenue in unincorporated San Bernardino County within the City of Fontana.	Notice of Preparation of a Draft Environmental Impact Report	County of San Bernardino	Under review, may submit comments
SBC260729-08 Jensen Precast Industrial Redevelopment	Comment Period: 7/29/2026 - 8/28/2026 Public Hearing: N/A			

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ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
July 1, 2026 to July 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Warehouse & Distribution Centers	The project consists of the Bloomington Business Park Specific Plan (213 acres) which is comprised of an industrial business park with three high-cube warehouses (383,000 square feet, 1,250,000 square feet, and 479,000 square feet), a trailer and truck parking lot (9.55 acres), and a Policy Plan Amendment to upzone 24 acres from Low Density Residential to Medium Density Residential. The project is bounded north by Santa Ana Avenue, east by Maple Avenue and Linden Avenue, south by Jurupa Avenue, and west by Alder Avenue in the unincorporated Bloomington area of San Bernardino County.	Recirculated Final Environmental Impact Report	County of San Bernardino	Document reviewed - No comments sent
SBC260708-05 Bloomington Business Park Specific Plan	Staff previously provided comments on the Supplemental Technical Comments on Recirculated Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/march-2026/sbc251030-07-recirculated-deir-bloomington-business-park-specific-plan-project-supplemental-comment-letter-with-attachments.pdf Staff previously provided comments on the Recirculated 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/sbc251030-07-recirculated-deir-bloomington-business-park-specific-plan-project_with-attachments.pdf Staff previously provided comments on the Notice of Preparation of a Recirculated Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/december-2024/sbc241113-12-nop-bloomington-business-park-specific-plan-project.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/2021/december/SBC210928-09.pdf References: SBC260305-03; SBC251030-07; SBC241113-12; SBC220916-02; SBC210928-09; and SBC210105-05			
Comment Period: N/A		Public Hearing: 7/23/2026		

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Industrial and Commercial</i>	The project consists of: 1) rezoning the rear portion of a property from Industrial Flex to Heavy Manufacturing; 2) expanding an existing tow yard operation across the entire site; 3) installing a new vehicle storage area with paving and striping, and site lighting; and 4) constructing an office building (560 square feet). The project is located at 9313 Rayo Avenue in South Gate.	Draft Mitigated Negative Declaration	City of South Gate	Document reviewed - No comments sent
LAC260728-01 South Gate Tow Yard Project				
	Comment Period: 7/24/2026 - 8/21/2026 Public Hearing: 8/25/2026			
<i>Industrial and Commercial</i>	The project consists of amending the Northwest Open Space Specific Plan for the development of a 65.5-acre community venue and open space facility with seven core features (Equestrian, Chapel, Swanner House, Agricultural, Event Barn, Community Building, and Trails/Natural) which include event space, equestrian uses, passive recreational amenities, a food service area (2,500 square feet), a pedestrian bridge over Trabuco Creek, and 802 dedicated parking spaces. The project is located at 30291 Camino Capistrano in San Juan Capistrano.	Draft Environmental Impact Report	City of San Juan Capistrano	Document reviewed - No comments sent
ORC260707-05 Legacy Ranch Project				
	Reference: ORC251113-02			
	Comment Period: 7/3/2026 - 8/14/2026 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of constructing a cannabis cultivation and processing facility (11,800 square feet) on 2.48 acres of vacant land. The project is located on West Atlantic Avenue north of Dillon Road in Desert Hot Springs.	Draft Mitigated Negative Declaration	City of Desert Hot Springs	Comment letter sent on 7/16/2026
RVC260701-06 Mary Jane Properties, LLC				
	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260701-06-mnd-cannabis-cultivation-manufacturing-facility-(mary-jane-properties-llc).pdf			
	Comment Period: 6/15/2026 - 7/29/2026 Public Hearing: N/A			

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July 1, 2026 to July 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> LAC260709-01 Sewer Lift Station S-7 Reconstruction Project#	The project consists of reconstructing Sewer Lift Station S-7, which will require: 1) demolition of the existing lift station; 2) installation of a new circular wet well with submersible pumps; 3) installation of a rectangular valve vault and flow meter vault; 4) constructing a new sewer main (1,450 linear feet, 8-inch diameter); and 5) constructing a new generator building with a pumping capacity of 860 gallons per minute. The project is located within existing City rights-of-way in Long Beach. The project is also located within the designated AB 617 Wilmington, Carson, and West Long Beach community. https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/lac260709-01-mnd-sewer-lift-station-s-7-reconstruction-project.pdf Comment Period: 7/10/2026 - 8/7/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Long Beach	Comment letter sent on 8/5/2026
<i>Waste and Water-related</i> LAC260714-02 Pebbly Beach Landfill Site Optimization	The project consists of constructing a mechanically stabilized earth wall at the toe of the slope of the existing landfill (7.7 acres) to increase the total permitted height of the landfill by 50 feet and extend the life of the landfill by 27.5 years without changing total site footprint, the daily amount of waste that can be accepted at the facility or the amount of traffic to/from the facility. The project is located at 1 Dump Road in the unincorporated Avalon area of Los Angeles County on Santa Catalina Island. Comment Period: 7/9/2026 - 8/7/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Los Angeles	Document reviewed - No comments sent
<i>Waste and Water-related</i> LAC260715-03 E-Wells PFAS Groundwater Treatment Improvements Project	The project consists of reducing the quantity of per- and polyfluoroalkyl substances (PFAS) in groundwater to less than federal Maximum Contaminant Levels and restoring the groundwater production capacity by constructing a treatment facility and installing associated pipelines to collect and treat groundwater pumped from Wells E-14, E-15, E-16, and E-17. The project is located at 27264 Henry Mayo Drive in Santa Clarita. https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/lac260715-03-mnd-e-wells-pfas-groundwater-treatment-improvements-project.pdf Comment Period: 7/20/2026 - 8/18/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Santa Clarita Valley Water Agency	Comment letter sent on 8/18/2026

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July 1, 2026 to July 31, 2026

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of designing, installing, and operating a soil vapor extraction system with three shallow wells and six deeper wells to remove tetrachloroethene (PCE) contamination from soil vapor at a 0.1-acre former dry-cleaning site. The project is located at 201 South Glendale Avenue in Glendale.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260716-01 Palace Cleaners Glendale	Comment Period: 7/6/2026 - 8/4/2026 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of renewing the hazardous waste facility permit for Crosby & Overton, an existing hazardous waste storage, treatment, and transfer facility that uses a wastewater treatment system to process waste and stores waste in designated areas. The project is located at 1630 West 17th Street in Long Beach within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-02 Crosby & Overton – Hazardous Waste Facility Permit Renewal#	References: LAC250417-02; LAC250417-03; LAC241204-07; LAC240529-03; LAC240410-11; LAC240207-10; LAC160714-07; LAC140828-10; LAC140605-08; and LAC140326-17 Comment Period: 7/17/2026 - 9/4/2026 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of installing an air- and water-proof cover over the entire main canyon fill area of the landfill to reduce the infiltration of air and water into the waste, slowing the subsurface elevated temperature event that has been occurring since 2022, and reducing odors and emissions affecting nearby communities. The project is located at 29201 Henry Mayo Drive in Castaic.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-03 Chiquita Canyon Landfill – Draft Removal Action Workplan (RAW)	Comment Period: 7/21/2026 - 8/19/2026 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of removing approximately 137 cubic yards of soil contaminated with total petroleum hydrocarbons, polychlorinated biphenyls, lead, and mercury from a 0.75-acre vacant site, backfilling the site with clean soil, and recording a Land Use Covenant and Soil Management Plan restricting future site use. The project is located at 8810 Etiwanda Avenue in Rancho Cucamonga.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-04 Former Bernell Hydraulics – Draft Removal Action Workplan	Comment Period: 7/23/2026 - 8/21/2026 Public Hearing: N/A			

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SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of installing and operating a temporary centrifuge system and ancillary equipment to separate solids, oil, and water from Tank 55001 during cleanout operations at an existing used oil and glycol recycling facility. Upon project completion, the equipment will be removed. The project is located at 2000 North Alameda Street in Compton within the designated AB 617 South Los Angeles community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-05 DeMenno-Kerdoon, dba World Oil Recycling – Temporary Authorization for Tank 55001 Cleanout Equipment#	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: LAC260610-02; 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			
<i>Waste and Water-related</i>	The project consists of implementing a Master Work Plan Addendum to address the ongoing cleanup activities at a former refinery site necessary to enhance the boundary control of dissolved-phase plumes as the refinery transitions from operational to idle to redevelopment by installing 13 new groundwater recovery wells, conveyance piping, and a new groundwater and vapor phase treatment system. The project is located at 1520 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent
LAC260728-03 Phillips 66 Los Angeles Refinery Carson Plant – Master Work Plan Addendum#	Reference: LAC260528-04 Comment Period: 7/25/2026 - 8/21/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Waste and Water-related	The project consists of installing three dual-nested groundwater monitoring wells, two at the Vanguard Learning Center (55 feet and 72 feet below ground surface) and one at the former Alcoa Weslock facility (55 feet and 72 feet below ground surface) to assess the extent of groundwater contamination beneath both sites. The project is located at 13305 San Pedro Street and 13344 South Main Street in Los Angeles within the designated AB 617 South Los Angeles community.	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent
LAC260729-01 Vanguard Learning Center and Former Alcoa/TRE Weslock Facility#	Staff previously provided comments on the Work Notice: Offsite Environmental Assessment for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/lac250624-03.pdf References: LAC250624-03 and LAC250312-03 Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The project consists of implementing the Final Closure and Post-Closure Maintenance Plan for the existing landfill without making changes to the landfill footprint, permitted tonnage, or maximum permitted elevation through: 1) the cessation of accepting waste for disposal; 2) establishing a five-year post-closure settlement period; 3) installing an engineered final cover system; 4) re-grading of the slope and making drainage improvements; 5) stabilizing the access roads; 6) revegetating the site; and 7) conducting 30 years of post-closure maintenance. The project is located at 1942 North Valencia Avenue in unincorporated Orange County north of Brea.	Addendum to Final Environmental Impact Report	Orange County Waste & Recycling (OCWR)	Document reviewed - No comments sent
ORC260714-03 Addendum No. 10 to Final Environmental Impact Report (EIR) 588 For the Olinda Alpha Landfill Final Closure and Post Closure Maintenance Plan (FCPCMP)	References: ORC201105-01; ORC100205-03; and ORC050721-03 Comment Period: N/A Public Hearing: N/A			
Waste and Water-related	The project consists of replacing and rehabilitating a portion of the existing wastewater conveyance system, including installing twin redundant pipelines (5,200 linear feet, 18-inch diameter) and rehabilitating an existing interceptor (900 linear feet) through sliplining along a one-mile reach through Aliso Canyon. The project is located along Coast Highway through Aliso Canyon in Laguna Beach.	Other	City of Laguna Beach	Document reviewed - No comments sent
ORC260716-03 North Coast Interceptor Reach 5 Replacement Project	Reference: ORC250205-05 Comment Period: N/A Public Hearing: 8/5/2026			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of implementing the Chino Basin Program, a recirculated program-level environmental review of water management activities and potential infrastructure improvements occurring within the Chino Basin service area. The project is located in Chino in San Bernardino County.	Responses to South Coast AQMD Comments	Inland Empire Utilities Agency	Document reviewed - No comments sent
SBC260702-06 Inland Empire Utilities Agency Chino Basin Program	Staff previously provided comments on the Recirculated Draft Program Environmental Impact Report for the project, which can be accessed at: 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 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: SBC260421-07; SBC211102-10; and SBC210921-08			
	Comment Period: N/A Public Hearing: 7/15/2026			
<i>Waste and Water-related</i>	The project consists of constructing and operating two potable water reservoirs (1.28 million gallons each) to provide water storage for domestic usage, fire suppression, and emergency needs within the San Gabriel Valley Water Company Fontana service area. The project is located at 15151 Long View Drive in Fontana.	Draft Mitigated Negative Declaration	State Water Resources Control Board	Comment letter sent on 8/6/2026
SBC260715-09 Plant F20 Reservoirs Project	https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/sbc260715-09-is-mnd-plant-f20-reservoirs-project.pdf			
	Comment Period: 7/10/2026 - 8/7/2026 Public Hearing: N/A			

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ATTACHMENT A

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Utilities</i>	The project consists of expanding an existing photovoltaic solar power plant from 3,250 to 3,310 acres and increasing the total energy production from 463.5 megawatts to 500 megawatts by installing a new 500-megawatt battery energy storage system and replacing a proposed transmission line with connections to two existing transmission lines serving the Southern California Edison 230-kilovolt Colorado River Substation. The project is located north of 10th Avenue, south of 4th Avenue, west of North Neighbors Boulevard, and east of Megin Avenue in unincorporated Riverside County.	Other	County of Riverside	Document reviewed - No comments sent
ODP260702-04 Grace Solar Energy Center	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/2026/march-2026/odp260218-04-seir-grace-solar-energy-center-project.pdf References: ODP260218-04 and ODP250114-06 Comment Period: N/A Public Hearing: 7/14/2026			
<i>Utilities</i>	The project consists of expanding an existing photovoltaic solar power plant from 3,250 to 3,310 acres and increasing the total energy production from 463.5 megawatts to 500 megawatts by installing a new 500-megawatt battery energy storage system and replacing a proposed transmission line with connections to two existing transmission lines serving the Southern California Edison 230-kilovolt Colorado River Substation. The project is located north of 10th Avenue, south of 4th Avenue, west of North Neighbors Boulevard, and east of Megin Avenue in unincorporated Riverside County.	Responses to South Coast AQMD Comments	County of Riverside	Document reviewed - No comments sent
ODP260707-06 Grace Solar Energy Center	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/2026/march-2026/odp260218-04-seir-grace-solar-energy-center-project.pdf References: RVC260702-04; ODP260218-04; and ODP250114-06 Comment Period: N/A Public Hearing: N/A			

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PROJECT TITLE				
<i>Utilities</i>	The project consists of constructing and operating a utility-scale solar photovoltaic (PV) electrical generating and storage facility (535 acres) with 150 megawatts of solar generation capacity, a battery energy storage system (BESS) of 250 megawatts, an operations and maintenance building, a 230-kilovolt (kV) substation, and a new generation interconnection tie line (1.8 miles, 230 kV) connecting to the existing Southern California Edison Red Bluff Substation. The project is located 8.5 miles east of Desert Center in unincorporated eastern Riverside County.	Draft Environmental Impact Report	County of Riverside	Under review, may submit comments
RVC260729-04 Savira Solar Project	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/april-2025/rvc250312-06.pdf Reference: RVC250312-06 Comment Period: 8/3/2026 - 9/17/2026 Public Hearing: N/A			
<i>Utilities</i>	The project consists of: 1) replacing 1,750 existing transmission towers spanning 162 miles from Boulder City, Nevada to the Victorville Switching Station; 2) installing new foundations and replacing insulators, hardware assemblies, conductors, and ground wire; 3) shifting the alignment of Line 1 by 110 feet to the southeast for the 95-mile span between Victorville and Baker. The project is located along the McCullough-Victorville transmission line corridor in San Bernardino County.	Draft Subsequent Environmental Impact Report	Los Angeles Department of Water and Power	Document reviewed - No comments sent
SBC260716-04 McCullough-Victorville Lines 1 and 2 Upgrade Project	References: ODP240710-13 and ODP240403-07 Comment Period: 7/16/2026 - 8/28/2026 Public Hearing: N/A			
<i>Transportation</i>	The project consists of making multi-asset improvements 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) by: 1) preserving pavement; 2) restoring drainage; 3) rehabilitating the existing lighting; 4) making safety improvements; and 5) upgrading the existing roadways. The project is located along State Route 241 and State Route 133 in the cities of Irvine, Lake Forest, Mission Viejo, and Rancho Santa Margarita.	Final Mitigated Negative Declaration	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
ORC260701-04 SR-241/SR-133 Multi Asset Project	Reference: ORC260521-01 Comment Period: N/A Public Hearing: N/A			

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July 1, 2026 to July 31, 2026

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Transportation	The project consists of replacing the existing two-lane Gilman Springs Road Bridge over Potrero Creek (Bridge No. 56C-0523) with a new two-lane bridge located slightly southwest of the existing alignment, realigning the roadway to improve operational characteristics, and geometrics at the bridge approaches. The project is located along Gilman Springs Road over Potrero Creek in unincorporated Riverside County.	Initial Study/Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
RVC260714-08 Gilman Springs Road Bridge Replacement Project				
	Comment Period: 7/14/2026 - 8/12/2026 Public Hearing: N/A			
Transportation	The project consists of constructing a new interchange at Interstate 215 and Garbani Road between Post Mile R15.5 and Post Mile R17.5, and reconstructing Garbani Road to provide continuous multimodal travel across Interstate 215 with four travel lanes, bicycle lanes, sidewalks, and a regional trail. Three build alternatives are being studied: Compact Diamond, Spread Diamond, and Diverging Diamond interchange configurations. The project is located along Interstate 215 at Garbani Road in Menifee.	Notice of Preparation of a Draft Environmental Impact Report	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
RVC260715-06 Interstate 215 Garbani Road Interchange Project				
	Comment Period: 7/13/2026 - 8/14/2026 Public Hearing: N/A			
Transportation	The project consists of rehabilitating the pavement along a 50.6-mile segment of State Route 74 from Fairview Avenue (Post Mile 45.1) near Hemet to 7.1 miles east of Big Horn Drive (Post Mile R92.3) near Palm Desert, by: 1) installing cold plane and overlay areas; 2) replacing culverts, guardrails, end treatments and sign panels; 3) making curb ramp upgrades in accordance with Americans with Disabilities Act standards; and 4) installing street elements such as sidewalks and bus pads. The project is located along State Route 74 between Hemet and Palm Desert in Riverside County.	Draft Mitigated Negative Declaration	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
RVC260721-03 State Route 74 Pavement Rehabilitation Project				
	Comment Period: 7/17/2026 - 8/14/2026 Public Hearing: N/A			
Transportation	The project consists of: 1) realigning and widening Heacock Street to a width of 76 feet between San Michele Road and the Perris Valley Storm Drainage Lateral "B" channel on a 15-acre project site; 2) making storm drain improvements; and 3) extending Heacock Street's Arterial classification south to the city limits until it terminates at the cul-de-sac north of the channel. The project is located at 17771 Heacock Street in Moreno Valley.	Draft Mitigated Negative Declaration	City of Moreno Valley	Document reviewed - No comments sent
RVC260729-05 Heacock Street South Extension Project				
	Comment Period: 7/30/2026 - 8/28/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Transportation	The project consists of extending the pavement service life along State Route 18 from Post Mile R17.8 to Post Mile 31.7, by: 1) installing cold planes and overlays; 2) replacing 14 culverts and upgrading guardrails and end treatments; 3) installing and/or replacing drainage features; 4) repairing embankments, replacing sidewalks and controlling vegetation; and 5) installing Transportation Management System (TMS) elements and making bicycle safety improvements. The project is located along State Route 18 from 0.1 mile east of the separation between State Route 138 and State Route 18 to View Drive in San Bernardino County.	Draft Mitigated Negative Declaration/Draft Environmental Assessment	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
SBC260729-09 SR-18 Pavement and Culvert Replacement Project				
	Comment Period: 7/29/2026 - 8/28/2026 Public Hearing: N/A			
Institutional (schools, government, etc.)	The project consists of: 1) constructing an outdoor amphitheater on the existing Viewpoint School campus (19 acres) with terraced hillside seating with a capacity for 531 persons, a performance bandshell, and a control booth; 2) constructing a new pedestrian bridge over Dry Canyon Creek with a wooden boardwalk and outdoor classroom; and 3) relocating the garden program with raised planting beds on a 0.5-acre project site. The project is located at 23620 Mulholland Highway in Calabasas.	Draft Mitigated Negative Declaration	City of Calabasas	Document reviewed - No comments sent
LAC260701-02 Viewpoint Amphitheater Project				
	Comment Period: 6/29/2026 - 7/29/2026 Public Hearing: N/A			
Institutional (schools, government, etc.)	The project consists of demolishing Building 700/3000 and adjacent portable classrooms and constructing a new aquatic center within the existing Millikan High School campus, which will include a competition pool (51.5 meters by 22.9 meters), locker rooms, spectator bleachers (500-person capacity), a snack bar and ticket booth, sports lighting, and associated site improvements. The project is located at 2800 Snowden Avenue in Long Beach.	Draft Environmental Impact Report	Long Beach Unified School District	Document reviewed - No comments sent
LAC260701-03 Millikan High School Aquatic Center Project				
	Reference: LAC251210-01 Comment Period: 6/26/2026 - 8/7/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>Institutional (schools, government, etc.)</i>	The project consists of developing a bike park and making improvements to the trail system within South Hills Park, by: 1) constructing downhill bike-only trails, a multidirectional pedal-up trail, a cross-country multiuse trail, and mountain bike jump trails; 2) installing bicycle pump tracks, staging and seating areas, and a restroom facility; 3) making improvements to trailheads and parking areas; and 4) re-grading the access road. The project is located at South Hills Park along Glendora Avenue in Glendora.	Recirculated Draft Mitigated Negative Declaration	City of Glendora	Document reviewed - No comments sent
LAC260702-02 South Hills Bike Park	Reference: LAC251217-03 Comment Period: 7/2/2026 - 7/31/2026 Public Hearing: N/A			
<i>Institutional (schools, government, etc.)</i>	The project consists of making improvements to the existing Rio Hondo Park by: 1) replacing the softball, baseball fields, and soccer fields; 2) constructing a shaded plaza and picnic shelter; 3) installing walking and exercise paths; 4) renovating the basketball courts, and concession and restroom buildings; 5) repairing and restriping the parking lot; and 6) removing the existing handball courts. The project is located at 8421 San Luis Potosi Place in Pico Rivera.	Draft Mitigated Negative Declaration	City of Pico Rivera	Document reviewed - No comments sent
LAC260714-01 Rio Hondo Park	Comment Period: 7/8/2026 - 8/6/2026 Public Hearing: N/A			
<i>Institutional (schools, government, etc.)</i>	The project consists of updating the original 1998 Master Plan for Fairview Park (208 acres) to reflect current conditions and concepts for restoring and preserving cultural and biological resources, including the vernal pool habitat, while maintaining recreational and public uses, and identifying a specific relocation site for the Harbor Soaring Society flying field. The project is located at 2525 Placentia Avenue in Costa Mesa.	Recirculated Initial Study/ Draft Mitigated Negative Declaration	City of Costa Mesa	Document reviewed - No comments sent
ORC260729-03 Fairview Park Master Plan Update (FPMPU)	Reference: ORC260501-09 Comment Period: 7/29/2026 - 8/28/2026 Public Hearing: N/A			
<i>Retail</i>	The project consists of rehabilitating and implementing an adaptive reuse of the Casa Manuel Garcia Adobe and Domingo Yorba Adobe by constructing a 70-room boutique hotel on a 1.68-acre site to be comprised of: 1) two existing historic adobe buildings; 2) new buildings for a car lift structure, a kitchen and dining building, a barn-style event building, and a three-story lobby and guest room building; and 3) a gym and a pool with outdoor patio and public gathering area. The project is located at 31861-31871 Camino Capistrano in San Juan Capistrano.	Draft Environmental Impact Report	City of San Juan Capistrano	Document reviewed - No comments sent
ORC260714-04 French Hotel Project	Reference: ORC260325-04 Comment Period: 7/9/2026 - 8/21/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Retail RVC260714-06 Shake Shack Drive-Through (CUP2026-0011)	The project consists of converting an existing unit (3,377 square feet) within the Oak Valley Village shopping center to operate a Shake Shack quick-service restaurant with a drive-through lane and pick-up window. The project is located at 1782 Oak Valley Parkway in Beaumont. Comment Period: 7/13/2026 - 7/29/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260702-01 Renewal of PD-39 – The Affinity	The project consists of renewing the Planned Development Plan for PD-39 (The Affinity) for two additional years until June 30, 2028. The project is located at 465-577 South Arroyo Parkway in Pasadena. 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/september/LAC210819-03.pdf References: LAC220601-03; LAC220119-07; and LAC210819-03 Comment Period: N/A Public Hearing: 7/8/2026	Other	City of Pasadena	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260707-01 Belcaro at Sand Canyon Project	The project consists of developing a 208-acre project area to: 1) construct 341 detached single-family senior housing units (193.8 acres) with private recreational amenities; 2) install a railroad undercrossing and a roundabout; and 3) extend the existing roads and make other infrastructure improvements across the site. 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 References: LAC260616-02 and LAC250702-03 Comment Period: 7/7/2026 - 8/21/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Santa Clarita	Document reviewed - No comments sent

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PROJECT TITLE				
General Land Use (residential, etc.)	The project consists of two citywide housing programs: 1) the Single-Family Rehabilitation Handyworker Program which will provide grants for making minor home repairs (up to \$5,000 per property) to low-income elderly and disabled homeowners and tenants (estimated cost \$6,548,523); and 2) the Urgent Repair Program addressing life-threatening conditions in multi-family rental units that are not in compliance with current building codes (estimated cost \$900,000). The project is located citywide in Los Angeles. The project also includes six designated AB 617 communities: 1) East Los Angeles, Boyle Heights, and West Commerce; 2) Southeast Los Angeles; and 3) South Los Angeles.	Notice of Intent to Request Release of Funds for Tiered Projects and Programs	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
LAC260707-02 Single Family Rehabilitation Handyworker Program and Urgent Repair Program (PY 52nd, 53rd, 54th CDBG)#				
	Comment Period: 7/8/2026 - 7/15/2026 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of merging and subdividing a property (88,064 square feet) intended for the construction of 169 residential units and commercial purposes. The project is located at 114 East Garvey Avenue in Monterey Park.	Site Plan	City of Monterey Park	Document reviewed - No comments sent
LAC260715-01 Tentative Tract Map No. 82800				
	Comment Period: 7/2/2026 - 7/16/2026 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of rehabilitating an existing two-unit residential building (1,076 square feet) to provide transitional housing for foster youth by: 1) making interior and exterior improvements; 2) replacing electrical, plumbing, and heating, ventilation, and air conditioning (HVAC) systems; and 3) replacing the roofs and installing new windows and doors. The project is located at 6957 North Figueroa Street in Los Angeles.	Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
LAC260728-02 Highland Park Housing for Transition-Age Foster Youth				
	Comment Period: 7/29/2026 - 8/13/2026 Public Hearing: N/A			
General Land Use (residential, etc.)	The project consists of constructing a 46-story mixed-use tower (420,201 square feet) with 419 residential units and ground floor restaurant uses (2,645 square feet) on a 1.4-acre site, while retaining four existing contributor buildings (42,092 square feet) to the Miracle Mile Historic District including Los Angeles Historic-Cultural Monument No. 451. The project is located at 5350-5376 Wilshire Boulevard in Los Angeles.	Draft Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
LAC260729-02 Wilshire and Cloverdale Project				
	Comment Period: 7/30/2026 - 9/11/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The project consists of two components: 1) developing 68 three-story multi-family residential units (1,344 to 1,910 square feet each), including nine affordable units; and 2) replacing a temporary church building with a new permanent church building (50 feet tall) with a columbarium, chapel, parish hall, rectory, and a two-level underground parking garage on a six-acre site. The project is located at 14010 Remington in Irvine.	Notice of Preparation of a Draft Subsequent Environmental Impact Report	City of Irvine	Document reviewed - No comments sent
ORC260702-03 Our Lady of Peace Project				
	Comment Period: 6/30/2026 - 7/30/2026 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of redeveloping the existing Oak Creek Golf Course and replacing four office buildings on 281 acres with a new residential village by: 1) constructing up to 2,400 residential units, a public nature park and trail system, an elementary school, and neighborhood parks; and 2) making on- and off-site circulation improvements. The project is bounded west by Jeffrey Road, north by Interstate 5, east by Valley Oak and Oak Canyon, and south by Irvine Center Drive in Irvine. https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/orc260708-03-nop-planning-area-52-project.pdf	Notice of Preparation of a Draft Subsequent Environmental Impact Report	City of Irvine	Comment letter sent on 8/5/2026
ORC260708-03 Planning Area 52 Project (File Nos. 00956521-PGA, 00956519-PZC, and 00986547-PDA)				
	Comment Period: 7/6/2026 - 8/5/2026 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of subdividing 28.22 acres into 96 residential lots, one water basin lot, and three open spaces and landscaped lots. The project is located at 31100 Eucalyptus Road in the unincorporated Winchester area of Riverside County.	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
RVC260701-05 TTM 38483				
	Comment Period: 7/1/2026 - 7/31/2026 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of developing 677 detached single-family residential units on three parcels (94.05 acres). The project is located at the southwest and southeast corners of Poplar Street and Fisher Street in Hemet.	Site Plan	City of Hemet	Document reviewed - No comments sent
RVC260701-10 PR26-010 TTM 38873				
	Comment Period: 6/26/2026 - 7/15/2026 Public Hearing: N/A			

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PROJECT TITLE				
General Land Use (residential, etc.) RVC260714-05 SunnyCal Residential Pre-Application (PLAN2026-0121)	The project consists of developing 810 single-family detached residential units, including 78 deed-restricted moderate-income units, on 192.66 acres, with four acres of recreation areas, 23 acres of undeveloped land, six acres of water quality facilities, and 12 acres of biological setback areas. The project is located east of Interstate 10, west of Hannon Road, north of Brookside Avenue, and south of Cherry Valley Boulevard in Beaumont. Comment Period: 7/10/2026 - 7/23/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC260715-05 Aquabella Specific Plan Amendment Project	The project consists of subdividing 40.22 acres into 293 single-family lots and eight lettered lots for public streets, private driveways, landscaping, and access within Planning Area 1 of the Aquabella Specific Plan. The project is located on the north side of Cactus Avenue, south of Brodiaea Avenue, and east of Lasselle Street in Moreno Valley. 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/2023/november-2023/RVC231101-07.pdf References: RVC240605-09 and RVC231101-07 Comment Period: N/A Public Hearing: 7/23/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC260721-04 Beaumont Village Specific Plan Pre-Application (PLAN2026-0126)	The project consists of developing a master planned community (308.6 net acres) with 628 single-family homes (2,750 square feet), a 100-room hotel, mixed-use and commercial uses including a gas station, car wash, and quick-service restaurant, 112.8 acres of open space, and annexation of 100.06 acres into the Beaumont-Cherry Valley Water District. The project is located north of Western Knolls Avenue and east of Potrero Boulevard in Beaumont. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260721-04-sp-beaumont-village-specific-plan-pre-application-(plan2026-0126).pdf Comment Period: 7/17/2026 - 7/30/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Comment letter sent on 7/29/2026

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i> RVC260721-05 Menifee 50 Residential Project (PLN26-0035)	The project consists of: 1) subdividing 49.40 acres into 119 single-family detached residential units (2,739 to 3,936 square feet) at a density of 2.41 dwelling units per acre, including six affordable very low-income units with 3.7 acres of open space; and 2) constructing a detention basin (6.2 acres), a water quality and detention basin (1.8 acres), and a landscape buffer and trail system (2.7 acres). The project is located north of Watson Road, south of Mapes Road, east of Menifee Road, and west of Malaga Road in Menifee. Comment Period: N/A Public Hearing: N/A	Site Plan	City of Menifee	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC260729-06 Boulders II Project	The project consists of developing 240 multi-family residential units at a density of 23.7 dwelling units per acre on a 10.14-acre site, including 378 parking spaces, a maintenance building (795 square feet), a clubhouse (5,025 square feet), pool, fitness center, tot lot, dog park, and pickleball court, with a General Plan Amendment and Zone Change to High Density Residential. The project is located at 29957 Edina Road in Menifee. Reference: RVC250129-01 Comment Period: 7/29/2026 - 8/18/2026 Public Hearing: 8/26/2026	Draft Mitigated Negative Declaration	City of Menifee	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> RVC260729-07 Brodiaea Avenue	The project consists of: 1) subdividing a 14.4-acre site into 134 single-family lots; 2) a General Plan Amendment from Residential 3 to Residential 10; 3) changing the zoning from Residential 3 to Residential 10 District; and 3) issuing 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. Reference: RVC260521-03 Comment Period: N/A Public Hearing: 8/13/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> SBC260715-08 Mixed-Use Planned Development (CUP 25-007, ORA 6-001, and PM 26-001)	The project consists of constructing a three-story mixed-use building with 13 residential units and ground floor commercial space (4,950 square feet). The project is located at 26462 Pacific Street in Highland. Comment Period: 7/15/2026 - 7/30/2026 Public Hearing: N/A	Site Plan	City of Highland	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
July 1, 2026 to July 31, 2026

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>				
ALL260707-03 Draft 2027 Federal Transportation Improvement Program#	The project consists of adopting the 2027 Federal Transportation Improvement Program (FTIP), which covers 1,836 projects totaling \$48.5 billion over federal fiscal years 2026-27 through 2029-30, including transit improvements, highway improvements, highway operations and maintenance, transit operations, high-occupancy vehicle lanes, road improvements, and active transportation projects across the six-county Southern California Association of Governments (SCAG) region. The project is located in all counties within the South Coast AQMD jurisdiction. 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. Comment Period: 7/6/2026 - 8/4/2026 Public Hearing: N/A	Other	Southern California Association of Governments (SCAG)	Document reviewed - No comments sent
<i>Plans and Regulations</i>				
ALL260707-04 Connect SoCal 2024 Amendment 2#	The project consists of amending the Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050) to update regionally significant transportation projects in the project list, including schedule, scope, and cost changes to existing projects and addition of new projects across the six-county Southern California Association of Governments (SCAG) region. The project is located in all counties within the South Coast AQMD jurisdiction. 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. Comment Period: 7/6/2026 - 8/4/2026 Public Hearing: N/A	Other	Southern California Association of Governments (SCAG)	Document reviewed - No comments sent
<i>Plans and Regulations</i>				
LAC260708-01 Downey 2045 General Plan Update and Zoning Text and Map Amendment	The project consists of adopting the Downey 2045 General Plan Update with 14 land use designations and amending the Zoning Map across 1,640 parcels (1,950 acres) within the 6,249-acre planning area to accommodate an estimated increase of 10,350 dwelling units, 31,483 residents, 2.6 million square feet of non-residential space, and 6,649 jobs by 2045. The project is located citywide in Downey. 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/2026/april-2026/rvc260319-02-nop-downey-2045-general-plan-update-and-zoning-text-and-map-amendments.pdf Reference: RVC260319-02 Comment Period: 7/7/2026 - 8/20/2026 Public Hearing: N/A	Draft Program Environmental Impact Report	City of Downey	Under review, may submit comments

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July 1, 2026 to July 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Plans and Regulations	The project consists of: 1) updating the 1991 Media District Specific Plan which covers a 544-acre area to establish development standards for 9,702 residential units, non-residential uses (3,986,207 square feet), and 400 hotel rooms; and 2) amending the General Plan Land Use Map and zone text in Title 10 of the Burbank Municipal Code. The project is bounded north by the Magnolia Park neighborhood, east by South Keystone Street, south by the Los Angeles River, and west by the Toluca Lake and Toluca Woods neighborhoods in Burbank.	Recirculated Draft Program Environmental Impact Report	City of Burbank	Document reviewed - No comments sent
LAC260715-02 Burbank Media District Specific Plan Update	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/march-2026/lac260211-04-dpeir-burbank-media-district-specific-plan-update.pdf 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/2023/november-2023/LAC231108-06.pdf References: LAC260211-04 and LAC231108-06 Comment Period: 7/11/2026 - 8/21/2026 Public Hearing: N/A			
Plans and Regulations	The project consists of amending the Zoning Ordinance to establish an Overlay Zoning District (263 acres) with three overlay zones (Innovation and Enterprise, Community Core, and Workshop and Entertainment) to accommodate a net increase of 1,032 dwelling units and 259 employees at full buildout by 2050. The project is located in the northern portion of Signal Hill, generally to the north of Willow Street and to the south of Interstate 405.	Notice of Preparation of a Draft Program Environmental Impact Report	City of Signal Hill	Comment letter sent on 8/14/2026
LAC260721-02 Overlay Zoning District	https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/lac260721-02-nop-overlay-zoning-district-project.pdf Comment Period: 7/17/2026 - 8/14/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of adopting: 1) the City of Compton 2045 General Plan Update which seeks to establish a comprehensive vision and policies for long-term growth; 2) a Housing Element Update identifying strategies and sites to accommodate housing needs; and 3) the Targeted Zoning Text and Map Amendments to maintain consistency with the General Plan and implement state law. The project applies citywide in Compton. The project also includes three designated AB 617 communities: 1) San Bernardino and Muscoy; 2) Southeast Los Angeles; and 3) Wilmington, Carson, and West Long Beach.	Other	City of Compton	Document reviewed - No comments sent
LAC260722-01 Compton 2045 General Plan Update and Zoning Code Amendments#	Reference: LAC250722-03 Comment Period: 7/21/2026 - 7/28/2026 Public Hearing: 8/12/2026			
<i>Plans and Regulations</i>	The project consists of amending the Mission Viejo Municipal Code Title 9 to implement Housing Element Programs 4 and 13 by establishing a low barrier navigation center overlay zone and an emergency shelter residential overlay zone at various properties along Marguerite Parkway, Crown Valley Parkway, Camino Capistrano, Cabot Road, and Los Alisos Boulevard. The project applies to multiple sites citywide in Mission Viejo.	Other	City of Mission Viejo	Document reviewed - No comments sent
ORC260716-02 General Plan Amendment P-GPA2026-0005, Zoning Map Amendment P-ZC2026-0002, and Development Code Amendment P-DCA2026-0003	Comment Period: N/A Public Hearing: 7/13/2026			
<i>Plans and Regulations</i>	The project consists of: 1) adopting the Cabazon Community Plan and Cabazon Infrastructure Plan across a project area (7,769 acres) to accommodate up to 22,888 new housing units and non-residential uses (49,420,323 square feet) over 30 years; 2) establishing land use designations and development standards; and 3) making improvements to infrastructure pertaining to domestic water supplies, wastewater, flood control, electric power, natural gas, telecommunications, and roadways. The project is located immediately east of the City of Banning in unincorporated Riverside County.	Draft Program Environmental Impact Report	County of Riverside	Under review, may submit comments
RVC260714-07 Cabazon Infrastructure Plan and Cabazon Community Plan Project (GPA No. 01206 and ZR6234)	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/2026/april-2026/rvc260310-02-nop-cabazon-infrastructure-plan-and-cabazon-community-plan-project.pdf Reference: RVC260310-02 Comment Period: 7/9/2026 - 8/21/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of: 1) annexing 313.4 acres into the City of Calimesa via a General Plan Amendment, Pre-Zoning, Zone Text Amendment; 2) issuing two Conditional Use Permits for two existing warehouse buildings; and 3) assigning 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.	Other	City of Calimesa	Document reviewed - No comments sent
RVC260715-07 City of Calimesa Annexation Project	References: RVC260527-02 and RVC260421-05 Comment Period: N/A Public Hearing: 7/20/2026			
<i>Plans and Regulations</i>	The project consists of developing a mixed-use community (173.8 acres) which seeks to: 1) construct 85 dwelling units, a multi-use community center, a private nine-hole golf course, a short-game practice area, and private streets; and 2) amend the General Plan to include land use designations for low density residential (49.3 acres), medium density residential (11.2 acres), mixed use (20.5 acres), and open space recreation (97.8 acres). The project is located east of Monroe Street and west of Jackson Street between 52nd Avenue and 54th Avenue in the unincorporated Vista Santa Rosa community in Riverside County.	Draft Environmental Impact Report	County of Riverside	Document reviewed - No comments sent
RVC260728-04 The Ranch at Madison Specific Plan	Reference: RVC250819-03 Comment Period: 7/27/2026 - 9/10/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of three components: 1) amending the Circulation Element of the MoVal 2040 General Plan to update the Goods Movement section per Assembly Bill 98 and Senate Bill 415; 2) adopting a Truck Route Ordinance revising truck route provisions in the Moreno Valley Municipal Code (Chapter 12.36); and 3) adopting an updated Truck Routes Map designating truck routes citywide. The project applies citywide in Moreno Valley.	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC260728-05 PEN26-0058 (General Plan, Municipal Code Amendments, and Truck Routes Map)	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: RVC260610-05; 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: 8/13/2026			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of: 1) repealing and re-enacting Chapter 88.03 of the San Bernardino County Code relating to Surface Mining and Land Reclamation for consistency with the Surface Mining and Reclamation Act of 1975; and 2) updating the procedures regarding financial assurances, inspections, idle mines, and violations. The project applies countywide in unincorporated San Bernardino County within the designated AB 617 San Bernardino and Muscoy community.	Other	County of San Bernardino	Document reviewed - No comments sent
SBC260702-05 Surface Mining and Land Reclamation Ordinance Update (PMISC-2026-00029)#				
	Comment Period: N/A			
	Public Hearing: 7/9/2026			

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ATTACHMENT B
ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS
PREPARED BY OTHER PUBLIC AGENCIES

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Warehouse & Distribution Centers</i>	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	Notice of Preparation of a Draft Environmental Impact Report	City of Hemet	Comment letter sent on 7/2/2026
RVC260616-04 Santa Fe Gateway Project				
	Comment Period: 6/16/2026 - 7/15/2026 Public Hearing: N/A			
<i>Warehouse & Distribution Centers</i>	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 https://www.aqmd.gov/docs/default-source/comment-letters/2026/july-2026/rvc260624-02-draft-eir-hemet-logistics-west-project.pdf	Draft Environmental Impact Report	City of Hemet	Comment letter sent on 7/30/2026
RVC260624-02 Hemet Logistics West Project				
	Comment Period: 6/24/2026 - 8/7/2026 Public Hearing: N/A			

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PREPARED BY OTHER PUBLIC AGENCIES

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Institutional (schools, government, etc.)</i>	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.	Initial Study/Draft Mitigated Negative Declaration	City of Beaumont	Comment letter sent on 7/14/2026
RVC260623-06 Beaumont Corporate Yard Project	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260623-06-draft-mnd-for-beaumont-corporate-yard-project.pdf Comment Period: 6/15/2026 - 7/14/2026 Public Hearing: N/A			
<i>Medical Facility</i>	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.	Draft Environmental Impact Report	County of Riverside	Comment letter sent on 7/2/2026
RVC260521-06 RUHS Medical Center Master Plan and Phase I Development Project	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			

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ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through July 31, 2026

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Ecobat Resources California Inc. (formerly Quemetco) <u>Quemetco Capacity Upgrade Project</u>	Ecobat Resources California Inc. (formerly Quemetco) is proposing to modify its South Coast AQMD permits (Facility ID: 8547) to allow the facility to recycle more batteries and to eliminate the existing daily idle time of the furnaces. The proposed project will increase the rotary feed drying furnace feed rate limit from 600 to 750 tons per day and increase the amount of total coke material allowed to be processed. In addition, the project will allow the use of petroleum coke in lieu of or in addition to calcined coke and remove one existing emergency diesel-fueled internal combustion engine (ICE) and install two new emergency natural gas-fueled ICEs. The project is located in Los Angeles County at 720 South 7th Avenue in the City of Industry. Reference: State Clearinghouse No. 2018081096	Environmental Impact Report (EIR)	The Draft EIR was released for a 124-day public review and comment period from October 14, 2021 to February 15, 2022 and approximately 200 comment letters were received. South Coast AQMD held two community meetings on November 10, 2021, and February 9, 2022, which presented an overview of the proposed project, the CEQA process, detailed analysis of the potentially significant environmental topic areas, and the existing regulatory safeguards. Response to written comments submitted relative to the Draft EIR and oral comments made at the community meetings are currently being prepared by the consultant. After the Draft EIR public comment and review period closed, Quemetco submitted additional applications for other permit modifications. South Coast AQMD staff is evaluating the effect of these new applications on the EIR process.	Trinity Consultants
Tesoro Refining & Marketing Company, LLC (Tesoro) <u>Marathon Los Angeles Refinery Modernization Projects</u>	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 July 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 Addendum was certified on July 7, 2026.	Dudek, Yorke Engineering, LLC, and Rincon

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BOARD MEETING DATE: September 4, 2026

AGENDA NO. 19

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.

1180	Fenceline and Community Air Monitoring for Petroleum Refineries and Related Facilities
1180.1	Fenceline and Community Air Monitoring for Other Refineries
Proposed Amended Rules 1180 and 1180.1 are being moved from 4 th Quarter to November 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	Title and Description	Type of Rulemaking
October		
1143	Consumer Paint Thinners and Multi-Purpose Solvents Proposed amendments will seek to phase out two toxic compounds, pCBtF and tBAC, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
November		
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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
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 any facility that ceases operations. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
December		
1146	Emissions of Oxides of Nitrogen from Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Proposed amendments to Rule 1146 will seek further emission reductions from an updated BARCT analysis. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other
1146.1 [#]	Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters Proposed amendments to Rule 1146.1 seeks further emission reductions from an updated BARCT analysis. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other
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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other

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

2026 MASTER CALENDAR *(Continued)*

Month	Title and Description	Type of Rulemaking
December <i>(Continued)</i>		
1435*	Control of Toxic Air Contaminant Emissions from Metal Heating Operations Proposed Rule 1435 will establish requirements to reduce point source and fugitive toxic air contaminants including hexavalent chromium emissions from heat treating processes. Proposed Rule 1435 will also include monitoring, reporting, and recordkeeping requirements. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / AB 617 CERP
1495	Commodity Fumigation Proposed Rule 1495 will reduce methyl bromide and other toxic air contaminant emissions by establishing requirements for commodity fumigation operations. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics

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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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
103	Definition of Geographical Areas Proposed amendments are needed to update geographic areas to be consistent with state and federal references to those geographic areas. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
209	Transfer and Voiding of Permits Proposed amendments may be needed to clarify requirements for change of ownership and permits and the assessment of associated fees. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
403	Fugitive Dust Proposed Amended Rule 403 will seek to remove outdated provisions and clarify existing provisions to enhance compliance. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
403.1	Supplemental Fugitive Dust Control Requirements for Coachella Valley Sources Proposed Amended Rule 403.1 will clarify existing requirements for dust control and remove outdated provisions contained in supporting documents for Rule 403.1. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Bara Radlein 909.396.2716</i>	AB 617 BARCT

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[#] 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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
425	Odors from Cannabis Processing Proposed Rule 425 will establish requirements for control of odors from cannabis processing. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
430	Breakdown Provisions Amendments to Rule 430 will be needed to remove exemptions for facilities that exit the RECLAIM program and update references to CEMS rules. Other amendments may be needed to address current policies from U.S. EPA regarding startup, shutdown, and malfunction requirements. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	RECLAIM / Other
431.1 [#]	Sulfur Content of Gaseous Fuels Proposed Amended Rule 431.1 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
431.2 [#]	Sulfur Content of Liquid Fuels Proposed Amended Rule 431.2 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
431.3 [#]	Sulfur Content of Fossil Fuels Proposed Amended Rule 431.3 will assess exemptions, including RECLAIM, and update other provisions, if needed. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
441	Research Operations Amendments may be needed to consider more flexibility. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
444	Open Burning Amendments may be needed to clarify existing provisions. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT

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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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT
1101 [#]	Secondary Lead Smelters/Sulfur Oxides Proposed Amended Rule 1101 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT
1102	Dry Cleaners Using Solvent Other Than Perchloroethylene Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 CERP
1105 [#]	Fluid Catalytic Cracking Units SOx Proposed Amended Rule 1105 will update SOx emission limits to reflect Best Available Retrofit Control Technology, if needed, remove exemptions for RECLAIM facilities, and update monitoring, reporting, and recordkeeping requirements. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AB 617 BARCT / AB 617 CERP
1108	Cutback Asphalt Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1108.1	Emulsified Asphalt Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1109.1	Petroleum Refineries Amendments to consider requirements for facilities seeking to cease operations and possibly other provisions. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / AB 617 CERP

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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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1125	Metal Container, Closure, and Coil Coating Operations Proposed amendments will seek to phase out two toxic compounds, pCBtF and tBAC, and consider interim VOC limits for certain coatings that are being reformulated as well as other amendments to improve clarity. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other

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[#] 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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1133.2	Emission Reductions from Co-Composting Operations Proposed amendments to consider alternatives to enclosure requirements and update emission factors. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1142	Marine Tank Vessel Operations Proposed Amended Rule 1142 will address VOC and hydrogen sulfide emissions from marine tank vessel operations, applicability, noticing requirements, and provide clarifications. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other

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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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1166	Volatile Organic Compound Emissions from Decontamination of Soil Proposed Amended Rule 1166 will update requirements, specifically concerning notifications and usage of mitigation plans (site specific versus various locations). <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1174	Control of Volatile Organic Compound Emissions from the Ignition of Barbecue Charcoal Proposed amendments may be needed to address certain exempt compounds, VOC limits for certain applications, and other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Other
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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Eugene Kang 909.396.3524; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other

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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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / AQMP
1411	Recovery or Recycling of Refrigerants from Motor Vehicle Air Conditioners Proposed Amended Rule 1411 seeks amendments to coincide with Section 609 of the Clean Air Act. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1415 1415.1	Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems, and Reduction of Refrigerant Emissions from Stationary Refrigeration Systems Proposed Amended Rules 1415 and 1415.1 will align requirements with the proposed CARB Refrigerant Management Program and U.S. EPA's Significant New Alternatives Policy Rule provisions relative to prohibitions on specific hydrofluorocarbons. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other
1420	Emissions Standard for Lead Proposed Amended Rule 1420 will update requirements to address arsenic emissions to close a regulatory gap between Rule 1420 and Rule 1407 - Control of Emissions of Arsenic, Cadmium, and Nickel from Non-Chromium Metal Melting Operations. Other provisions may be needed to address storage and handling requirements, and revise closure requirements. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics

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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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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-Chromium Metal Melting Operations. Additional amendments may be needed to address monitoring and post closure requirements. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1420.3	Emissions Standards for Lead from Firing Ranges Proposed Rule 1420.3 will establish requirements to address lead emissions from firing ranges. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics

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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. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / AB 617 CERP
1466	Control of Particulate Emissions from Soils with Toxic Air Contaminants Amendments may be needed for residential cleanup projects. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1470	Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines Proposed Amended Rule 1470 seeks to reduce NOx emissions from stationary internal combustion engines (ICEs) by replacing older ICEs with alternative cleaner technology. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Toxics
1470.1	Emissions from Emergency Standby Diesel-Fueled Engines Proposed Rule 1470.1 seeks to reduce NOx emissions from emergency standby internal combustion engines (ICEs) by replacing older ICEs and requiring the use of commercially available lower emission fuels, such as renewable diesel. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / Toxics
1472	Requirements for Facilities with Multiple Stationary Emergency Standby Diesel-Fueled Internal Combustion Engines Proposed Amended Rule 1472 will remove provisions that are no longer applicable, update and streamline provisions to reflect the latest OEHHA Health Risk Assessment Guidelines and assess the need for Compliance Plans. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
1901	General Conformity Proposed Amended Rule 1901 will establish a new General Conformity determination process for applicable projects receiving federal funding or approval. <i>Sang-Mi Lee 909.396.3169; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Elaine Shen 909.396.2715; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP / AB 617 CERP

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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

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TENTATIVE 2027 CALENDAR

Month	Title and Description	Type of Rulemaking
1 st Quarter		
1110.4	Emissions from Emergency Generators Proposed Rule 1110.4 will establish and revise rule provisions to reduce NO _x , CO, and PM emissions from emergency generators. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other / AQMP
1113	Architectural Coatings Proposed amendments will seek to phase out two toxic compounds, pCBtF and tBAC, and as well as other amendments to improve clarity. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics / Other
1460	Control of Particulate Emissions from Metal Recycling and Shredding Operations Proposed Amended Rule 1460 seeks to comply with AB 2851 which requires fence-line monitoring of metal toxic air contaminants at metal shredding facilities and public notification when emissions exceed certain thresholds. <i>Neil Fujiwara 909.396.3512; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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. <i>Heather Farr 909.396.3672; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Toxics
2 nd Quarter	Title and Description	Type of Rulemaking
1176	VOC Emissions from Wastewater Systems Proposed Amended Rule 1176 will clarify the applicability of the rule to include bulk terminals under definition of “Industrial Facilities,” and streamline and clarify provisions. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	Other / AB 617 CERP
Regulation XIII*#	New Source Review Proposed Amended Regulation XIII will revise New Source Review provisions to address facilities that are transitioning from RECLAIM to a command-and-control regulatory structure and to reconcile Regulation XIII with 2002 NSR Reform. Additional rules under Regulation XIII may be needed to address offsets and other provisions under Regulation XIII. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	AQMP

* Potentially significant hearing

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

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

TENTATIVE 2027 CALENDAR *(Continued)*

Month	Title and Description	Type of Rulemaking
2 nd Quarter (Continued)		
Regulation XX	RECLAIM Amendments to Regulation XX rules to address NO_x and SO_x 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. <i>Michael Morris 909.396.3282; CEQA and Socio: Barbara Radlein 909.396.2716</i>	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

[↑ Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 20

REPORT: Status Report on Regulation XIII – New Source Review

SYNOPSIS: This annual status report presents the state and federal Final Determination of Equivalency for January 2024 through December 2024. The report provides information regarding the status of Regulation XIII – New Source Review (NSR) in meeting state and federal NSR requirements and shows that South Coast AQMD's NSR program is in final compliance with applicable state and federal requirements from January 2024 through December 2024.

COMMITTEE: Stationary Source, August 21, 2026, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

JA:JW:DO:ST: JL

Background

South Coast AQMD originally adopted its NSR program in 1976. U.S. EPA approved South Coast AQMD's NSR program into the SIP initially on January 21, 1981 (46 FR 5965) and again on December 4, 1996 (61 FR 64291). Rule 1315 – Federal New Source Review Tracking System was initially adopted on September 8, 2006, in response to U.S. EPA's request for an administrative rule that formalized South Coast AQMD's accounting methodology for tracking changes to its internal NSR offset accounts. Rule 1315 was re-adopted on August 3, 2007, and then repealed on January 8, 2010. On February 4, 2011, a revised and enhanced version of Rule 1315 was adopted, which included a new CEQA environmental assessment. U.S. EPA approved Rule 1315 into the SIP in 2012 (77 FR 31200).

South Coast AQMD's NSR rules and regulations are designed to ensure that emission increases from new and modified sources do not interfere with efforts to attain and maintain the state and federal ambient air quality standards, while economic growth in the South Coast region is not unnecessarily impeded. Regulation XIII - New Source Review, regulates and accounts for all emission changes (both increases and decreases) from the permitting of new, modified, and relocated stationary sources within the South Coast AQMD's jurisdiction, excluding NO_x and SO_x emissions from sources that are subject to Regulation XX – Regional Clean Air Incentives Market (RECLAIM).^a

Rule 1315 maintains South Coast AQMD's ability to issue permits to major sources that require offsets but obtain offset credits from South Coast AQMD's Priority Reserve under Rule 1309.1 – Priority Reserve, and/or that are exempt from offsets under South Coast AQMD Rule 1304 – Exemptions. Since these sources are not exempt from offsets under the federal Clean Air Act, South Coast AQMD provides offsets from South Coast AQMD's internal account balances, which have been generated primarily from orphan shutdowns (*i.e.*, emissions reductions from sources that have shut down, but the owner or operator did not apply for emission reduction credits). The purpose of this Determination of Equivalency is to show that there are sufficient offsets in the internal account balances to cover sources that used these offsets for the year in question and the offset needs projected for the following two years.

Rule 1315 requires that, commencing with calendar year 2010, and for each calendar year thereafter, the Executive Officer prepare a Preliminary Determination of Equivalency (PDE) and Final Determination of Equivalency (FDE). The accounting covers NSR activities for twelve-month periods. The calendar year 2024 PDE was reported to the South Coast AQMD Board at the February 2026 Board meeting, and the FDE is required to be reported at the September 2026 Board meeting. Rule 1315 also requires the Executive Officer to aggregate and track offsets debited from and deposited to South Coast AQMD's internal offset accounts for specified periods between October 1, 1990, and December 31, 2005, and each calendar year from 2006 through 2030 for the purpose of making periodic determinations of compliance. Rule 1315 also requires that, commencing with calendar year 2011, and for each calendar year thereafter, the Executive Officer include in each FDE: the cumulative net emission increase of each nonattainment air contaminant that occurred at major and minor facilities from February 4, 2011, the date of adoption of Rule 1315, through the end of the calendar year 2011 reporting period and through the end of each subsequent reporting period; and the projected cumulative net emission increases at the end of each of the two

^a While the RECLAIM program is different than command and control rules for NO_x and SO_x and provides greater regulatory flexibility to businesses, its NSR requirements, as specified in Rule 2005, are designed to comply with the governing principles of NSR contained in the federal Clean Air Act (CAA) and the California State Health and Safety Code. When it was developed, the RECLAIM program applied to facilities with annual emissions greater than four tons per year of NO_x or SO_x.

subsequent reporting periods.

Findings

This report on calendar year 2024 FDE demonstrates compliance with state and federal NSR requirements by establishing aggregate equivalence with state and federal offset requirements for sources that were not exempt from state and federal offset requirements, but were either exempt from offsets or obtained their offsets from South Coast AQMD pursuant to Regulation XIII.

- **2024 Federal Offset Accounts FDE** - The federal offset accounts FDE for calendar year 2024 is summarized in Table 1. For calendar year 2024, South Coast AQMD's NSR program has adequate offsets available to mitigate all applicable emission increases. The program is at least equivalent to the federal requirements on an aggregate basis. This conclusion results from the final ending federal offset account balances for the calendar year reporting period remaining positive for all pollutants.

Table 1
Federal Offset Accounts FDE for January 2024 through December 2024

Description	VOC	NO _x	SO _x	PM ₁₀
2023 Actual Ending Balance ^b (tons/day)	122.82	24.72	5.81	18.79
2024 Actual Total Debits ^c (tons/day)	-0.23	-0.20	0.00	-0.01
2024 Actual Total Credits ^d (tons/day)	2.31	1.53	0.41	0.58
2024 Discount of Credits for Surplus Adjustment ^e (tons/day)	-4.18	-0.99	0.00	0.00
2024 Actual Ending Balance ^f (tons/day)	120.72	25.06	6.22	19.36

^b Previously reported in Table 1 of the 2024 PDE dated February 6, 2026.

^c Debits are shown as negative.

^d Credits are shown as positive.

^e This adjustment is surplus at the time of use discount, which is also discussed in Rule 1315(c)(4).

^f Represents the “2023 Actual Ending Balance” reduced by “2024 Discount of Credits for Surplus Adjustment” and “2024 Actual Total Debits” plus “2024 Actual Total Credits.”

- **2025-2026 Projections of South Coast AQMD's Federal Offset Account Balances-** Projections of South Coast AQMD's federal offset account balances for January 2025 through December 2025 and January 2026 through December 2026, as specified and required pursuant to Rule 1315(e) are summarized in Table 2. South Coast AQMD's projected federal offset account balances for 2025 and 2026 are projected to remain positive. This means that the sum of the estimated withdrawals from and deposits to South Coast AQMD's offset accounts during 2025 and 2026 are projected to remain positive and, therefore, demonstrates that South Coast AQMD's NSR program is equivalent to federal NSR requirements.

Table 2
Projections of South Coast AQMD's Federal Offset Account Balances for January 2025 through December 2025, and January 2026 through December 2026

Description	VOC	NO_x	SO_x	PM₁₀
2024 Actual Ending Balance ^g (tons/day)	120.72	25.06	6.22	19.36
2025 Sum of Projected Debits/Credits ^h (tons/day)	2.34	0.49	0.37	0.49
2025 Projected Ending Balance ⁱ (tons/day)	123.06	25.55	6.59	19.85
2026 Sum of Projected Debits/Credits ^h (tons/day)	2.34	0.49	0.37	0.49
2026 Projected Ending Balance ^j (tons/day)	125.40	26.04	6.96	20.34

^g "2024 Actual Ending Balance" is as shown in Table 1.

^h Projections are based upon the average of the total annual debits and the average of the total annual credits for the five reporting periods most recently included in the PDE or the FDE, pursuant to Rule 1315(e).

ⁱ "2025 Projected Ending Balance" equals the "2024 Actual Ending Balance" plus the "2025 Sum of Projected Debits/Credits."

^j "2026 Projected Ending Balance" equals the "2025 Projected Ending Balance" plus the "2026 Sum of Projected Debits/Credits."

- **2024 Cumulative Net Emission Increase** - The cumulative net emission increase of each nonattainment air contaminant through the end of the calendar year 2024 reporting period, as required under Rule 1315(g), is summarized in Table 3. Projections of cumulative net emission increase for January 2025 through December 2025 and January 2026 through December 2026 are summarized in Table 4. The results demonstrate that both the cumulative net emission increase of each nonattainment air contaminant at major and minor facilities, and the projected cumulative net emission increase for 2025 and 2026 remained below the thresholds identified in Table B of Rule 1315(g)(4). Therefore, the Executive Officer can continue to issue permits to construct and permits to operate that rely on further use of Rule 1304 exemptions or Rule 1309.1 Priority Reserve offsets to major and minor sources.

Table 3
Cumulative Net Emission Increase (February 4, 2011 – December 31, 2024)

Description	VOC	NO _x	SO _x	PM ₁₀
2023 Cumulative Net Emission Increase^k (tons/day)	-30.79	-4.02	-2.16	-2.58
2024 Increases in Potential to Emit ^l (tons/day)	1.59	0.54	0.09	0.33
2024 Decreases in Potential to Emit ^m (tons/day)	-2.89	-1.91	-0.51	-0.72
2024 Cumulative Net Emission Increaseⁿ (tons/day)	-32.09	-5.39	-2.58	-2.97
Rule 1315(g) Table B Threshold (through December of 2024 - tons/day)	17.73	1.27	0.42	2.63

^k Updated “2023 Cumulative Net Emission Increase.” Balances previously reported in Table 3 of the 2023 FDE report dated September 5, 2025, needed to be updated.

^l Increases in potential to emit that occur at major and minor facilities pursuant to Rule 1304 or Rule 1309.1.

^m Decreases in potential to emit that occur at major and minor facilities pursuant to Rule 1304 or Rule 1309.1.

ⁿ “2024 Cumulative Net Emission Increase” is the sum of the increases and decreases in the potential to emit that occur at major and minor facilities pursuant to Rule 1304 or Rule 1309.1 over the period of February 4, 2011 through December 31, 2024.

^o “2025 Projected Emission Increase” and “2025 Projected Emission Decrease” are the averages of the 2020, 2021, 2022, 2023, and 2024 increases and decreases, respectively, in potential to emit.

Table 4
Projections of Cumulative Net Emission Increase January 2025 through December 2025 and January 2026 through December 2026

DESCRIPTION	VOC	NOX	SOX	PM10
2024 Cumulative Net Emission Increaseⁿ (tons/day)	-32.09	-5.39	-2.58	-2.97
2025 Projected Emission Increase ^o (tons/day)	1.35	0.52	0.09	0.28
2025 Projected Emission Decrease ^o (tons/day)	-3.16	-0.66	-0.38	-0.66
2025 Projected Cumulative Net Emission Increase^p (tons/day)	-33.90	-5.53	-2.87	-3.35
Rule 1315(g) Table B 2025 Threshold (tons/day)	18.98	1.39	0.45	2.83
2026 Projected Emission Increase ^q (tons/day)	1.35	0.52	0.09	0.28
2026 Projected Emission Decrease ^q (tons/day)	-3.16	-0.66	-0.38	-0.66
2026 Projected Cumulative Net Emission Increase^r (tons/day)	-35.71	-5.67	-3.16	-3.73
Rule 1315(g) Table B 2026 Threshold (tons/day)	20.23	1.50	0.48	3.03

- **2024 State Offset Accounts FDE** - The state offset accounts for calendar year 2024 are summarized in Table 5. For calendar year 2024, South Coast AQMD's NSR program is equivalent to the state requirements on an aggregate basis. This conclusion results from the actual ending state offset account balances for the calendar year reporting period remaining positive for all pollutants.

^p "2025 Projected Cumulative Net Emission Increase" is the sum of the "2025 Projected Emission Increase" and "2025 Projected Emission Decrease," added to the "2024 Cumulative Net Emission Increase."

^q "2026 Projected Emission Increase" and "2026 Projected Emission Decrease" are the averages of the 2020, 2021, 2022, 2023, and 2024 increases and decreases, respectively, in potential to emit.

^r "2026 Projected Cumulative Net Emission Increase" is the sum of the "2026 Projected Emission Increase" and "2026 Projected Emission Decrease," added to the "2025 Projected Cumulative Net Emission Increase."

^s "2024 Actual Starting Balance" is from Table 3 of the PDE report dated February 6, 2026.

^t For an explanation of the sources of debits and credits, please refer to the Debit and Credit Accounting sections of Attachment A. Status Report on Regulation XII-New Source Review. Debits are shown as negative and

Table 5
State Offset Accounts FDE for January 2024 through December 2024

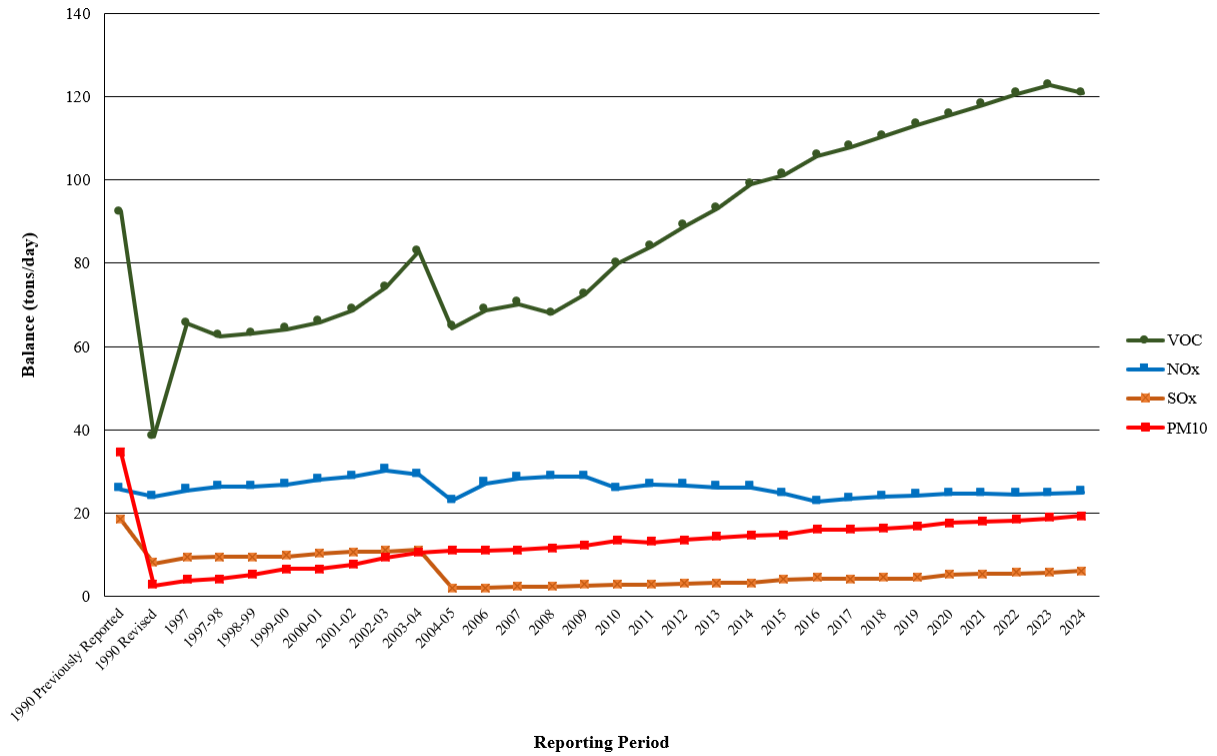
DESCRIPTION	VOC	NO _x	SO _x	PM ₁₀
2024 Actual Starting Balance ^s (tons/day)	92.75	35.92	10.31	24.58
2024 Sum of Actual Debits/Credits ^t (tons/day)	1.04	1.10	0.37	0.52
2024 Actual Ending Balance ^u (tons/day)	93.79	37.02	10.68	25.10

- Determination of Equivalency with Federal Offset Requirements*** - Figure 1 illustrates South Coast AQMD's federal offset account balances for calendar years 1990 and after. This graph illustrates the historical trends of offset account balances over the course of the program, demonstrating a consistent pattern of equivalency. The decline in Federal Account balances reflects the removal of pre-1990 balances in two phases: the initial removal of balances prior to 1990, followed by the complete removal of remaining pre-1990 balances in 2005. As shown in Table 1, there was a decrease in VOC and NO_x balances due to surplus adjustment of Best Available Retrofit Control Technology (BARCT) based on amendments to Rules 1178 and 1118.1, respectively.

credits as positive, while the sums of debits/credits are shown as positive or negative, as appropriate.

^u "2024 Actual Ending Balance" equals the "2024 Actual Starting Balance" plus the "2024 Sum of Actual Debits/Credits."

Figure 1
South Coast AQMD Federal Offset Account Balances
for Calendar Year 1990 – 2024



Attachments

A. Status Report on Regulation XIII – New Source Review

B. Detailed Listings of Actual Debits, Credits, and Sum of Debits and Credits

ATTACHMENT A

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Status Report on Regulation XIII – New Source Review

September 2026

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Engineering and Permitting
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Assistant Deputy Executive Officer
Engineering and Permitting
Jillian Wong, Ph. D.

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
GOVERNING BOARD**

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Councilmember, South Pasadena
Cities of Los Angeles County/Eastern Region

Vice Chair: LARRY MCCALLON
Councilmember, Highland
Cities of San Bernardino County

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Senate Rules Committee Appointee

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County of San Bernardino

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Cities of Riverside County Representative

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Mayor, City of Paramount
Cities of Los Angeles County/Western Region

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Supervisor, Fourth District
County of Riverside

CARLOS RODRIGUEZ
Mayor, Yorba Linda
Cities of Orange County

CEDRIC JAMIE RUTLAND, MD FCCP
Governor's Appointee

Executive Officer:

WAYNE NASTRI

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SUMMARY

South Coast AQMD's NSR rules and regulations are designed to ensure that emission increases from new and modified sources do not interfere with efforts to attain and maintain the state and federal ambient air quality standards, while economic growth in the South Coast region is not unnecessarily impeded. Regulation XIII - New Source Review, regulates and accounts for all emission changes (both increases and decreases) from the permitting of new, modified, and relocated stationary sources within the South Coast AQMD's jurisdiction, excluding NO_x and SO_x emissions from sources that are subject to Regulation XX – Regional Clean Air Incentives Market (RECLAIM).¹

Rule 1315 – Federal New Source Review Tracking System was adopted by the Board on February 4, 2011, to maintain South Coast AQMD's ability to issue permits to major sources that require offsets but obtain offset credits from South Coast AQMD's Priority Reserve under Rule 1309.1 – Priority Reserve, and/or that are exempt from offsets under South Coast AQMD Rule 1304 – Exemptions. Since these sources are not exempt from offsets under the federal Clean Air Act, South Coast AQMD provides offsets from South Coast AQMD's internal account balances, which have been generated primarily from orphan shutdowns (*i.e.*, emissions reductions from sources that have shut down, but the owner or operator did not apply for emission reduction credits). The purpose of this Determination of Equivalency is to show that there are sufficient offsets in the internal account balances to cover sources that used these offsets for the year in question and the offset needs projected for the following two years.

Rule 1315 requires that, commencing with calendar year 2010, and for each calendar year thereafter, the Executive Officer prepares a Preliminary Determination of Equivalency (PDE) and Final Determination of Equivalency (FDE). The accounting covers NSR activities for twelve-month periods. The calendar year 2024 PDE was reported to the South Coast AQMD Board at the February 2026 Board meeting and the FDE is required to be reported at the September 2026 Board meeting. Rule 1315 also requires the Executive Officer to aggregate and track offsets debited from and deposited to South Coast AQMD's internal offset accounts for specified periods between October 1, 1990, and December 31, 2005, and each calendar year from 2006 through 2030 for the purpose of making periodic determinations of compliance. The last report submitted to the Board on February 6, 2026, presented the PDE for calendar year 2024 and demonstrated that South Coast AQMD's NSR program met the state and federal offset requirements for calendar year 2024.

Rule 1315 also requires that, commencing with calendar year 2011, and for each calendar year thereafter, the Executive Officer include in each FDE: the cumulative net emission increase of each nonattainment air contaminant that occurred at major and minor facilities from February 4, 2011, the date of adoption of Rule 1315, through the end of the calendar year 2011 reporting period and through the end of each subsequent reporting period; and

¹ While the RECLAIM program is different than command and control rules for NO_x and SO_x, and provides greater regulatory flexibility to businesses, its NSR requirements, as specified in Rule 2005, are designed to comply with the governing principles of NSR contained in the federal Clean Air Act (CAA) and the California State Health and Safety Code. When it was developed, the RECLAIM program applied to facilities with annual emission greater than four tons per year of NO_x or SO_x.

the projected cumulative net emission increases at the end of each of the two subsequent reporting periods. The calendar year 2024 FDE contains the cumulative net emission increases through the end of calendar year 2024 and the projected cumulative net emission increases at the end of calendar years 2025 and 2026.

This report, which presents the FDE covering the calendar year 2024 reporting period, demonstrates compliance with state and federal NSR requirements by establishing aggregate equivalence with state and federal offset requirements for sources that were not exempt from state and federal offset requirements, but were either exempt from offsets or obtained their offsets from South Coast AQMD pursuant to Regulation XIII.

The federal offset accounts FDE for calendar year 2024 is summarized in Table 1. Projections of South Coast AQMD's federal offset account balances for January 2025 through December 2025 and January 2026 through December 2026, as specified and required pursuant to Rule 1315(e), are presented in Table 2. These tables demonstrate that there were, and project that there will be, adequate offsets available to mitigate all applicable emission increases during these reporting periods.

The cumulative net emission increase of each nonattainment air contaminant that occurred at major and minor facilities that were issued permits pursuant to Rule 1304 exemptions or Rule 1309.1 Priority Reserve from February 4, 2011, the date of adoption of Rule 1315, through the end of the calendar year 2024 reporting period, as required under Rule 1315(g), is summarized in Table 3. Projections of cumulative net emission increase for January 2025 through December 2025 and January 2026 through December 2026 are summarized in Table 4. These results demonstrate that the cumulative net emission increase, and projections of cumulative net emission increase, of each nonattainment air contaminant remained below the thresholds identified in Table B of Rule 1315(g)(4), and therefore the Executive Officer can continue to issue permits to construct and permits to operate that rely on further use of Rule 1304 exemptions or Rule 1309.1 Priority Reserve offsets to major and minor sources.

The state offset accounts for calendar year 2024 are summarized in Table 5. This report demonstrates that, for calendar years 2024 through 2026, South Coast AQMD's NSR program continues and is projected to meet, state and federal offset requirements and is equivalent² to those requirements on an aggregate basis. The South Coast Air Basin and Coachella Valley were designated as being in attainment with the federal and state CO standards, and therefore South Coast AQMD does not report CO accumulated credits and account balances in this equivalency determination. U.S. EPA designated the South Coast Air Basin as being in attainment with the federal PM₁₀ standard effective July 26, 2013. However, the Coachella Valley has not attained the PM₁₀ National Ambient Air Quality Standards (NAAQS), therefore, South Coast AQMD will continue to track and report PM₁₀ (in the South Coast Air Basin) accumulated credits and account balances for informational purposes only.³

² South Coast AQMD's NSR program is deemed to be equivalent to state and federal offset requirements. South Coast AQMD's ending offset account balances remained positive, indicating there were adequate offsets during this reporting period.

³ Rule 1315 does not distinguish accumulated credits and account balances between designated areas.

Table 1
Federal Offset Accounts FDE for January 2024 through December 2024

DESCRIPTION	VOC	NOX	SOX	PM10
2023 Actual Ending Balance^a (tons/day)	122.82	24.72	5.81	18.79
2024 Discount of Credits for Surplus Adjustment ^b (tons/day)	-4.18	-0.99	0.00	0.00
2024 Starting Balance (tons/day)	118.64	23.73	5.81	18.79
2024 Actual Total Debit ^c (lbs./day)	-464	-406	0.00	-27
2024 Actual Total Debits^c (tons/day)	-0.23	-0.20	0.00	-0.01
2024 Actual Total Credits ^c (lbs./day)	4,628	3,062	810	1,156
2024 Actual Total Credits^c (tons/day)	2.31	1.53	0.41	0.58
2024 Actual Ending Balance^d (tons/day)	120.72	25.06	6.22	19.36

^a Previously reported in Table 1 of the 2024 PDE dated February 6, 2026.

^b This adjustment is surplus at the time of use discount, which is also discussed in Rule 1315(c)(4). For CY 2024, there was a decrease in VOC and NOx balances due to amendments to Rules 1178 and 1118.1, respectively.

^c For an explanation of the sources of credits and debits, please refer to the Debit and Credit Accounting sections of this report as well as Rule 1315(c) and the February 4, 2011, Rule 1315 staff report. Debits are shown as negative and credits as positive.

^d Represents the “2024 Actual Ending Balance” equals the “2023 Actual Ending Balance,” reduced by any surplus adjustments and 2024 actual total debits, plus 2024 actual total credits.

Table 2
Projections of South Coast AQMD’s Federal Offset Account Balances for
January 2025 through December 2025, and January 2026 through December
2026

DESCRIPTION	VOC	NOX	SOX	PM10
2024 Actual Ending Balance^a (tons/day)	120.72	25.06	6.22	19.36
2025 Total Projected Debits ^b (lbs./day)	-380	-500	0	-80
2025 Total Projected Credits ^b (lbs./day)	5,060	1,480	740	1,060
2025 Sum of Projected Debits/Credits ^b (lbs./day)	4,680	980	740	980
2025 Sum of Projected Debits/Credits^b (tons/day)	2.34	0.49	0.37	0.49
2025 Projected Ending Balance^c (tons/day)	123.06	25.55	6.59	19.85
2026 Total Projected Debits ^b (lbs./day)	-380	-500	0	-80
2026 Total Projected Credits ^b (lbs./day)	5,060	1,480	740	1,060
2026 Sum of Projected Debits/Credits ^b (lbs./day)	4,680	980	740	980
2026 Sum of Projected Debits/Credits^b (tons/day)	2.34	0.49	0.37	0.49
2026 Projected Ending Balance^d (tons/day)	125.40	26.04	6.96	20.34

^a “2024 Actual Ending Balance” is as shown in Table 1.

^b Projections are based upon the average of the total annual debits and the average of the total annual credits for the five reporting periods most recently included in the PDE or the FDE, pursuant to Rule 1315(e). For an explanation of the sources of debits and credits please refer to the Debit and Credit Accounting sections of this report as well as Rule 1315(c) and the February 4, 2011, Rule 1315 staff report. Debits are shown as negative and credits as positive, while the sum of debits/credits are shown as negative or positive, as appropriate.

^c “2025 Projected Ending Balance” equals the “2024 Actual Ending Balance” plus the “2025 Sum of Projected Debits/Credits.”

^d “2026 Projected Ending Balance” equals the “2025 Projected Ending Balance” plus the “2026 Sum of Projected Debits/Credits.”

Table 3
Cumulative Net Emission Increase (February 4, 2011 – December 31, 2024)

DESCRIPTION	VOC	NOX	SOX	PM10
2023 Cumulative Net Emission Increase^a (tons/day)	-30.79	-4.02	-2.16	-2.58
2024 Increases in Potential to Emit ^b (tons/day)	1.59	0.54	0.09	0.33
2024 Decreases in Potential to Emit ^c (tons/day)	-2.89	-1.91	-0.51	-0.72
2024 Cumulative Net Emission Increase^d (tons/day)	-32.09	-5.39	-2.58	-2.97
Rule 1315(g) Table B Threshold (through December of 2024 – tons/day)	17.73	1.27	0.42	2.63

^a “2023 Cumulative Net Emission Increase.” Balances previously reported in Table 3 of the 2023 FDE report dated September 7, 2025.

^b Increases in potential to emit that occur at major and minor facilities pursuant to Rule 1304 or Rule 1309.1.

^c Decreases in potential to emit that occur at major and minor facilities pursuant to Rule 1304 or Rule 1309.1.

^d “2024 Cumulative Net Emission Increase” is the sum of the increases and decreases in the potential to emit that occur at major and minor facilities pursuant to Rule 1304 or Rule 1309.1 over the period of February 4, 2011, through December 31, 2024.

Table 4
**Projections of Cumulative Net Emission Increase January 2025 through December 2025
and January 2026 through December 2026**

DESCRIPTION	VOC	NOX	SOX	PM10
2024 Cumulative Net Emission Increase^a (tons/day)	-32.09	-5.39	-2.58	-2.97
2025 Projected Emission Increase ^b (tons/day)	1.35	0.52	0.09	0.28
2025 Projected Emission Decrease ^b (tons/day)	-3.16	-0.66	-0.38	-0.66
2025 Projected Cumulative Net Emission Increase^c (tons/day)	-33.90	-5.53	-2.87	-3.35
Rule 1315(g) Table B 2025 Threshold (tons/day)	18.98	1.39	0.45	2.83
2026 Projected Emission Increase ^d (tons/day)	1.35	0.52	0.09	0.28
2026 Projected Emission Decrease ^d (tons/day)	-3.16	-0.66	-0.38	-0.66
2026 Projected Cumulative Net Emission Increase^e (tons/day)	-35.71	-5.67	-3.16	-3.73
Rule 1315(g) Table B 2026 Threshold (tons/day)	20.23	1.50	0.48	3.03

^a “2024 Cumulative Net Emission Increase” from Table 3.

^b “2025 Projected Emission Increase” and “2025 Projected Emission Decrease” are the averages of the 2020, 2021, 2022, 2023, and 2024 increases and decreases, respectively, in potential to emit.

^c “2025 Projected Cumulative Net Emission Increase” is the sum of the “2025 Projected Emission Increase” and “2025 Projected Emission Decrease” added to the “2024 Cumulative Net Emission Increase.”

^d “2026 Projected Emission Increase” and “2026 Projected Emission Decrease” are the averages of the 2020, 2021, 2022, 2023, and 2024 increases and decreases, respectively, in potential to emit.

^e “2026 Projected Cumulative Net Emission Increase” is the sum of the “2026 Projected Emission Increase” and “2026 Projected Emission Decrease” added to the “2025 Projected Cumulative Net Emission Increase.”

Table 5
State Offset Accounts FDE for January 2024 through December 2024

DESCRIPTION	VOC	NOX	SOX	PM10
2024 Actual Starting Balance^a (tons/day)	92.75	35.92	10.31	24.58
2024 Actual Total Credits ^b (tons/day)	2.31	1.53	0.41	0.58
2024 Actual Total Debits ^b (tons/day)	-1.27	-0.43	-0.04	-0.06
2024 Sum of Actual Debits/Credits^b (tons/day)	1.04	1.10	0.37	0.52
2024 Actual Ending Balance^c (tons/day)	93.79	37.02	10.68	25.10

^a “2024 Actual Starting Balance” is from Table 3 of the PDE report dated February 6, 2026.

^b For an explanation of the sources of debits and credits please refer to the Debit and Credit Accounting sections of this report. Debits are shown as negative and credits as positive, while the sums of debits/credits are shown as positive or negative, as appropriate.

^c “2024 Actual Ending Balance” equals the “2024 Actual Starting Balance” plus the “2024 Sum of Actual Debits/Credits.”

BACKGROUND

South Coast AQMD originally adopted its NSR program in 1976. U.S. EPA approved South Coast AQMD’s NSR program into the SIP initially on January 21, 1981 (46 FR 5965) and again on December 4, 1996 (61 FR 64291). U.S. EPA approved the May 3, 2002, Rule 1309.1 amendments into the SIP on June 19, 2006 (71 FR 35157). The original program has evolved into the current version of the Regulation XIII rules in response to state and federal legal requirements and the changing needs of the local environment and economy. Amendments to the NSR rules were adopted by the Board on December 6, 2002, to facilitate and provide additional options for credit generation and use. Rule 1315 was adopted and re-adopted on September 8, 2006, and August 3, 2007, respectively. Rule 1309.1 was amended and replaced on September 8, 2006, and August 3, 2007, respectively. On November 3, 2008, in response to a lawsuit filed by a group of environmental organizations, a California State Superior Court Judge in the County of Los Angeles invalidated the August 3, 2007, adopted Rule 1315 and amendments to Rule 1309.1, and prohibited South Coast AQMD from taking any action to implement Rule 1315 or the amendments to Rule 1309.1 until it had prepared a new environmental assessment under CEQA. On February 4, 2011, South Coast AQMD adopted a revised and enhanced version of Rule 1315, which included a new CEQA environmental assessment. U.S. EPA approved Rule 1315 into SIP in 2012 (77 FR 31200), and this approval was upheld by the U.S. Court of Appeals for the Ninth Circuit Court in 2015.

South Coast AQMD’s computerized emission tracking system is used to demonstrate equivalence with state and federal offset requirements on an aggregate basis. Specific NSR requirements of federal law are presented below.

FEDERAL LAW

Federal NSR requirements vary with respect to the area's attainment status and classification. Based on the current classification for the 1997 8-hour ozone standard, the South Coast Air Basin and the Riverside County portion of the Salton Sea Air Basin (also known as the Coachella Valley) are both extreme nonattainment areas for federal ozone National Ambient Air Quality Standards (NAAQS or standards). The South Coast Air Basin is in extreme nonattainment for all the 8-hour ozone standards set in 1997, 2008, 2015, and for the 1-hour ozone standards set in 1979. The Coachella Valley is in extreme nonattainment for the 1997 and 2008 8-hour ozone standards,⁴ and severe nonattainment for the 2015 ozone standard. South Coast AQMD requested a voluntary reclassification to extreme nonattainment for Coachella Valley for the 2015 ozone standard.⁵ As the NSR requirements are more stringent for a higher nonattainment classification and the more stringent requirements apply, both South Coast Air Basin and Coachella Valley must comply with the requirements for extreme nonattainment areas for ozone precursors (i.e., VOC and NO_x). During the 2024 equivalency period, both the South Coast Air Basin and the Coachella Valley complied with their respective requirements for extreme nonattainment for ozone and serious nonattainment for PM_{2.5} and its precursors (i.e., VOC, NO_x, SO_x, and NH₃).⁶ Coachella Valley is in attainment for PM_{2.5} and CO. U.S. EPA designated the South Coast Air Basin in attainment with federal CO standards on June 11, 2007. Starting calendar year 2017, South Coast AQMD stopped reporting CO accumulated credits, debits, and account balances in the equivalency determination. Both South Coast Air Basin and Coachella Valley are considered in attainment for SO₂ and NO₂; however, SO_x and NO_x are precursors to pollutants for which both South Coast Air Basin and Coachella Valley are designated as in nonattainment.⁷ The non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin under South Coast AQMD's jurisdiction is unclassifiable. Federal law requires the use of Lowest Achievable Emission Rate (LAER) and offsets for emissions of nonattainment pollutants (or their precursors) for new, modified, and relocated stationary sources, when the source is considered a major stationary

⁴ Coachella Valley is reclassified to "extreme" nonattainment for the 1997 and the 2008 8-hour ozone national ambient air quality standards, effective on July 10, 2019 (84 FR 32841) and April 7, 2023 (88 FR 14291), respectively.

⁵ South Coast AQMD requested U.S. EPA to reclassify the Coachella Valley's nonattainment status from "severe" to "extreme" for the 2015 8-hour ozone standards. As of August 18, 2026, the request is under U.S. EPA's review.

⁶ As of July 26, 2013, South Coast Air Basin was redesignated as attainment for the federal 24-hour PM₁₀ standard, and U.S. EPA approved a PM₁₀ maintenance plan. South Coast AQMD will continue to track and report PM₁₀ accumulated credits and account balances for informational purposes only in the South Coast Air Basin and for equivalency in the Coachella Valley.

⁷ SO_x is a precursor to PM₁₀ and NO_x is a precursor to both PM₁₀ and ozone.

source⁸ for the nonattainment pollutants (or their precursors). This report demonstrates compliance with the federal NSR offsets requirements.

STATE LAW

State law requires the use of BACT for new and modified sources (Health and Safety Code Sections 40440(b)(1) and 40920.5) and “no net increase in emissions” from certain permitted new or modified sources based on their potential to emit and the nonattainment classification of the area in which they are located. This report demonstrates South Coast AQMD’s compliance with the “no net emission increase” requirements of state law for the 2024 period by demonstrating compliance with the requirements for extreme ozone nonattainment areas for ozone precursors and with the requirements for serious nonattainment areas for PM10 and precursors to PM10. The South Coast Air Basin was designated as being in attainment with the state CO standards effective June 11, 2007.

OVERVIEW OF ANALYSIS METHODOLOGY

The two most important elements of state and federal nonattainment NSR requirements are BACT/LAER and emission offsetting. As set forth in South Coast AQMD’s BACT Guidelines, South Coast AQMD’s BACT requirements are at least as stringent as federal LAER for major sources and state BACT requirements for all sources. The NSR emission offset requirements that South Coast AQMD implements through its permitting process ensure that sources provide emission reduction credits (ERCs) to offset their emission increases in compliance with state and federal requirements. As a result, these sources each comply with state and federal offset requirements by providing ERCs. However, certain sources are exempt from South Coast AQMD’s offset requirements pursuant to Rule 1304 or qualify for offsets from South Coast AQMD’s Community Bank (applications received between October 1, 1990, and February 1, 1996, only) or Priority Reserve, both pursuant to Rule 1309.1. Providing offset exemptions and the Priority Reserve (as well as the previously administered Community Bank) are important to the NSR program and the local economy. Therefore, South Coast AQMD has assumed the responsibility of providing the necessary offsets for exempt sources, the Priority Reserve, and the Community Bank.

This report examines withdrawals from and deposits into South Coast AQMD emission offset accounts during calendar year 2024 and demonstrates programmatic equivalence on an aggregate basis with state and federal emission offset requirements for the sources

⁸ The major stationary source thresholds for South Coast Air Basin, Coachella Valley, and non-Palo Verde, Riverside County portion of the Mojave Desert Air Basin, based on their attainment status during the calendar year 2024 reporting periods are summarized below:

Pollutant	South Coast Air Basin	Coachella Valley	Non-Palo Verde, Riverside County Portion of Mojave Desert Air Basin
VOC	10 tons/year	10 tons/year	100 tons/year
NOx	10 tons/year	10 tons/year	100 tons/year
SOx	70 tons/year	70 tons/year	100 tons/year
PM10	70 tons/year	70 tons/year	100 tons/year
CO	50 tons/year	100 tons/year	100 tons/year

exempt from providing offsets and the sources that receive offsets from the Priority Reserve or the Community Bank.

SOUTH COAST AQMD'S OFFSET ACCOUNTS

For the purposes of this report, federal debit and credit accounting for South Coast AQMD offset accounts was conducted pursuant to the same procedures previously agreed to by U.S. EPA and as delineated in Rule 1315 and described in the staff report dated January 7, 2011. Each of the pollutants subject to offset requirements has a separate federal offset account. State debit and credit accounting for South Coast AQMD offset accounts was similarly conducted, with the difference that state offset requirements apply to all increases of VOC or NO_x from equipment subject to South Coast AQMD's permitting program and to increases of SO_x and PM₁₀ from facilities that emit 15 or more tons per year. South Coast AQMD's NSR program is considered to provide equivalent or greater offsets of emissions as required by state and federal requirements for each subject pollutant provided the balance of offsets in South Coast AQMD's state and federal offset account for each pollutant remains positive, indicating that there were adequate offsets available.

Debit Accounting

Staff tracks all emission increases that are offset through the Priority Reserve or the Community Bank, as well as all increases that are exempt from offset requirements pursuant to Rule 1304 exemptions. These increases are debited from South Coast AQMD's federal offset accounts when they occur at major sources. For federal equivalency demonstrations, South Coast AQMD uses an offset ratio of 1.2-to-1.0 for extreme nonattainment pollutants (ozone and ozone precursors, i.e., VOC and NO_x) and uses 1.0-to-1.0 for all other nonattainment pollutants (non-ozone precursors, i.e., SO_x and PM₁₀) to offset any such increases. That is, 1.2 pounds are deducted from South Coast AQMD offset accounts for each pound of maximum allowable permitted potential to emit VOC or NO_x increase at a major source and 1.0 pound is deducted for each pound of maximum allowable permitted potential to emit SO_x or PM₁₀ at a major source. A more detailed description of federal debit accounting is provided in the Rule 1315 staff report dated January 7, 2011, and Rule 1315(c)(2).

To comply with U.S. EPA's NSR Reform requirements applicable to extreme nonattainment areas for ozone, the South Coast AQMD tracks changes to facility-wide limits under Rule 1304 – Exemptions and debits any increases from the federal offset accounts accordingly.

State offset requirements are based on actual emissions rather than maximum allowable permitted potential to emit. South Coast AQMD methodology uses actual emissions as eighty percent of permitted potential to emit⁹. Thus, 0.8 pounds is debited from South Coast AQMD's state accounts for each pound of maximum allowable permitted emissions increase.

⁹ See Status Report on Regulation XIII – New Source Review dated April 2, 2004.

Credit Accounting

When emissions from a permitted source are permanently reduced (e.g., installation of control equipment, removal of the source) and the emission reduction is not required by rule or law and is not included in an AQMP control measure that has been assigned a target implementation date,¹⁰ the permit holder may apply for ERCs for the pollutants reduced. If the permit holder for the source generating the emission reduction had previously received offsets from South Coast AQMD or has a “positive NSR balance” (i.e., pre-1990 net emission increase), the quantity of South Coast AQMD offsets used or the amount of the positive NSR balance is subtracted from the reduction and “paid back” to South Coast AQMD’s accounts prior to issuance of an ERC pursuant to Rule 1306. In certain other cases, permit holders do not always submit applications to claim ERCs or do not qualify to obtain ERCs for their equipment shutdowns. These unclaimed reductions are referred to as “orphan shutdowns” and are deposited in South Coast AQMD’s offset accounts. Also deposited are qualified emission reductions from permitted sources that underwent a physical change and/or change in operation and received revised permits without claiming ERCs. These reductions, referred to as “orphan reductions,” are not required by any rule, regulation, law, approved Air Quality Management Plan control measure, or the SIP and do not result in ERC issuance. ERCs provided as offsets by major sources in excess of the applicable federally required offset ratio and all ERCs provided as offsets by minor sources not subject to federal offset requirements are also deposited in South Coast AQMD’s federal offset accounts. A more detailed description of federal credit accounting is provided in Rule 1315(c)(3)(A) and its staff report dated January 7, 2011.

DETERMINATION OF EQUIVALENCY WITH FEDERAL OFFSET REQUIREMENTS

Figure 1 illustrates South Coast AQMD’s federal offset account balances for calendar years 1990 and after.¹¹ The calendar year 2024 balances are based on final determinations.

¹⁰ Refer to Rule 1309(b) for a complete explanation of eligibility requirements.

¹¹ The 1990 and 2005 drops in federal account balances are due to the initial removal of pre-1990 balance and the 2005 removal of the remaining pre-1990 balance.

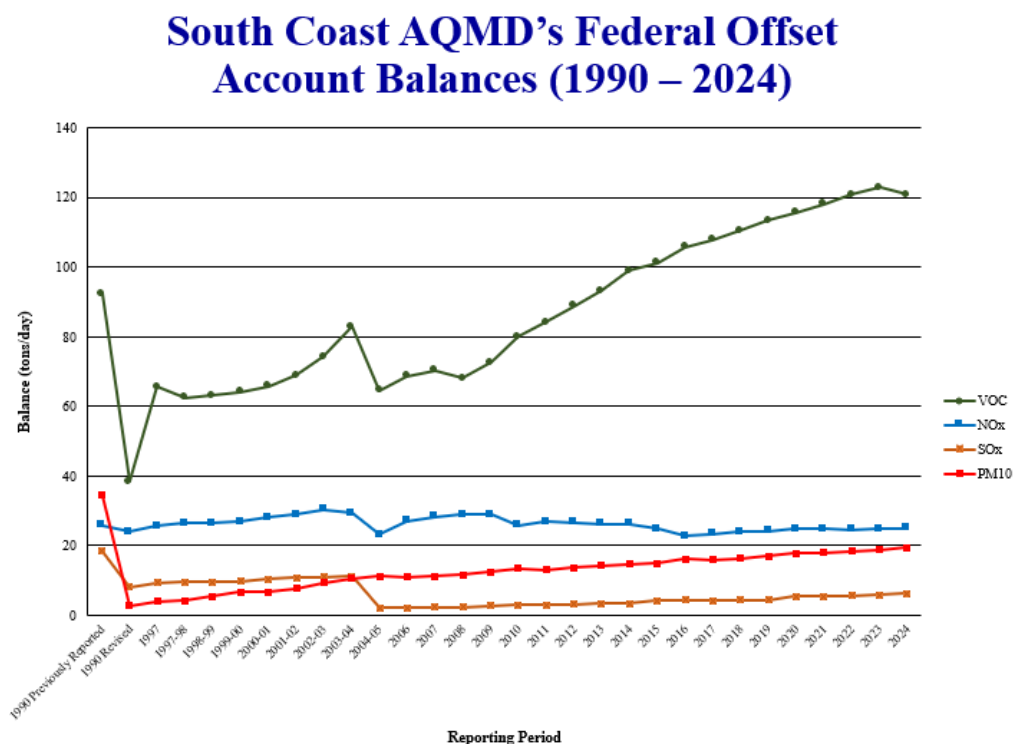


Figure 1. South Coast AQMD Federal Offset Account Balances from Calendar Year 1990-2024

The federal offset requirements FDE for calendar year 2024 and the projections for calendar years 2025 and 2026 are summarized in Tables 1 and 2, located above on pages 3 and 4, respectively. The detailed listing of actual final withdrawals, deposits and sum of withdrawals and deposits are shown in Tables A, B, and C of Attachment B; the account balances shown in Tables A and B reflect the tracking sequence described under Rule 1315(c)(5).

CALIFORNIA ENVIRONMENTAL QUALITY ACT BACKSTOP PROVISIONS

In addition to the equivalency demonstration with the federal offset requirements, Rule 1315(g) requires the tracking of all increases in potential to emit and emission reductions that occur at major and minor facilities and ensure that the cumulative net emission increases in any given year remain below the thresholds, established in Rule 1315.

Pursuant to Rule 1315(g)(1), net emission increases of nonattainment air contaminants at major and minor facilities are based on the sum of aggregate increases in potential to emit and aggregate emissions reductions at major and minor facilities pursuant to Rule 1304 or Rule 1309.1.

Aggregate increases in potential to emit for major and minor sources include potential to emit increases from the Priority Reserve or Community Bank pursuant to Rule 1309.1 and

exemptions from the offset requirements of Rule 1303 – Requirements pursuant to Rule 1304.

Aggregate emissions reductions for major and minor sources include, but are not limited to, potential to emit reductions as a result of orphan shutdowns and/or orphan reductions.

Pursuant to Rule 1315(g)(2), projections of cumulative net emission increases at the end of the two subsequent reporting periods are based upon the average of the aggregate increase in potential to emit of each nonattainment air contaminant and the average of the aggregate emissions reductions of the same nonattainment air contaminant for the five reporting periods most recently included in the PDE or the FDE for each of the reporting periods commencing with the 2011 reporting period, whichever is fewer reporting periods. For calendar year 2024 FDE, the averages are based on the 2020, 2021, 2022, 2023, and 2024 aggregate increases in potential to emit and aggregate emissions reductions. The purpose of Rule 1315(g) is to ensure that implementation of Rule 1315 does not cause emission increases beyond those analyzed in the CEQA document for Rule 1315.

Cumulative net emission increases and projected cumulative net emission increases must remain below the thresholds shown in Table B of Rule 1315 in order for the Executive Officer to be able to continue to issue permits to exempt sources pursuant to Rule 1304 or subject to Rule 1309.1 Priority Reserve.

CONCLUSIONS

The analysis presented in this report demonstrates the following:

- For calendar year 2024, South Coast AQMD's NSR program provided equivalent offsets to those required by state and federal NSR requirements. The program is equivalent to the state and federal requirements on an aggregate basis. This conclusion is based on the determination that the actual ending state and federal offset account balances for the calendar year reporting period, as shown in Tables 1 and 3, remained positive for all pollutants.
- South Coast AQMD's projected federal offset account balances for 2025 and 2026 are projected to remain positive. This means that the sum of the estimated withdrawals from and deposits to South Coast AQMD's offset accounts during 2025 and 2026 are projected to remain positive and, therefore, demonstrates that South Coast AQMD's NSR program is equivalent to federal NSR requirements, as shown in Table 2.
- The cumulative net emission increase for each nonattainment air contaminant at major and minor facilities from the date of adoption of Rule 1315 (February 4, 2011) to the end of calendar year 2024, and the projected cumulative net emission increases through the end of calendar years 2025 and 2026, remained below the thresholds identified in Table B of Rule 1315. Therefore, the Executive Officer can continue to issue permits to construct and permits to operate that rely on further use of Rule 1304 exemptions or Rule 1309.1 Priority Reserve offsets to major and minor sources, as shown in Tables 3 and 4.

ATTACHMENT B

Detailed Listings of Actual Debits, Credits, and Sum of Debits and Credits

Table A
Total Actual Debits from South Coast AQMD's Federal Offset Accounts
(January 2024 through December 2024)

SOUTH COAST AQMD OFFSETS USED	VOC	NO_x	SO_x	PM₁₀
Priority Reserve (lbs./day)	-55	-224	0	0
Community Bank (lbs./day)	0	0	0	0
Rule 1304 Exemptions (lbs./day)	-332	-114	0	-27
Total of South Coast AQMD Offsets (lbs./day)	-387	-338	0	-27
1.2-to-1.0 Offset Ratio (lbs./day)	-77	-68	0	0
Total Actual Debits to South Coast AQMD Account (lbs./day)	-464	-406	0	-27
Total Actual Debits to South Coast AQMD Account (tons/day)	-0.23	-0.20	0	-0.01

Table B
Total Actual Credits to South Coast AQMD's Federal Offset Accounts
(January 2024 through December 2024)

SOUTH COAST AQMD CREDITS RECEIVED	VOC	NO_x	SO_x	PM₁₀
Major Source Orphan Credits (lbs./day)	294	2,832	0	84
Minor Source Orphan Credits (lbs./day)	5,491	996	1,013	1,361
Total Orphan Credits (lbs./day)	5,785	3,828	1,013	1,445
Adjustment to Actual Emissions ^a (lbs./day)	-1,157	-766	-203	-289
Discount of ERCs ^b (lbs./day)	0	0	0	0
Creditable Minor Source ERC Use (lbs./day)	0	0	0	0
Creditable Major Source ERC Use (lbs./day)	0	0	0	0
Total Actual Credits to South Coast AQMD Account (lbs./day)	4,628	3,062	810	1,156
Total Actual Credits to South Coast AQMD Account (tons/day)	2.31	1.53	0.41	0.58

^a Adjustment of orphan shutdown and orphan reduction offset credits deposited in South Coast AQMD offset accounts to correct from potential emissions to actual emissions as discussed in Rule 1315(c)(3)(B)(i).

^b Prior to issuance of ERCs, they are discounted for NSR "Payback," which includes payback of NSR balance, Community Bank and Priority Reserve allocations, and offset exemptions, as discussed in Rule 1315(c)(3)(A)(v) and Rule 1306(c).

Table C
Sum of Final Debits/Credits Activities in South Coast AQMD's
Federal Offset Accounts (January 2024 through December 2024)

DESCRIPTION	VOC	NO_x	SO_x	PM₁₀
Total Actual Debits (lbs./day)	-464	-406	0	-27
Total Actual Credits (lbs./day)	4,628	3,062	810	1,156
Sum of Actual Debits (-)/Credits (+) (lbs./day)	4,164	2,656	810	1,129
Sum of Actual Debits (-)/Credits (+) (tons/day)	2.08	1.33	0.41	0.56

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 21

REPORT: Audit Reports of AB 2766 Fee Revenue Recipients for Fiscal Years Ending June 30, 2022 and 2023

SYNOPSIS: Health and Safety Code 44244.1 requires any agency that receives fee revenues subvended from the Department of Motor Vehicles to be audited once every two years. This audit of South Coast AQMD's share, MSRC's share, and local governments' share of such subvended funds, performed by independent Certified Public Accountants, has been completed.

COMMITTEE: Administrative, August 14, 2026, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SJ:ks

Background

AB 2766 was chaptered into law as Health and Safety Code Sections 44220-44247 which were enacted to authorize air pollution control districts to impose fees on motor vehicles. These fees are to be expended specifically for the purpose of mobile source air pollution reduction measures pursuant to the California Clean Air Act of 1988 or South Coast AQMD's AQMP pursuant to Article 5 of Chapter 5.5 of Part 3 of the Health and Safety Code.

The fee revenue is collected by the Department of Motor Vehicles (\$4.00 per vehicle registration) and subvended to South Coast AQMD for distribution as follows: 30 percent (\$1.20) goes to support South Coast AQMD-approved programs for the reduction of emissions from mobile sources; 40 percent (\$1.60) is placed in the Air Quality Improvement Trust Fund for quarterly disbursement to local governments; and 30 percent (\$1.20) is placed in the Mobile Source Air Pollution Reduction Special Revenue

Fund for projects awarded by the Mobile Source Air Pollution Reduction Review Committee (MSRC) under a work program approved by South Coast AQMD Board.

Audit Summary

South Coast AQMD's Use of AB 2766 Fee Revenues – Segment 1

The audit of South Coast AQMD's use of the motor vehicle registration revenues resulted in no findings. The audit report is included in Attachment A. The cost of auditing South Coast AQMD's use of the AB 2766 revenues was \$3,950, paid from South Coast AQMD's portion of the fee revenues.

Local Government Use of AB 2766 Fee Revenues – Segment 2

The audit of local governments' use of AB 2766 funds resulted in 47 findings from 38 agencies, out of 162 recipients. All of findings will be resolved in accordance with AB 2766 program guidelines. A summary of the audit findings is included in Attachment B, along with the audit reports in Attachments C and D.

The total cost to audit the local government recipients was \$129,590. The cost of the audit is allocated and paid from the local governments' portion of the fee revenues in accordance with AB 2766 program guidelines.

MSRCs Use of AB 2766 Fee Revenues – Segment 3

The audit of the MSRC fund and of projects from the MSRC Work Program resulted in no findings. The audit reports are included in Attachments E and F. The MSRC reviewed the summary audit reports at its August 20, 2026 meeting. The cost of auditing the MSRC and their use of program revenues was \$8,500 and will be deducted from the fee revenues subvended to the MSRC.

Attachments

- A. South Coast AQMD's Use of AB 2766 Fee Revenues – Segment 1
- B. Summary of AB 2766 Audit Findings for Local Governments and Council of Governments
- C. Local Governments Use of AB 2766 Fee Revenues Summary of Audit Reports - Segment 2
- D. Local Governments Use of AB 2766 Fee Revenues Summary of Audit Reports - Segment 2, Subgroup 1
- E. MSRC's Use of AB 2766 Fee Revenues Summary Audit Report - Segment 3
- F. MSRC Projects Audit – Segment 3, Projects

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

***AIR QUALITY IMPROVEMENT FUND
(SEGMENT 1)***

***INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES***

FOR THE YEARS ENDED JUNE 30, 2023 and 2022





SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS

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Independent Accountant's Report on Applying Agreed-Upon Procedures

The Governing Board of
The South Coast Air Quality Management District

We have performed the procedures enumerated below on automobile registration fee revenues (AB 2766 funds) received by the South Coast Air Quality Management District (South Coast AQMD) for the fiscal years ended June 30, 2023 and 2022. The South Coast AQMD is responsible for spending AB 2766 funds on the reduction of air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC).

The South Coast AQMD has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose solely to assist in determining whether AB 2766 funds received by the South Coast AQMD for the fiscal years ended June 30, 2023 and 2022 were spent on the reduction of air pollution from motor vehicles pursuant to California Clean Air Act of 1988 or the South Coast AQMD's AQMP. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report, and as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

Our procedures and results are as follows.

1. We inquired to obtain an understanding of how the SCAQMD accounts for AB 2766 funds, including whether the AB 2766 funds are maintained in a separate fund or if there is a separate accounting of the AB 2766 funds maintained by another means.

Result

We noted that the AB 2766 funds - Segment 1 (District Funds) are recorded under the General Fund of the SCAQMD.

2. We conducted interviews and tested significant controls to identify significant deficiencies in the design or operation of the SCAQMD's internal control procedures over the receipt and use of AB 2766 funds.

Result

We noted no exceptions in performing this procedure.

3. We obtained the California Department of Motor Vehicles (DMV) fee distribution record for AB 2766 revenues and agree them to the SCAQMD's AB 2766 revenues recorded in the general ledger.

Result

We noted no exceptions to recorded revenues.

4. We recalculated the SCAQMD's allocation of AB 2766 revenue fees to recipients to verify that the allocation was in accordance with CHSC Section 44243, after deducting administrative costs pursuant to Section 44229, and any audit costs pursuant to Section 44244.1(a).

Result

We noted no exceptions on the allocation of AB 2766 revenue fees to the recipients.

5. We conducted interviews in order to obtain an understanding of how the SCAQMD allocates interest earned and determined the reasonableness of the interest allocation and that interest was used for the same purposes for which AB 2766 funds were allocated to the SCAQMD.

Result

We noted no exceptions to interest allocation earned or use of interest earned.

6. We verified that the SCAQMD's governing board adopted a resolution to document the intent and use of AB 2766 funds exclusively for the reduction of air pollution from motor vehicles in accordance with the California Clean Air Act of 1988.

Result

We noted no exceptions in performing this procedure.

7. We obtained the SCAQMD's cost allocation schedule. We conducted interviews and recalculated allocations on a test basis to determine the reasonableness and mathematical accuracy of the cost allocation method.

Result

We noted no exceptions on the cost allocation schedule.

8. We tested AB 2766 direct and indirect non-labor project expenditures for each year to determine:
 - a) allowability, reasonableness, adequacy of supporting documentation, proper approval, clearly identified the project, and were incurred during the fiscal year;
 - b) that the funds were spent in accordance with CHSC Section 44220(b), which requires that AB 2766 fund expenditures were incurred solely to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies necessary for implementation of the California Clean Air Act of 1988; and
 - c) in accordance with CHSC Section 44235, the SCAQMD did not use AB 2766 fees for establishing or maintaining the district as a direct provider of the car pool, van pool, or other ridesharing or transit services.

Result

We noted no exceptions in performing this procedure.

9. We tested AB 2766 direct payroll expenditures, reviewed related payroll registers and employee records to verify hours worked, mathematical accuracy, and salary rates.

Result

We noted no exceptions to the AB 2766 direct payroll expenditures.

10. We analyzed AB 2766 administrative expenditures to verify, in accordance with CHSC Section 44233, that the SCAQMD did not use more than 6.25% of the AB 2766 fees distributed for administrative expenditures.

Result

We noted no exceptions in performing this procedure.

11. We obtained the SCAQMD expenditures to verify, in accordance with CHSC Section 44244.1(d), that the SCAQMD expended AB 2766 fees within one year of the program or project completion date.

Result

We noted no exceptions in performing this procedure.

12. We obtained the SCAQMD reports to verify that the SCAQMD submitted a report to the State Board on the use of the fees and results of the programs funded.

Result

We noted no exceptions in performing this procedure.



We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion on the SCAQMD's compliance with the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the governing board and management of the SCAQMD, and is not intended to be and should not be used by anyone other than these specified parties.

A handwritten signature in black ink that reads "Simpson & Simpson". The signature is written in a cursive, flowing style.

Los Angeles, California
October 22, 2025

Summary of Fiscal Year 2021-22 and Fiscal Year 2022-23 AB 2766 Audit Findings for Local Governments and Council of Governments

Findings Description	Fiscal Year(s)	City/County/COG	Status
Unallowable Expenditures	FY 2022-23	City of Bell Gardens	Resolved-The City has replaced the funds
Unallowable Expenditures	FY 2022-23	City of El Monte	Resolved-The City has replaced the funds
Unallowable Expenditures	FY 2021-22 & FY 2022-23	City of La Quinta	Resolved-The City has replaced the funds
Unallowable Expenditures	FY 2021-22	City of Lynwood	Resolved-The City has requested SCAQMD to withhold funds from future disbursements
Unallowable Expenditures	FY 2021-22	City of San Bernardino	Resolved-The City has replaced the funds
Unallowable Expenditures	FY 2022-23	City of San Juan Capistrano	Resolved-The City has requested SCAQMD to withhold funds from future disbursements
Unallowable Expenditures	FY 2021-22	City of South Gate	Resolved-The City has replaced the funds
Unallowable Expenditures	FY 2021-22	City of West Hollywood	Resolved-The City has requested SCAQMD to withhold funds from future disbursements
Unallowable Expenditures	FY 2021-22 & FY 2022-23	City of Wildomar	Resolved-The City has requested SCAQMD to withhold funds from future disbursements
Administrative Costs in Excess of Administrative Cap	FY 2021-22	City of Redondo Beach	Resolved-The City has replaced the funds
Understatement of AB 2766 Revenue and Expenditures	FY 2021-22	City of Indian Wells	Resolved-The City has begun implementing internal control policies & procedures
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Artesia	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Azusa	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Baldwin Park	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Banning	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Bell Gardens	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Commerce	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Desert Hot Springs	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Fontana	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Glendora	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Hermosa Beach	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Huntington Park	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of La Canada Flintridge	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of La Habra	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of La Quinta	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of La Verne	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Laguna Beach	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Lawndale	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Los Alamitos	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Maywood	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Montebello	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Monterey Park	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of Palos Verdes Estates	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Perris	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Placentia	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Rancho Palos Verdes	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Rialto	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of San Jacinto	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2022-23	City of San Juan Capistrano	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of South Gate	Resolved-The City was Audited
Submission of Annual Audited Financial Statements	FY 2021-22	City of Temple City	Resolved-The City was Audited

Summary of Fiscal Year 2021-22 and Fiscal Year 2022-23 AB 2766 Audit Findings for Local Governments and Council of Governments

Findings Description	Fiscal Year(s)	City/County/COG	Status
Submission of Annual Audited Financial Statements	FY 2021-22 & FY 2022-23	City of Wildomar	Resolved-The City was Audited
Lack of Controls Over Financial Reporting	FY 2021-22 & FY 2022-23	City of Huntington Park	Resolved-The City has corrected the action and all reports are up to date.
Bank Reconciliations Not Performed in a Timely Manner	FY 2021-22 & FY 2022-23	City of Artesia	Resolved-The City notes that the finding was not repeated in subsequent years.
Budget was Not Prepared and Adopted in an Appropriate Manner	FY 2021-22 & FY 2022-23	City of Artesia	Resolved-The City notes that the finding was not repeated in subsequent years.
Investment Policy Not Updated	FY 2021-22 & FY 2022-23	City of Artesia	Resolved-The City notes that the finding was not repeated in subsequent years.
Lack of Detailed Timecards	FY 2021-22 & FY 2022-23	Western Riverside Council of Governments	Resolved-The COG has begun implementing internal control policies & procedures

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SUMMARY REPORT ON
AB 2766 FEE REVENUES
FOR LOCAL GOVERNMENT RECIPIENTS
UNDER HEALTH AND SAFETY CODE SECTION 44243(b)
(Segment 2)
FOR THE YEARS ENDED JUNE 30, 2023 and 2022



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

***AB 2766 FEE REVENUES FOR LOCAL GOVERNMENT RECIPIENTS
UNDER HEALTH AND SAFETY CODE SECTION 44243(b)
(Segment 2)***

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AB 2766 Air Quality Improvement Fund Summary of Segment 2 Reports

The Governing Board of
The South Coast Air Quality Management District

This report provides a summary of the findings and questioned costs contained in the audit reports and reports on applying agreed-upon procedures completed for Segment 2 for the Biennial Audit of Fee Revenues under AB 2766 for fiscal years ended June 30, 2023 and 2022. See Attachment B for a list of the reports included in this summary.

For the purpose of determining whether motor vehicle registration fees (AB 2766 funds) subvended to the South Coast Air Quality Management District (SCAQMD) were expended for air pollution measures pursuant to the Clean Air Act Amendments of 1990, the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC), the SCAQMD requested that we perform audits or agreed-upon procedures reviews for six subgroups of local governments receiving Segment 2 funds. Segment 2 funds are the 40% of motor vehicle fee revenues subvended to the SCAQMD that are distributed to local governments on a quarterly basis. The SCAQMD placed local governments into subgroups based on the amount of Segment 2 funds received and whether the entity had provided Air Quality Improvement Fund audited financial statements and progress reports to the SCAQMD. Local governments in Segment 2 include cities, counties and consortiums of local governments. These consortiums are legal entities created through joint power agreements entered into by cities and counties in a common geographical area. Local governments are permitted to pool their resources for implementing the requirements for the use of AB 2766 funds and to undertake regional projects to reduce air pollution from motor vehicles.

For local governments in Subgroup A, we reviewed audit reports prepared by other auditors and summarized audit findings included in the reports. The Subgroup A summary was provided in a separate report dated March 14, 2026.



To this report, we have summarized audit findings and questioned costs for local government entities in Subgroups 2, 3, 4, 5 and 6 into four categories, as described below.

CATEGORY**DESCRIPTION**

Noncompliance with the AB 2766 Compliance Requirements:

- 1 Unallowable Expenditures
- 2 Understatement of AB2766 Revenues and Expenditures
- 3 Submission of Annual Audited Financial Statements
- 4 Late Submission of Annual Audited Financial Statements
- 5 Bank Reconciliations Not Performed in a Timely Manner (Significant Deficiency in Internal Control Over Financial Reporting)
- 6 Budget was not Prepared and Adopted in an Appropriate Manner (Significant Deficiency in Internal Control Over Financial Reporting)
- 7 Investment Policy Not Updated (Significant Deficiency in Internal Control Over Financial Reporting)
- 8 Lack of Controls over Financial Reporting (Material Weakness in Internal Control over Financial Reporting)
- 9 Lack of Detailed Timecards (Noncompliance; Report on Internal Control Over Compliance – Material Weakness; Report on Internal Control Over Financial Reporting – Material Weakness)

The audit findings are described in the Summary of Findings in Attachment A.

This report is intended solely for the information and use of the governing board and management of the SCAQMD, and is not intended to be and should not be used by anyone other than these specified parties.

Los Angeles, California
June 30, 2026

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022

1. Unallowable Expenditures

California Health and Safety Code Section 44220(b), requires that AB 2766 fund revenues shall be used solely to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies necessary for implementation of the California Clean Air Act of 1988.

An effective internal control requires that financial transactions should be properly reviewed before being entered/recorded into the financial management system to ensure that the information and reports generated from the system are accurate. The reviewer should be knowledgeable of the program and regulatory requirements.

<u>Fiscal Year 2023</u>	<u>Description</u>	<u>Amount</u>
<u>Los Angeles County</u>		
City of Bell Gardens	Gateway Cities Council of Governments annual membership dues	\$ 21,000.00
City of Bell Gardens	Excess of 10% research and development cap	\$ 5,334.00
City of El Monte	Charged two invoices for catch basin cleaning services	\$ 37,733.00
<u>Orange County</u>		
City of San Juan Capistrano	Charged two invoices for installation of condensing unit and copper water line ripped out and repair	\$ 9,929.00
<u>Riverside County</u>		
City of La Quinta	Charged the full cost of electricity beyond three years after initial charging stations operation	\$ 15,344.00
City of Wildomar	Charged administrative costs based on a percentage of budgeted AB 2766 revenue	\$ 1,899.00

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022

1. Unallowable Expenditures (Continued)

Fiscal Year 2022	Description	Amount
<u>Los Angeles County</u>		
City of Lynwood	Gateway Cities Council of Governments annual membership dues	\$ 4,000.00
City of Redondo Beach	Administrative Costs in Excess of Administrative Cap	\$ 3,725.00
City of South Gate	Charged the cost of the Police Department Fuel Station Construction Project	\$ 180,000.00
City of West Hollywood	Excess of 10% research and development cap	\$ 18,477.00
<u>Riverside County</u>		
City of La Quinta	Charged the full cost of electricity beyond three years after initial charging stations operation	\$ 7,705.00
City of Wildomar	Charged administrative costs based on a percentage of budgeted AB 2766 revenue	\$ 1,614.00
<u>San Bernardino County</u>		
City of San Bernardino	Charged the cost of a stump cutter	\$ 68,357.00

The City of San Bernardino has already reimbursed the Air Quality Improvement Fund during fiscal year 2023.

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

**SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022**

2. Understatement of AB2766 Revenues and Expenditures

An effective internal control requires that financial transactions should be properly reviewed before these are entered/recorded into the financial management system to ensure that the information and reports generated from the system are accurate.

Riverside County

City of Indian Well

During fiscal year 2022, the City of Indian Well incorrectly reduced AB 2766 revenue for the amount payable to Coachella Valley Association of Governments of \$1,107. This amount should have been recorded as expenditure. As such, AB 2766 revenues and expenditures were understated by \$1,107.

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022

3. Submission of Annual Audited Financial Statements

The Audit Guidelines prepared by the SCAQMD describe the financial and program reporting requirements for local governments. The AB 2766 program legislation requires that each agency receiving motor vehicle registration fee revenues must submit an annual program progress report and annual audited financial statements of AB 2766 funds by the first Friday in February of each year. For fiscal years 2023 and 2022, the following cities did not submit its annual audited financial statements to the SCAQMD.

<u>Fiscal Year 2023</u>	<u>Fiscal Year 2022</u>
<u>Los Angeles County</u>	<u>Los Angeles County</u>
City of Artesia	City of Artesia
City of Commerce	City of Baldwin Park
City of Huntington Park	City of Huntington Park
City of South Gate	City of South Gate
City of Palos Verdes Estates	City of Rancho Palos Verdes
City of Lawndale	
	<u>Orange County</u>
	City of Los Alamitos
<u>Riverside County</u>	<u>Riverside County</u>
City of La Quinta	City of La Quinta
City of Desert Hot Springs	City of Perris
	City of Wildomar
<u>San Bernardino County</u>	<u>San Bernardino County</u>
City of Rialto	City of Fontana
	City of Rialto

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022

4. Late Submission of Annual Audited Financial Statements

The Audit Guidelines prepared by the SCAQMD describe the financial and program reporting requirements for local governments. The AB 2766 program legislation requires that each agency receiving motor vehicle registration fee revenues must submit an annual program progress report and annual audited financial statements of AB 2766 funds by the first Friday in February of each year. For fiscal years 2023 and 2022, the following cities did not submit its annual audited financial statements to the SCAQMD in a timely manner.

<u>Fiscal Year 2023</u>	<u>Fiscal Year 2022</u>
<u>Los Angeles County</u>	<u>Los Angeles County</u>
City of Azusa	City of Azusa
City of Bell Gardens	City of Hermosa Beach
City of Glendora	City of La Canada Flintridge
City of La Habra	City of La Verne
City of Maywood	City of Maywood
City of Montebello	City of Monterey Park
	City of Temple City
<u>Orange County</u>	<u>Orange County</u>
City of Placentia	City of Placentia
City of Los Alamitos	City of Laguna Beach
City of San Juan Capistrano	
<u>Riverside County</u>	<u>Riverside County</u>
City of Banning	City of Desert Hot Springs
City of San Jacinto	
City of Wildomar	

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

**SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022**

5. Bank Reconciliations Not Performed in a Timely Manner (Significant Deficiency in Internal Control Over Financial Reporting)

Los Angeles County

City of Artesia

According to the City of Artesia's independent auditor, bank reconciliations are not being completed in a timely manner and there is a lack of documentation of approval on the bank reconciliations.

6. Budget was not Prepared and Adopted in an Appropriate Manner (Significant Deficiency in Internal Control Over Financial Reporting)

Los Angeles County

City of Artesia

According to the City of Artesia's independent auditor, the annual budget was not prepared with accurate fund balance amounts from the accounting records. In addition, the budget does not disclose actual operating results from the prior fiscal year.

7. Investment Policy Not Updated (Significant Deficiency in Internal Control Over Financial Reporting)

Los Angeles County

City of Artesia

According to the City of Artesia's independent auditor, the City's investment policy has not been updated in a timely manner. The investment policy was updated in 2010 and was required by the City Resolutions to be updated by 2014.

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

**SUMMARY OF FINDINGS
For the Years Ended June 30, 2023 and 2022**

8. Lack of Controls over Financial Reporting (Material Weakness in Internal Control over Financial Reporting)

Los Angeles County

City of Huntington Park

Management is responsible for the preparation and fair presentation as well as the accuracy of its financial statements including disclosures in accordance with accounting principles generally accepted in the United States of America. This includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error. As part of satisfying that responsibility, staff should possess that skills, knowledge, and experience necessary to complete year-end close and diligently employ that knowledge, skill, and experience to produce reliable and accurate financial information.

There were significant delays in closing of the City of Huntington Park's books and issuing the City of Huntington Park's audited financial statements. The fiscal years 2022 and 2023 audited financial statements were completed on March 28, 2024 and July 1, 2024, respectively.

Also, for the fiscal year 2023, the City of Huntington Park did not adopt budget due to large, unexpected changes in personnel on both the staff and director level within the Finance Department. Instead, a spending plan was put in place mid-way through the year once an interim finance director was appointed.

City of Artesia

The City of Artesia did not submit the audited financial statements to the SCAQMD for fiscal years 2022 and 2023. This has been a repeat finding since fiscal year 2017.

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

SUMMARY OF FINDINGS

For the Years Ended June 30, 2023 and 2022

9. Lack of Detailed Timecards (Noncompliance; Report on Internal Control Over Compliance – Material Weakness; Report on Internal Control Over Financial Reporting – Material Weakness)

Riverside County

Western Riverside Council of Governments

Western Riverside Council of Governments (WRCOG) did not track actual employee hours by program or activity in its timecards during fiscal years 2022 and 2023. Instead, payroll costs were allocated using predetermined percentages, while the payroll system captured only exception time and did not track regular hours at the project level. For fiscal year 2022, fringe benefit cost was calculated using the fringe benefit rate applied to the allocated payroll base. No year-end reconciliation was performed to align recorded fringe benefit cost with actual fringe benefit expenses incurred.

Since WRCOG has subsequently provided the Employee Time and Effort Certifications signed by the WRCOG's Program Manager and Program Analyst and Certification of Activities Performed and Programs Outcome signed by the Program Director, the payroll and related costs charged to AB 2766 Fund are not considered questioned costs. However, lack of detailed timecards is considered a noncompliance, a material weakness in internal control over compliance, and a material weakness in internal control over financial reporting.

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

**LIST OF LOCAL GOVERNMENT RECIPIENTS AUDITED
For the Years Ended June 30, 2023 and 2022**

	<u>City</u>	<u>Type of Audit</u>	<u>Fiscal Year (s)</u>
	Los Angeles County		
1.	City of Alhambra	Financial & Compliance	2022
2.	City of Artesia	Financial & Compliance	2023 & 2022
3.	City of Azusa	Financial & Compliance	2023 & 2022
4.	City of Baldwin Park	Financial & Compliance	2022
5.	City of Bell Gardens	Financial & Compliance	2023
6.	City of Bellflower	Financial & Compliance	2023
7.	City of Beverly Hills	Agreed Upon Procedures	2023
8.	City of Commerce	Financial & Compliance	2023
9.	City of Compton	Financial & Compliance	2023 & 2022
10.	City of Cudahy	Agreed Upon Procedures	2023
11.	City of Culver City	Agreed Upon Procedures	2023
12.	City of El Monte	Financial & Compliance	2023 & 2022
13.	City of Glendale	Financial & Compliance	2023 & 2022
14.	City of Glendora	Financial & Compliance	2023
15.	City of Hermosa Beach	Financial & Compliance	2022
16.	City of Huntington Park	Financial & Compliance	2023 & 2022
17.	City of La Canada Flintridge	Financial & Compliance	2022
18.	City of La Habra	Financial & Compliance	2023
19.	City of La Habra Heights	Agreed Upon Procedures	2022
20.	City of La Puente	Agreed Upon Procedures	2023
21.	City of La Verne	Financial & Compliance	2022
22.	City of Lakewood	Financial & Compliance	2023 & 2022
23.	City of Lawndale	Financial & Compliance	2023
24.	City of Lomita	Agreed Upon Procedures	2023
25.	City of Long Beach	Financial & Compliance	2023 & 2022
26.	City of Lynwood	Agreed Upon Procedures	2022
27.	City of Maywood	Financial & Compliance	2023 & 2022
28.	City of Monrovia	Agreed Upon Procedures	2022
29.	City of Montebello	Financial & Compliance	2023
30.	City of Monterey Park	Financial & Compliance	2022
31.	City of Palos Verdes Estates	Financial & Compliance	2023
32.	City of Rancho Palos Verdes	Financial & Compliance	2022
33.	City of Redondo Beach	Agreed Upon Procedures	2022
34.	City of Rolling Hills Estates	Agreed Upon Procedures	2022
35.	City of San Fernando	Agreed Upon Procedures	2023
36.	City of San Gabriel	Agreed Upon Procedures	2022
37.	City of Signal Hill	Agreed Upon Procedures	2022
38.	City of South Gate	Financial & Compliance	2023 & 2022

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

**LIST OF LOCAL GOVERNMENT RECIPIENTS AUDITED
For the Years Ended June 30, 2023 and 2022
(Continued)**

	City	Type of Audit	Fiscal Year (s)
	Los Angeles County		
39.	City of South El Monte	Agreed Upon Procedures	2023
40.	City of Temple City	Financial & Compliance	2022
41.	City of West Hollywood	Agreed Upon Procedures	2022
42.	City of Westlake Village	Agreed Upon Procedures	2023
43.	County of Los Angeles	Financial & Compliance	2023 & 2022
	Orange County		
44.	City of Anaheim	Financial & Compliance	2023 & 2022
45.	City of Brea	Agreed Upon Procedures	2022
46.	City of Buena Park	Financial & Compliance	2023 & 2022
47.	City of Laguna Beach	Financial & Compliance	2022
48.	City of Laguna Woods	Agreed Upon Procedures	2023
49.	City of Los Alamitos	Financial & Compliance	2023 & 2022
50.	City of Placentia	Financial & Compliance	2023 & 2022
51.	City of Newport Beach	Financial & Compliance	2023 & 2022
52.	City of San Juan Capistrano	Financial & Compliance	2023
53.	City of San Clemente	Agreed Upon Procedures	2023
54.	City of Stanton	Agreed Upon Procedures	2023
55.	City of Villa Park	Agreed Upon Procedures	2022
56.	County of Orange	Financial & Compliance	2023 & 2022
	Riverside County		
57.	City of Banning	Financial & Compliance	2023
58.	City of Beaumont	Agreed Upon Procedures	2022
59.	City of Coachella	Agreed Upon Procedures	2022
60.	City of Desert Hot Springs	Financial & Compliance	2023 & 2022
61.	City of Hemet	Financial & Compliance	2023 & 2022
62.	City of Indian Wells	Agreed Upon Procedures	2022
63.	City of La Quinta	Financial & Compliance	2023 & 2022
64.	City of Menifee	Financial & Compliance	2023 & 2022
65.	City of Moreno Valley	Financial & Compliance	2023 & 2022
66.	City of Murrieta	Financial & Compliance	2023 & 2022
67.	City of Perris	Financial & Compliance	2023 & 2022
68.	City of San Jacinto	Financial & Compliance	2023
69.	City of Temecula	Financial & Compliance	2023 & 2022
70.	City of Wildomar	Financial & Compliance	2023 & 2022

***SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND***

**LIST OF LOCAL GOVERNMENT RECIPIENTS AUDITED
For the Years Ended June 30, 2023 and 2022
(Continued)**

	City	Type of Audit	Fiscal Year (s)
	San Bernardino County		
71.	City of Fontana	Financial & Compliance	2022
72.	City of Grand Terrace	Agreed Upon Procedures	2023
73.	City of Redlands	Agreed Upon Procedures	2023
74.	City of Rialto	Financial & Compliance	2023 & 2022
75.	City of San Bernardino	Financial & Compliance	2022
76.	City of Upland	Financial & Compliance	2023 & 2022
77.	City of Yucaipa	Agreed Upon Procedures	2023
78.	County of San Bernardino County	Financial & Compliance	2023 & 2022
	Consortium		
79.	Coachella Valley Association of Governments	Financial & Compliance	2023 & 2022
80.	Gateway Cities Council of Governments	Financial & Compliance	2023 & 2022
81.	Western Riverside Council of Governments	Financial & Compliance	2023 & 2022

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

***AIR QUALITY IMPROVEMENT FUND
(SEGMENT 2 – SUBGROUP A)***

***INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES***

FOR THE YEARS ENDED June 30, 2023 and 2022





SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS

FOUNDING PARTNERS
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Independent Accountant's Report on Applying Agreed-Upon Procedures

The Governing Board of
The South Coast Air Quality Management District

We have performed the procedures enumerated below on solely to assist you in summarizing instances of noncompliance and internal control deficiencies and material weaknesses reported in financial statements audit reports and internal control and compliance reports submitted to the South Coast Air Quality Management District (South Coast AQMD) by cities and counties that received automobile registration fee revenues (AB 2766 funds) from the South Coast AQMD for the fiscal years ended June 30, 2023 and 2022. This report also includes internal control deficiencies and material weaknesses identified in the reports on internal controls. The cities and counties are responsible for spending AB 2766 funds on activities that reduce air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the South Coast AQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC).

The South Coast AQMD has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of solely to assist in determining whether AB 2766 funds distributed to the cities and counties for the fiscal years ended June 30, 2023 and 2022 were spent on the reduction of air pollution from motor vehicles pursuant to California Clean Air Act of 1988 or the South Coast AQMD's AQMP. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report, and as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

Our procedures and results are as follows:

We performed a summary review of the audited financial statements and the independent auditors' report on compliance and on internal controls over compliance submitted to the South Coast AQMD by the cities and counties that received more than \$100,000 of AB 2766 funds per year (Large Recipients) for the fiscal years ended June 30, 2023 and 2022 (See Attachment A for the list of recipient). We identified any modifications of the independent auditors' opinions on the Large Recipients' annual financial statements; instances of noncompliance with AB 2766 compliance requirements; and deficiencies, significant deficiencies, and material weaknesses in internal controls over financial reporting and compliance required by AB 2766, and summarized these instances below.



MODIFIED OPINIONS ON THE AUDITED FINANCIAL STATEMENTS

No matters noted.

NONCOMPLIANCE WITH THE AB 2766 COMPLIANCE REQUIREMENTS

No matters noted.

INTERNAL CONTROLS OVER FINANCIAL REPORTING AND COMPLIANCE REQUIRED BY AB 2766

No matters noted.

We were engaged by the South Coast AQMD to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on whether AB 2766 funds distributed to the cities and counties for the fiscal years ended June 30, 2023 and 2022 were spent on the reduction of air pollution from motor vehicles pursuant to California Clean Air Act of 1988 or the South Coast AQMD's AQMP. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the South Coast AQMD and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

A handwritten signature in cursive script, reading 'Simpson & Simpson'.

Los Angeles, California
March 14, 2026

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND

List of Local Government Large Recipients
For the Years Ended June 30, 2023 and 2022

<u>Local Government</u>	<u>Fiscal Year(s)</u>
Los Angeles County	
1 Alhambra	2023
2 Burbank	2023 and 2022
3 Carson	2023 and 2022
4 Downey	2023 and 2022
5 Hawthorne	2023 and 2022
6 Inglewood	2023 and 2022
7 Los Angeles	2023 and 2022
8 Norwalk	2023 and 2022
9 Pasadena	2023 and 2022
10 Pomona	2023 and 2022
11 Santa Clarita	2023 and 2022
12 Santa Monica	2023 and 2022
13 Torrance	2023 and 2022
14 West Covina	2023 and 2022
15 Whittier	2023 and 2022
Orange County	
16 Costa Mesa	2023 and 2022
17 Fullerton	2023 and 2022
18 Garden Grove	2023 and 2022
19 Huntington Beach	2023 and 2022
20 Irvine	2023 and 2022
21 Lake Forest	2023 and 2022
22 Mission Viejo	2023 and 2022
23 Orange	2023 and 2022
24 Santa Ana	2023 and 2022
25 Tustin	2023 and 2022
26 Westminster	2023 and 2022
Riverside County	
27 Corona	2023 and 2022
28 Indio	2023 and 2022
29 Jurupa Valley	2023 and 2022
30 County of Riverside	2023 and 2022
31 Riverside	2023 and 2022

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
AIR QUALITY IMPROVEMENT FUND

List of Local Government Large Recipients
For the Years Ended June 30, 2023 and 2022
(Continued)

<u>Local Government</u>		<u>Fiscal Year(s)</u>
San Bernardino County		
32	Fontana	2023
33	Chino	2023 and 2022
34	Chino Hills	2023 and 2022
35	Ontario	2023 and 2022
36	Rancho Cucamonga	2023 and 2022
37	San Bernardino	2023

***SOUTH COAST AIR QUALITY MANAGEMENT
DISTRICT***

***MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
(SEGMENT 3)***

***INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES***

FOR THE YEARS ENDED JUNE 30, 2023 and 2022





SIMPSON & SIMPSON
CERTIFIED PUBLIC ACCOUNTANTS

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Independent Accountant's Report On Applying Agreed-Upon Procedures

The Governing Board of
The South Coast Air Quality Management District

We have performed the procedures enumerated below to the financials and other records of the South Coast Air Quality Management District (SCAQMD), which were agreed to by the management of the SCAQMD, solely to assist you in determining whether automobile registration fee revenues (AB 2766 funds) distributed to the Mobile Source Air Pollution Reduction Review Committee (MSRC) during fiscal years 2021-22 and 2022-23 were spent on the reduction of air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). The SCAQMD's management is responsible for use of AB 2766 funds in accordance with the cited criteria. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or any other purpose.

Our procedures and results are as follows.

1. We reviewed the list of the MSRC members to verify that, in accordance with CHSC 44244(a), the Committee consists of a representative from each of the specified agencies.

Result

We noted no exceptions in performing this procedure.

2. In accordance with CHSC Section 44244(b), we verified that the MSRC developed and adopted work programs for fiscal years 2021-22 and 2022-23 that were approved by the SCAQMD Governing Board.

Result

We noted no exceptions in performing this procedure.

3. We reviewed the list of the Technical Advisory Committee (TAC) members to verify that membership of TAC is in accordance with the specifications of CHSC Section 44244(c). As required by CHSC Section 44244(c), the TAC advisory committee shall also include one or more person who is a mechanical engineer specializing in vehicle engines.

Result

We noted that for the period reviewed (July 1, 2021 through June 30, 2023), the TAC position for a mechanical engineer specializing in vehicle engines was vacant. In addition, we noted that the TAC position for a representative of the Cities of Los Angeles County, reflected vacant position. We noted no other exceptions in performing this procedure.

4. We obtained an understanding of how AB 2766 funds are accounted for, including whether AB 2766 funds are maintained in a separate fund or if there is a separate accounting for the funds maintained by other means.

Result

We noted that the MSRC has a separate fund called the Mobile Source Air Pollution Reduction Review Committee Fund.

5. We obtained an understanding of established internal control procedures related to the receipt and use of AB 2766 funds.

Result

We noted no exceptions in performing this procedure.

6. We agreed AB 2766 revenues recorded in the Mobile Source Air Pollution Reduction Fund General Ledger to the SCAQMD's record of disbursements.

Result

We noted no exceptions in performing this procedure.

7. We conducted interviews in order to obtain an understanding of how the SCAQMD allocates interest earned and determined the reasonableness of the interest allocation and that interest was used for the same purposes for which AB 2766 funds were allocated to the SCAQMD.

Result

We noted no exceptions on the cost allocation schedule.

8. We tested AB 2766 expenditures of the Mobile Source Air Pollution Reduction Fund for each year to determine:
 - a) allowability, reasonableness, adequacy of supporting documentation, proper approval, clearly identified the project, and were incurred during the fiscal year;
 - b) that the funds were spent in accordance with CHSC Section 44220(b), which requires that AB 2766 fund expenditures were incurred solely to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies necessary for implementation of the California Clean Air Act of 1988; and
 - c) in accordance with CHSC Section 44235, the SCAQMD did not use AB 2766 fees for the purpose of establishing or maintaining the district as a direct provider of the car pool, van pool, or other ridesharing or transit services.

Result

We noted no exceptions in performing this procedure.

9. We analyzed AB 2766 administrative expenditures to verify, in accordance with CHSC Section 44233, that the MSRC did not use more than 6.25% of the AB 2766 fees for administrative expenditures.

Result

We noted no exceptions in performing this procedure.

10. We obtained the SCAQMD expenditures to verify, in accordance with CHSC Section 44244.1(d), that the MSRC expended AB 2766 fees within one year of the program or project completion date.

Result

We noted no exceptions in performing this procedure.

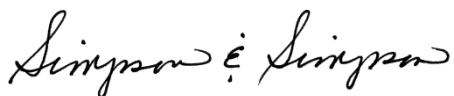
11. We reviewed the SCAQMD's financial statements to verify that the Mobile Source Air Pollution Reduction Review Committee Fund was audited as part of the SCAQMD's annual audit conducted by an Independent CPA firm.

Result

We noted that the Mobile Source Air Pollution Reduction Review Committee Fund was audited as part of the SCAQMD's annual audit conducted by an Independent CPA firm.

We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion on the MSRC's compliance with the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the governing board and management of the SCAQMD, members of the Mobile Source Air Pollution Reduction Review Committee and members of the Technical Advisory Committee of the MSRC and is not intended to be, and should not be used anyone other than those specified parties.



Los Angeles, California
October 22, 2025

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

***MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
(SEGMENT 3 - PROJECTS)***

***INDEPENDENT ACCOUNTANT'S REPORT ON
APPLYING AGREED-UPON PROCEDURES***

FOR THE YEARS ENDED JUNE 30, 2023 and 2022





SIMPSON & SIMPSON
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Independent Accountant's Report On Applying Agreed-Upon Procedures

The Governing Board of
The South Coast Air Quality Management District

We have performed the procedures enumerated below on automobile registration fee revenues (AB 2766 funds) distributed to the Mobile Source Air Pollution Reduction Review Committee (MSRC) for the fiscal years ended June 30, 2023 and 2022. The MSRC is responsible for spending AB 2766 funds on the reduction of air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the South Coast Air Quality Management District's (South Coast AQMD) Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC).

The South Coast AQMD has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of solely to assist in determining whether AB 2766 funds distributed to the MSRC for the fiscal years ended June 30, 2023 and 2022 were spent on the reduction of air pollution from motor vehicles pursuant to California Clean Air Act of 1988 or the South Coast AQMD's AQMP. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report, and as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

Our procedures and results are as follows.

1. We examined and tested ten (10) projects, as presented in Attachment A, approved for funding for the fiscal years ended June 30, 2023 and 2022 by the MSRC to determine if these projects aligned with the work programs for the fiscal years ended June 30, 2023 and 2022, and if these were properly approved by the South Coast AQMD's Governing Board.

Result

We noted no exceptions in performing this procedure.

2. For the ten projects selected for fiscal years ended June 30, 2023 and 2022, as presented in Attachment A, we verified that the project was proposed (or amended) under the fiscal years ended June 30, 2023 and 2022 work programs that was developed and adopted by the MSRC and approved by the SCAQMD Board in accordance with CHSC Section 44244(b).

Result

We noted no exceptions in performing this procedure.

3. Obtain an understanding of how AB 2766 funds are accounted for, including whether AB 2766 funds are maintained in a separate fund or if there is a separate accounting for the funds maintained by other means.

Result

We noted that the MSRC has a separate fund called the Mobile Source Air Pollution Reduction Review Committee Fund (Fund 23).

4. We obtained an understanding of established internal control procedures related to the receipt and use of AB 2766 funds.

Result

We noted no exceptions in performing this procedure.

5. We agreed AB 2766 revenues recorded in the Mobile Source Air Pollution Reduction Fund General Ledger to the SCAQMD's record of disbursements.

Result

We noted no exceptions in performing this procedure.

6. We obtained a detailed listing of expenditures for the ten projects approved during fiscal years ended June 30, 2023 and 2022 and selected a sample of expenditures for testing. We tested AB 2766 expenditures of the Mobile Source Air Pollution Reduction Fund for each year to determine:
 - a) allowability, reasonableness, adequacy of supporting documentation, proper approval, clearly identified the project, and were incurred during the fiscal year;
 - b) that the funds were spent in accordance with CHSC Section 44220(b), which requires that AB 2766 fund expenditures were incurred solely to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement



and technical studies necessary for implementation of the California Clean Air Act of 1988; and

- c) that the expenditures are in accordance with CHSC Section 44235, which prevents AB 2766 fees for the purpose of establishing or maintaining the district as a direct provider of the carpool, van pool, or other ridesharing or transit services.

Result

We noted no exceptions in performing this procedure.

- 7. We obtained a listing of the SCAQMD expenditures to verify, in accordance with CHSC Section 44244.1(d), that the MSRC expended AB 2766 fees within one year of the program or project completion date and that no more than 6.25% of the AB 2766 funds are used for administrative costs.

Result

We noted no exceptions in performing this procedure.

We were engaged by the South Coast AQMD to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review engagement, the objective of which would be the expression of an opinion or conclusion, respectively, on whether AB 2766 funds distributed to the MSRC for the fiscal years ended June 30, 2023 and 2022 were spent on the reduction of air pollution from motor vehicles pursuant to California Clean Air Act of 1988 or the South Coast AQMD's AQMP. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the South Coast AQMD and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

A handwritten signature in black ink, appearing to read 'Simpson & Simpson'.

Los Angeles, California
June 15, 2026

ATTACHMENT A
REVIEW RESULTS OF TEN (10) MSRC PROJECTS

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS

Contract No.: MS21002

Contractor: Better World Group Advisors, Inc.

Contract Term: January 1, 2022 to December 31, 2024

Project Description: Provide the MSRC with outreach and marketing services. The goal is to continue and enhance the public awareness of the MSRC by highlighting its mission, its achievements, and the opportunities the MSRC has available under its Clean Transportation Funding Program.

Project Status: Ongoing as of June 30, 2023

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$448,154	\$83,996	\$-	\$83,996

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21004

Contractor: Los Angeles County Metropolitan Transportation Authority

Contract Term: January 7, 2021 to May 31, 2023

Project Description: Operate a Clean Fuel Transit Service to Dodger Stadium with traffic control to enhance bus priority.

Project Status: Completed as of June 30, 2023 and submitted reimbursement request on June 1, 2023.

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$2,188,899	\$326,899	\$-	\$326,899

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

<u>Contract No.:</u>	MS21006		
<u>Contractor:</u>	Geographics		
<u>Contract Term:</u>	June 21, 2021 to June 30, 2025		
<u>Project Description:</u>	Host and maintain the MSRC website under the www.CleanTransportationFunding.org domain name, including future minor modifications to the website.		
<u>Project Status:</u>	Ongoing as of June 30, 2023		
<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$20,152	\$9,258	\$-	\$9,258
* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.			
<u>Audit Results:</u>	No findings		

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21007

Contractor: Penske Truck Leasing Co., L.P.

Contract Term: April 1, 2022 to March 31, 2028

Project Description: Procure five zero emission vehicles (Orange EV eTrieve 4X2 Terminal Tractor or comparable) and lease these vehicles to host fleet Costco Wholesale Corporation for deployment at their facility located at 11600 Riverside Drive, Mira Loma, California.

Project Status: Completed as of June 30, 2023 and submitted reimbursement request on June 26, 2023.

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$1,000,000	\$957,812	\$-	\$957,812

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21009

Contractor: ITS Technologies & Logistics, LLC

Contract Term: July 15, 2022 to July 14, 2029

Project Description: Procure and place 12 zero emission vehicles (BYD 8Y Generation 2 or comparable terminal tractor) into regular service at the Burlington Northern Santa Fe (BNSF) Railway Facility located at 1535 W. 4th Street, San Bernardino, California.

Project Status: Ongoing as of June 30, 2023

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$1,686,900	\$-	\$-	\$-

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21014

Contractor: Green Fleet Systems, LLC

Contract Term: August 31, 2021 to August 30, 2028

Project Description: Procure three Mack Anthem near-zero emission trucks to be equipped with devices enabling Contractor to track the trucks' movements.

Project Status: Completed as of June 30, 2023 and submitted final reimbursement request on November 23, 2023

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$300,000	\$300,000	\$-	\$300,000

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21015

Contractor: Premium Transportation Services, Inc.

Contract Term: September 22, 2021 to May 21, 2027

Project Description: Procure 15 Freightliner near-zero emission natural gas Class 8 semi-tractors equipped with devices enabling Contractor to track the trucks' movements.

Project Status: Completed as of June 30, 2023 and submitted reimbursement request on May 22, 2023.

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$1,500,000	\$1,483,065	\$-	\$1,483,065

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21019

Contractor: Volvo Financial Services

Contract Term: March 31, 2022 to March 20, 2030

Project Description: Procure 14 Volvo VNR Electric Class 8 zero emission vehicles, and lease these vehicles to host fleet Quality Custom Distribution. Vehicles are to be equipped with on-board hardware that enables tracking the movement of the vehicles.

Project Status: Ongoing as of June 30, 2023

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$3,930,270	\$1,391,197	\$-	\$1,391,197

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

Contract No.: MS21024

Contractor: Raymond J. Gorski

Contract Term: January 1, 2022 to December 31, 2023

Project Description: Perform certain tasks in support of the AB 2766 Discretionary Fund Program, while providing the AB 2766 Program Liaison or his designee with a weekly e-mail advising of his calendar for said week.

Project Status: Ongoing as of June 30, 2023

<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$385,700	\$289,275	\$-	\$289,275

* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.

Audit Results: No findings

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE AIR POLLUTION REDUCTION
REVIEW COMMITTEE FUND
REVIEW RESULTS OF TEN (10) MSRC PROJECTS
(CONTINUED)

<u>Contract No.:</u>	MS21025		
<u>Contractor:</u>	Costco Wholesale Corporation		
<u>Contract Term:</u>	December 9, 2022 to December 8, 2028		
<u>Project Description:</u>	Install five TransPower charging units or equivalent at their facility located at 11600 Riverside Drive, Mira Loma, California. This charging equipment is intended for the use of Costco's current service provider subcontractor Penske Truck Leasing Co., L.P. (Penske) to support at least five years of operation of zero emission terminal tractors being procured with partial funding support under Contract No. MS21007.		
<u>Project Status:</u>	Completed as of June 30, 2023 and submitted reimbursement request on October 5, 2023.		
<u>AB 2766 Funding Adopted/Amended*</u>	<u>Cost Incurred *</u>	<u>Questioned Costs*</u>	<u>Costs Accepted*</u>
\$160,000	\$160,000	\$-	\$160,000
* AB 2766 funding adopted/amended, costs incurred, questioned costs, and costs accepted are for the period of July 1, 2021 through June 30, 2023.			
<u>Audit Results:</u>	No findings		

 [Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 22

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

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

COMMITTEE: Administrative, August 14, 2026, Reviewed

RECOMMENDED ACTION:

Approve the release of RFQs/RFPs for the month of September.

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 September 4, 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 September 2026

**September 4, 2026 Board Meeting
Report on RFQs/RFPs Scheduled for Release on September 4, 2026**

(For detailed information visit South Coast AQMD's website at
<http://www.aqmd.gov/nav/grants-bids>
following Board approval on September 4, 2026)

SPECIAL TECHNICAL EXPERTISE

RFP #P2027-03	Issue RFP to solicit bids for software development, maintenance and support services.	Moskowitz/3329
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The purpose of this Request for Proposals (RFP) is to solicit bids from consultants capable of providing a full range of high-quality systems development, maintenance, and support services; enterprise resource planning; customer relationship management; and content management system services. A task order contract for a term of one year will be issued, with the option to extend the term for two (2) one-year periods. Due to the indefinite nature of the work, the actual contract amount cannot be determined at this time.

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 23

REPORT: FY 2025-26 Contract Activity

SYNOPSIS: This report lists the number of contracts let during FY 2025-26, the respective dollar amounts, award type, and the authorized contract signatory for South Coast AQMD. This report includes the data provided in the March 6, 2026 report covering contract activity for the first six months of FY 2025-26.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Executive Officer

SJ:AP

Background

The Board's Procurement Policy and Procedures requires staff to provide semi-annual reports to the Board on contract activity. This report is for the period of July 1, 2025 - June 30, 2026. It includes the data provided in the March 6, 2026 report that covered contract activity for the first six months (July 1, 2025 - December 31, 2025). This report identifies five categories of contract awards:

1. **New Awards** – new contracts for professional services and research projects;
2. **Other** – air monitoring station leases, Board Assistant agreements, and miscellaneous lease agreements that generate revenue, e.g., lease of South Coast AQMD office space;
3. **Sponsorships** – contracts funding public events and technical conferences which provide air quality related benefits;
4. **Modifications** – amendments to existing contracts usually reflecting changes in the project scope and/or schedule and associated cost increase, as applicable; and
5. **Terminated Contracts** – Partial/No Work Performed – modifications to contracts to reflect termination of a portion or all work which result in de-obligation of contract funding.

The report further specifies under New Awards, which contracts were awarded competitively, and which were awarded on a sole source basis. Within the first four categories, the level of approval (Board or Executive Officer) is indicated.

Summary

The total value of all contracts and contract modifications for this period (FY 2025-26) was \$168,139,509.24, with 100 contracts and contract modifications totaling \$164,153,220.25 (98 percent) approved by the Board and 261 contracts and contract modifications totaling \$3,986,288.99 (2 percent) approved by the Executive Officer. This does not include modifications for termination with partial or no work completed. Table 1 is a summary of the 378 contracts and modifications (including terminations and the associated amount of de-obligated funding) issued during this period.

Table 1: Contracts, Modifications and Amounts (including terminations)

Contract Category	Number	Amount
New Awards	78	\$156,873,483.25
Other	59	\$1,634,354.91
Sponsorships	49	\$476,095.00
Modifications	175	\$9,155,576.08
Terminations	17	-\$10,923,078.17
Total	378	\$157,216,431.07

Of the total value for New Awards, \$143,286,153.25 (91 percent) was awarded through the competitive process. As shown in Table 2, contracts totaling \$3,986,288.99 were approved by the Executive Officer.

Table 2: Contracts Approved by Executive Officer

Contract Description	Contract Amount
Board Member Assistant contracts and contract modifications, as approved by the Board's Administrative Committee	\$1,014,496.44
Technical consulting/Legal advice	\$552,967.00
Contract modifications for extensions of time or additional budgeted services from previously approved vendors	\$1,466,904.08
Sponsorships in advanced technologies and community and business outreach	\$326,095.00
Miscellaneous services including the lease of alternative fuel vehicles, software subscriptions, memberships, and air monitoring station licenses	\$619,858.47
Venue related services to support clean air outreach events including AB617 meetings	\$5,968.00
Total	\$3,986,288.99

Attachment

Contract Activity Report for the period July 1, 2025 through June 30, 2026

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
I. NEW AWARDS						
Competitive - Board Approved						
01	DISTRICT GENERAL	C26024	01	TELECOM POINT TO POINT SERVICES	CENTURYLINK COMMUNICATIONS, LLC	\$121,434.00
01	DISTRICT GENERAL	C26030	01	10G INTERNET SERVICES	CENTURYLINK COMMUNICATIONS, LLC	\$95,403.00
01	DISTRICT GENERAL	C26031	01	TELECOM SERVICES LOCAL -CATEGORY 1	LEVEL 3 FINANCING, INC.	\$146,808.00
01	DISTRICT GENERAL	C26062	01	EMPLOYEE AND LABOR RELATIONS	LIEBERT CASSIDY WHITMORE	\$75,000.00
01	DISTRICT GENERAL	C26084	01	OCCUPATIONAL HEALTH AND MEDICAL SERVICES	UNIVERSITY OF CALIFORNIA - IRVINE	\$30,000.00
01	DISTRICT GENERAL	C26085	01	PROPERTY INSURANCE BROKERAGE	ALLIANT INSURANCE SERVICES INC	\$49,000.00
04	FINANCE	C26147	01	AUDIT SERVICES FOR F/Y 2026-2028	SIMPSON AND SIMPSON LLP	\$262,727.00
26	PLANNING, RULE DEV & IMPLEMENT	C25208	27	GO ZERO INCENTIVE PROGRAM	ELECTRIC & GAS INDUSTRIES ASSOCIATION	\$9,000,000.00
26	PLANNING, RULE DEV & IMPLEMENT	C25211	01	ADMINISTER SUB-PROJECTS OF THE GO ZERO INCENTIVE PROGRAM	WILLDAN ENERGY SOLUTIONS	\$10,000,000.00
26	PLANNING, RULE DEV & IMPLEMENT	C25213	27	GO ZERO INCENTIVE PROGRAM	THE ENERGY COALITION	\$1,800,000.00
26	PLANNING, RULE DEV & IMPLEMENT	C25214	27	CONDUCT OUTREACH AND APPLICATION ASSISTANCE	COMMUNITY CONNECTIONS, LLC	\$200,000.00
27	INFORMATION MANAGEMENT	C25197	01	TELECOM SERVICES	LOGICALIS, INC.	\$221,102.47
27	INFORMATION MANAGEMENT	C26167	01	UPGRADE DATA CABLE INFSTRUT	NETCENTRA INC	\$382,010.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26080	90	INVEST CLEAN FACILITATOR	SOCIAL & ENVIRONMENTAL ENTREPRENEURS INC	\$140,900.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26081	90	INVEST CLEAN FACILITATOR	ARELLANO ASSOCIATES, INC.	\$164,310.40
35	LEGISLATIVE & PUBLIC AFFAIRS	C26107	90	ELECTRIC OUTREACH CONTRACTOR	ARELLANO ASSOCIATES, INC.	\$200,000.00
43	M&A-AQ-SPEC	C25219	01	BUILD AND HOST THE SENSOR LIBRARY PROGRAM DATA MANAGEMENT AND VISUALIZATION PLATFORM	JUSTAIR SOLUTIONS INC.	\$39,970.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25082	23/32	INFRASTRUCTURE PROJECT	PROLOGIS MOBILITY LLC	\$9,688,920.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25120	77	ZE INFRASTRUCTURE - LONG BEACH	CONSOLIDATED DISPOSAL SERVICE LLC	\$579,031.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25128	77	CONSTRUCT-OP 1 ELEC CHARG STAT	ROADX CY, INC.	\$1,170,224.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25145	32	REPLACE 5 ON-ROAD HD VEHICLES	COMMERCIAL ROCK CO, INC	\$370,351.38
44	TECHNOLOGY ADVANCEMENT OFFICE	C25160	32	REPLACE 3 OFF-ROAD EQUIPMENT	NATIONAL READY MIXED CONCRETE CO.	\$442,193.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25171	32	INSTALL 182 CHARGERS - ZE INFR	LOS ANGELES UNIFIED SCHOOL DISTRICT	\$8,000,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25176	32	REPLACE 1 OFF-ROAD EQUIPMENT	WILSON CREEK WINERY & VINEYARDS, INC	\$45,927.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25183	32	REPLACE 1 OFF-ROAD EQUIPMENT	WESTERN JET AVIATION INC	\$122,252.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25184	77	INSTALL & OP 2 DCFC CHARGE STA	PROLOGIS MOBILITY LLC	\$121,842.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25186	32	REPLACE 1 OFF-ROAD EQUIP	CITY OF MANHATTAN BEACH	\$6,834.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25188	32	REPLACE 1 OFF-ROAD EQUIPMENT	TOTAL TERMINALS INTERNATIONAL, LLC	\$900,086.00

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
44	TECHNOLOGY ADVANCEMENT OFFICE	C25194	32	REPLACE 1 OFF-ROAD EQUIPMENT	TOTAL TERMINALS INTERNATIONAL, LLC	\$1,381,109.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26028	77	INSTALLATION AND OPERATION OF ZE CHARGING STATION	LBCT LLC	\$2,869,924.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26029	32	ZE INFRASTRUCTURE PROGRAM	MORENO VALLEY UNIFIED SCHOOL DISTRICT	\$5,000,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26033	79	REPLACE 1 ON-ROAD ZERO-EMISSION CLASS 8 FREIGHT TRUCK	UNITED NATURAL FOODS WEST INC	\$240,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26034	23/32	INSTALL 1 HYDROGEN FUELSTATION	PILOT TRAVEL CENTERS LLC	\$7,000,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26044	77	ZE INFRASTRUCTURE PROGRAM	EV MILL TENANT LLC	\$5,885,910.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26049	83	ELETRIC FERRY & INFRASTRUCTURE	BALBOA ISLAND FERRY	\$7,914,396.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26063	77	REPLACE 1 MAIN ENGINE OF 1 MARINE VESSEL	CURTIN MARITIME CORP.	\$687,621.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26064	32	REPLACE OF 9 ON-ROAD HD VEHICLES	NATIONAL READY MIXED CONCRETE CO.	\$594,823.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26074	32	REPLACE 1 OFF-ROAD EQUIPMENT	ILAD INC	\$285,753.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26078	90	IMPLEMENT LAST MILE FREIGHT	SOUTHERN CALIFORNIA ASSOCIATION	\$51,500,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26079	32	REPOWER OF 1 MAIN ENGINE FOR 1 MARINE VESSEL	TWO BROTHERS FISHERY	\$200,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26089	79	REPLACE 2 TIER 0 SWITCH LOCOMOTIVES WITH 2 TIER 4 LOCOMOTIVES	MENDOCINO RAILWAY	\$2,515,810.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26098	32	ZE INFRASTRUCTURE EXPANSION	NFI INTERACTIVE LOGISTICS LLC	\$4,464,594.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26106	32	REPLACE 3 OFF-ROAD EQUIPMENT	CLSMITH FARMS	\$784,188.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26149	17/32	COMMERCIAL eL&G PROGRAM	OSO ELECTRIC EQUIPMENT, LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26152	31	ON-ROAD BREAK & TIRE STUDY	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$600,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	MS24995	92	CHG BAT ELEC PORT DRAYAGE TRKS	FORUM MOBILITY INC	\$6,000,000.00
44	MSRC	MS27013	23	TECHNICAL ADVISOR SERVICES MSRC	RAYMOND J GORSKI	\$385,700.00
46	MONITORING AND ANALYSIS	C25215	01	AM EQUIP TEST @ ED CENTER @ DB	SGV ENTERPRISES, INC.	\$600,000.00
					Subtotal	\$143,286,153.25

Competitive - Executive Officer Approved
NONE

Subtotal

Sole Source - Board Approved

26	PLANNING, RULE DEV & IMPLEMENT	C25205	35	SALTON SEA H2S WEBSITE	SONOMA TECHNOLOGY INC	\$27,800.00
26	PLANNING, RULE DEV & IMPLEMENT	C26095	58	DEVELOP CONTROL STRATEGIES TO MITIGATE DUST EMISSIONS IN THE COACHELLA VALLEY	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$749,979.00
26	PLANNING, RULE DEV & IMPLEMENT	C26109	01	CalEEmod & GHG HANDBOOK PROJECT	CAPCOA	\$450,000.00

South Coast AQMD
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
43	M&A-AQ-SPEC	C26072	01	CO-DEVELOP SENSOR GUIDEBOOK TO AID COMMUNITY PARTNERS IN EFFECTIVELY USING AIR SENSORS	SONOMA TECHNOLOGY INC	\$21,156.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25124	31	CHARGE-OPT: ACCELERATING ELECTRIFICATION OF MEDIUM- AND HEAVY-DUTY TRUCKS IN SOUTHERN CALIFORNIA WITH DATA-DRIVEN PLANNING PLATFORMS FOR CHARGING NETWORKS, TRUCK FLEETS, AND POWER SYSTEMS	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$300,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25154	31	INVESTIGATE THE IMPACT OF VEHICLE-TO-HOME TECHNOLOGY ON REGIONAL AIR QUALITY	UNIVERSITY OF CALIFORNIA - IRVINE	\$220,548.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C25185	31	DEMONSTRATION OF ZERO-EMISSION TRANSPORT REFRIGERATION UNIT WITH ELECTRIC-POWERED TRAILER FOR HEAVY-DUTY VEHICLES	RANGE ENERGY INC	\$111,180.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26025	17	DEV & DEMO ELEC ASPHALT COMP	VOLVO TECHNOLOGY OF AMERICA LLC	\$1,086,700.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26068	31	AQMD HQ H2 STATION	FIRSTELEMENT FUEL INC	\$750,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26091	90	DATA COLLECT & 3 PARTY VALID	UNIVERSITY OF CALIFORNIA - IRVINE	\$1,800,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26101	90	DEV & IMPL WORKFORCE TRAINING	LOS ANGELES COUNTY ELECTRICAL	\$5,000,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26113	17	ARROWHEAD REG BREATH MOBILE	SAN BERNARDINO COUNTY	\$1,000,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26130	31	REFUSE TRUCK DEVELOP & DEMO	SYMBIO NORTH AMERICA CORPORATION	\$800,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26142	83	INSTALL HP INFRASTRUCT @ POLB	HARBOR BREEZE CORP.	\$481,282.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26153	31	2ND PM EM. FROM TIRE-OFF GAS	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$200,000.00
70	COMMUNITY ENGAGEMENT & AIR PRO	C26051	01	AB 617 PROGRAM FACILITATOR	JAN VICTOR FERNANDEZ ANDASAN	\$29,750.00
					Subtotal	\$13,028,395.00

Sole Source - Executive Officer Approved

01	DISTRICT GENERAL	C26039	01	EMPLOY RELATIONS MEMBERSHIP	LIEBERT CASSIDY WHITMORE	\$5,435.00
01	DISTRICT GENERAL	C26053	01	INVESTIGATIVE SERVICES	LAW OFFICES OF ANGEL HO, INC.	\$7,500.00
01	DISTRICT GENERAL	C26055	01	INVESTIGATIVE SERVICES	EXTTI, INCORPORATED	\$7,500.00
01	DISTRICT GENERAL	C26056	01	INVESTIGTATIVE SERVICES	EXTTI, INCORPORATED	\$7,500.00
01	DISTRICT GENERAL	C26061	01	HEALTH INSURANCE BROKERAGE SVC	ALLIANT INSURANCE SERVICES INC	\$82,000.00
01	DISTRICT GENERAL	C26129	01	FORENSIC ANALYSIS SERVICES	BYTE FORENSICS, LLC	\$5,000.00
03	EXECUTIVE OFFICE	C26148	01	CONSULT SRVS RE REBATE PROG.	DELOITTE TRANSACTIONS AND BUSINESS	\$100,000.00
08	LEGAL	C26077	01	SUBSCRIPTION/SERVICES CONTRACT	QUIKDATA LLC	\$24,000.00
08	LEGAL	C26214	01	EXPERT CONSULTING SERVICES	PETROTECH CONSULTANTS LLC	\$60,000.00

South Coast AQMD
Contract Activity Report
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
16	ADMINISTRATIVE & HUMAN RESOURCES	C26222	01	FAIR EMPLOYMENT, HOUSING ACT	SHAW HR CONSULTING INC	\$40,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26165	01	FEDERAL LEGISLATIVE CONSULTANT	HOLLAND & HART LLP	\$100,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26176	01	OUTREACH DEVELP POLICY TOOLKIT	UNIVERSITY OF CALIFORNIA-LOS ANGELES	\$100,000.00
49	TAO CF/1B/CMP	C26040	01	SPONSOR GORDON RESEARCH CONF	GORDON RESEARCH CONFERENCES	\$5,000.00
70	COMMUNITY ENGAGEMENT & AIR PRO	C25221	01	AB617 CO-LEAD	VALERIE DOBESH	\$15,000.00
					Subtotal	\$558,935.00

II. OTHER

Board Assistant

Board Administrative Committee/Executive Officer Approved

02	GOVERNING BOARD	C26000	01	BOARD ASSISTANT SERVICES FOR V. MANUEL PEREZ	GUILLERMO GONZALEZ	\$61,284.96
02	GOVERNING BOARD	C26001	01	BOARD ASSISTANT SERVICES FOR NITHYA RAMAN	JACKSON GUZE	\$46,491.96
02	GOVERNING BOARD	C26002	01	BOARD ASSISTANT SERVICES FOR PATRICIA LOCK DAWSON	THOMAS ALAN GROSS	\$26,627.40
02	GOVERNING BOARD	C26003	01	BOARD ASSISTANT SERVICES FOR VANESSA DELGADO	SANDRA HERNANDEZ	\$45,000.00
02	GOVERNING BOARD	C26004	01	BOARD ASSISTANT SERVICES FOR VANESSA DELGADO	ALISA COTA	\$25,872.00
02	GOVERNING BOARD	C26005	01	BOARD ASSISTANT SERVICES FOR VANESSA DELGADO	MARIA TERESA ACOSTA	\$48,000.00
02	GOVERNING BOARD	C26006	01	BOARD ASSISTANT SERVICES FOR VERONICA PADILLA-CAMPOS	AMY J WONG	\$56,529.96
02	GOVERNING BOARD	C26007	01	BOARD ASSISTANT SERVICES FOR BRENDA OLMOS	MARISELA SANTANA	\$49,134.00
02	GOVERNING BOARD	C26008	01	BOARD ASSISTANT SERVICES FOR LARRY MCCALLON	DEBRA S MENDELSON	\$40,542.00
02	GOVERNING BOARD	C26009	01	BOARD ASSISTANT SERVICES FOR PATRICIA LOCK DAWSON	ANDREW E SILVA	\$62,130.60
02	GOVERNING BOARD	C26010	01	BOARD ASSISTANT SERVICES FOR LARRY MCCALLON	RONALD KETCHAM	\$45,045.96
02	GOVERNING BOARD	C26011	01	BOARD ASSISTANT SERVICES FOR CARLOS RODRIGUEZ	DEBRA S MENDELSON	\$77,663.04
02	GOVERNING BOARD	C26012	01	BOARD ASSISTANT SERVICES FOR HOLLY J. MITCHELL	LORAIN LUNDQUIST	\$57,059.04

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
02	GOVERNING BOARD	C26013	01	BOARD ASSISTANT SERVICES FOR JANET NGUYEN	TINA LY TRAN	\$13,212.00
02	GOVERNING BOARD	C26014	01	BOARD ASSISTANT SERVICES FOR JANET NGUYEN	HONG DIANE XUAN NGUYEN	\$13,212.00
02	GOVERNING BOARD	C26015	01	BOARD ASSISTANT SERVICES FOR JANET NGUYEN	CHARLES HAHN	\$13,200.00
02	GOVERNING BOARD	C26016	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	KEN CHAWKINS	\$14,881.92
02	GOVERNING BOARD	C26017	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	SAMUEL KANG	\$12,000.00
02	GOVERNING BOARD	C26018	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	JOSE LUIS ZAVALA	\$12,000.00
02	GOVERNING BOARD	C26019	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	BENJAMIN S WONG	\$28,805.04
02	GOVERNING BOARD	C26020	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	WILLIAM GLAZIER	\$12,000.00
02	GOVERNING BOARD	C26021	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	WESLEY REUTIMANN	\$12,000.00
02	GOVERNING BOARD	C26022	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	TIMOTHY PHILLIP SANDOVAL	\$13,380.00
02	GOVERNING BOARD	C26023	01	BOARD ASSISTANT SERVICES FOR MICHAEL A. CACCIOTTI	SHO TAY	\$11,400.00
02	GOVERNING BOARD	C26045	01	BOARD ASSISTANT SERVICES FOR CURT HAGMAN	COUNTY OF SAN BERNARDINO [KATHERINE KOLCHEVA]	\$14,418.33
02	GOVERNING BOARD	C26046	01	BOARD ASSISTANT SERVICES FOR CURT HAGMAN	COUNTY OF SAN BERNARDINO [MICHAEL MILLER]	\$37,994.67
02	GOVERNING BOARD	C26047	01	BOARD ASSISTANT SERVICES FOR CURT HAGMAN	COUNTY OF SAN BERNARDINO [PETER ROGERS]	\$26,777.33
02	GOVERNING BOARD	C26087	01	BOARD ASSISTANT SERVICES FOR CARLOS RODRIGUEZ	ERIN SHEEHY	\$38,831.52
02	GOVERNING BOARD	C26097	01	BOARD ASSISTANT SERVICES FOR LARRY MCCALLON	SUZETTE SWALLOW	\$23,273.88
02	GOVERNING BOARD	C26108	01	BOARD ASSISTANT SERVICES FOR PATRICIA LOCK DAWSON	DANIELLE M CHUPA	\$31,065.30
02	GOVERNING BOARD	C26160	01	BOARD ASSISTANT SERVICES FOR JANET NGUYEN	DIRISSY DOAN	\$4,985.00

South Coast AQMD
Contract Activity Report
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
02	GOVERNING BOARD	C26161	01	BOARD ASSISTANT SERVICES FOR CEDRIC JAMIE RUTLAND	POLASH MUKERJEE	\$6,541.65
02	GOVERNING BOARD	C26163	01	BOARD ASSISTANT SERVICES FOR CEDRIC JAMIE RUTLAND	ITALO MILTON BROWN	\$6,541.65
02	GOVERNING BOARD	C26199	01	BOARD ASSISTANT SERVICES FOR CEDRIC JAMIE RUTLAND	CHARLES MARC AARON DILL	\$6,541.65
02	GOVERNING BOARD	C26213	01	BOARD ASSISTANT SERVICES FOR ADRIN NAZARIAN	LILLY SARAFIAN	\$1,666.68
					Subtotal	\$996,109.54

Board Assistant Modifications

Board Administrative Committee/Executive Officer Approved

02	GOVERNING BOARD	C25195	01	BOARD ASSISTANT SERVICES FOR JANET NGUYEN	HONG DIANE XUAN NGUYEN	\$0.00
02	GOVERNING BOARD	C26000	01	BOARD ASSISTANT SERVICES FOR V. MANUEL PEREZ	GUILLERMO GONZALEZ	\$7,172.60
02	GOVERNING BOARD	C26002	01	BOARD ASSISTANT SERVICES FOR PATRICIA LOCK DAWSON	THOMAS ALAN GROSS	\$1,521.65
02	GOVERNING BOARD	C26006	01	BOARD ASSISTANT SERVICES FOR VERONICA PADILLA-CAMPOS	AMY J WONG	\$1,444.85
02	GOVERNING BOARD	C26007	01	BOARD ASSISTANT SERVICES FOR BRENDA OLMOS	MARISELA SANTANA	\$1,255.50
02	GOVERNING BOARD	C26012	01	BOARD ASSISTANT SERVICES FOR HOLLY J. MITCHELL	LORAIN LUNDQUIST	\$1,457.40
02	GOVERNING BOARD	C26014	01	BOARD ASSISTANT SERVICES FOR JANET NGUYEN	HONG DIANE XUAN NGUYEN	\$0.00
02	GOVERNING BOARD	C26087	01	BOARD ASSISTANT SERVICES FOR CARLOS RODRIGUEZ	ERIN SHEEHY	\$1,984.15
02	GOVERNING BOARD	C26108	01	BOARD ASSISTANT SERVICES FOR PATRICIA LOCK DAWSON	DANIELLE M CHUPA	\$3,550.75
					Subtotal	\$18,386.90

Board Assistant Modifications

Terminated Contracts-Partial/No Work Performed

02	GOVERNING BOARD	C26003	01	BOARD ASSISTANT SERVICES FOR VANESSA DELGADO	SANDRA HERNANDEZ	-\$3,525.00
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**South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026**

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
02	GOVERNING BOARD	C26005	01	BOARD ASSISTANT SERVICES FOR VANESSA DELGADO	MARIA TERESA ACOSTA	-\$1,700.00
02	GOVERNING BOARD	C26008	01	BOARD ASSISTANT SERVICES FOR LARRY MCCALLON	DEBRA S MENDELSON	-\$20,271.00
02	GOVERNING BOARD	C26010	01	BOARD ASSISTANT SERVICES FOR LARRY MCCALLON	RONALD KETCHAM	-\$3,002.93
02	GOVERNING BOARD	C26011	01	BOARD ASSISTANT SERVICES FOR CARLOS RODRIGUEZ	DEBRA S MENDELSON	-\$38,831.52
					Subtotal	-\$67,330.45

Other - Executive Officer/AHR/DEO Approved

46	MONITORING AND ANALYSIS	C25203	01	AM STATION AT POLARIS HS	ANAHEIM UNION HIGH SCHOOL DISTRICT	\$30,000.00
46	MONITORING AND ANALYSIS	C25216	01	ANAHEIM NEAR ROAD AMS	CHARLES HANCE	\$150,934.62
46	MONITORING AND ANALYSIS	C26027	01	AIR MONITORING STATION	PROSTOR INC.	\$0.00
46	MONITORING AND ANALYSIS	C26112	01	AM STATION - PALM SPRINGS	CHURCH OF RELIGIOUS SCIENCE PALM SPRINGS	\$10,800.00
46	MONITORING AND ANALYSIS	C26220	01	AM STATION (RESEDA AMS)	18326 GAULT LLC	\$72,000.00
46	MONITORING AND ANALYSIS	C26257	01	BAILMENT AGREEMENT	MOJAVE DESERT AIR QUALITY MANAGEMENT	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES	C26071	01	5 HYUNDAI KONA EVS	ENTERPRISE FM TRUST	\$164,413.70
16	ADMINISTRATIVE & HUMAN RESOURCES	C26224	01	6 TOYOTA COROLLA HYBRID LE	ENTERPRISE FM TRUST	\$180,594.15
46	MONITORING AND ANALYSIS	C26041	01	BAILMENT AGREEMENT W/UCR	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$0.00
01	DISTRICT GENERAL	C26120	01	SELF-SERVE PREP FOOD FRIDGE	ROMAINE EMPIRE INC	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES	C26121	01	OPTIONAL LEGAL EMPL BENEFITS	ARAG, LLC	\$0.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26070	01	UCR EVENT AND RENTAL SERVICES	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$5,968.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26083	01	CAPITOL TRACK SUBSCRIPTION	WAVELENGTH AUTOMATION LLC	\$5,148.00
44	TECHNOLOGY ADVANCEMENT OFFICE	C26111		AIR FILT SYSTEM INSTALL MOA	COMPTON UNIFIED SCHOOL DISTRICT	\$0.00
70	COMMUNITY ENGAGEMENT & AIR PRO	C26060	77	MOU WITH RIVERSIDE CO. TRANSP	COUNTY OF RIVERSIDE	\$0.00
					Subtotal	\$619,858.47

III. SPONSORSHIPS

Sponsorships - Board Approved

44	TECHNOLOGY ADVANCEMENT OFFICE	C25132	31	BATTERY WORKFORCE	CALIFORNIA STATE UNIVERSITY-LOS ANGELES	\$150,000.00
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					Subtotal	\$150,000.00

Sponsorships - Executive Officer/AHR/DEO Approved

35	LEGISLATIVE & PUBLIC AFFAIRS	C26073	01	SPONSOR THE RUN WITH LOS MUERTO EVENT	CODEX CREATION COMMITTEE	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26099	01	SPONSOR RIVERSIDE 2006 STAET OF THE CITY	GREATER RIVERSIDE CHAMBERS OF COMMERCE	\$1,750.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26102	01	LEADERSHIP LB SPONSOR-2026 MLK DAY SERVICE EVENT	LEADERSHIP LONG BEACH	\$1,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26116	01	SPONSOR OC WATER DIST 2026 FESTIVAL	ORANGE COUNTY WATER DISTRICT	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26134	01	SPONSOR 2026 LATINA HISTORY DAY	HISPANAS ORGANIZED FOR POLITICAL EQUALTY	\$5,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26135	01	SPONSOR CLIMATE RESOLVE'S COOLEST IN LA EVENT	CLIMATE RESOLVE	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26168	01	SPONSOR 41ST ANNUAL AWARDS	GREATER RIVERSIDE CHAMBERS OF COMMERCE	\$1,750.00
49	TAO CF/1B/CMP	C26117	01	SPONSOR ANNUAL IGASP EVENT	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$4,000.00
26	PLANNING, RULE DEV & IMPLEMENT	C26075	01	SPONSOR 12TH BIENNIAL MOBILE SOURCE AIR TOXICS (MSAT) WORKSHOP	COORDINATING RESEARCH COUNCIL INC	\$5,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26035	01	FRIENDS OF THE COLISEUM FOUNDATION SPONSORSHIP 2025	FRIENDS OF THE COLISEUM FOUNDATION	\$10,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26057	01	ICON CDC 2025 SPONSORSHIP	INITIATING CHANGE IN OUR NEIGHBORHOODS	\$3,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26065	01	WEAVING A NEW PATH SPONSORSHIP	SOCIAL & ENVIRONMENTAL ENTREPRENEURS INC	\$3,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26066	01	SPONSOR WILD SCENIC FILM FEST	ASSOCIATED STUDENTS RIVERSIDE COMMUNITY	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26067	01	LA SENTINEL'S 2025 TASTE OF SOUL SPONSORSHIP	LOS ANGELES SENTINEL, INC	\$7,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26076	01	SPONSOR 36TH ANNIVERSARY AWARD	HISPANAS ORGANIZED FOR POLITICAL EQUALTY	\$6,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26082	01	LEGACY LA 2025 SPONSORSHIP	LEGACY LA YOUTH DEVELOPMENT CORPORATION	\$5,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26092	01	RIVERSIDE COUNTY'S 2025 STATE OF THE COUNTY SPONSORSHIP	COUNTY OF RIVERSIDE	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26100	01	LA SENTINEL'S 2026 MLK PARADE SPONSORSHIP	LOS ANGELES SENTINEL, INC	\$5,000.00

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35	LEGISLATIVE & PUBLIC AFFAIRS	C26114	01	LEGACY LA 2025 SPONSORSHIP	SMILEY RADIO PROPERTIES	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26122	01	SBCCOG 2026 GENERAL ASSEMBLY SPONSORSHIP	SOUTH BAY CITIES COUNCIL OF GOVERNMENTS	\$2,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26123	01	SPONSOR OF THE 10TH ANNUAL ENVIRONMENTAL HEALTH & ENFORCEMENT SYMPOSIUM FOR DEL AMO ACTION COMMITTEE	DEL AMO ACTION COMMITTEE	\$5,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26126	01	SCAG'S REGIONAL CONFERENCE & GENERAL ASSEMBLY SPONSORSHIP	SOUTHERN CALIFORNIA ASSOCIATION	\$6,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26132	01	HARC'S 2026 COMMUNITY HEALTH DATA RELEASE SPONSORSHIP	HARC, INC	\$5,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26139	01	SBVCF SPONSORSHIP	SAN BERNARDINO VALLEY COLLEGE FOUNDATION	\$5,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26145	01	SPONSOR IE SUSTAINABILITY SUMMIT	WRCOG SUPPORTING FOUNDATION	\$3,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26150	01	SPONSOR 2026 CARPOOLCHELLA	GLOBAL INHERITANCE INC	\$75,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26173	01	2026 GENERAL ASSEMBLY	WRCOG SUPPORTING FOUNDATION	\$5,500.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26180	01	COALITION FOR CLEAN AIR 2026 SOLUTIONS CELEBRATION SPONSORSHIP	COALITION FOR CLEAN AIR	\$15,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26210	01	COMMUNITY PARTNERS/MOVE LA'S 2026 POLICY CONFERENCE & COMMUNITY CONVERSATION SPONSORSHIP	COMMUNITY PARTNERS	\$1,000.00
35	LEGISLATIVE & PUBLIC AFFAIRS	C26218	01	SAN BERNARDINO INTERNATIONAL AIRPORT'S LEADERS IN SUMMIT SPONSORSHIP	SAN BERNARDINO INTERNATIONAL AIRPORT INC	\$10,000.00
49	TAO CF/1B/CMP	C26032	01	OC AUTO DEALERS ASS'N SPONSOR	ORANGE COUNTY AUTOMOBILE DEALERS ASSOC	\$7,500.00
49	TAO CF/1B/CMP	C26043	01	SPONSOR THE 2025 COMOTION LA EVENT	COMOTION INC	\$20,000.00
49	TAO CF/1B/CMP	C26054	01	SPONSOR 2025 16TH ANNUAL EVENT	SUSTAIN SOCAL	\$3,800.00
49	TAO CF/1B/CMP	C26086	01	SPONSOR THE 2026 TRB ANNUAL MEETING	NATIONAL ACADEMY OF SCIENCES	\$7,250.00
49	TAO CF/1B/CMP	C26088	01	SPONSOR 36TH REALWORLD WORKSHOP	COORDINATING RESEARCH COUNCIL INC	\$5,000.00
49	TAO CF/1B/CMP	C26090	01	SPONSOR THE 2026 AIR SENSORS INTERNATIONAL CONFERENCE (ASIC)	UNIVERSITY OF CALIFORNIA-DAVIS	\$15,000.00
49	TAO CF/1B/CMP	C26104	01	SPONSOR 2026 HYDROGEN SUMMIT	IQ INTERNATIONAL PTE. LTD.	\$3,995.00
49	TAO CF/1B/CMP	C26105	01	SPONSOR TYRE EMISS 2026 CONF	EMISSIONS ANALYTICS LLC	\$5,000.00
49	TAO CF/1B/CMP	C26115	01	SPONSOR CHBC FUEL CELL BUS WKSHP	CALIFORNIA HYDROGEN BUSINESS COUNCIL	\$5,000.00
49	TAO CF/1B/CMP	C26119	01	SPONSOR ZERO EMISSION RIDE AND DRIVE 2026	HARBOR TRUCKING ASSOCIATION	\$2,500.00

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49	TAO CF/1B/CMP	C26124	01	SPONSOR 2026 ANNUAL CONVENTION	SOUTHERN CALIFORNIA CHINESE-AMERICAN	\$1,000.00
49	TAO CF/1B/CMP	C26128	01	SPONSOR THE 2026 CALIFORNIA HYDROGEN LEADERSHIP SUMMIT	CALIFORNIA HYDROGEN BUSINESS COUNCIL	\$13,500.00
49	TAO CF/1B/CMP	C26141	01	SPONSOR THE DRIVING MOBILITY 13 CONFERENCE	SUSTAIN SOCIAL	\$3,800.00
49	TAO CF/1B/CMP	C26156	01	SPONSOR IEEP'S 2026 E-COMMERCE & LOGISTICS SUMMIT	INLAND EMPIRE ECONOMIC PARTNERSHIP, INC.	\$6,750.00
49	TAO CF/1B/CMP	C26158	01	SPONSOR 2026 CLEAN SYMPOSIUM	GRID ALTERNATIVES	\$3,000.00
49	TAO CF/1B/CMP	C26164	01	SPONSOR 4TH ANNUAL PORT ELEC CONF	INDIA INFRASTRUCTURE PUBLISHING PVT. LTD	\$6,000.00
50	ENGINEERING AND PERMITTING	C26096	01	6TH ANNUAL CALIFORNIA STATE UNIVERSITY LONG BEACH WOMEN IN ENGINEERING CONFERENCE SPONSORSHIP	LONG BEACH STATE FOUNDATION	\$5,000.00
70	COMMUNITY ENGAGEMENT & AIR PRO	C26050	01	SPONSOR HEALTHY YOU SUMMIT	DESERT HEALTHCARE DISTRICT	\$5,000.00
					Subtotal	\$326,095.00

IV. MODIFICATIONS

Board Approved

01	DISTRICT GENERAL	01	C24294	SYS DEVELOPMENT, MAINTENANCE	VARUN ETECHNOLOGIES GROUP, INC	\$590,626.00
08	LEGAL	01	C22345	PROVIDE ADVICE AND COUNSEL	SHUTE MIHALY & WEINBERGER LLP	\$300,000.00
08	LEGAL	01	C22345	PROVIDE ADVICE AND COUNSEL	SHUTE MIHALY & WEINBERGER LLP	\$150,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C22416	LANDSCAPE & TREE MAINTENANCE	TROPICAL PLAZA NURSERY INC	\$299,184.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C23019	SECURITY GUARD SERVICES AT DB HQ	GSSI, INC	\$1,477,453.00
26	PLANNING, RULE DEV & IMPLEMENT	36	C20307	CV REGIONAL PM10 STREET SWEEP	COACHELLA VALLEY ASSOC OF GOVERNMENTS	\$220,000.00
27	INFORMATION MANAGEMENT	01	C22275	WIRELESSV VOICE & DATA SERVICE	T-MOBILE	\$557,008.00
27	INFORMATION MANAGEMENT	01	C22276	PIP INTERNET SERVICES	VERIZON ENTERPRISE SOLUTIONS	\$631,679.00
27	INFORMATION MANAGEMENT	01	C24292	SHORT & LONG-TERM SYSTEMS DEV	AGREEYA SOLUTIONS, INC	\$386,130.00
27	INFORMATION MANAGEMENT	01	C24293	SYS DEV MAINT & SPRT SVCS	PRELUDE SYSTEMS, INC.	\$297,015.00
27	INFORMATION MANAGEMENT	01	C24295	SYS DEV MAINTAIN & SUPPORT	SIERRA CYBER LLC	\$340,810.00
35	LEGISLATIVE & PUBLIC AFFAIRS	01	C24078	LEG REP IN SACRAMENTO	JOE A GONSALVES & SON	\$143,836.00
35	LEGISLATIVE & PUBLIC AFFAIRS	01	C25112	LEGISLATIVE REPRESENTATION SACRAMENTO	BUCKLEY GOVERNMENT AFFAIRS LLC	\$143,836.00
35	LEGISLATIVE & PUBLIC AFFAIRS	01	C25113	LEGISLATIVE REPRESENTATION DC	CASSIDY & ASSOCIATES, INC	\$240,000.00

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35	LEGISLATIVE & PUBLIC AFFAIRS	01	C25114	LEGISLATIVE REPRESENTATION	CARMEN GROUP, INC	\$222,090.00
35	LEGISLATIVE & PUBLIC AFFAIRS	01	C25116	LEGISLATIVE REPRESENTATION	KADESH & ASSOCIATES, LLC	\$239,834.00
35	LEGISLATIVE & PUBLIC AFFAIRS	01	C25187	LEGISLATIVE REPRESENTATION (STATE)	RESOLUTE	\$180,000.00
42	RULE 1180 MONITORING	01	C23219	AUDITING RE RULE 1180	NPL MANAGEMENT LIMITED	\$0.00
43	M&A-AQ-SPEC	01	C23087	OPEN PATH REMOT SENSAR TOXICS	UNIVERSITY OF CALIFORNIA-LOS ANGELES	\$0.00
43	M&A-AQ-SPEC	01	C25090	SENSOR LIBRARY PROGRAM	PACOIMA BEAUTIFUL	\$0.00
43	M&A-AQ-SPEC	01	C25219	BUILD AND HOST THE SENSOR LIBRARY PROGRAM DATA MANAGEMENT AND VISUALIZATION PLATFORM	JUSTAIR SOLUTIONS INC.	\$23,200.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C18252	OPTICAL TENT FOR REFINERY EMIS	UNIVERSITY OF CALIFORNIA-LOS ANGELES	\$175,000.00
44	MSRC	23	ML18055	INSTALL 50 EV CHARGING STATION	CITY OF LONG BEACH	\$0.00
44	MSRC	23	MS21006	HOST & MAINTAIN MSRC WEBSITE	GEOGRAPHICS	\$1,800.00
44	MSRC	23	MS27003	HOST & MAINTAIN MSRC WEBSITE	EXEMPLIFI, LLC	\$7,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C12376	TECH ASSIST FOR ALT FUELS, BIO	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$50,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C25160	REPLACE 3 OFF-ROAD EQUIPMENT	NATIONAL READY MIXED CONCRETE CO.	\$33,171.00
44	TECHNOLOGY ADVANCEMENT OFFICE	56	C24037	CONSULT SRVC FOR EFMP	GREEN PARADIGM CONSULTING, INC	\$265,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	56	C24037	CONSULT SERVICES FOR EFMP	GREEN PARADIGM CONSULTING, INC	\$270,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	67,23	C22177	DEPLOY 50 BATTERY ELEC TRUCKS	DAIMLER TRUCK NORTH AMERICA LLC	\$300,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C23200	CMTY AIR PROT AB 134 FUND	MEDIFY AIR LLC	\$22,500.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C23200	CMTY AIR PROT AB 134 FUND	MEDIFY AIR LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C23201	AB617 RES. AIR FILTRATION PROG	ORANSI LLC	\$22,500.00
46	MONITORING AND ANALYSIS	01	C25038	MET AUDIT AND TECH SUPPORT	TRINITY CONSULTANTS INC	\$60,000.00
70	COMMUNITY ENGAGEMENT & AIR PRO	01	C25025	AB 617 CO-LEAD - WATTS	WATTS CLEAN AIR AND ENERGY COMMITTEE	\$39,000.00
					Subtotal	\$7,688,672.00

Executive Officer Approved

42	RULE 1180 MONITORING	01	C22372	AIR MONITORING STATION LICENSE	CITY OF TORRANCE	\$3,900.00
42	RULE 1180 MONITORING	01	C26151	AM AGREEMENT	CALVARY BAPTIST CHURCH OF BELLFLOWER	\$30,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C19390	CARSON AIR MONITORING STA LIC	VENTURA TRANSFER COMPANY	\$32,235.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C20102	AIR MONITORING STATION LICENSE	JUDSON BAPTIST CHURCH	\$30,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C20137	LIC AGRMNT AIR MON STAT LEEWARD BAY MARINA	LEEWARD BAY MARINA	\$24,810.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C20211	LIC AGR FOR AIR MONIT STATION	ST ANTHONY CHURCH	\$88,200.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C21175	LIC AGR FOR AIR MONITO STATION	BIG BEAR AIRPORT DISTRICT	\$3,208.00
46	MONITORING AND ANALYSIS	01	C23049	AIR MONITORING LICENSE AGMNT	DESERT SANDS UNIFIED SCHOOL DISTRICT	\$18,160.00
01	DISTRICT GENERAL	01	C25189	OPERATE SCAQMD'S DB CAFETERIA	CALIFORNIA DINING SERVICES	\$15,000.00
01	DISTRICT GENERAL	01	C25189	OPERATE SCAQMD'S DB CAFETERIA	CALIFORNIA DINING SERVICES	\$45,000.00

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01	DISTRICT GENERAL	01	C26053	INVESTIGATIVE SERVICES	LAW OFFICES OF ANGEL HO, INC.	\$15,000.00
01	DISTRICT GENERAL	01	C26055	INVESTIGATIVE SERVICES	EXTTI, INCORPORATED	\$42,500.00
01	DISTRICT GENERAL	01	C26055	INVESTIGATIVE SERVICES	EXTTI, INCORPORATED	\$45,000.00
01	DISTRICT GENERAL	01	C26056	INVESTIGATIVE SERVICES	EXTTI, INCORPORATED	\$42,500.00
04	FINANCE	22/23	C25130	AB 2766 FEE AUDIT	SIMPSON AND SIMPSON LLP	\$0.00
04	FINANCE	22/23	C25130	AB 2766 FEE AUDIT	SIMPSON AND SIMPSON LLP	\$0.00
04	FINANCE	22/23	C25130	AB 2766 FEE AUDIT	SIMPSON AND SIMPSON LLP	\$0.00
08	LEGAL	01	C14191	EXIDE BANKRUPTCY LEGAL ADVICE	KTBS LAW LLP	\$0.00
08	LEGAL	01	C16392	LEGAL ADV/REPR RE: SO CAL GAS	HALPERN MAY YBARRA GELBERG LLP	\$100,000.00
08	LEGAL	01	C18114	ENVIRONMENTAL LAW SERVICES	WOODRUFF & SMART, A PROFESSIONAL CORP	\$0.00
08	LEGAL	01	C18305	PRINT PUBLICATIONS/UPDATES	THOMSON REUTERS - WEST PYMT CTR	\$71,236.08
08	LEGAL	01	C21090	OUTSIDE COUNSEL CONFLICT OF INTREST	OLSON REMCHO LLP	\$35,000.00
08	LEGAL	01	C25175	ADVICE & COUNSEL W/ FED GOV.	BRACEWELL LLP	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C18035	COUNSEL: LIABILITY LITIGATION	DEROSSA & ASSOCIATES	\$25,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C19140	SUBSURFACE GEO INVESTIGATION	COTTON, SHIRES AND ASSOCIATES, INC.	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES		C19140	SUBSURFACE GEO INVESTIGATION	COTTON, SHIRES AND ASSOCIATES, INC.	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C19396	WORKER'S COMP CLAIMS 3RD PARTY	ADMINSURE, INC	\$26,580.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C19445	MAINT, SERV & REPAIR HVAC & RE	SARRIS INC	\$50,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C19445	MAINT, SERV & REPAIR HVAC & RE	SARRIS INC	\$55,500.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C20045	ELEVATOR MAINTENANCE & SERVICE	KONE INC.	\$45,675.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C20335	DEFERED COMP PLAN CONSULT SERV	BENEFIT FINANCIAL SERVICES GROUP	\$36,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C21089	EMPLOYEE AND LABOR RELATIONS	LIEBERT CASSIDY WHITMORE	\$50,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C21089	EMPLOYEE AND LABOR RELATIONS	LIEBERT CASSIDY WHITMORE	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C21374	HUMAN RESOURCES CONSULTING	SHAW HR CONSULTING INC	\$20,000.00

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16	ADMINISTRATIVE & HUMAN RESOURCES	01	C21374	HUMAN RESOURCES CONSULTING	SHAW HR CONSULTING INC	\$40,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C22416	LANDSCAPE & TREE MAINTENANCE	TROPICAL PLAZA NURSERY INC	\$0.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C23138	LEGAL SERVICES FOR IMMIGRATION	FISHER & PHILLIPS, LLP	\$10,000.00
16	ADMINISTRATIVE & HUMAN RESOURCES	01	C24120	REPLACE FIRE SAFETY ALARMS	NATIONAL FAIL SAFE	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C16359	TECH SUPP FOR SCAQMD MEASUREME	TECHNICAL AND BUSINESS SYSTEMS	\$60,000.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C16393	CONSULTANTS TO PROV CEQA ASSIS	PLACEWORKS INC	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C16394	CONSULTANT TO PROV CEQA ASST	ENVIRONMENTAL AUDIT INC	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C18196	POINT SOURCE MODELING ASSIST	CASTLE ENVIRONMENTAL CONSULTING, LLC	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C20078	CANSAC-CEFA PARTNERSHIP	DESERT RESEARCH INSTITUTE	\$8,000.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C22112	ASSIST EMISSION REDUCTION OGV	ENERGY AND ENVIRONMENTAL RESEARCH	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C22395	ASSIST STAFF WITH 2022 AQMP	INDUSTRIAL ECONOMICS INCORPORATED	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C23078	CONTRACT WITH ZORIK PIRVEYSIAN	INTEGRA ENVIRONMENTAL CONSULTING	\$60,000.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C24113	CONSULT SERVICES FOR AQMP	NICHOLE QUICK MD PC	\$50,000.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C25058	BRAKE TIRE & WEAR EXP STUDY	EMISSIONS ANALYTICS LLC	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	27	C25213	GO ZERO INCENTIVE PROGRAM	THE ENERGY COALITION	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	27	C25214	CONDUCT 20% OF OUTREACH ASST	COMMUNITY CONNECTIONS, LLC	\$0.00
26	PLANNING, RULE DEV & IMPLEMENT	01	C26109	CalEEmod & GHG HANDBOOK PROJ	CAPCOA	\$0.00
27	INFORMATION MANAGEMENT	01	C24295	SYS DEV MAINTAIN & SUPPORT	SIERRA CYBER LLC	\$0.00
35	LEGISLATIVE & PUBLIC AFFAIRS	01	C25202	VIDEO PRODUCTION SERVICES	DIFF WORKS LLC	\$0.00
42	RULE 1180 MONITORING	01	C20153	AIR MONITORING LICENSE AGRMNT	MANHATTAN BEACH UNIFIED SCHOOL DISTRICT	\$1,000.00
42	RULE 1180 MONITORING	01	C24134	RULE 1180 CMTY MONITORING OPS	NPL MANAGEMENT LIMITED	\$0.00
43	M&A-AQ-SPEC	01	C25056	SENSOR LIBRARY PROGRAM	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$0.00
43	M&A-AQ-SPEC	01	C25093	EPA SENSOR LIBRARY PROGRAM	DAY ONE	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C09252	TECH ASST ADV HVY DUTY ENGINES	JWM CONSULTING SERVICES	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C14126	RPWR 2 MN ENG OF 1 VSL -Y15CMP	WRIGLEY INSTITUTE OF ENVIRONMENTAL STUDI	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C15611	INSTALL OF ONTARIO HYDROGEN ST	ONTARIO CNG STATION INC.	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C19095	REPOWER 1 OFF-ROAD EQUIPMENT	BOGH ENGINEERING INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C19357	REPLACE 4 OFF-ROAD AGRI	VAN DRUNEN FARMS	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C20033	SUSTAIN TERMINALS ACCELERATE REGION TRANSPORT (START) PHASE I	PORT OF LONG BEACH	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C20103	AIR MONITORING LICENSE AGRMT	ST. LUKE HOLY BAPTIST CHURCH	\$60,000.00

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C20131	AIR MONITORING LICENSE - WILMI	FIRST UNITED METHODIST CHURCH	\$39,900.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C20255	REPLACE 3 OFF-ROAD EQUIPMENT	VAN DRUNEN FARMS	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C20265	TECH ASST W HD VEH EM TESTING	EASTERN RESEARCH GROUP, INC.	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C20296	DEPLOY ZERO EMISSION ELECT DEL	DAIMLER TRUCK NORTH AMERICA LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C20324	REPLACE 1 OFF-ROAD EQUIPMENT	THE J.V. LAND CLEARING COMPANY, INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	17	C21153	VOLVO SWITCH ON PROJECT	VOLVO GROUP NORTH AMERICA LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C21177	CONSTRUCT & OPERATE CHRG STATI	RALPHS GROCERY COMPANY	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	83	C21240	DEV/DEMO C&C FOR OIL TANKERS	STAX ENGINEERING INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	83	C21240	DEV & DEMO C&C FOR OIL TANKERS	STAX ENGINEERING INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	27/32	C21272	REPLACE 11 OFF-ROAD EQUIPMENT	LUCKY FARMS, LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C21295	REPLACE 2 OFF-ROAD EQUIPMENT	BRITO RANCHES LP	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	17	C21313	DEPLOY 5 ZERO-EMISSION FUEL CE	SUNLINE TRANSIT AGENCY	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C22027	EXPAND 1 RENEW NAT GAS STATION	COACHELLA VALLEY UNIFIED SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C22028	RENEWABLE NAT GAS FILL STATION	ANAHEIM UNION HIGH SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C22072	CON/OP 1 SOLAR BAT CHARG STATN	C&M METALS, INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C22084	DEV/DEMO HYDROG FUEL CELL BUSE	A-1 ALTERNATIVE FUEL SYSTEMS	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C22096	TECH ASSIST HD VEH EMISSIONS TEST	AEE SOLUTIONS LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C22183	REPLACE 5 DIESEL LOCOMOTIVES	CALIFORNIA STEEL INDUSTRIES, INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C22273	TECH ASSIST W/ ALT FUEL	GREEN PARADIGM CONSULTING, INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C22319	REPLACE 4 OFF-RAOD EQUIPMENT	RENTRAC INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	83	C22337	DEV/DEMO RETROFIT ON VESSELS	MEDITERRANEAN SHIPPING COMPANY (USA) INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C22352	REPLACE 1 DUAL ENG OFF-RAOD EQ	JAMES MCMINN, INC.	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C23059	EMISS AND AIR QUALITY IMPACT	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C23067	REPLACE 3 ON-ROAD WASTE HAULER	USA WASTE OF CALIFORNIA INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C23067	REPLACE 3 ON-ROAD WASTE HAULER	USA WASTE OF CALIFORNIA INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C23201	AB617 RES. AIR FILTRATION PROG	ORANSI LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	17	C23204	AB617 RES. AIR FILTRATION PROG	US AIR PURIFIERS LLC	\$22,500.00
44	TECHNOLOGY ADVANCEMENT OFFICE	17	C23204	AB617 RES. AIR FILTRATION PROG	US AIR PURIFIERS LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32/17	C23222	COMMERCIAL eL&G PROGRAM	DANIEL HIRTZ	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31/27	C24033	CONDUCT STUDY AIR QUAL IMPACTS	UNIVERSITY OF CALIFORNIA - IRVINE	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31/27	C24033	CONDUCT STUDY AIR QUAL IMPACTS	UNIVERSITY OF CALIFORNIA - IRVINE	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C24061	REPLACE 13 ON-ROAD WASTE HAULERS	REPUBLIC WASTE SERVICES OF SOUTHERN CALI	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C24061	REPLACE 13 ON-ROAD WASTE HAULERS	REPUBLIC WASTE SERVICES OF SOUTHERN CALI	\$0.00

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C24077	REPLACE HEAVY DUTY VEH 12	SYSKO HOLDINGS LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C24173	TECHNICAL ASSISTANCE	INTEGRA ENVIRONMENTAL CONSULTING	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C24211	REPLACE 1 OFF-ROAD ENG/EQUIP	JAMES JAY TEVELDE	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE		C24259	REPLACE 14 OFF-ROAD, HEAVY-DUTY ENGINE/EQUIPMENT	TGI EQUIPMENT CORPORATION	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C24277	REPLACE 4 OLDER OFF-RD HD ENG	SPRUCE GROVE INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C24317	ZE INFRASTRUCTURE	CR&R INCORPORATED	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C24321	REPLACE 1 ON-ROAD ZERO-EMISSION CLASS 8 FREIGHT TRUCK	SIERRA NEVADA BREWING COMPANY	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C25047	REPOWER OF 2 ENGINES AND THE OPERATION OF 1 MARINE VESSEL	COAST MARITIME LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C25057	REPLACE OF HEAVY-DUTY VEHICLE WITH A LOW OR ZERO EMISSION VEHICLE OR ENGINE	KING FIO TRUCKING LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	77	C25066	REPLACE 1 OFF-ROAD AGRI EQUIP	JOSE LUIS MONTOYA LOPEZ	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C25071	REPLACE 25 ONROAD WASTE HAULER	REPUBLIC SERVICES PROCUREMENT INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C25071	REPLACE 25 ONROAD WASTE HAULER	REPUBLIC SERVICES PROCUREMENT INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C25078	REPLACE 5 ON-ROAD ZERO-EMISSION CLASS 8 FREIGHT TRUCKS	BALI EXPRESS SERVICES INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C25088	REPLACE 29 0 EMISSION TRUCKS	US FOODS INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C25088	REPLACE 29 0 EMISSION TRUCKS	US FOODS INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C25091	REPLACE 5 ON-ROAD ZERO-EMISSION CLASS 8 WASTE HAULERS	USA WASTE OF CALIFORNIA INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	31	C25115	DEV&DEMO B/E EXCAVATE & LOADER	VOLVO TECHNOLOGY OF AMERICA LLC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	01	C25149	EV INSTALL & MAINTAIN @ SCAQMD	GREENWEALTH ENERGY SOLUTIONS, INC.	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32/17	C25169	COMMERCIAL eL&G PROGRAM	HORIZON DISTRIBUTORS, INC	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	83	C25199	ADVANCE TECH DEMO & PILOT PRO	CALIFORNIA AIR RESOURCES BOARD	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G22206	PURCHASE 4 ELEC SCH BUSES	COACHELLA VALLEY UNIFIED SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G22208	REPLACE 2 SCH BUS	DESERT SANDS UNIFIED SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G22215	PURCHASE 7 CNG SCHOOL BUSES	HEMET UNIFIED SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G22229	PURCHASE 3 ELECTRIC SCH BUSES	ONTARIO-MONTCLAIR SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G22241	PURCHASE 14 ELECTRIC SCH BUSES	WM S HART UNION HIGH SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G24040	TANK REPLACE ON ONE CNG BUS	REDLANDS UNIFIED SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G24117	TANK REPLACEMENT ON 3 CNG BUSE	REDLANDS UNIFIED SCHOOL DISTRICT	\$0.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	G24117	TANK REPLACE ON 3 CNG BUSE	REDLANDS UNIFIED SCHOOL DISTRICT	\$0.00
44	MSRC	23	ML18060	PROC LIGHT & HEAVY-DUTY ZEVS	COUNTY OF LOS ANGELES	\$0.00

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
44	MSRC	23	ML18068	PROCURE LIGHT-DUTY ZEV	CITY OF MISSION VIEJO	\$0.00
44	MSRC	23	ML18069	PROCURE 4 HD NEAR ZERO VEHICLE	CITY OF TORRANCE	\$0.00
44	MSRC	23	MS18181	CONSTRUCT HYDRO FUEL STATION	SAN BERNARDINO COUNTY TRANSPORTATION	\$0.00
44	MSRC	23	MS21005	IMPLEMENT LAST MILE FREIGHT PR	SOUTHERN CALIFORNIA ASSOCIATION	\$0.00
44	MSRC	23	MS21005	IMPLEMENT LAST MILE FREIGHT PR	SOUTHERN CALIFORNIA ASSOCIATION	\$0.00
44	MSRC	23	MS24002	PROCURE ZEV AND INFRASTRUCTURE	CITY OF SOUTH PASADENA	\$0.00
44	MSRC	23	MS24006	OLD TOWNE ORANGE MICROTRANSIT	ANAHEIM TRANSPORTATION NETWORK	\$0.00
44	MSRC	23	MS24008	CIRCUIT TRANSIT MOBILITY TRANS	CITY OF LONG BEACH	\$0.00
44	MSRC	23	MS27001	PROGRAMMATIC OUTREACH SERVICES	BETTER WORLD GROUP ADVISORS	\$0.00
44	MSRC	23	MS27001	PROGRAMMATIC OUTREACH SERVICES	BETTER WORLD GROUP ADVISORS	\$0.00
46	MONITORING AND ANALYSIS	01	C25215	AM EQUIP TEST @ ED CENTER @ DB	SGV ENTERPRISES, INC.	\$0.00
50	ENGINEERING AND PERMITTING	01	C23098	CONSULTING SERVICES FOR E&P	WILLIAM DANIEL WALTERS	\$0.00
50	ENGINEERING AND PERMITTING	01	C23099	CONSULTING SERVICES FOR E&P	CASTLE ENVIRONMENTAL CONSULTING, LLC	\$0.00
70	COMMUNITY ENGAGEMENT & AIR PRO	01	C24301	AB 617 COMMUNITY FACILITATOR	CASTILLO CONSULTING PARTNERS, LLC	\$50,000.00
70	COMMUNITY ENGAGEMENT & AIR PRO	01	C24315	AB 617 12-MONTH CONTRACT	PHYSICIANS FOR SOCIAL RESPONSIBILITY	\$75,000.00
70	COMMUNITY ENGAGEMENT & AIR PRO	01	C25025	AB 617 CO-LEAD - WATTS	WATTS CLEAN AIR AND ENERGY COMMITTEE	\$40,000.00
					Subtotal	\$1,466,904.08

V. TERMINATED CONTRACTS-PARTIAL/NO WORK PERFORMED

44	TECHNOLOGY ADVANCEMENT OFFICE	32,77	C21353	2 RENEWABLE GAS FILL STATIONS	UNITED PARCEL SERVICE, INC	-\$1,761,203.00
44	TECHNOLOGY ADVANCEMENT OFFICE	81	C21215	PROP 1B TRUCK REPLACEMENT PROG	POSTAL DELIVERY SYSTEM LLC	-\$100,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C21340	1 RENWEABLE GAS FILL STATION	CITY OF BEAUMONT	-\$232,647.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C24041	REPLACE 4 MAIN ENGINES	CROWLEY MARINE SERVICES, INC	-\$219,990.00
44	TECHNOLOGY ADVANCEMENT OFFICE	79	C24062	REPL 35 CLASS 8 WASTE HAULERS	CITY OF LOS ANGELES	-\$510,000.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C24152	REPWR 8 ENGINES ON 4 VESSELS	FOSS MARITIME COMPANY, LLC	-\$85,416.00
44	TECHNOLOGY ADVANCEMENT OFFICE	32	C24219	REPLACE 1 OLDR OFF-ROAD HD ENG	DYT DAIRY	-\$543.00
44	TECHNOLOGY ADVANCEMENT OFFICE	80	C24272	REPLACE 7 TWO-FOR-ONE DUAL-ENGINE EQUIPMENT	RENTAC INC	-\$132.00
44	MSRC	23	MS21005	IMPLEMENT LAST MILE FREIGHT PR	SOUTHERN CALIFORNIA ASSOCIATION	-\$2,609,086.00
44	MSRC	23	MS24001	CF TRANS TO DODGER STADIUM	LOS ANGELES COUNTY METROPOLITAN	-\$902,564.72
44	MSRC	23	MS24006	OLD TOWNE ORANGEMICROTRANSIT	ANAHEIM TRANSPORTATION NETWORK	-\$322,000.00
49	TAO CF/1B/CMP	32	C22331	REPLACE 1 REPOWER 14 OFF-ROAD	PEED EQUIPMENT COMPANY	-\$4,112,166.00
					Subtotal	-\$10,855,747.72

South Coast AQMD
Contract Activity Report
July 1, 2025 - June 30, 2026

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT
	<u>SPECIAL FUNDS</u>					
17	ADV. TECH, OUTREACH & EDU FUND					
22	AIR QUALITY IMPROVEMENT FUND					
23	MSRC FUND					
27	AIR QUALITY INVESTMENT FUND					
31	CLEAN FUELS FUND					
32	CARL MOYER FUND - SB1107 ACCOUNT					
33	SCHOOL BUS REPLACEMENT PROGRAM					
35	AES SETTLEMENT FUND					
36	RULE 1309.1 PRIORITY RESERVE FUND					
38	LADWP SETTLEMENT PROJECTS FUND					
40	NATURAL GAS VEHICLE PARTNERSHIP FUND					
45	CBE/CBO SETTLEMENT AGREEMENT FUND					
46	BP ARCO SETTLEMENT FUND					
48	HEALTH EFFECTS RESEARCH FUND					
49	CEQA GHG MITIGATION FUND					
52	TRAPAC SCHOOL AIR FILTRATION					
54	RULE 1118 MITIGATION FUND					
56	HEROS II PROGRAM FUND					
57	EL MONTE PARK PROJECT SETTLEMENT FUND					
58	AB1318 MITIGATION FEES FUND					
59	VOUCHER INCENTIVE PROGRAM FUND (VIP)					
61	ADVANCED TECHNOLOGY GOODS MOVEMENT					
67	GHG REDUCTION PROJECTS FUND					
69	LADWP SETTLEMENT PROJECTS FUND					
75	AIR FILTRATION FUND					
76	SO CAL GAS SETTLEMENT FUND					
77	COMMUNITY AIR PROTECTION AB 134 FUND					
79	VW MITIGATION REVENUE FUND					
80	CARL MOYER FUND - AB923 ACCOUNT					
81	PROPOSITION 1B - GOODS MOVEMENT FUND					
83	CLEAN SHIPPING TECH DEMO FUND					
84	ALISO CANYON AIR FILTRATION FUND					
85	ALISO FUND PORTER RANCH SEP FUND					

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 24

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, August 14, 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
September 4, 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	95%
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 Permit 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	75%
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.

ATTACHMENT
September 4, 2026 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

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	85%
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	85%
LAST 30 days	System Development in Progress
NEXT 30 days	User Acceptance Testing and Working on Going Live
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.

ATTACHMENT
September 4, 2026 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

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	90%
LAST 30 days	Data Migration Implementation
NEXT 30 days	Implementation Complete and Validating Data
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	70%
LAST 30 days	Project is on hold
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
September 4, 2026 Board Meeting
Status Report on Ongoing and Upcoming Projects for
Information Management

Prop 1B 2026	
Brief description:	This project includes one new solicitation category with two subcategories, as well as new Evaluation Module and Project Export modules.
Estimated project cost	\$64,250
Overall project status	In Progress
Percentage complete	40%
LAST 30 days	User Acceptance Testing
NEXT 30 days	Working on Going Live
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.

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	In Progress
Percentage complete	75%
LAST 30 days	User Acceptance Testing
NEXT 30 days	Working on Going Live
Original estimated go-live date	7/21/26
Current estimated go-live date	9/22/26
Go-live date	N/A
Notes	Project delayed due to revised solicitation schedule

ATTACHMENT
September 4, 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
Palos (Boyle Heights) Fire Monitoring Website	June 28, 2026
ADA Compliance	June 23, 2026
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

 [Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 25

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee held a hybrid meeting on Friday, August 14, 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 10:14 a.m.

Roll Call

Committee Members

Present: Chair Michael Cacciotti, Committee Chair
Senator (Ret.) Vanessa Delgado
Vice Chair Larry McCallon, Committee Vice Chair

Absent: Supervisor Curt Hagman
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:** Travel was reported for Mayor Patricia Lock-Dawson and Chair Cacciotti to Sacramento.

3. **Report of Approved Out-of-Country Travel:** There was out of country travel reported for Dr. Wilton Mui, Program Supervisor, Monitoring & Analysis, to participate in the final ceremony of the 2025 AIRLAB Microsensors (air quality sensors) Challenge, held in Paris, France on September 6-10, 2026. Out of country travel was also reported for Executive Officer Nastri and several staff to participate in the 4th Shipping and Environment Conference and a tour of the Port in Gothenburg, Berlin, Hamburg, and The Hague on September 18-30, 2026. For additional information, please refer to the [Webcast at 00:58](#).
 4. **Review September 4, 2026 Governing Board Agenda:** Executive Officer Wayne Nastri noted that two Technology Advancement items that were listed on the draft September Governing Board agenda are being moved to October Board Meeting: Recognize Additional Revenue for Volkswagen Environmental Mitigation Trust Program and Reimburse General Fund for Administrative Costs; and Issue RFP, Program Announcement and Execute Contracts for AB 617 Emergency Residential Air Filtration Program in SB 535 Communities. For additional information, please refer to the [Webcast at 2:18](#).
 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 4:23](#).
 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 Erika Cremer for Fabulous Female Friday. For additional information, please refer to the [Webcast at 5:03](#).
- Harvey Eder, Public Solar Power Coalition, provided public comment unrelated to the agenda. For additional information, please refer to the [Webcast at 10:52](#).
7. **Audit Reports of AB 2766 Fee Revenue Recipients for Fiscal Years Ending June 30, 2022 and 2023:** Sujata Jain, Chief Financial Officer, stated that this item is to transmit the results of the AB 2766 Biannual Audit for fiscal year 2021-22 and 2022-23 and highlighted key findings from the audit that was conducted by Simpson & Simpson CPAs. For additional information, please refer to the [Webcast at 11:55](#).
 8. **South Coast AQMD's FY 2025-26 Fourth Quarter Ended June 30, 2026 Goals & Priority Objectives and Budget vs. Actual (Unaudited):** Ms. Jain presented the Governing Board Goals and Priority Objectives and budget versus actual results for the fourth quarter of fiscal year 2025-26.

Vice Chair McCallon inquired about the percentage for transparent governance. Executive Officer Nastri stated that this percentage is related to the packages and materials being sent out before meetings. For additional information, please refer to the [Webcast at 13:16](#).

Mr. Eder provided public comment regarding the attachments and the budget. For additional information, please refer to the [Webcast at 19:59](#).

9. **Report of RFQs/RFPs Scheduled for Release in September:** Ms. Jain stated that this item is to release the RFP to solicit bids for consultants for providing a full range of high-quality system development, maintenance and support services, which will include a contract for one year with the option to extend for two more years. For additional information, please refer to the [Webcast at 20:46](#).
10. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Ron Moskowitz, Chief Information Officer, reported on the status of various Information Management projects. For additional information, please refer to the [Webcast at 21:46](#).

Vice Chair McCallon inquired if we are on schedule for the permit workflow automation. Mr. Moskowitz responded that staff will be providing an update to the full Board in the next few months and that staff is conducting user acceptance testing. For additional information, please refer to the [Webcast at 23:38](#).

ACTION ITEMS:

5. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** There were two contract modification proposals for Supervisor Janet Nguyen and three new contract proposals for Supervisor Hagman for fiscal year 2026-27. For additional information, please refer to the [Webcast at 4:23](#).

Moved by McCallon; seconded by Delgado, unanimously approved.

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

11. **Amend Contract to Provide Short- and Long-Term Systems Development, Maintenance and Support Services:** Mr. Moskowitz reported that this item is a steady request to amend a contract and provide short- and long-term systems, development, maintenance, and support services and funds are available in the budget. For additional information, please refer to the [Webcast at 24:23](#).

Mr. Eder provided public comment regarding climate change. For additional information, please refer to the [Webcast at 24:44.](#)

Moved by McCallon; seconded by Delgado, unanimously approved.

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

12. **Recognize Revenue, Appropriate Funds, Issue Solicitations and Purchase Orders for Air Monitoring Equipment for Photochemical Assessment Monitoring Stations Program:** Brandon Feenstra, Atmospheric Measurements Manager, Monitoring & Analysis, reported that this item is to recognize revenue and appropriate \$393,000 into the Monitoring & Analysis budget for fiscal year 2026-27 and 2027-28, to issue solicitations and purchase orders for air monitoring equipment and to recognize revenue of \$72,000 from a prior year PAMS grant and appropriate that into the Monitoring & Analysis budget for fiscal year 2026-27. For additional information, please refer to the [Webcast at 25:55.](#)

Moved by McCallon; seconded by Delgado, unanimously approved.

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

Executive Officer Nastri noted for the record that Mr. Eder raised his hand for public comment after the item passed. For additional information, please refer to the [Webcast at 27:56.](#)

13. **Recognize Revenue, Appropriate Funds, and Issue Purchase Order for Air Monitoring Equipment for National Air Toxic Trends Station Network Program:** Mr. Feenstra reported that this item is to recognize revenue and appropriate \$85,000 into the Monitoring & Analysis fiscal year 2026-27 budget and issue a sole source purchase order for air monitoring equipment. For additional information, please refer to the [Webcast at 28:08.](#)

Mr. Eder provided public comment regarding climate change. For additional information, please refer to the [Webcast at 28:51.](#)

Moved by McCallon; seconded by Delgado, unanimously approved.

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

14. **Execute Contract for Three-Year Service Agreement for South Coast AQMD Access to Online Legal Research Libraries:** Bayron Gilchrist, General Counsel, Legal, reported that this item is to execute a sole source contract with Thomson Reuters West for a three-year service agreement in an amount not to exceed \$103,788 in this fiscal year, \$110,016 in fiscal year 2027-28 and \$116,617 in fiscal year 2028-29, which is a total of approximately \$330,421 for the three-year period. For additional information, please refer to the [Webcast at 30:04](#).

Chair Cacciotti inquired if we are still getting legal books in print. Mr. Gilchrist confirmed that we do still receive updates in print. Chair Cacciotti inquired if we use AI for citing and Mr. Gilchrist indicated that we do not currently use AI, but the agency is evaluating its use. For additional information, please refer to the [Webcast at 31:00](#).

Mr. Eder provided public comment regarding deaths and previous references. For additional information, please refer to the [Webcast at 32:40](#).

Moved by McCallon; seconded by Delgado, unanimously approved.

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

WRITTEN REPORTS:

No written reports.

OTHER MATTERS:

15. **Other Business:** Chair Cacciotti noted that the next Administrative Committee meeting will be at the Inn at the Mission in San Juan Capistrano.
16. **Public Comment:** Mr. Eder provided public comment unrelated to the Committee. For additional information, please refer to the [Webcast at 33:51](#).
17. **Next Meeting Date:** The next regular Administrative Committee meeting is scheduled for Friday, September 11, 2026 at 10:00 a.m.

Adjournment

The meeting was adjourned at 10:52 a.m.

 [Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 26

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a hybrid meeting on Friday, August 14, 2026. The following is a summary of the meeting.

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

Patricia Lock Dawson,
Acting Committee Chair,
Legislative Committee

LTO:CG:PC:EV:MC:MC

Call to Order

Acting Committee Chair Mayor Patricia Lock Dawson called the meeting to order at 9:00 a.m.

Roll Call

Committee Members

Present: Mayor Patricia Lock Dawson, Committee Chair on behalf of Supervisor Perez
Councilmember Adrin Nazarian
Mayor Brenda Olmos

Absent: Committee Chair V. Manuel Perez
Supervisor Curt Hagman
Supervisor Janet Nguyen

For additional details of the Legislative Committee meeting, please refer to the [Webcast](#).

Agenda items were taken out of order.

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 and position bills. For additional details, please refer to the [Webcast](#) beginning at 4:24.

- AB 2349 (Solache) would establish a statewide network of regional Air Quality Incident Response Centers, including at South Coast AQMD. The bill passed the Senate Appropriations Committee unanimously and will advance to the Senate Floor for consideration.
- AB 907 (Solache) would provide air district representatives serving on the CARB board the same level of compensation as other voting board members. The bill was held in the Senate Appropriations Committee and will not advance in the current legislative session.
- SB 1075 (Reyes) would make significant changes to the AB 617 Community Air Protection Program. South Coast AQMD's Board approved an "Oppose Unless Amended" position. SB 1075 was held in the Assembly Appropriations Committee and will not advance during the current legislative session.

Harvey Eder, Public Solar Power Coalition, provided public comment regarding SB 1075, the AB 617 Community Air Protection Program, and public solar power. For additional details, please refer to the [Webcast](#) beginning at 7:25.

Committee Chair Lock Dawson asked about South Coast AQMD's concerns regarding SB 1075. Mr. Gonzalez emphasized the implementation challenges South Coast AQMD would face, noting that the bill also faced significant opposition from cities, counties, and other organizations. For additional details, please refer to the [Webcast](#) beginning at 9:30.

DISCUSSION ITEMS:

2. 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.

Anna Karakitsos, Cassidy & Associates, provided an overview of the remaining legislative days left for the 119th Congress. For additional details, please refer to the [Webcast](#) beginning at 11:45.

Ben Miller, Kadesh & Associates, reported on the Fiscal Year 2027 Appropriations bills. For additional details, please refer to the [Webcast](#) beginning at 12:52.

Amelia Jenkins Morales, Holland & Hart, provided an update on House and Senate resolutions that have been introduced under the Congressional Review Act to repeal California Waivers for six rules affecting light-duty vehicles, small off-road equipment, harbor craft, and ocean-going vessels at berth. For additional details, please refer to the [Webcast](#) beginning at 14:05.

Mr. Eder provided public comment regarding the Clean Air Act and solar power. For additional details, please refer to the [Webcast](#) beginning at 18:50.

3. Update and Discussion on State Legislative Issues

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

David Quintana, Resolute, reported on changes to Republican leadership in both the Assembly and Senate. For additional details, please refer to the [Webcast](#) beginning at 20:45.

Ross Buckley, Buckley Government Affairs, provided an update on the state budget, and highlighted the allocation of \$150 million in General Fund support for the Community Air Protection Program (AB 617). For additional details, please refer to the [Webcast](#) beginning at 22:18.

Paul Gonsalves, Joe A. Gonsalves & Son, reported on pending bills and legislative deadlines before adjournment of session at the end of August. For additional details, please refer to the [Webcast](#) beginning at 24:31.

Mr. Eder provided public comment regarding AB 617. For additional details, please refer to the [Webcast](#) beginning at 26:15.

ACTION/DISCUSSION ITEMS:

4. Execute Contract(s) for Legislative Representation in Sacramento, California

Lisa Tanaka, Deputy Executive Officer, Legislative, Public Affairs and Media introduced the three candidate firms that responded to the Request for Proposals for South Coast AQMD's legislative representation in Sacramento. Three proposals were received including Buckley Government Affairs, Joe A. Gonsalves & Son, and Catalyst. The Legislative Committee interviewed all three firms and recommended approval of the execution of contracts with each of these firms for legislative representation in Sacramento.

Staff recommended approval of the execution of contracts with Buckley Government Affairs, Joe A. Gonsalves & Son, and Catalyst for Legislative Representation in Sacramento.

There was no public comment.

Moved by Olmos; Seconded by Lock Dawson, unanimously approved.

Ayes: Lock Dawson, Nazarian, Olmos

Noes: None

Absent: Hagman, Nguyen, Perez

For additional details, please refer to the [Webcast](#) beginning at 27:28.

OTHER MATTERS:

5. Other Business

There was no other business to report.

6. Public Comment Period

Mr. Eder provided public comment.

7. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, September 11, 2026 at 9:00 a.m.

Adjournment

The meeting was adjourned at 10:11 a.m.

Attachments

1. Attendance
2. Update on Federal Legislative Issues – Written Reports
3. Update on State Legislative Issues – Written Reports

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING ATTENDANCE RECORD – August 14, 2026

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
Ken Chawkins	Board Consultant (Cacciotti)
Marisela Santana	Board Consultant (Olmos)
Polash Mukerjee	Board Consultant (Rutland)
Ross Buckley	Buckley Government Affairs, LLC
Anna Karakitsos	Cassidy & Associates
Amelia Jenkins	Holland and Heart
Paul Gonsalves	Joe A. Gonsalves & Son
Jason Gonsalves	Joe A. Gonsalves & Son
Ben Miller	Kadesh & Associates
Alfredo Arredondo	Resolute
David Quintana	Resolute
Michael	Public Member
Melodee Black	Public Member
Todd R Campbell	Public Member
Martin Gardner	Public Member
Hadley Hanour	Public Member
Bill LaMarr	Public Member
Peter Okurowski	Public Member
Bill Quinn	Public Member
Ramine Ross	Public Member
Debra Ashby	South Coast AQMD Staff
Jason Aspell	South Coast AQMD Staff
Cesar Ayala	South Coast AQMD Staff
Barbara Baird	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
Jack Cheng	South Coast AQMD Staff
Philip Crabbe	South Coast AQMD Staff
Scott Gallegos	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
Alicia Lizarraga	South Coast AQMD Staff
Brisa Lopez	South Coast AQMD Staff
Jason Low	South Coast AQMD Staff
Terrence Mann	South Coast AQMD Staff
Ian McMillan	South Coast AQMD Staff
Nahal Mogharabi	South Coast AQMD Staff
Ron Moskowitz	South Coast AQMD Staff
Ghislain Muberwa	South Coast AQMD Staff
Wayne Natri	South Coast AQMD Staff
Sarah Rees	South Coast AQMD Staff
Brian Roberts	South Coast AQMD Staff
Alberto Silva	South Coast AQMD Staff
Danielle Soto	South Coast AQMD Staff
Lisa Tanaka	South Coast AQMD Staff
Brian Tomasovic	South Coast AQMD Staff
Mei Wang	South Coast AQMD Staff
Victor Yip	South Coast AQMD Staff

ATTACHMENT 2A



To: South Coast Air Quality Management District
From: Cassidy & Associates
Date: July 23, 2026
Re: July Report

HOUSE/SENATE

Congress

The House of Representatives is completing its final legislative week before the August recess, and the Senate will spend the next week focused largely on judicial and executive nominations and Committee business. Following Senator Lindsey Graham's (R-SC) death on July 12, South Carolina Governor Henry McMaster appointed Darline Graham to the vacant seat on July 13, and she was sworn in the following day; Senate Republicans subsequently selected Senator Ron Johnson (R-WI) to succeed Lindsey Graham as Budget Committee chairman for the remainder of the year. These actions preserve Republicans' Senate majority but transfer responsibility for shepherding reconciliation legislation to a new chairman. Speaker Mike Johnson secured House passage on July 22 of an FY2027 budget resolution, with a vote of 216–214. This formally opens a third reconciliation process centered on approximately \$95 billion in additional defense and national-security funding, agricultural assistance, and provisions intended to advance elements of the SAVE America Act. The package now faces an uncertain Senate path, particularly because some election-policy provisions may encounter reconciliation-rule objections. Meanwhile, the House passed its FY2027 National Defense Authorization Act, H.R. 8800, by a 216–212 vote.

EPA

On July 1, the Environmental Protection Agency (EPA) issued a proposed rule that would eliminate the federal minimum public participation requirements for minor New Source Review (NSR) permits, instead allowing state and local air agencies to determine public notice and comment for minor source permitting decisions. The agency says the proposal would streamline the permitting process, reduce administrative burdens, and accelerate project approvals while maintaining all existing Clean Air Act emission standards and air quality protections. EPA argues that because minor sources have relatively limited emissions and the Clean Air Act does not require federal public participation procedures for these permits, states and local agencies are best positioned to tailor public engagement to their communities. Read more [here](#).

On July 1, the Environmental Protection Agency (EPA) issued new guidance clarifying that permitting authorities may issue Nonattainment New Source Review (NNSR) permits before a project has secured the required emission reduction credits (ERCs), provided the permit includes enforceable conditions requiring the applicant to obtain the necessary offsets before commencing operations. The agency states the guidance is intended to reduce permitting delays and provide greater regulatory certainty by allowing construction to begin at the developer's risk while maintaining Clean Air Act requirements for emissions offsets before operations start. According to EPA, the policy gives states additional flexibility to advance projects in nonattainment areas without altering existing statutory or regulatory requirements or compromising compliance with National Ambient Air Quality Standards (NAAQS). Read more [here](#).

On June 26, the Environmental Protection Agency (EPA) released three tools to help state, local, and Tribal air agencies prepare exceptional events demonstrations for air quality data affected by events outside their control, such as wildfires. The tools are intended to streamline how agencies identify monitoring data influenced by exceptional weather events, support potential data exclusions under the Clean Air Act and EPA's Exceptional Events Rule, and reduce administrative burdens on air agencies. EPA updated the Expedited Modeling of Burn Events Results (EMBER) Tool to support ozone demonstrations from domestic, Canadian, and Mexican fires, created a new HYSPLIT Trajectory Tool for Exceptional Events to help assess smoke plume and fire impacts at monitoring sites, and worked with the U.S. Forest Service to launch a historical version of the AirNow Fire and Smoke Map for past PM 2.5 conditions. Read more [here](#).

On June 24, the Environmental Protection Agency (EPA) issued a new implementation memorandum directing agency staff to focus comments on other federal agencies' Environmental Impact Statements under the National Environmental Policy Act (NEPA) and Clean Air Act Section

309 on issues that fall within EPA's statutory authority and technical expertise. The guidance is intended to improve consistency, transparency, and efficiency in the environmental review process by ensuring EPA's recommendations are clear, timely, and limited to matters related to air, water, and land protection, while avoiding comments on issues outside the agency's legal responsibilities. Read more [here](#).

On June 24, the Environmental Protection Agency (EPA) awarded more than \$15.8 million in Brownfields funding for California, including over \$15.3 million in Multipurpose, Assessment, and Cleanup (MAC) grants and an additional \$500,000 for the City of Fresno's Brownfields Revolving Loan Fund. The funding will support the assessment, cleanup, and redevelopment of contaminated properties across the state, with the goal of reducing environmental risks, revitalizing communities, creating jobs, and encouraging economic development. EPA said the grants will help local governments and organizations transform underutilized brownfield sites into productive assets while advancing environmental protection and public health. Read more [here](#).

On June 12, the Environmental Protection Agency EPA transmitted four California Clean Air Act waiver decisions to Congress under the Congressional Review Act (CRA). The waivers authorize California to implement vehicle and equipment emissions standards that are more stringent than federal requirements, including rules affecting passenger vehicles, greenhouse gas emissions, and small off-road engines. EPA states that the waivers have nationwide implications because other states may adopt California's standards under the Clean Air Act, and that this action allows Congress to exercise its statutory oversight role. The four rules are Motor Vehicle Evaporative Emissions and Greenhouse Gas ("Advanced Clean Cars I"); Reinstatement of ACC 1; Small Offroad Engine (SORE) Amendments; and Greenhouse Gas Emission Standards – 2009 and Subsequent Model Years. Read more [here](#).

Cassidy and Associates support in July:

- Provided guidance for the FY 27 appropriations process;
- Updated AQMD staff on surface transportation reauthorization;
- Shared intelligence on steps following EPA's desired rescission of Section 209(b) waivers; 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.

September 30, 2026: Expiration of current surface transportation authorization.

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.



Amelia F. Jenkins Morales
Senior Director of Federal Affairs
Phone: (202) 285-3580
afjenkinsmorales@hollandhart.com

House of Representatives

Before departing for recess, the House passed a clean short-term government funding bill that would extend federal funding through December 4, well ahead of the September 30 shutdown deadline. The continuing resolution did not include policy riders.

House Hearings

Energy and Commerce Committee

Nuclear: The House Energy and Commerce Subcommittee on Energy approved six bipartisan nuclear bills designed to streamline Nuclear Regulatory Commission (NRC) regulations and build on the 2024 ADVANCE Act. Key bills passed:

- Efficient Nuclear Licensing Hearings Act – Removes public hearing requirements for reactor licensing when none requested
- NRC Staff Pay Alignment Act – Gives NRC flexibility to increase senior staff pay
- American Enrichment Deployment Act – Allows uranium enrichment facilities to begin construction before full operating license
- Nuclear REFUEL Act – Streamlines licensing for spent nuclear fuel recycling facilities
- Department of Energy Nuclear Transparency Act – Requires DOE to publicly post reports on nuclear safety regulation changes

One sticking point: Democrats opposed the Nuclear Advisory Committee Reform Act, which would make NRC advisory committee consultations optional, and said they would oppose it at full committee unless revised, citing concerns about safety oversight for advanced reactors.

Clean Air Act bills: The Environment Subcommittee approved seven bills aimed at reducing regulations to support recycling efforts. Members highlighted concerns about California's emissions standards, the need for practical bus operating rules, and the opportunity to recover valuable minerals—including lithium, cobalt, nickel, and copper—from batteries currently sent overseas for processing.

- H.R. 2140 - Diesel Emissions Reduction Act of 2025
- H.R. 3194 - LOCOMOTIVES Act (addresses California's zero-emission locomotive mandates)
- H.R. 9317 - BUSES Act (addresses safety inspection and idling requirements)
- H.R. 9615 - BRACE Act (battery recycling for critical minerals recovery) amended
- H.R. 9616 - EMRTAI Act of 2026 (environmental monitoring and remediation)
- H.R. 9617 - CHARM Act (recovery of minerals domestically)
- H.R. 9618 - DEF Act (diesel engine flexibility) amended

House Transportation and Infrastructure

The House Transportation and Infrastructure Committee approved the Water Resources Development Act of 2026, complementing the Senate's unanimous passage and demonstrating strong bipartisan support for the legislation. The House bill authorizes 133 new feasibility studies for locally proposed water infrastructure projects and 14 projects ready for construction authorization.

Beyond project authorizations, WRDA 2026 includes significant policy improvements designed to streamline project delivery and enhance collaboration between the Army Corps of Engineers and non-federal interests. Key provisions establish specialized Corps offices focused on inland navigation, alternative delivery methods, water supply, and technical assistance, while also strengthening alternative project delivery programs and emphasizing non-federal stakeholder input in feasibility studies. The legislation aims to accelerate construction funding timelines and encourage the Corps to utilize multi-year contracts for greater efficiency.

Senate

Senator Darline Graham (R-SC) officially assumed the late Senator Lindsey Graham's (R-SC) committee assignments on Judiciary, Appropriations, Environment and Public Works, and Budget. Lindsey Graham's death will have broader implications for Republican committee leadership in the 120th Congress, with current chairs potentially shifting into new leadership roles and senators moving up in seniority on their respective committees. As expected, Senator Ron Johnson (R-WI) officially took over as the Chair of the Senate Budget Committee.

Majority Leader John Thune (R-SD) publicly discussed a short-term stopgap with "anomalies"—special exceptions to prevent service disruptions—on the chamber floor before the August recess. The White House submitted a list of these exceptions but they were not included in the House measure. Thune also threatened to pursue another party-line bill to fund the entire government if Democrats do not agree to a compromise, though he expressed hope that would not be necessary.

Senate Hearings

Senate EPW: The Senate Environment and Public Works Committee unanimously approved the Water Resources Development Act of 2026. The bill would authorize new water infrastructure projects managed by the Army Corps of Engineers. Beyond those project-specific authorizations, the legislation reauthorizes billions of dollars in federal loans and grants for drinking water and sewer systems over the next five years and includes provisions to study microplastics in water and evaluate EPA's funding partner selection process. The bill also reauthorizes EPA programs for restoring critical watersheds, including the Great Lakes and Chesapeake Bay, and includes more than 45 Army Corps studies addressing chronic flooding, erosion, and hurricane damage.

Administration

Transportation

Department of Transportation Secretary Sean Duffy sent a letter to Chairs and Ranking Members of key Senate committees outlining a comprehensive list of policy priorities he wants Congress to include in any surface transportation bill extension. Surface programs are set to expire on September 30.

Duffy urged Congress to eliminate the Highway Trust Fund's mass transit account and redirect all federal fuel tax revenues to the highway account. This proposal directly contradicts House Transportation Chair Graves' position. Additionally, Duffy wants Congress to grant the Federal Transit Administration authority to withhold federal formula funds from transit agencies if they fail to address crime or fare evasion.

Duffy also seeks authority to create a voluntary pilot program allowing autonomous vehicle developers to deploy driverless cars "under structured Federal oversight and preemptive authority," bypassing the existing patchwork of state laws. He wants Congress to require him to establish a new Federal Motor Vehicle Safety Standards framework specifically for "purpose-built vehicles that will never be operated by a

human driver." Duffy has indicated that an extension will "probably" be needed before the September 30 deadline. Additionally, Duffy provided a list of 2021 infrastructure law programs that DOT does not believe should be included in an extension or full bill.

DOE Oil and Natural Gas Funding Announcement: DOE announced up to \$65.5 million in federal funding on July 23, 2026, for cost-shared research and development projects aimed at strengthening domestic oil and natural gas production and improving energy infrastructure.

The funding supports three priorities: converting stranded or underutilized oil and gas resources into higher-value products; improving supply chain durability and infrastructure reliability through advanced materials and equipment; and optimizing operations through digitalization, smart facility concepts, artificial intelligence, and monitoring systems. Applications are due September 22, 2026, at 5:00 p.m. ET.

Interior Department Coal Resources Report: The U.S. Geological Survey released a report on coal resources beneath federally managed public lands, estimating 4.2 billion short tons of reported coal reserves associated with active mines and an additional 356 billion short tons of available coal resources. The report finds that the current resource base could supply U.S. needs for at least 600 years at current consumption rates. The report was mandated by executive order.

Geographic Distribution

Leading States:

- Wyoming: 87 percent of reported reserves; 14 of 34 federal mines; includes the North Antelope Rochelle Mine (largest coal mine on federal land globally)
- Colorado: 6 mines
- North Dakota & Utah: 4 mines
- Alabama & Montana: 3 mines

Coal Types & Uses

- 29 mines produce thermal coal for electricity generation
- 3 mines (Alabama) produce metallurgical coal for steelmaking
- 1 mine (Colorado) produces coal for cement
- 1 mine (Utah) is currently idled

Office of Management and Budget

The Trump Administration's Management and Budget Office (OMB) has proposed broad regulatory changes to existing guidance related to federal funding. According to the Federal Register Notice, the purpose of the revisions is to "improve transparency, accountability, and oversight of Federal awards across the Federal Government." OMB received over 400,000 comments on the proposal.

Of particular concern to SCAQMD are the new requirements placed on "pass-through entities" that receive federal funding then contract with downstream entities. As proposed, these new oversight and reporting requirements raise questions related to additional risk entities like SCAQMD incur by leveraging federal funding and partnering with other entities. Additionally, federal agencies are required to include new terms and condition in awards to maximize use of goods, products, and materials produced in the United States. Infrastructure projects would still require the mandatory Buy America preferences.

Of the over 400,000 public comments submitted, nearly 15% were specific to the new requirements on pass-through entities. Organizations from the left-leaning Alliance for Justice to the local government organizations like the National Association of Counties and the National League of Cities have all expressed concern with the proposed structure and implementation of the new pass-through requirements.

Holland & Hart Support in July

- Gathered and shared information related to evolving roles within EPA related to their Air Program.
- Researched and provided information on the proposed OMB changes to federal procurement policy.
- Worked with South Coast AQMD staff on possible interventions related to the Boyle Heights warehouse situation.
- Participated in weekly strategy calls with South Coast AQMD staff.

ATTACHMENT 2C

KADESH & ASSOCIATES

South Coast AQMD Report for the August 2026
Legislative Meeting covering June-July 2026
Kadesh & Associates

In June, Congress approved a second reconciliation bill to provide \$70 billion for Immigration and Customs Enforcement (ICE) and Customs and Border Protection, the two agencies that Senate Democrats objected to funding during the record-length government shutdown last fall. This “Reconciliation 2.0” bill completed the FY26 appropriations cycle.

The FY27 process is well underway, but House and Senate leadership are dealing with different internal dynamics and are not unified. The House Appropriations Committee moved its FY27 bills out of committee fairly quickly over the course of the spring and early summer, while the Senate committee has been stalled, canceling several markups due to the inability to reach bipartisan agreement on the overall spending levels (called topline). The Senate committee is likely to post its version of the FY27 bills and reports in late July or August.

In July, just before adjourning for the August district work period, the House approved a Continuing Resolution (CR) to keep government agencies funded until December 4. Doing so in July is nearly unprecedented; this is extremely early to stop the regular appropriations process. Senate Majority Leader Thune has suggested that the Senate will instead consider a separate CR that will be bipartisan and incorporate the administration’s anomaly list, representing policy changes that are necessary to keep agencies functioning.

In July, the House also approved a budget resolution to kick off a third budget reconciliation process. This will be the third budget reconciliation bill of this Congress, and this time it is intended to provide \$95B total for White House priorities, including \$73B to replenish munitions and cover personnel costs related to Iran. Majority Leader Thune has indicated that the Senate will not consider this budget resolution until the FY27 CR is resolved.

The EPA has now transmitted six additional California Clean Air Act waivers, intending for Congress to use the Congressional Review Act to rescind them. The list of waivers include: the 2008 Greenhouse Gas Emission Standards for cars; CARB’s 2012 emissions standards for cars (ACC I Rule); the Biden Administration’s 2022 reinstatement of ACC I; the 2022 Small Offroad Engine (SORE) Rule amendments; the Ocean-Going Vessels At Berth Regulation; and the Commercial Harbor Craft regulation. These waivers are longstanding, and California has filed suit to block this process, but it remains possible, even likely, that Congress will carry out this threat to rescind the CARB rules later in the session.

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.

South Coast Air Quality Management District Legislative and Regulatory Update – June and July 2026

❖ Important Upcoming Dates

August 3, 2026 – Legislature Reconvenes from Recess
August 14, 2026 – Fiscal Deadline for Policy Bills
August 31, 2026 – Last Day of the Legislative Session

❖ 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 air district 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 was heard on June 17 in Senate Environmental Quality Committee. The bill passed 5-2 on a party-line vote.

The bill is now in Senate Appropriations on the Suspense File which will be dispensed with by August 14.

❖ GGRF Expenditure Plan. Through efforts led by Assemblymember Solache, some funding was made available to the AB 617 program in the budget act passed by the Legislature and signed by the Governor. This is currently proposed to be funded by the General Fund. While normally this program is funded by the Greenhouse Gas Reduction Fund (GGRF), most of the appropriations from the GGRF were punted until August.

ATTACHMENT 3B

South Coast AQMD, Legislative Committee Report

Buckley Government Affairs LLC

August 14, 2026

Legislative Session Update

The month of June was one of the busiest periods of the legislative session. Following the House of Origin deadline, the Assembly and Senate had just over one month to hear and act on every bill referred to policy committees in the second house. As a result, committee hearings routinely stretched late into the evening as lawmakers worked to meet the July 2 deadline.

On July 2, the Legislature adjourned for its month-long summer recess. Lawmakers will return to Sacramento on August 3 for the final stretch of the 2026 Legislative Session, with just four weeks remaining before the Legislature adjourns for the year on August 31.

When lawmakers return in August, they will first confront the critically important Appropriations Committee suspense hearings, where hundreds of fiscal bills will be considered before advancing to the floor. The final two weeks of session will then be devoted almost exclusively to Floor Session as the Legislature works to pass or defeat the remaining measures before adjournment.

While there will be a number of significant issues competing for attention during the final month of session, one of the most important developments we will be monitoring is how California ultimately allocates funding under the Cap-and-Invest expenditure plan, particularly the future funding of the AB 617 Community Air Protection Program.

Budget Update

On the budget front, the Legislature passed its version of the state budget on June 15 to satisfy the constitutional deadline. As has become common in recent years, however, negotiations between the Legislature and the Governor continued well beyond that date. On June 26, legislative leaders and the Governor announced a final budget agreement.

The Budget Act of 2026 authorizes \$351.7 billion in total expenditures for fiscal year 2026–27, including \$251.5 billion from the General Fund. The budget also establishes a record \$35.2 billion in total reserves, comprised of:

- \$4.5 billion in the Special Fund for Economic Uncertainties (Regular Reserve);
- \$15.1 billion in the Budget Stabilization Account (Rainy Day Fund);
- \$9.2 billion in the Proposition 98 Rainy Day Fund; and
- \$6.4 billion set aside as a surplus reserve for fiscal year 2027–28.

For South Coast AQMD, the budget includes several important investments, including \$150 million from the General Fund for the AB 617 Program, \$135.5 million in one-time funding for medium- and heavy-duty zero-emission vehicle incentives, \$135.5 million in one-time funding for light-duty zero-emission vehicle incentives, and \$17 million annually for five years to support the Clean Cars 4 All program.

Notably, lawmakers deferred action on the Cap-and-Invest expenditure package until August. Those negotiations are expected to be high stakes, as the Legislature determines how future Cap-and-Invest revenues will be distributed among competing priorities, including climate programs, transportation, housing, and AB 617.

In addition to Cap-and-Invest, the Legislature is expected to consider several significant budget trailer bills when it returns from its summer recess. These measures will include additional changes to the budget as needed.

ATTACHMENT 3C



Joe A. Gonsalves & Son

Anthony D. Gonsalves

Jason A. Gonsalves

Paul A. Gonsalves

PROFESSIONAL LEGISLATIVE REPRESENTATION

925 L ST. • SUITE 250 • SACRAMENTO, CA 95814-5766

916 441-6597 • FAX 916 441-5961

Email: gonsalves@gonsalvi.com

TO: South Coast AQMD

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – June & July 2026

DATE: Thursday, July 23, 2026

During the month of June, the Legislature was in full swing in Sacramento. The Legislature continued to negotiate with the Governor on the State Budget, which was constitutionally required by June 15 or they forfeit their pay. Further, the deadline to pass all remaining bills out of the second house policy committees was July 2.

The Legislature adjourned for summer recess on July 2 and will return on August 3. They will then have until August 31 to pass all bills to the Governor for his consideration. The Governor will then have until September 30 to take action on the bills that make it to his desk.

The following will provide you with an update on issues of interest to the District:

STATE BUDGET

On June 15, the Legislature approved a constitutional "paycheck budget" to meet the June 15 deadline established by Proposition 25. Over the past two weeks, the Administration and legislative leaders finalized the remaining budget details through a package of 10 budget trailer bills. Governor Newsom signed the 2026–27 California State Budget, along with the 10 accompanying budget trailer bills, concluding months of budget negotiations between the Administration and Legislature. Unfortunately, this year's budget did not include funding for Member's Requests.

The enacted budget reflects a balanced spending plan that addresses the state's current fiscal challenges while maintaining investments in core state programs and preserving significant budget reserves. The Administration projects the \$351.7 billion budget to be structurally balanced, with no operating deficit projected in either fiscal year 2026–27 or 2027–28. The budget also preserves nearly \$30 billion in constitutional and discretionary reserves, and more than \$35 billion when additional reserve and stabilization accounts are included.

Major investments in this year's budget includes continued support for universal school meals, Universal Transitional Kindergarten, expanded childcare programs, healthcare affordability, implementation of Proposition 1 behavioral health reforms, affordable housing and homelessness programs, transportation and infrastructure projects, wildfire prevention and disaster recovery, workforce development, and public safety. The budget also includes housing policy reforms intended to streamline permitting and accelerate residential construction throughout California.

Below is a list that includes the main Budget bill along with the 10 budget trailer bills.

To implement the 2026–27 Budget, Governor Newsom signed the following measures:

<u>Bill</u>	<u>Author</u>	<u>Subject</u>
AB 109	Assemblymember Jesse Gabriel	Budget Act of 2026
SB 110	Senator John Laird	Budget Act of 2026
SB 111	Senator John Laird	Budget Act of 2026
AB 112	Assemblymember Jesse Gabriel	Budget amendments
SB 122	Senate Budget Committee	Taxation
SB 125	Senate Budget Committee	Medi-Cal Managed Care
AB 150	Assembly Budget Committee	Early Care and Education
AB 152	Assembly Budget Committee	Human Services
SB 164	Senate Budget Committee	Health
SB 170	Senate Budget Committee	Governor's Reorganization Plan
SB 174	Senate Budget Committee	Courts

EXECUTIVE ORDER ON TRANSIT AND RAIL

On June 26, Governor Newsom signed an executive order (EO) directing California's transportation agencies to accelerate the delivery of local and regional transit and passenger rail improvements statewide. The order is intended to make public transportation faster, more reliable, more affordable, and easier to use while helping accommodate growing travel demand associated with population growth, tourism, and major international events.

The EO directs the California State Transportation Agency (CalSTA) and other state agencies to expedite transit project delivery, improve access to funding, and reduce GHG emissions through expanded transit options. The EO implements recommendations from the SB 125 Transit Transformation Task Force Final Report and fulfills the statewide transit policy requirement established by SB 960 (Wiener, 2024).

Under the EO, CalSTA and partnering state agencies will prioritize critical local and regional transit projects by creating a statewide priority list, establishing public grant dashboards, and adopting common standards for transit data and payment systems. The order also seeks to streamline project delivery by developing standardized design and permitting processes for transit improvements on the state highway system, and reducing delays for local agencies constructing bus stops, shelters, transit lanes, and related infrastructure. In addition, Caltrans is directed to improve coordination between

bus and rail services to better connect rural and underserved communities, while expanding the California Integrated Travel Project (Cal-ITP) to provide standardized real-time transit information and contactless fare payment systems across transit operators.

The EO further promotes the expansion of Bus Rapid Transit and dedicated bus-only lanes along the state highway system, improves transparency by creating public dashboards to track transit grant funding opportunities and application timelines, and directs Caltrans to establish a dedicated Statewide Active Transportation Deployment Team to strengthen project delivery and accountability for bicycle and pedestrian infrastructure. Collectively, these actions are intended to modernize California's transit network, improve the customer experience, and support local agencies in delivering projects more efficiently.

MYFIRSTEV PROGRAM

On July 16, Governor Newsom announced a new partnership between the State of California and 13 major automakers to provide instant rebates for Californians purchasing or leasing their first zero-emission vehicle (ZEV).

Established through SB 168 and backed by a \$135 million state investment that participating automakers will match dollar-for-dollar, the new MyFirstEV program represents a \$270 million commitment to expanding access to electric vehicles. Participating manufacturers include Ford, General Motors, Honda, Hyundai, Kia, Lucid, Mitsubishi, Nissan, Rivian, Subaru, Tesla, Toyota, and Volvo. According to the Administration, the program demonstrates California's continued commitment to clean transportation and affordability following the repeal of the federal electric vehicle incentive program.

The MyFirstEV program is designed to make electric vehicles more affordable by providing point-of-sale rebates directly through participating dealerships. Beginning later this summer, eligible first-time ZEV buyers or lessees in California will be able to receive an instant rebate of up to \$3,500 on new electric vehicles with a manufacturer's suggested retail price (MSRP) of \$50,000 or less, or \$1,750 toward the purchase of a manufacturer-certified pre-owned electric vehicle priced at \$25,000 or less. The program will be administered by the California Air Resources Board (CARB), with additional information regarding funding availability and application procedures expected next month.

The MyFirstEV initiative is part of a broader \$600 million investment in California's clean transportation economy, funded through Cap-and-Invest revenues and smog abatement fees. In addition to the instant rebate program, the funding package includes \$150 million for the AB 617 Community Air Protection Program to support clean transportation projects, \$19.8 million for the Clean Cars 4 All program serving lower-income Californians, \$35 million for clean off-road equipment through the Air Quality Improvement Program, \$135.5 million for the Hybrid and Zero-Emission Truck and Bus

Voucher Incentive Project (HVIP), and \$130 million through the Carl Moyer Program to replace older, higher-polluting heavy-duty engines.

\$7.3 MILLION FOR 16 CLEAN TRANSPORTATION PLANNING PROJECTS

On June 18, CARB awarded nearly \$7.3 million to support 16 community-driven transportation planning and capacity-building projects across California in response to unprecedented demand for funding.

The grants were selected from 84 applications requesting nearly \$38 million, highlighting demand that exceeded available funding by almost five to one. Funded through California Climate Investments, which uses proceeds from the state's Cap-and-Invest Program, the grants will help communities develop transportation solutions that improve mobility, reduce greenhouse gas emissions, and expand access to clean, safe, and affordable transportation options. CARB attributed the high number of competitive applications to expanded technical assistance provided throughout the application process, including workshops, office hours, GIS support, Tribal engagement assistance, and application development resources.

The awarded projects reflect a broad range of community priorities across the state, including transportation planning in rural Tribal communities, safer routes to schools in urban neighborhoods, expanded mobility options in disadvantaged communities, and workforce development initiatives supporting clean transportation.

According to CARB, these planning grants are intended to serve as the foundation for future clean transportation investments by helping communities identify locally driven mobility solutions, prepare implementation-ready plans, and compete for future infrastructure funding. The projects are expected to improve transportation equity, climate resilience, and public health while expanding access to jobs, schools, healthcare, and other essential services, particularly in rural, low-income, and Tribal communities that have historically faced disproportionate pollution burdens and transportation challenges. The program also seeks to strengthen local leadership and governance capacity to ensure future transportation investments reflect community priorities and long-term needs.

REPORT ON CAP-AND-INVEST BENEFITS

On July 20, CARB released its 2026 Annual Report to the Legislature on California Climate Investments, highlighting the continued impact of the state's Cap-and-Invest Program in funding climate, transportation, housing, and community improvement projects. Since the program's inception in 2014, Cap-and-Invest has generated \$36.2 billion through quarterly emissions allowance auctions, with \$15.5 billion already invested through 122 programs supporting more than 600,000 projects statewide. CARB estimates that billions of dollars remain available for future investments, including approximately \$8 billion in additional auction proceeds through 2030, which are expected to continue reducing GHG emissions while supporting economic growth and job creation across California.

The Cap-and-Invest Program places a declining cap on GHG emissions from the state's largest industrial sources while requiring covered entities to purchase emissions allowances. Revenue generated through allowance auctions is deposited into the Greenhouse Gas Reduction Fund (GGRF), where it is appropriated by the Legislature to state agencies for programs that deliver climate, environmental, health, and economic benefits.

In May 2026, CARB adopted updates to the Cap-and-Invest Program designed to keep California on track to achieve its 2030 and 2045 climate goals while helping manage costs for consumers and maintaining long-term certainty for clean energy investment. The revised program is expected to provide approximately \$10 billion in direct electricity bill credits to utility customers while generating an estimated \$8 billion in additional GGRF revenues through 2030. As part of the update, CARB also directed its Executive Officer, in coordination with the Governor's Office and Department of Finance, to emphasize the importance of maintaining stable funding for AB 617 community air protection efforts, public transit, and affordable housing programs during future state budget deliberations.

According to the report, California Climate Investments have produced significant statewide benefits over the past decade. Approximately 76% (\$11.4 billion) of all implemented funding has directly benefited disadvantaged and low-income communities. CARB estimates the funded projects will reduce GHG emissions by 130.5 million metric tons of carbon dioxide equivalent over their lifetimes, which is roughly equal to avoiding the consumption of more than 12.6 billion gallons of gasoline.

2026 LEGISLATIVE DEADLINES

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.

 [Back to Agenda](#)

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 27

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee held a hybrid meeting on Friday, August 21, 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

Committee Chair Delgado called the meeting to order at 9:00 a.m.

ROLL CALL

Committee Members

Present: Committee Chair Vanessa Delgado
Vice Chair Larry McCallon
Mayor Carlos Rodriguez

Absent: Supervisor Holly J. Mitchell, Committee Vice Chair
Supervisor V. Manuel Perez
Board Member Dr. Cedric Jamie Rutland

For additional details, please refer to the [Webcast](#).

INFORMATIONAL ITEM (Item 1):

1. Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for Fiscal Year 2024-2025

Lane Garcia, Program Supervisor, provided a summary of AB 2766 program activities for Fiscal Year 2024-2025. For additional details, please refer to the [Webcast](#) beginning at 00:03:13.

Vice Chair McCallon noted that land use projects are not very cost effective. Staff responded that the projects with quantifiable emissions in that category were the construction of pedestrian infrastructure, which typically have a higher cost for a lower emission reduction benefit. For additional details, please refer to the [Webcast](#) beginning at 00:10:42.

Vice Chair McCallon asked if there is any misuse of funds. Mr. Garcia explained that the most recent audit report for the program showed that all findings had been resolved. For additional details, please refer to the [Webcast](#) beginning at 00:11:21

Mayor Rodriguez thanked staff for continued outreach to the Orange County Council of Governments. For additional details, please refer to the [Webcast](#) beginning at 00:12:23

WRITTEN REPORTS (Items 2-4):

2. Rule 2305 Implementation Status Report: Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

This item was received and filed.

3. Rule 2202 Activity Report: Rule 2202 Summary Status Report

This item was received and filed.

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

This item was received and filed.

OTHER MATTERS:

5. Other Business

There was no other business to report.

6. Public Comment Period

There were no Public Comments.

7. Next Meeting Date

The next regular Mobile Source Committee meeting is scheduled for Friday, September 18, 2026 at 9:00 a.m.

Adjournment

The meeting adjourned at 9:13 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 – August 21, 2026

Senator (Ret.) Vanessa Delgado South Coast AQMD Board Member
Councilmember Larry McCallon South Coast AQMD Board Member
Mayor Carlos Rodriguez 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)

Melodee Black SCE
Dori Chandler CCA
Curtis Coleman Southern CA Air Quality Alliance
Fernando Gaytan Earthjustice
Bill LaMarr CSBA
Shane Osaki OCWR
David Park Hydrogen Fuel Cell Partnership
Ramine Ross WSPA
Peter Whittingham Whittingham Public Advisors
Jacquelyn Zamora Public Member

Jacob Allen South Coast AQMD Staff
Debra Ashby South Coast AQMD Staff
Cesar Ayala South Coast AQMD Staff
Barbara Baird South Coast AQMD Staff
Cindy Bustillos South Coast AQMD Staff
Kalam Cheung South Coast AQMD Staff
Scott Gallegos South Coast AQMD Staff
Lane Garcia South Coast AQMD Staff
Carlos Gonzalez South Coast AQMD Staff
Alex Han South Coast AQMD Staff
Anissa Heard-Johnson South Coast AQMD Staff
Sujata Jain South Coast AQMD Staff
Aaron Katzenstein South Coast AQMD Staff
Angela Kim South Coast AQMD Staff
Howard Lee South Coast AQMD Staff
Alicia Lizarraga South Coast AQMD Staff
Jason Low South Coast AQMD Staff
Paul Macias South Coast AQMD Staff

Ian MacMillan	South Coast AQMD Staff
Terrence Mann	South Coast AQMD Staff
Ron Moskowitz	South Coast AQMD Staff
Ghislain Muberwa	South Coast AQMD Staff
Susan Nakamura	South Coast AQMD Staff
Wayne Nastri	South Coast AQMD Staff
Myrna Nunez	South Coast AQMD Staff
Sarah Rees	South Coast AQMD Staff
Karen Sandoval	South Coast AQMD Staff
Alberto Silva	South Coast AQMD Staff
Lisa Tanaka	South Coast AQMD Staff
Brian Tomasovic	South Coast AQMD Staff
Victor Yip	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

June 1, 2026 to July 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)	680	23,275
Views of Compliance Training Videos (outside of webinars)	113	8,869
Notices Sent to Email Subscribers with Information About WAIRE Program Resources	-	135,340
Visits to www.aqmd.gov/waire	2,829	123,521
Warehouse Locations Visited In-Person	100	6,007
Presentations to Stakeholders	-	152

2. Highlights of Recent Implementation and Enforcement Activities

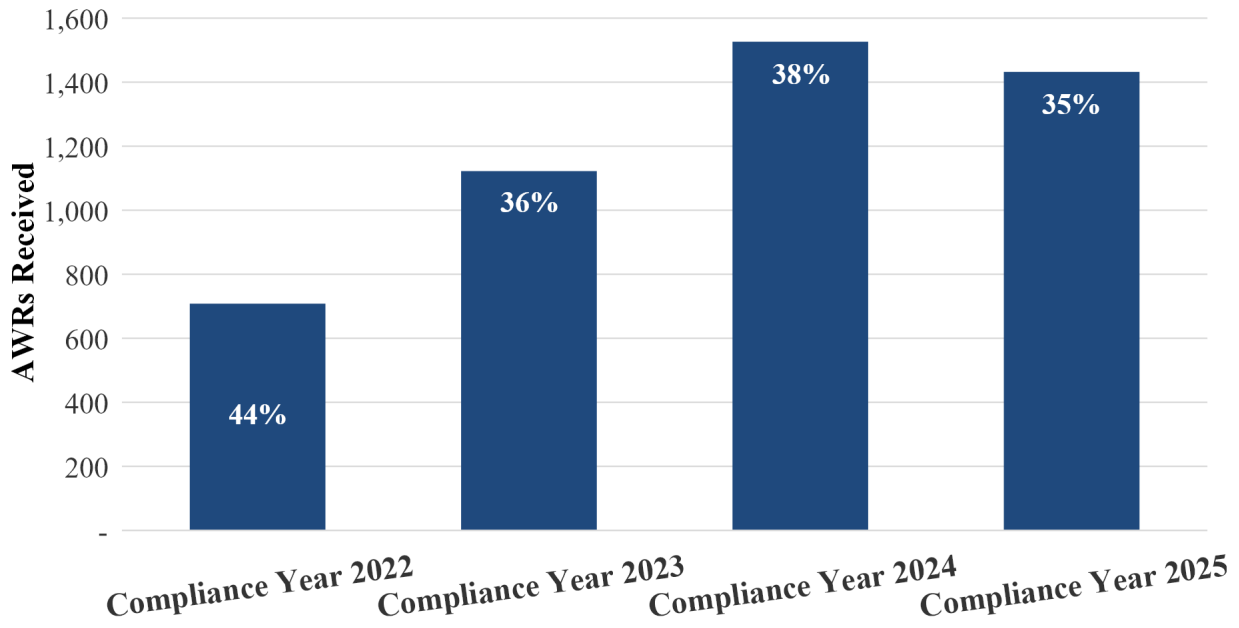
- **WAIRE Reports.** A total of 4,788 Annual WAIRE Reports (AWRs) were submitted by warehouse operators for the 2022-2025 compliance periods as of July 31, 2026. To date, a total of about 2,118,373 WAIRE Points have been earned in AWRs and Early Action AWRs for the 2021-2025 compliance periods, far exceeding the total WAIRE Points Compliance Obligation (WPCO) of about 633,198 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 1,955 tons of NOx reductions since rule adoption. These estimated emission reductions are consistent with what was anticipated during rulemaking.
- **Mitigation Fees:** As of July 31, 2026, warehouse operators reported approximately \$80.4 million in mitigation fees (approximately 80,373 mitigation fee points earned). Mitigation fee points represent about 3.7% of all WAIRE points earned (inclusive of points earned in Early Action AWRs).
- **Enforcement:** Since December 2023, over 970 notices of violations (NOVs) have been issued to warehouse operators for failure to submit required reports by the due date. Approximately 450 warehouses have contacted South Coast AQMD directly in response to the NOVs issued, 460 facilities have subsequently filed the required reports, and 325 of those NOVs have been resolved so far. Staff are available to provide compliance

assistance to all facilities, including the remaining approximately 520 facilities who have not yet responded to their NOV's.

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.

Annual WAIRE Reports (AWRs) Received and Reporting Rates by Compliance Year



Graph footnotes:

a – Reporting rates in white text do not directly correlate with the height of the bars as the number of warehouse operators required to report increased during 2023 and 2024 (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.



South Coast Air Quality Management District

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Rule 2202 Summary Status Report

Activity for January 1, 2026 – July 31, 2026

Employee Commute Reduction Program (ECRP)	
# of Submittals:	211

Emission Reduction Strategies (ERS)	
# of Submittals:	100

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	40	\$ 247,798
Orange	4	\$ 29,283
Riverside	1	\$ 3,972
San Bernardino	2	\$ 8,692
TOTAL:	47	\$ 289,745

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	1	\$ 7,337
Orange	0	\$ 0
Riverside	0	\$ 0
San Bernardino	0	\$ 0
TOTAL:	1	\$ 7,337

Total Active Sites as of July 31, 2026

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP ¹	AQIP ²	ERS ³				
474	11	11	496	84	670	1,250
37.9%	0.9%	0.9%	39.7%	6.7%	53.6%	100% ⁴

Total Peak Window Employees as of July 31, 2026

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP ¹	AQIP ²	ERS ³				
381,071	4,528	3,256	388,855	17,232	279,270	685,357
55.6%	0.7%	0.5%	56.8%	2.5%	40.7%	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.

BOARD MEETING DATE: September 4, 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 July 1, 2026 and July 31, 2026, and proposed projects for
which South Coast AQMD is acting as lead agency pursuant to
CEQA.

COMMITTEE: Mobile Source, August 21, 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 review¹ of environmental documents for the current reporting period for Attachments A and B combined²:

¹ The status of review reflects the date when this Board Letter was prepared. Therefore, Attachments A and B may not reflect the most recent updates.

² Copies of all comment letters sent to the lead agencies are available on South Coast AQMD's website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

Statistics for Reporting Period from July 1, 2026 to July 31, 2026	
Attachment A: Environmental Documents Prepared by Other Public Agencies and Status of Review	73
Attachment B: Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the June 2026 report)	5
Total Environmental Documents Listed in Attachments A & B	78
<i>Comment letters sent</i>	<i>11</i>
<i>Environmental documents reviewed, but no comments were made</i>	<i>57</i>
<i>Environmental documents currently undergoing review</i>	<i>10</i>

Staff focuses on reviewing and preparing comments on environmental documents prepared by other public agencies for proposed projects: 1) where South Coast AQMD is a responsible agency under CEQA (e.g., when air permits are required but another public agency is lead agency); 2) that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement); 3) that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); 4) where environmental justice concerns have been raised; and 5) which a lead or responsible agency has specifically requested South Coast AQMD review.

If staff provided written comments to a lead agency, then a hyperlink to the “South Coast AQMD Letter” is included in the “Project Description” column which corresponds to a notation in the “Comment Status” column. In addition, if staff testified at a hearing for a proposed project, then a notation is included in the “Comment Status” column. Copies of all comment letters sent to lead agencies are available on South Coast AQMD’s website at: <http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>. Interested parties seeking information regarding the comment periods and scheduled public hearings for projects listed in Attachments A and B should contact the lead agencies for further details as these dates are occasionally modified.

In January 2006, the Board approved the Clean Port Initiative Workplan (Workplan). One action item of the Workplan was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In accordance with this action item, Attachments A and B organize the environmental documents received according to the following categories: 1) goods movement projects; 2) schools; 3) landfills and wastewater projects; 4) airports; and 5) general land use projects. In response to the action item relative to mitigation, staff maintains a compilation of mitigation measures presented as a series of tables relative to off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases which are available on South Coast AQMD’s website at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation->

[measures-and-control-efficiencies](#). Staff will continue compiling tables of mitigation measures for other emission sources such as ground support equipment.

Attachment C – Proposed Air Permit Projects for Which South Coast AQMD is CEQA Lead Agency

The CEQA lead agency is responsible for determining the type of environmental document to be prepared if a proposal requiring discretionary action is considered to be a “project” as defined by CEQA. South Coast AQMD periodically acts as lead agency for its air permit projects and the type of environmental document prepared may vary depending on the potential impacts. For example, an Environmental Impact Report (EIR) is prepared when there is substantial evidence that the project may have significant adverse effects on the environment. Similarly, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) may be prepared if a proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are types of CEQA documents which analyze the potential environmental impacts and describe the reasons why a significant adverse effect on the environment will not occur such that the preparation of an EIR is not required.

Attachment C of this report summarizes the proposed air permit projects for which South Coast AQMD is lead agency and is currently preparing or has prepared environmental documentation pursuant to CEQA. As noted in Attachment C, South Coast AQMD is lead agency for three air permit projects during July 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
July 1, 2026 to July 31, 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 A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
July 1, 2026 to July 31, 2026

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Warehouse & Distribution Centers</i>	The project consists of constructing a light industrial warehouse building (134,797 square feet of warehouse space and 8,000 square feet of office space, height of 45.5 feet) on 6.9 acres with 16 dock-high doors, one grade-level door, 20 truck trailer parking spaces, and 86 passenger vehicle parking spaces, along with a 65-space passenger vehicle parking lot on a separate 0.8-acre parcel. The project is located at the intersection of Day Street and Bay Avenue in Moreno Valley.	Final Environmental Impact Report	City of Moreno Valley	Comment letter sent on 7/21/2026
RVC260708-04 Bay & Day Commerce Center Project	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/october-2023/RVC230913-11.pdf Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project (previously known as Edgemont Commerce Center), which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2022/april/RVC220401-10.pdf References: RVC241204-01; RVC230913-11; and RVC220401-10 https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260708-04-feir-bay-day-commerce-center-project.pdf Comment Period: N/A Public Hearing: 7/23/2026			
<i>Warehouse & Distribution Centers</i>	The project consists of redeveloping a 34.8-acre former precast concrete manufacturing facility with an industrial building (755,520 square feet, including 13,000 square feet of office space), truck loading areas, automobile parking, and landscaping. The project is located at 14221 San Bernardino Avenue in unincorporated San Bernardino County within the City of Fontana.	Notice of Preparation of a Draft Environmental Impact Report	County of San Bernardino	Under review, may submit comments
SBC260729-08 Jensen Precast Industrial Redevelopment	Comment Period: 7/29/2026 - 8/28/2026 Public Hearing: N/A			

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SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Warehouse & Distribution Centers	The project consists of the Bloomington Business Park Specific Plan (213 acres) which is comprised of an industrial business park with three high cube warehouses (383,000 square feet, 1,250,000 square feet, and 479,000 square feet), a trailer and truck parking lot (9.55 acres), and a Policy Plan Amendment to upzone 24 acres from Low Density Residential to Medium Density Residential. The project is bounded north by Santa Ana Avenue, east by Maple Avenue and Linden Avenue, south by Jurupa Avenue, and west by Alder Avenue in the unincorporated Bloomington area of San Bernardino County.	Recirculated Final Environmental Impact Report	County of San Bernardino	Document reviewed - No comments sent
SBC260708-05 Bloomington Business Park Specific Plan	Staff previously provided comments on the Supplemental Technical Comments on Recirculated Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/march-2026/sbc251030-07-recirculated-deir-bloomington-business-park-specific-plan-project-supplemental-comment-letter-with-attachments.pdf Staff previously provided comments on the Recirculated 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/sbc251030-07-recirculated-deir-bloomington-business-park-specific-plan-project_with-attachments.pdf Staff previously provided comments on the Notice of Preparation of a Recirculated Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/december-2024/sbc241113-12-nop-bloomington-business-park-specific-plan-project.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/2021/december/SBC210928-09.pdf References: SBC260305-03; SBC251030-07; SBC241113-12; SBC220916-02; SBC210928-09; and SBC210105-05 Comment Period: N/A Public Hearing: 7/23/2026			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Industrial and Commercial</i>	The project consists of: 1) rezoning the rear portion of a property from Industrial Flex to Heavy Manufacturing; 2) expanding an existing tow yard operation across the entire site; 3) installing a new vehicle storage area with paving and striping, and site lighting; and 4) constructing an office building (560 square feet). The project is located at 9313 Rayo Avenue in South Gate.	Draft Mitigated Negative Declaration	City of South Gate	Document reviewed - No comments sent
LAC260728-01 South Gate Tow Yard Project				
	Comment Period: 7/24/2026 - 8/21/2026 Public Hearing: 8/25/2026			
<i>Industrial and Commercial</i>	The project consists of amending the Northwest Open Space Specific Plan for the development of a 65.5-acre community venue and open space facility with seven core features (Equestrian, Chapel, Swanner House, Agricultural, Event Barn, Community Building, and Trails/Natural) which include event space, equestrian uses, passive recreational amenities, a food service area (2,500 square feet), a pedestrian bridge over Trabuco Creek, and 802 dedicated parking spaces. The project is located at 30291 Camino Capistrano in San Juan Capistrano.	Draft Environmental Impact Report	City of San Juan Capistrano	Document reviewed - No comments sent
ORC260707-05 Legacy Ranch Project				
	Reference: ORC251113-02			
	Comment Period: 7/3/2026 - 8/14/2026 Public Hearing: N/A			
<i>Industrial and Commercial</i>	The project consists of constructing a cannabis cultivation and processing facility (11,800 square feet) on 2.48 acres of vacant land. The project is located on West Atlantic Avenue north of Dillon Road in Desert Hot Springs.	Draft Mitigated Negative Declaration	City of Desert Hot Springs	Comment letter sent on 7/16/2026
RVC260701-06 Mary Jane Properties, LLC				
	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260701-06-mnd-cannabis-cultivation-manufacturing-facility-(mary-jane-properties-llc).pdf			
	Comment Period: 6/15/2026 - 7/29/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Industrial and Commercial	The project consists of constructing a steel fabrication facility with an industrial building (24,904 square feet) and an office building (3,130 square feet) on a 30.72-acre site. The project is located at 28502 Rio del Sol in the unincorporated Thousand Palms area in Riverside County.	Draft Mitigated Negative Declaration	County of Riverside	Comment letter sent on 7/7/2026
RVC260701-07 GPA240009 / PPT240010 - Rangel Steel	https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260701-07-mnd-gpa240009---ppt240010---rangel-steel.pdf Comment Period: 6/18/2026 - 7/7/2026 Public Hearing: N/A			
Industrial and Commercial	The project consists of updating the Conditional Use Permits and changing the zoning of an existing events facility on 241.6 acres to construct additional buildings and expand the facility uses. The project is located at 38801 Los Corralitos Road in the unincorporated Temecula Valley area in Riverside County.	Draft Environmental Impact Report	County of Riverside	Document reviewed - No comments sent
RVC260701-09 Galway Downs	Reference: RVC250114-02 Comment Period: 6/26/2026 - 8/7/2026 Public Hearing: N/A			
Industrial and Commercial	The project consists of subdividing one parcel (3.031 acres) into two industrial parcels - Parcel 1 (1.435 acres) and Parcel 2 (1.596 acres). The project is located west of Meridian Parkway, south of Authority Way, north of Innovation Drive, and east of Plummer Street in unincorporated Riverside County within the March Business Center Specific Plan area.	Other	March Joint Powers Authority	Document reviewed - No comments sent
RVC260715-04 March Business Center Specific Plan (TPM37693)	Reference: RVC170912-07 Comment Period: N/A Public Hearing: 7/22/2026			
Waste and Water-related	The project consists of continuing to conduct ongoing investigation activities and cleanup a former industrial site with soil vapor extraction, vapor intrusion mitigation systems, and groundwater monitoring to address volatile organic compounds, total petroleum hydrocarbons, and metals contamination. The project is located at the northwest corner of Avenue 34 and Pasadena Avenue in the Lincoln Heights community of Los Angeles.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260708-02 Avenue 34 Project	References: LAC230621-03; LAC211109-09; LAC210901-09; and LAC170216-01 Comment Period: N/A Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> LAC260709-01 Sewer Lift Station S-7 Reconstruction Project#	The project consists of reconstructing Sewer Lift Station S-7, which will require: 1) demolition of the existing lift station; 2) installation of a new circular wet well with submersible pumps; 3) installation of a rectangular valve vault and flow meter vault; 4) constructing a new sewer main (1,450 linear feet, 8-inch diameter); and 5) constructing a new generator building with a pumping capacity of 860 gallons per minute. The project is located within existing City rights-of-way in Long Beach. The project is also located within the designated AB 617 Wilmington, Carson, and West Long Beach community. https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/lac260709-01-mnd-sewer-lift-station-s-7-reconstruction-project.pdf Comment Period: 7/10/2026 - 8/7/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Long Beach	Comment letter sent on 8/5/2026
<i>Waste and Water-related</i> LAC260714-02 Pebbly Beach Landfill Site Optimization	The project consists of constructing a mechanically stabilized earth wall at the toe of the slope of the existing landfill (7.7 acres) to increase the total permitted height of the landfill by 50 feet and extend the life of the landfill by 27.5 years without changing total site footprint, the daily amount of waste that can be accepted at the facility or the amount of traffic to/from the facility. The project is located at 1 Dump Road in the unincorporated Avalon area of Los Angeles County on Santa Catalina Island. Comment Period: 7/9/2026 - 8/7/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	County of Los Angeles	Document reviewed - No comments sent
<i>Waste and Water-related</i> LAC260715-03 E-Wells PFAS Groundwater Treatment Improvements Project	The project consists of reducing the quantity of per- and polyfluoroalkyl substances (PFAS) in groundwater to less than federal Maximum Contaminant Levels and restoring the groundwater production capacity by constructing a treatment facility and installing associated pipelines to collect and treat groundwater pumped from Wells E-14, E-15, E-16, and E-17. The project is located at 27264 Henry Mayo Drive in Santa Clarita. Comment Period: 7/20/2026 - 8/18/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	Santa Clarita Valley Water Agency	Under review, may submit comments
<i>Waste and Water-related</i> LAC260716-01 Palace Cleaners Glendale	The project consists of designing, installing, and operating a soil vapor extraction system with three shallow wells and six deeper wells to remove tetrachloroethene (PCE) contamination from soil vapor at a 0.1-acre former dry cleaning site. The project is located at 201 South Glendale Avenue in Glendale. Comment Period: 7/6/2026 - 8/4/2026 Public Hearing: N/A	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of renewing the hazardous waste facility permit for Crosby & Overton, an existing hazardous waste storage, treatment, and transfer facility that uses a wastewater treatment system to process waste and stores waste in designated areas. The project is located at 1630 West 17th Street in Long Beach within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-02 Crosby & Overton – Hazardous Waste Facility Permit Renewal#	References: LAC250417-02; LAC250417-03; LAC241204-07; LAC240529-03; LAC240410-11; LAC240207-10; LAC160714-07; LAC140828-10; LAC140605-08; and LAC140326-17 Comment Period: 7/17/2026 - 9/4/2026 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of installing an air- and water-proof cover over the entire main canyon fill area of the landfill to reduce the infiltration of air and water into the waste, slowing the subsurface elevated temperature event that has been occurring since 2022, and reducing odors and emissions affecting nearby communities. The project is located at 29201 Henry Mayo Drive in Castaic.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-03 Chiquita Canyon Landfill – Draft Removal Action Workplan (RAW)	Comment Period: 7/21/2026 - 8/19/2026 Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of removing approximately 137 cubic yards of soil contaminated with total petroleum hydrocarbons, polychlorinated biphenyls, lead, and mercury from a 0.75-acre vacant site, backfilling the site with clean soil, and recording a Land Use Covenant and Soil Management Plan restricting future site use. The project is located at 8810 Etiwanda Avenue in Rancho Cucamonga.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-04 Former Bernell Hydraulics – Draft Removal Action Workplan	Comment Period: 7/23/2026 - 8/21/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of installing and operating a temporary centrifuge system and ancillary equipment to separate solids, oil, and water from Tank 55001 during cleanout operations at an existing used oil and glycol recycling facility. Upon project completion, the equipment will be removed. The project is located at 2000 North Alameda Street in Compton within the designated AB 617 South Los Angeles community.	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
LAC260722-05 DeMenno-Kerdoon, dba World Oil Recycling – Temporary Authorization for Tank 55001 Cleanout Equipment#	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: LAC260610-02; 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			
<i>Waste and Water-related</i>	The project consists of implementing a Master Work Plan Addendum to address the ongoing cleanup activities at a former refinery site necessary to enhance the boundary control of dissolved-phase plumes as the refinery transitions from operational to idle to redevelopment by installing 13 new groundwater recovery wells, conveyance piping, and a new groundwater and vapor phase treatment system. The project is located at 1520 East Sepulveda Boulevard in Carson within the designated AB 617 Wilmington, Carson, and West Long Beach community.	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent
LAC260728-03 Phillips 66 Los Angeles Refinery Carson Plant – Master Work Plan Addendum#	Reference: LAC260528-04 Comment Period: 7/25/2026 - 8/21/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of installing three dual-nested groundwater monitoring wells, two at the Vanguard Learning Center (55 feet and 72 feet below ground surface) and one at the former Alcoa Weslock facility (55 feet and 72 feet below ground surface) to assess the extent of groundwater contamination beneath both sites. The project is located at 13305 San Pedro Street and 13344 South Main Street in Los Angeles within the designated AB 617 South Los Angeles community.	Other	Los Angeles Regional Water Quality Control Board	Document reviewed - No comments sent
LAC260729-01 Vanguard Learning Center and Former Alcoa/TRE Weslock Facility#	Staff previously provided comments on the Work Notice: Offsite Environmental Assessment for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/august-2025/lac250624-03.pdf References: LAC250624-03 and LAC250312-03 Comment Period: N/A Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of implementing the Final Closure and Post-Closure Maintenance Plan for the existing landfill without making changes to the landfill footprint, permitted tonnage, or maximum permitted elevation through: 1) the cessation of accepting waste for disposal; 2) establishing a five-year post-closure settlement period; 3) installing an engineered final cover system; 4) re-grading of the slope and making drainage improvements; 5) stabilizing the access roads; 6) revegetating the site; and 7) conducting 30 years of post-closure maintenance. The project is located at 1942 North Valencia Avenue in unincorporated Orange County north of Brea.	Addendum to Final Environmental Impact Report	Orange County Waste & Recycling (OCWR)	Document reviewed - No comments sent
ORC260714-03 Addendum No. 10 to Final Environmental Impact Report (EIR) 588 For the Olinda Alpha Landfill Final Closure and Post Closure Maintenance Plan (FCPCMP)	References: ORC201105-01; ORC100205-03; and ORC050721-03 Comment Period: N/A Public Hearing: N/A			
<i>Waste and Water-related</i>	The project consists of replacing and rehabilitating a portion of the existing wastewater conveyance system, including installing twin redundant pipelines (5,200 linear feet, 18-inch diameter) and rehabilitating an existing interceptor (900 linear feet) through sliplining along a one-mile reach through Aliso Canyon. The project is located along Coast Highway through Aliso Canyon in Laguna Beach.	Other	City of Laguna Beach	Document reviewed - No comments sent
ORC260716-03 North Coast Interceptor Reach 5 Replacement Project	Reference: ORC250205-05 Comment Period: N/A Public Hearing: 8/5/2026			

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SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Waste and Water-related</i>	The project consists of implementing the Chino Basin Program, a recirculated program-level environmental review of water management activities and potential infrastructure improvements occurring within the Chino Basin service area. The project is located in Chino in San Bernardino County.	Responses to South Coast AQMD Comments	Inland Empire Utilities Agency	Document reviewed - No comments sent
SBC260702-06 Inland Empire Utilities Agency Chino Basin Program	Staff previously provided comments on the Recirculated Draft Program Environmental Impact Report for the project, which can be accessed at: 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 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: SBC260421-07; SBC211102-10; and SBC210921-08 Comment Period: N/A Public Hearing: 7/15/2026			
<i>Waste and Water-related</i>	The project consists of constructing and operating two potable water reservoirs (1.28 million gallons each) to provide water storage for domestic usage, fire suppression, and emergency needs within the San Gabriel Valley Water Company Fontana service area. The project is located at 15151 Long View Drive in Fontana.	Draft Mitigated Negative Declaration	State Water Resources Control Board	Comment letter sent on 8/6/2026
SBC260715-09 Plant F20 Reservoirs Project	https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/sbc260715-09-is-mnd-plant-f20-reservoirs-project.pdf Comment Period: 7/10/2026 - 8/7/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Utilities</i>	The project consists of expanding an existing photovoltaic solar power plant from 3,250 to 3,310 acres and increasing the total energy production from 463.5 megawatts to 500 megawatts by installing a new 500-megawatt battery energy storage system and replacing a proposed transmission line with connections to two existing transmission lines serving the Southern California Edison 230-kilovolt Colorado River Substation. The project is located north of 10th Avenue, south of 4th Avenue, west of North Neighbors Boulevard, and east of Megin Avenue in unincorporated Riverside County.	Other	County of Riverside	Document reviewed - No comments sent
RVC260702-04 Grace Solar Energy Center	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/2026/march-2026/odp260218-04-seir-grace-solar-energy-center-project.pdf References: ODP260218-04 and ODP250114-06 Comment Period: N/A Public Hearing: 7/14/2026			
<i>Utilities</i>	The project consists of expanding an existing photovoltaic solar power plant from 3,250 to 3,310 acres and increasing the total energy production from 463.5 megawatts to 500 megawatts by installing a new 500-megawatt battery energy storage system and replacing a proposed transmission line with connections to two existing transmission lines serving the Southern California Edison 230-kilovolt Colorado River Substation. The project is located north of 10th Avenue, south of 4th Avenue, west of North Neighbors Boulevard, and east of Megin Avenue in unincorporated Riverside County.	Responses to South Coast AQMD Comments	County of Riverside	Document reviewed - No comments sent
RVC260707-06 Grace Solar Energy Center	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/2026/march-2026/odp260218-04-seir-grace-solar-energy-center-project.pdf References: RVC260702-04; ODP260218-04; and ODP250114-06 Comment Period: N/A Public Hearing: N/A			

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PROJECT TITLE				
Utilities	The project consists of constructing and operating a utility-scale solar photovoltaic (PV) electrical generating and storage facility (535 acres) with 150 megawatts of solar generation capacity, a battery energy storage system (BESS) of 250 megawatts, an operations and maintenance building, a 230-kilovolt (kV) substation, and a new generation interconnection tie line (1.8 miles, 230 kV) connecting to the existing Southern California Edison Red Bluff Substation. The project is located 8.5 miles east of Desert Center in unincorporated eastern Riverside County.	Draft Environmental Impact Report	County of Riverside	Under review, may submit comments
RVC260729-04 Savira Solar Project	Staff previously provided comments on the Notice of Preparation of a Draft Environmental Impact Report for the project, which can be accessed at: https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2025/april-2025/rvc250312-06.pdf Reference: RVC250312-06 Comment Period: 8/3/2026 - 9/17/2026 Public Hearing: N/A			
Utilities	The project consists of: 1) replacing 1,750 existing transmission towers spanning 162 miles from Boulder City, Nevada to the Victorville Switching Station; 2) installing new foundations and replacing insulators, hardware assemblies, conductors, and ground wire; 3) shifting the alignment of Line 1 by 110 feet to the southeast for the 95-mile span between Victorville and Baker. The project is located along the McCullough-Victorville transmission line corridor in San Bernardino County.	Draft Subsequent Environmental Impact Report	Los Angeles Department of Water and Power	Document reviewed - No comments sent
SBC260716-04 McCullough-Victorville Lines 1 and 2 Upgrade Project	References: ODP240710-13 and ODP240403-07 Comment Period: 7/16/2026 - 8/28/2026 Public Hearing: N/A			
Transportation	The project consists of making multi-asset improvements 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) by: 1) preserving pavement; 2) restoring drainage; 3) rehabilitating the existing lighting; 4) making safety improvements; and 5) upgrading the existing roadways. The project is located along State Route 241 and State Route 133 in the cities of Irvine, Lake Forest, Mission Viejo, and Rancho Santa Margarita.	Final Mitigated Negative Declaration	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
ORC260701-04 SR-241/SR-133 Multi Asset Project	Reference: ORC260521-01 Comment Period: N/A Public Hearing: N/A			

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PROJECT TITLE				
Transportation	The project consists of replacing the existing two-lane Gilman Springs Road Bridge over Potrero Creek (Bridge No. 56C-0523) with a new two-lane bridge located slightly southwest of the existing alignment, realigning the roadway to improve operational characteristics, and geometrics at the bridge approaches. The project is located along Gilman Springs Road over Potrero Creek in unincorporated Riverside County.	Initial Study/Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
RVC260714-08 Gilman Springs Road Bridge Replacement Project				
	Comment Period: 7/14/2026 - 8/12/2026 Public Hearing: N/A			
Transportation	The project consists of constructing a new interchange at Interstate 215 and Garbani Road between Post Mile R15.5 and Post Mile R17.5, and reconstructing Garbani Road to provide continuous multimodal travel across Interstate 215 with four travel lanes, bicycle lanes, sidewalks, and a regional trail. Three build alternatives are being studied: Compact Diamond, Spread Diamond, and Diverging Diamond interchange configurations. The project is located along Interstate 215 at Garbani Road in Menifee.	Notice of Preparation of a Draft Environmental Impact Report	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
RVC260715-06 Interstate 215 Garbani Road Interchange Project				
	Comment Period: 7/13/2026 - 8/14/2026 Public Hearing: N/A			
Transportation	The project consists of rehabilitating the pavement along a 50.6-mile segment of State Route 74 from Fairview Avenue (Post Mile 45.1) near Hemet to 7.1 miles east of Big Horn Drive (Post Mile R92.3) near Palm Desert, by: 1) installing cold plane and overlay areas; 2) replacing culverts, guardrails, end treatments and sign panels; 3) making curb ramp upgrades in accordance with Americans with Disabilities Act standards; and 4) installing street elements such as sidewalks and bus pads. The project is located along State Route 74 between Hemet and Palm Desert in Riverside County.	Draft Mitigated Negative Declaration	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
RVC260721-03 State Route 74 Pavement Rehabilitation Project				
	Comment Period: 7/17/2026 - 8/14/2026 Public Hearing: N/A			
Transportation	The project consists of: 1) realigning and widening Heacock Street to a width of 76 feet between San Michele Road and the Perris Valley Storm Drainage Lateral "B" channel on a 15-acre project site; 2) making storm drain improvements; and 3) extending Heacock Street's Arterial classification south to the city limits until it terminates at the cul-de-sac north of the channel. The project is located at 17771 Heacock Street in Moreno Valley.	Draft Mitigated Negative Declaration	City of Moreno Valley	Document reviewed - No comments sent
RVC260729-05 Heacock Street South Extension Project				
	Comment Period: 7/30/2026 - 8/28/2026 Public Hearing: N/A			

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PROJECT TITLE				
<i>Transportation</i>				
SBC260729-09 SR-18 Pavement and Culvert Replacement Project	The project consists of extending the pavement service life along State Route 18 from Post Mile R17.8 to Post Mile 31.7, by: 1) installing cold planes and overlays; 2) replacing 14 culverts and upgrading guardrails and end treatments; 3) installing and/or replacing drainage features; 4) repairing embankments, replacing sidewalks and controlling vegetation; and 5) installing Transportation Management System (TMS) elements and making bicycle safety improvements. The project is located along State Route 18 from 0.1 mile east of the separation between State Route 138 and State Route 18 to View Drive in San Bernardino County. Comment Period: 7/29/2026 - 8/28/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration/Draft Environmental Assessment	California Department of Transportation (Caltrans)	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i>				
LAC260701-02 Viewpoint Amphitheater Project	The project consists of: 1) constructing an outdoor amphitheater on the existing Viewpoint School campus (19 acres) with terraced hillside seating with a capacity for 531 persons, a performance bandshell, and a control booth; 2) constructing a new pedestrian bridge over Dry Canyon Creek with a wooden boardwalk and outdoor classroom; and 3) relocating the garden program with raised planting beds on a 0.5-acre project site. The project is located at 23620 Mulholland Highway in Calabasas. Comment Period: 6/29/2026 - 7/29/2026 Public Hearing: N/A	Draft Mitigated Negative Declaration	City of Calabasas	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i>				
LAC260701-03 Millikan High School Aquatic Center Project	The project consists of demolishing Building 700/3000 and adjacent portable classrooms and constructing a new aquatic center within the existing Millikan High School campus, which will include a competition pool (51.5 meters by 22.9 meters), locker rooms, spectator bleachers (500 person capacity), a snack bar and ticket booth, sports lighting, and associated site improvements. The project is located at 2800 Snowden Avenue in Long Beach. Reference: LAC251210-01 Comment Period: 6/26/2026 - 8/7/2026 Public Hearing: N/A	Draft Environmental Impact Report	Long Beach Unified School District	Document reviewed - No comments sent

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PROJECT TITLE				
<i>Institutional (schools, government, etc.)</i>	The project consists of developing a bike park and making improvements to the trail system within South Hills Park, by: 1) constructing downhill bike-only trails, a multidirectional pedal-up trail, a cross-country multiuse trail, and mountain bike jump trails; 2) installing bicycle pump tracks, staging and seating areas, and a restroom facility; 3) making improvements to trailheads and parking areas; and 4) re-grading the access road. The project is located at South Hills Park along Glendora Avenue in Glendora.	Recirculated Draft Mitigated Negative Declaration	City of Glendora	Document reviewed - No comments sent
LAC260702-02 South Hills Bike Park	Reference: LAC251217-03 Comment Period: 7/2/2026 - 7/31/2026 Public Hearing: N/A			
<i>Institutional (schools, government, etc.)</i>	The project consists of making improvements to the existing Rio Hondo Park by: 1) replacing the softball, baseball fields, and soccer fields; 2) constructing a shaded plaza and picnic shelter; 3) installing walking and exercise paths; 4) renovating the basketball courts, and concession and restroom buildings; 5) repairing and restriping the parking lot; and 6) removing the existing handball courts. The project is located at 8421 San Luis Potosi Place in Pico Rivera.	Draft Mitigated Negative Declaration	City of Pico Rivera	Document reviewed - No comments sent
LAC260714-01 Rio Hondo Park	Comment Period: 7/8/2026 - 8/6/2026 Public Hearing: N/A			
<i>Institutional (schools, government, etc.)</i>	The project consists of updating the original 1998 Master Plan for Fairview Park (208 acres) to reflect current conditions and concepts for restoring and preserving cultural and biological resources, including the vernal pool habitat, while maintaining recreational and public uses, and identifying a specific relocation site for the Harbor Soaring Society flying field. The project is located at 2525 Placentia Avenue in Costa Mesa.	Recirculated Initial Study/ Draft Mitigated Negative Declaration	City of Costa Mesa	Document reviewed - No comments sent
ORC260729-03 Fairview Park Master Plan Update (FPMPU)	Reference: ORC260501-09 Comment Period: 7/29/2026 - 8/28/2026 Public Hearing: N/A			
<i>Retail</i>	The project consists of rehabilitating and implementing an adaptive reuse of the Casa Manuel Garcia Adobe and Domingo Yorba Adobe by constructing a 70-room boutique hotel on a 1.68-acre site to be comprised of: 1) two existing historic adobe buildings; 2) new buildings for a car lift structure, a kitchen and dining building, a barn-style event building, and a three-story lobby and guest room building; and 3) a gym and a pool with outdoor patio and public gathering area. The project is located at 31861-31871 Camino Capistrano in San Juan Capistrano.	Draft Environmental Impact Report	City of San Juan Capistrano	Document reviewed - No comments sent
ORC260714-04 French Hotel Project	Reference: ORC260325-04 Comment Period: 7/9/2026 - 8/21/2026 Public Hearing: N/A			

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Retail RVC260714-06 Shake Shack Drive-Through (CUP2026-0011)	The project consists of converting an existing unit (3,377 square feet) within the Oak Valley Village shopping center to operate a Shake Shack quick-service restaurant with a drive-through lane and pick-up window. The project is located at 1782 Oak Valley Parkway in Beaumont. Comment Period: 7/13/2026 - 7/29/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260702-01 Renewal of PD-39 – The Affinity	The project consists of renewing the Planned Development Plan for PD-39 (The Affinity) for two additional years until June 30, 2028. The project is located at 465-577 South Arroyo Parkway in Pasadena. 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/september/LAC210819-03.pdf References: LAC220601-03; LAC220119-07; and LAC210819-03 Comment Period: N/A Public Hearing: 7/8/2026	Other	City of Pasadena	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260707-01 Belcaro at Sand Canyon Project	The project consists of developing a 208-acre project area to: 1) construct 341 detached single-family senior housing units (193.8 acres) with private recreational amenities; 2) install a railroad undercrossing and a roundabout; and 3) extend the existing roads and make other infrastructure improvements across the site. 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 References: LAC260616-02 and LAC250702-03 Comment Period: 7/7/2026 - 8/21/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Santa Clarita	Under review, may submit comments

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PROJECT TITLE				
General Land Use (residential, etc.) LAC260707-02 Single Family Rehabilitation Handyworker Program and Urgent Repair Program (PY 52nd, 53rd, 54th CDBG)#	The project consists of two citywide housing programs: 1) the Single Family Rehabilitation Handyworker Program which will provide grants for making minor home repairs (up to \$5,000 per property) to low-income elderly and disabled homeowners and tenants (estimated cost \$6,548,523); and 2) the Urgent Repair Program addressing life-threatening conditions in multi-family rental units that are not in compliance with current building codes (estimated cost \$900,000). The project is located citywide in Los Angeles. The project also includes six designated AB 617 communities: 1) East Los Angeles, Boyle Heights, and West Commerce; 2) Southeast Los Angeles; and 3) South Los Angeles. Comment Period: 7/8/2026 - 7/15/2026 Public Hearing: N/A	Notice of Intent to Request Release of Funds for Tiered Projects and Programs	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260715-01 Tentative Tract Map No. 82800	The project consists of merging and subdividing a property (88,064 square feet) intended for the construction of 169 residential units and commercial purposes. The project is located at 114 East Garvey Avenue in Monterey Park. Comment Period: 7/2/2026 - 7/16/2026 Public Hearing: N/A	Site Plan	City of Monterey Park	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260728-02 Highland Park Housing for Transition-Age Foster Youth	The project consists of rehabilitating an existing two-unit residential building (1,076 square feet) to provide transitional housing for foster youth by: 1) making interior and exterior improvements; 2) replacing electrical, plumbing, and heating, ventilation, and air conditioning (HVAC) systems; and 3) replacing the roofs and installing new windows and doors. The project is located at 6957 North Figueroa Street in Los Angeles. Comment Period: 7/29/2026 - 8/13/2026 Public Hearing: N/A	Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds	Los Angeles Housing Department (LAHD)	Document reviewed - No comments sent
General Land Use (residential, etc.) LAC260729-02 Wilshire and Cloverdale Project	The project consists of constructing a 46-story mixed-use tower (420,201 square feet) with 419 residential units and ground floor restaurant uses (2,645 square feet) on a 1.4-acre site, while retaining four existing contributor buildings (42,092 square feet) to the Miracle Mile Historic District including Los Angeles Historic-Cultural Monument No. 451. The project is located at 5350-5376 Wilshire Boulevard in Los Angeles. Comment Period: 7/30/2026 - 9/11/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent

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PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The project consists of two components: 1) developing 68 three-story multi-family residential units (1,344 to 1,910 square feet each), including nine affordable units; and 2) replacing a temporary church building with a new permanent church building (50 feet tall) with a columbarium, chapel, parish hall, rectory, and a two-level underground parking garage on a six-acre site. The project is located at 14010 Remington in Irvine.	Notice of Preparation of a Draft Subsequent Environmental Impact Report	City of Irvine	Document reviewed - No comments sent
ORC260702-03 Our Lady of Peace Project				
	Comment Period: 6/30/2026 - 7/30/2026 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of redeveloping the existing Oak Creek Golf Course and replacing four office buildings on 281 acres with a new residential village by: 1) constructing up to 2,400 residential units, a public nature park and trail system, an elementary school, and neighborhood parks; and 2) making on- and off-site circulation improvements. The project is bounded west by Jeffrey Road, north by Interstate 5, east by Valley Oak and Oak Canyon, and south by Irvine Center Drive in Irvine. https://www.aqmd.gov/docs/default-source/comment-letters/2026/august-2026/orc260708-03-nop-planning-area-52-project.pdf	Notice of Preparation of a Draft Subsequent Environmental Impact Report	City of Irvine	Comment letter sent on 8/5/2026
ORC260708-03 Planning Area 52 Project (File Nos. 00956521-PGA, 00956519-PZC, and 00986547-PDA)				
	Comment Period: 7/6/2026 - 8/5/2026 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of subdividing 28.22 acres into 96 residential lots, one water basin lot, and three open space and landscaped lots. The project is located at 31100 Eucalyptus Road in the unincorporated Winchester area of Riverside County.	Draft Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments sent
RVC260701-05 TTM 38483				
	Comment Period: 7/1/2026 - 7/31/2026 Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of developing 677 detached single-family residential units on three parcels (94.05 acres). The project is located at the southwest and southeast corners of Poplar Street and Fisher Street in Hemet.	Site Plan	City of Hemet	Document reviewed - No comments sent
RVC260701-10 PR26-010 TTM 38873				
	Comment Period: 6/26/2026 - 7/15/2026 Public Hearing: N/A			

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PROJECT TITLE				
General Land Use (residential, etc.) RVC260714-05 SunnyCal Residential Pre-Application (PLAN2026-0121)	The project consists of developing 810 single-family detached residential units, including 78 deed-restricted moderate-income units, on 192.66 acres, with four acres of recreation areas, 23 acres of undeveloped land, six acres of water quality facilities, and 12 acres of biological setback areas. The project is located east of Interstate 10, west of Hannon Road, north of Brookside Avenue, and south of Cherry Valley Boulevard in Beaumont. Comment Period: 7/10/2026 - 7/23/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC260715-05 Aquabella Specific Plan Amendment Project	The project consists of subdividing 40.22 acres into 293 single-family lots and eight lettered lots for public streets, private driveways, landscaping, and access within Planning Area 1 of the Aquabella Specific Plan. The project is located on the north side of Cactus Avenue, south of Brodiaea Avenue, and east of Lasselle Street in Moreno Valley. 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/2023/november-2023/RVC231101-07.pdf References: RVC240605-09 and RVC231101-07 Comment Period: N/A Public Hearing: 7/23/2026	Other	City of Moreno Valley	Document reviewed - No comments sent
General Land Use (residential, etc.) RVC260721-04 Beaumont Village Specific Plan Pre-Application (PLAN2026-0126)	The project consists of developing a master planned community (308.6 net acres) with 628 single-family homes (2,750 square feet), a 100-room hotel, mixed-use and commercial uses including a gas station, car wash, and quick-service restaurant, 112.8 acres of open space, and annexation of 100.06 acres into the Beaumont-Cherry Valley Water District. The project is located north of Western Knolls Avenue and east of Potrero Boulevard in Beaumont. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260721-04-sp-beaumont-village-specific-plan-pre-application-(plan2026-0126).pdf Comment Period: 7/17/2026 - 7/30/2026 Public Hearing: N/A	Site Plan	City of Beaumont	Comment letter sent on 7/29/2026

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Project Notes:

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ATTACHMENT A
ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OR REVIEW
July 1, 2026 to July 31, 2026

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i>	The project consists of: 1) subdividing 49.40 acres into 119 single-family detached residential units (2,739 to 3,936 square feet) at a density of 2.41 dwelling units per acre, including six affordable very low-income units with 3.7 acres of open space; and 2) constructing a detention basin (6.2 acres), a water quality and detention basin (1.8 acres), and a landscape buffer and trail system (2.7 acres). The project is located north of Watson Road, south of Mapes Road, east of Menifee Road, and west of Malaga Road in Menifee.	Site Plan	City of Menifee	Document reviewed - No comments sent
RVC260721-05 Menifee 50 Residential Project (PLN26-0035)				
	Comment Period: N/A Public Hearing: N/A			
<i>General Land Use (residential, etc.)</i>	The project consists of developing 240 multi-family residential units at a density of 23.7 dwelling units per acre on a 10.14-acre site, including 378 parking spaces, a maintenance building (795 square feet), a clubhouse (5,025 square feet), pool, fitness center, tot lot, dog park, and pickleball court, with a General Plan Amendment and Zone Change to High Density Residential. The project is located at 29957 Edina Road in Menifee.	Draft Mitigated Negative Declaration	City of Menifee	Document reviewed - No comments sent
RVC260729-06 Boulders II Project				
	Reference: RVC250129-01 Comment Period: 7/29/2026 - 8/18/2026 Public Hearing: 8/26/2026			
<i>General Land Use (residential, etc.)</i>	The project consists of: 1) subdividing a 14.4-acre site into 134 single-family lots; 2) a General Plan Amendment from Residential 3 to Residential 10; 3) changing the zoning from Residential 3 to Residential 10 District; and 3) issuing 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.	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC260729-07 Brodiaea Avenue				
	Reference: RVC260521-03 Comment Period: N/A Public Hearing: 8/13/2026			
<i>General Land Use (residential, etc.)</i>	The project consists of constructing a three-story mixed-use building with 13 residential units and ground floor commercial space (4,950 square feet). The project is located at 26462 Pacific Street in Highland.	Site Plan	City of Highland	Document reviewed - No comments sent
SBC260715-08 Mixed-Use Planned Development (CUP 25-007, ORA 6-001, and PM 26-001)				
	Comment Period: 7/15/2026 - 7/30/2026 Public Hearing: N/A			

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SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
Plans and Regulations	The project consists of: 1) updating the 1991 Media District Specific Plan which covers a 544-acre area to establish development standards for 9,702 residential units, non-residential uses (3,986,207 square feet), and 400 hotel rooms; and 2) amending the General Plan Land Use Map and zone text in Title 10 of the Burbank Municipal Code. The project is bounded north by the Magnolia Park neighborhood, east by South Keystone Street, south by the Los Angeles River, and west by the Toluca Lake and Toluca Woods neighborhoods in Burbank.	Recirculated Draft Program Environmental Impact Report	City of Burbank	Under review, may submit comments
LAC260715-02 Burbank Media District Specific Plan Update	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/march-2026/lac260211-04-dpeir-burbank-media-district-specific-plan-update.pdf 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/2023/november-2023/LAC231108-06.pdf References: LAC260211-04 and LAC231108-06 Comment Period: 7/11/2026 - 8/21/2026 Public Hearing: N/A			
Plans and Regulations	The project consists of amending the Zoning Ordinance to establish an Overlay Zoning District (263 acres) with three overlay zones (Innovation and Enterprise, Community Core, and Workshop and Entertainment) to accommodate a net increase of 1,032 dwelling units and 259 employees at full buildout by 2050. The project is located in the northern portion of Signal Hill, generally to the north of Willow Street and to the south of Interstate 405.	Notice of Preparation of a Draft Program Environmental Impact Report	City of Signal Hill	Under review, may submit comments
LAC260721-02 Overlay Zoning District	Comment Period: 7/17/2026 - 8/14/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of adopting: 1) the City of Compton 2045 General Plan Update which seeks to establish a comprehensive vision and policies for long-term growth; 2) a Housing Element Update identifying strategies and sites to accommodate housing needs; and 3) the Targeted Zoning Text and Map Amendments to maintain consistency with the General Plan and implement state law. The project applies citywide in Compton. The project also includes three designated AB 617 communities: 1) San Bernardino and Muscoy; 2) Southeast Los Angeles; and 3) Wilmington, Carson, and West Long Beach.	Other	City of Compton	Document reviewed - No comments sent
LAC260722-01 Compton 2045 General Plan Update and Zoning Code Amendments#	Reference: LAC250722-03 Comment Period: 7/21/2026 - 7/28/2026 Public Hearing: 8/12/2026			
<i>Plans and Regulations</i>	The project consists of amending the Mission Viejo Municipal Code Title 9 to implement Housing Element Programs 4 and 13 by establishing a low barrier navigation center overlay zone and an emergency shelter residential overlay zone at various properties along Marguerite Parkway, Crown Valley Parkway, Camino Capistrano, Cabot Road, and Los Alisos Boulevard. The project applies to multiple sites citywide in Mission Viejo.	Other	City of Mission Viejo	Document reviewed - No comments sent
ORC260716-02 General Plan Amendment P-GPA2026-0005, Zoning Map Amendment P-ZC2026-0002, and Development Code Amendment P-DCA2026-0003	Comment Period: N/A Public Hearing: 7/13/2026			
<i>Plans and Regulations</i>	The project consists of : 1) adopting the Cabazon Community Plan and Cabazon Infrastructure Plan across a project area (7,769 acres) to accommodate up to 22,888 new housing units and non-residential uses (49,420,323 square feet) over 30 years; 2) establishing land use designations and development standards; and 3) making improvements to infrastructure pertaining to domestic water supplies, wastewater, flood control, electric power, natural gas, telecommunications, and roadways. The project is located immediately east of the City of Banning in unincorporated Riverside County.	Draft Program Environmental Impact Report	County of Riverside	Under review, may submit comments
RVC260714-07 Cabazon Infrastructure Plan and Cabazon Community Plan Project (GPA No. 01206 and ZR6234)	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/2026/april-2026/rvc260310-02-nop-cabazon-infrastructure-plan-and-cabazon-community-plan-project.pdf Reference: RVC260310-02 Comment Period: 7/9/2026 - 8/21/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of: 1) annexing 313.4 acres into the City of Calimesa via a General Plan Amendment, Pre-Zoning, Zone Text Amendment; 2) issuing two Conditional Use Permits for two existing warehouse buildings; and 3) assigning 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.	Other	City of Calimesa	Document reviewed - No comments sent
RVC260715-07 City of Calimesa Annexation Project	References: RVC260527-02 and RVC260421-05 Comment Period: N/A Public Hearing: 7/20/2026			
<i>Plans and Regulations</i>	The project consists of developing a mixed-use community (173.8 acres) which seeks to: 1) construct 85 dwelling units, a multi-use community center, a private nine-hole golf course, a short-game practice area, and private streets; and 2) amend the General Plan to include land use designations for low density residential (49.3 acres), medium density residential (11.2 acres), mixed use (20.5 acres), and open space recreation (97.8 acres). The project is located east of Monroe Street and west of Jackson Street between 52nd Avenue and 54th Avenue in the unincorporated Vista Santa Rosa community in Riverside County.	Draft Environmental Impact Report	County of Riverside	Document reviewed - No comments sent
RVC260728-04 The Ranch at Madison Specific Plan	Reference: RVC250819-03 Comment Period: 7/27/2026 - 9/10/2026 Public Hearing: N/A			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of three components: 1) amending the Circulation Element of the MoVal 2040 General Plan to update the Goods Movement section per Assembly Bill 98 and Senate Bill 415; 2) adopting a Truck Route Ordinance revising truck route provisions in the Moreno Valley Municipal Code (Chapter 12.36); and 3) adopting an updated Truck Routes Map designating truck routes citywide. The project applies citywide in Moreno Valley.	Other	City of Moreno Valley	Document reviewed - No comments sent
RVC260728-05 PEN26-0058 (General Plan, Municipal Code Amendments, and Truck Routes Map)	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: RVC260610-05; 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: 8/13/2026			

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Plans and Regulations</i>	The project consists of: 1) repealing and re-enacting Chapter 88.03 of the San Bernardino County Code relating to Surface Mining and Land Reclamation for consistency with the Surface Mining and Reclamation Act of 1975; and 2) updating the procedures regarding financial assurances, inspections, idle mines, and violations. The project applies countywide in unincorporated San Bernardino County within the designated AB 617 San Bernardino and Muscoy community.	Other	County of San Bernardino	Document reviewed - No comments sent
SBC260702-05 Surface Mining and Land Reclamation Ordinance Update (PMISC-2026-00029)#				
	Comment Period: N/A			
	Public Hearing: 7/9/2026			

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DRAFT VERSION
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 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	Document reviewed - No comments sent
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

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ACTIVE PROJECTS WITH CONTINUED REVIEW OF ENVIRONMENTAL DOCUMENTS
PREPARED BY OTHER PUBLIC AGENCIES

<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Warehouse & Distribution Centers</i>				
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 https://www.aqmd.gov/docs/default-source/comment-letters/2026/july-2026/rvc260624-02-draft-eir-hemet-logistics-west-project.pdf Comment Period: 6/24/2026 - 8/7/2026 Public Hearing: N/A	Draft Environmental Impact Report	City of Hemet	Comment letter sent on 7/30/2026
<i>Institutional (schools, government, etc.)</i>				
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. https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2026/july-2026/rvc260623-06-draft-mnd-for-beaumont-corporate-yard-project.pdf Comment Period: 6/15/2026 - 7/14/2026 Public Hearing: N/A	Initial Study/Draft Mitigated Negative Declaration	City of Beaumont	Comment letter sent on 7/14/2026

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<u>SOUTH COAST AQMD LOG-IN NUMBER</u>	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>Medical Facility</i>	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	Draft Environmental Impact Report	County of Riverside	Comment letter sent on 7/2/2026
RVC260521-06 RUHS Medical Center Master Plan and Phase I Development Project				
	Comment Period: 5/21/2026 - 7/3/2026 Public Hearing: N/A			

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ATTACHMENT C
PROPOSED AIR PERMIT PROJECTS FOR WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY
Through July 31, 2026

PROJECT PROPONENT/ PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOCUMENT	STATUS	CONSULTANT
Ecobat Resources California Inc. (formerly Quemetco) <u>Quemetco Capacity Upgrade Project</u>	Ecobat Resources California Inc. (formerly Quemetco) is proposing to modify its South Coast AQMD permits (Facility ID: 8547) to allow the facility to recycle more batteries and to eliminate the existing daily idle time of the furnaces. The proposed project will increase the rotary feed drying furnace feed rate limit from 600 to 750 tons per day and increase the amount of total coke material allowed to be processed. In addition, the project will allow the use of petroleum coke in lieu of or in addition to calcined coke and remove one existing emergency diesel-fueled internal combustion engine (ICE) and install two new emergency natural gas-fueled ICEs. The project is located in Los Angeles County at 720 South 7th Avenue in the City of Industry. Reference: State Clearinghouse No. 2018081096	Environmental Impact Report (EIR)	The Draft EIR was released for a 124-day public review and comment period from October 14, 2021 to February 15, 2022 and approximately 200 comment letters were received. South Coast AQMD held two community meetings on November 10, 2021, and February 9, 2022, which presented an overview of the proposed project, the CEQA process, detailed analysis of the potentially significant environmental topic areas, and the existing regulatory safeguards. Response to written comments submitted relative to the Draft EIR and oral comments made at the community meetings are currently being prepared by the consultant. After the Draft EIR public comment and review period closed, Quemetco submitted additional applications for other permit modifications. South Coast AQMD staff is evaluating the effect of these new applications on the EIR process.	Trinity Consultants
Tesoro Refining & Marketing Company, LLC (Tesoro) <u>Marathon Los Angeles Refinery Modernization Projects</u>	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 July 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 Addendum was certified on July 7, 2026.	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: September 4, 2026

AGENDA NO. 28

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee held a hybrid meeting on Friday, August 21, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Larry McCallon,
Committee Chair
Stationary Source Committee

JA:reh

Call to Order

Committee Chair McCallon called the meeting to order at 10:30 a.m.

Roll Call

Committee Members

Present: Vice Chair Larry McCallon, Committee Chair
Chair Michael A. Cacciotti
Board Member Veronica Padilla Campos
Board Member Dr. Cedric Jamie Rutland

Absent: Supervisor Holly J. Mitchell, Committee Vice Chair
Supervisor Curt Hagman

For additional information of the Stationary Source Committee Meeting, please refer to the [Webcast](#).

INFORMATIONAL ITEMS:

1. Update on GO ZERO Pilot Incentive Program

Heather Farr, Planning and Rules Manager, Planning, Rule Development and Implementation, provided an update on the GO ZERO Incentive Program. For additional details, please refer to the [Webcast](#) beginning at 02:20.

The following people commented in support of the program relaunch and suggested more funding for GO ZERO:

Chris Chavez, Coalition for Clean Air;
Fernando Gaytan, Earthjustice;
Alise Brillault, OC Goes Solar;
Michael Rochmas, USGBC-CA;
Kenneth Galbraith, Greenhouse South LA;
Yassi Kavezade, Building Decarbonization Coalition;
Greg Good, Good Strategy;
Kim Orbe, Sierra Club;
Francisco Figueroa, FIME HVAC

Committee Chair McCallon, Chair Cacciotti, Dr. Rutland, and Board Member Padilla-Campos supported the program relaunch. Committee Chair McCallon expressed interest in the program expansion recommendations. Chair Cacciotti, Dr. Rutland, and Board Member Padilla-Campos asked clarifying questions on the small business survey, extent of outreach, solar water heater technology, rent protection, and the application form. Staff committed to providing an update at the September Committee meeting on proposals for the next phase. For additional details, please refer to the [Webcast](#) beginning at 05:57.

2. Update on Proposed Amended Rule 1143 – Consumer Paint Thinners and Multi-Purpose Solvents

Michael Krause, Assistant Deputy Executive Officer, Planning, Rule Development and Implementation, provided an update on Proposed Amended Rule 1143. For additional details, please refer to the [Webcast](#) beginning at 38:24.

There were no comments received from the Board Members or the public.

3. Status Report on regulation XIII – New Source Review

David Ono, Senior Air Quality Engineering Manager, Engineering and Permitting, gave a status report on Regulation XIII, New Source Review (NSR) Equivalency for Calendar Year (CY) 2024. For additional details please refer to the [Webcast](#) beginning at 43:33.

There were no comments received from the Board Members or the public.

WRITTEN REPORTS:

4. Quarterly Permitting Enhancement Program (PEP) Update

The report was acknowledged by the committee.

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

There was no other business to report.

8. Public Comment Period

There were no public comments to report.

9. Next Meeting Date

The next Stationary Source Committee meeting is scheduled for Friday, September 18, 2026.

Adjournment

The meeting was adjourned at 11:19 a.m.

Attachments

1. Attendance Record
2. Quarterly Permitting Enhancement Program (PEP) Update
3. Monthly Update of Staff's Work with U.S. EPA and CARB on New Source Review Issues for the Transition of RECLAIM Facilities to a Command-and-Control Regulatory Program
4. Notice of Violation Penalty Summary

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT STATIONARY SOURCE COMMITTEE

Attendance – August 21, 2026

Councilmember Michael A. Cacciotti South Coast AQMD Board Member
Councilmember Larry McCallon 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

Alise Brillaut OC Goes Solar
Chris Chavez Coalition for Clean Air
Francisco Figueroa FIME HVAC
Kenneth Galbraith Greenhouse South LA
Fernando Gaytan Earthjustice
Greg Good Good Strategy
Yassi Kavezade Building Decarbonization Coalition
Kim Orbe Sierra Club
Michael Rochmes USGBC-CA

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
Carlos Gonzalez South Coast AQMD staff
De Groeneveld South Coast AQMD staff
Anissa Heard-Johnson South Coast AQMD staff
Aaron Katzenstein South Coast AQMD staff
Angela Kim South Coast AQMD staff
Michael Krause South Coast AQMD staff
Howard Lee South Coast AQMD staff
Jason Low South Coast AQMD staff
Terrence Mann 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
Brian Tomasovic South Coast AQMD staff
Mei Wang South Coast AQMD staff
Jillian Wong South Coast AQMD staff
Victor Yip South Coast AQMD staff

Quarterly Permitting Enhancement Program (PEP) Update
South Coast AQMD
Stationary Source Committee – August 21, 2026

Background

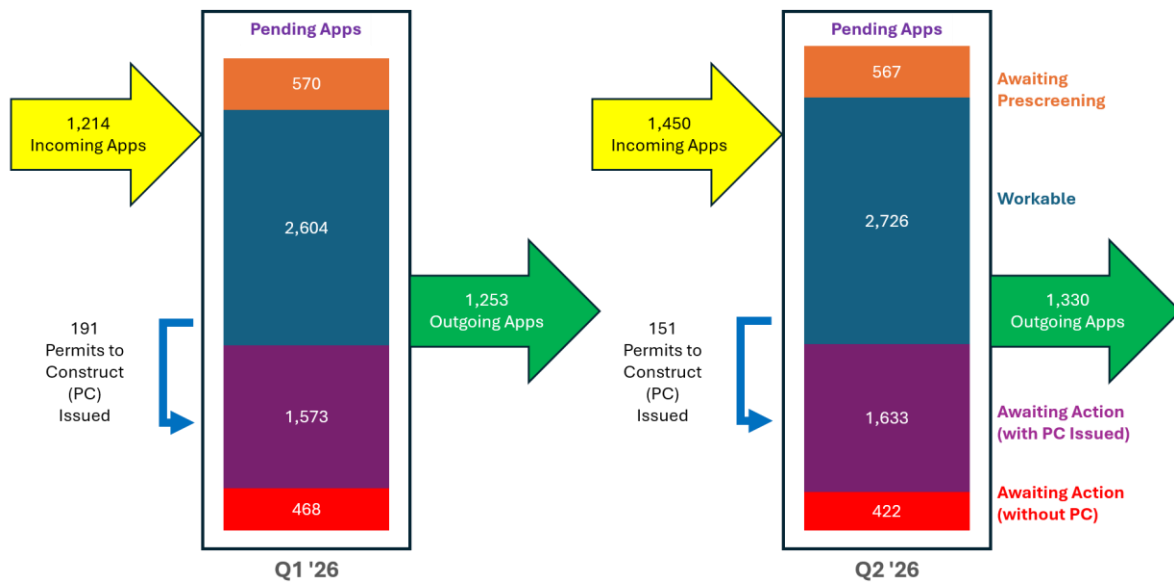
At the February 2, 2024 Board meeting, the Board directed staff to provide updates to the Stationary Source Committee to report progress made under the Permitting Enhancement Program (PEP). The PEP initiative was developed as part of Senator Delgado's priorities as Chair, to enhance the permitting program and improve permitting inventory and timelines. This report provides a summary of the pending permit application inventory, quarterly production, and other PEP related activities.

After September 2025, this report has shifted from monthly report to quarterly reporting.

Summary

Pending Permit Application Inventory

The permitting process consists of a constant stream of incoming applications and outgoing application issuances, rejections, and denials. The remainder of the applications are considered as the pending application inventory. The inventory consists of applications that are being prescreened prior to being accepted, workable applications, and non-workable applications. Non-workable means that staff are unable to proceed with processing an application because it is awaiting actions to address various regulatory requirements or deficiencies. As an example, after staff issues a Permit to Construct to a facility, staff must wait for the facility to construct and test the equipment prior to issuing a final Permit to Operate. Once a final Permit to Operate is issued, the permit application is removed from the pending application inventory. Other examples include facilities that may be in violation of rules and cannot be permitted until a facility achieves compliance, staff awaiting additional information from facilities, or facilities that have not completed the CEQA process for their project. During the life of an application, it may switch several times between being workable and non-workable as actions are taken by facilities and staff. Attachment 1 contains more detailed descriptions of the categories of non-workable permit applications. Figure 1 below provides quarterly snapshots of the pending application inventory from the previous and current quarters.

Figure 1: Application Processing Workflow – First and Second Quarter, 2026

Not reflected in Figure 1 are an additional 172 applications processed through the online permitting system, which did not impact the permit application inventory. Staff have automated the permitting process for certain equipment, allowing staff to focus their efforts on other permit applications.

Outgoing applications (green arrow) plus permits to construct issued (blue arrow) were higher than the number of incoming applications in the first quarter. The usual surge of incoming applications occurred in Q2 2026 due to permitting fee increases on July 1. Staff typically address the surge in Q3 2026. During this time, there is typically a higher number of workable applications.

Table 1 below lists the categories included in Awaiting Action (Non-Workable) for the last quarter. Please note that Table 1 provides a snapshot of data and applications may change status several times before final action. Multiple categories may apply to a single application, so the category totals in Table 1 may exceed the number of applications in Figure 1.

Table 1: Awaiting Action (Non-Workable) Application Category Summary

Awaiting Action (Non-Workable) Categories*	Without PC Issued			With PC Issued		
	Apr 2026	May 2026	June 2026	Apr 2026	May 2026	June 2026
Additional Information from Facility	221	189	182	8	8	6
CEQA Completion	71	71	71	1	1	1
Completion of Construction	-	-	-	1,381	1,426	1,433
Facility Compliance Resolution	56	44	44	-	4	4
Facility Draft Permit Review	9	12	9	-	-	-
Initial Review	7	12	9	-	-	-
Supplemental Review	2	0	0	-	-	-
Fee Payment Resolution	3	3	3	1	1	1
Other Agency Review	24	38	44	-	-	-
Other Facility Action	14	2	4	-	-	-
Other South Coast AQMD Review	-	-	-	-	-	-
Public Notice Completion	4	6	6	-	-	-
Regulatory Review	30	33	41	3	3	3
Source Test Completion	22	25	25	188	186	185

*Please see Attachment 1 for more information on these categories.

The inventory of Awaiting Action applications has steadily increased. Most of the Awaiting Action applications (70 percent) have a Completion of Construction status. Staff must wait for construction of the equipment to be completed prior to moving forward on these applications. Facilities are required to submit extension requests if they do not complete construction and demonstrate compliance in the required Permit to Construct timeframes. For additional detailed information, the past PEP Updates may be accessed in Attachment 2.

At the May 1, 2026 Board meeting, the Board directed staff to include details on older (or “aged”) applications in the inventory. Most applications are acted on within the few months of submittal. A permitting team has been established to act on permit applications with simpler requirements to improve turnaround times, however as shown in Table 1 and Attachment 1, there are several factors that can impact and extend permitting timelines. Permitting timelines are dependent on the complexity and scope of the project, as well as the applicable rules. As part of PEP, staff has embarked on several initiatives to address aged applications. More recently, staff received requests to include progress on modernization efforts, and a new section on PEP modernizations has been added below. Regarding aged applications, staff presented concepts to the Permit Streamlining Task Force in June, and are actively working on defining aged applications and the backlog. Staff anticipate this plan to be finalized later this year.

The rate of incoming applications is unpredictable and is dependent on business demands and the economic climate, as well as South Coast AQMD, state, and federal rule requirements. Maintaining the average production rate of outgoing applications greater than average rate of

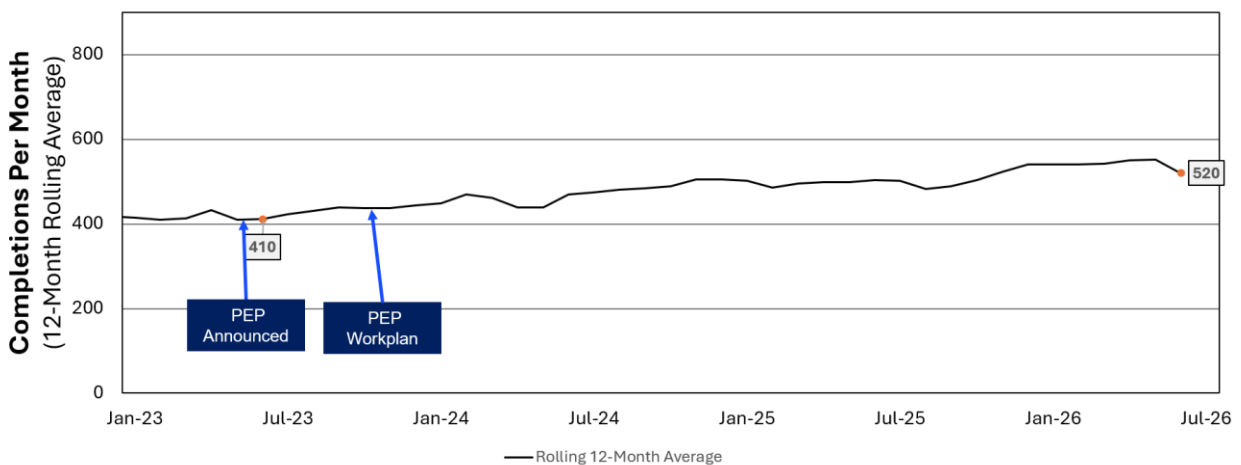
incoming applications is key to reducing the pending application inventory until a manageable working inventory is established.

Maintaining a low vacancy rate with trained and experienced permitting staff is the biggest factor in maintaining high production and reducing the pending application inventory. In addition, data and analysis showed that addressing vacancies at the Senior and Supervising AQ Engineers was vital since these positions are the review and approval stages of the permitting process.

Production

Prior to significant staff retirements, permit production levels in 2020 were typically above 500 completions per month. Prior to PEP implementation, high vacancy rates resulted in decreased permit completions. Lower production rates, nearing 400 completions per month, occurred as the vacancy rate peaked. As the vacancies have been reduced and staff have been trained, production has increased. Figure 2 below shows a rolling 12-month average of application completions.

Figure 2: Application Completions - Rolling 12-Month Average



Production levels under PEP increased as part of the 2024-2025 Fiscal Year goal to increase annual completions by 500 over the 2023 baseline year. Staff continue to monitor completions on a rolling 12-month basis and maintain the new baseline production at or near these levels while refocusing efforts to address aged applications of increasing complexity.

For the most recent 12-month period, the average completion rate was 520 applications per month.

Moving forward, staff continues to address aged applications while maintaining baseline production levels (approximately 500 per month). During this time staff will act on any significant decreases in the 12-month average production that are beyond normal production fluctuation.

Engineering & Permitting (E&P) Vacancy Rate

The E&P vacancy rate at the end of the second quarter increased to 13.1. The minimum target vacancy rate for PEP is 10 percent. When PEP was first announced, the E&P vacancy rate was greater than 20 percent. Despite retirements in Q1 2026, over 90 percent of the AQ Engineer positions are currently filled in E&P. An external AQ Engineer recruitment is concluding and job offers are in progress. AQ Engineer candidates are expected to be fully onboarded in the third quarter of 2026.

A new Senior AQ Engineering Manager was hired in 2Q 2026 to lead the second Waste Management permitting team. Two Senior AQ Engineers were promoted in the Chemical and Refinery teams.

Recruitments for Senior AQ Engineering Manager, Supervising AQ Engineer, and Senior AQ Engineer are in progress, and these positions are expected to be filled in third and fourth quarters.

PEP Modernization Update

Table 2 summarizes Information Management related enhancement activities to modernize the permitting system.

Table 2: Information Management Related Modernization Updates

IM Modernization Initiative	Key Activities	Upcoming Activities
Permit Engineering Portal	- Delivered enhanced system to E&P for second-round user acceptance testing (UAT). - Consolidate and finalize second-round feedback and define the resulting enhancements, development in progress.	Complete development and conduct final UAT.
PAATS (Permit Application Acceptance Tracking System) Legacy System Rewrite	- Continued pre-screening module development, including full reversal and finance integration functionality. - Completed analysis of full legacy system; delivered redesign user stories to E&P for review.	- Complete pre-screening module development; begin UAT. - Work with E&P to review and refine user stories.
Permit Statistics Dashboard	- Completed initial development. - Began first round of user enhancements.	Deploy to production.
Engineering Permitting Intelligent Chatbot (EPIC)	Completed development for expanded scope: full Rule 301 equipment list, previously Rule 219 exemptions only.	Conduct initial UAT and submit for Legal review.

Key Activities

- E&P staff has conducted significant testing on Permit Engineering Portal in Q2 2026 in addition to testing paperless processing systems. Permit production impacts are expected as modernizations are developed.
- Staff hosted a Permit Streamlining Task Force meeting on June 10. Topics included the expedited permitting program, Certified Permitting Professional program, and development of a new workplan.
- Staff hosted a BACT Scientific Review Committee meeting on May 28. BACT Listing presented included Linear Generators, landfill gas sulfur control, and landfill gas flares.
- 3rd Floor Construction commenced at District headquarters which houses the majority of Permitting staff. Critical upgrades to infrastructure are being completed to replace outdated hardware and office components
- E&P staff supported response efforts for the GKN tank incident in Garden Grove, and the Boyle Height Warehouse fire.

Upcoming Events:

- E&P has a division goal of conducting at least six public meetings this fiscal year.
 - The following Permitting Working Group meetings are planned:
 - Updates to Risk Assessment Procedures – August 13, 2026
 - Permit Processing Handbook Chapter on Metal Cutting - September 2026
- Industrial Business Connect August 13 - The event will bring together industrial business owners, managers, and stakeholders from across Los Angeles City Council District 6 to connect with City departments, agencies, and community organizations.
- The New Source Review Final Determination of Equivalency will be presented in August to SSC and September to the Board.
- PEP Update to Governing Board is tentatively scheduled for Q4 2026.

Attachment 1

Explanation of Non-Workable Application Statuses

Workable applications are those applications where staff have the required information to process the permit application.

Non-workable applications are those applications where the application process has been paused while staff are awaiting the resolution of one or more related tasks or where the permit cannot be issued.

Description of Non-Workable/Awaiting Action Terms

Additional Information from Facility

During permit processing staff may need additional information from a facility that was not included in the original permit application package or a change of scope of the proposed project. Additional information may include items regarding materials used in the equipment (such as toxics), equipment information, or other items to perform emission calculations or determine compliance for the proposal in the application.

CEQA Completion

Prior to issuing permits, CEQA requirements are required to be evaluated and completed. South Coast AQMD can either be the Lead Agency that certifies or approves the CEQA document or the Responsible Agency that consults with the Lead Agency (typically a land use agency) on the CEQA document.

Completion of Construction

After a Permit to Construct is issued, the permit application file remains in the pending application inventory. Staff must wait for the facility to complete construction prior to completing other compliance determination steps before the permitting process can continue. Typically, a Permit to Construct is valid for one year, but it may be extended for various reasons if the facility demonstrates they are making increments of progress. For some large projects, construction may take years while the permit application remains in the pending application inventory.

Facility Compliance Resolution

Prior to issuing permits the affected facility must demonstrate compliance with all rules and regulations [Rule 1303(b)(4)]. Prior to the issuance of a Permit to Construct, all major stationary sources that are owned or operated by, controlled by, or under common control in the State of California are subject to emission limitations must demonstrate that they are in compliance or on a schedule for compliance with all applicable emission limitations and standards under the Clean Air Act. [Rule 1303(b)(5)(B)].

Facility Draft Permit Initial Review

If a facility requests to review their draft permit, staff provides the facility a review period prior to proceeding with issuance. During the review period, staff do not perform any additional evaluation until feedback from the facility is received. Some projects include several permits or large facility permit documents which may take substantial time to review.

Facility Draft Permit Supplemental Review

Once staff provides a draft permit to a facility for review, staff is typically ready to proceed with permit issuance based on the proposed draft. If a facility requests revisions to their draft permit, provided additional evaluation is not required, the application continues to be pending until feedback from the facility is resolved. If additional evaluation is required, an additional permit modification application may be required. Some projects include several permits or large facility permit documents which may take substantial time to review. This category was added in May 2025 after experiencing noticeable delays to the permitting process.

Fee Payment Resolution

Prior to issuing permits, all fees must be remitted, including any outstanding fees from associated facility activities including, but not limited to, annual operating and emission fees, modeling or source testing fees, and permit reinstatement fees.

Other Agency Review

The Title V permitting program requires a 45-day review of proposed permitting actions by U.S. EPA prior to many permitting actions. During the review period, staff are unable to proceed with permit issuance. If U.S. EPA has comments or requests additional information, the review stage may add weeks or months to the process before staff can proceed with the project.

For Electricity Generating Facilities (Power Plants), CEC may provide a review of proposed permits prior to issuance.

Other Facility Action

Prior to issuing a permit, a facility may need to take action to address deficiencies or take steps to meet regulatory requirements. This may include acquiring Emission Reduction Credits after staff notifies a facility the project requires emissions to be offset, performing an analysis for Best Available Control Technology requirements, or conducting air dispersion modeling.

Other South Coast AQMD Review

Prior to proceeding with a permit evaluation, permit engineering staff may require assistance and support from other South Coast AQMD departments. For example, IM support for electronic processing due to unique or long-term project considerations or to complete concurrent review of separate phases or integrated processes for multi-phase projects is routinely needed.

Public Notice Completion

There are several South Coast AQMD requirements that may require public noticing and a public participation process prior to permit issuance. Rule 212 and Regulation XXX both detail public noticing thresholds and requirements which include equipment located near schools, high-emitting equipment, equipment above certain health risk thresholds, or significant projects or permit renewals in the Title V program. The public notice period is typically 30 days, and staff are required to respond to all public comments in writing prior to proceeding with the permitting process. Other delays in the public notice process may include delays in distribution of the notice by the facility, incomplete distribution which may require restarting the 30-day period, or requests for extension from the public.

Regulatory Review

Additional regulatory review may be required to address an emerging or unique technology or process that may not have been fully accounted for in the original applicable rule making. Such cases may result in the development of a subsequent regulatory amendment or formal advisory to fully demonstrate compliance prior to permit issuance.

Source Test Completion

Many rules require source testing prior to permit issuance. Source testing is the measurement of actual emissions from a source that may be used to determine compliance with emission limits, or measurements of toxic emissions may be used to perform a health risk assessment. Lab analysis of an air sample is often required as part of the process. The testing is performed by third party contractors who prepare a source test protocol to detail the testing program, and a source test report with the results of the testing and equipment operation. Both the protocol and report need to be reviewed and approved by South Coast AQMD staff.

Attachment 2

Links to Previous PEP Updates

2024

[April 19, 2024](#) – First PEP Update

[May 17, 2024](#)

[June 21, 2024](#)

July 2024 – No Stationary Source Committee meeting

[August 16, 2024](#)

[September 20, 2024 - Canceled](#)

[October 18, 2024](#)

[November 15, 2024](#)

[December 20, 2024](#)

2025

[January 24, 2025](#)

[February 21, 2025](#)

[March 21, 2025](#)

[April 18, 2025](#)

[May 16, 2025](#)

[June 20, 2025](#)

July 2025 – No Stationary Source Committee Meeting

[August 15, 2025](#)

[September 19, 2025](#)

[November 21, 2025](#) – Start of Quarterly Reporting

2026

[February 20, 2026](#)

[May 15, 2026](#)

August 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 August
- 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 (06/01/2026 - 06/30/2026)

Total Penalties

MSPAP Settlement: \$254,713.50

Civil Settlement: \$392,608.80

Total Cash Settlements: \$647,322.30

Total SEP Value: \$0.00

Fiscal Year through 06/30/2026 Cash Total: \$9,114,112.34

Fiscal Year through 06/30/2026 SEP Value Only Total: \$0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
107976	AQHI, INCORPORATED	203,1403, 40 CFR 61.145	06/02/2026	MR	P75778	\$1,500.00
54159	ATHENS SERVICES	402, H&S 41700	06/24/2026	MR	P77862	\$6,470.00
107644	CPPG, INC	1469	06/05/2026	EC	P77568	\$1,500.00
346	FRITO-LAY, INC.	2004, 3002	06/26/2026	NS	P79205	\$5,000.00
204924	GARCIA ST & 7th ST	403	06/02/2026	NW	P79341, P79715	\$15,528.00
11818	HIXSON METAL FINISHING	201, 202, 203, 1469	06/26/2026	SH	P63328, P69180	\$50,000.00
198034	INDUSTRY EAST LAND BLDG 25	2305	06/26/2026	JL	O15501	\$5,000.00
99119	INTERPLASTIC CORP	203, 402, H&S 41700	06/23/2026	NW	P75922	\$86,956.80
206746	KELLWOOD CO	2305	06/03/2026	RM	O15360	\$32,450.00
3093	LA CO., OLIVE VIEW/UCLA MEDICAL CENTER	1134, 1146, 1415, 3002	06/02/2026	JL	P67750, P79260, P79269	\$43,500.00
139668	NALCO COMPANY	402, H&S 41700	06/26/2026	NW	P75924, P75925, P75926	\$7,764.00
205964	NEXT LEVEL APPAREL	2305	06/09/2026	RM	O15363	\$17,500.00
180580	NH ENVIRONMENTAL	1403, 40 CFR 61.145	06/12/2026	JJ	P74600	\$12,490.00

800168	CITY OF PASADENA, DWP	2004, 3002	06/12/2026	SH	P76007, P79923	\$3,500.00
208495	RANKIN SOLUTIONS	402, H&S 41700	06/26/2026	KCM	P64184, P64185	\$2,450.00
204412	REVOLVE CLOTHING	2305	06/26/2026	DH	O15443	\$12,000.00
184301	SENTINEL PEAK RESOURCES CALIFORNIA, LLC	463, 1173	06/02/2026	RM	P80682	\$27,000.00
126498	STEELSCAPE, INC	2012, 2012 APPENDIX A, 3002	06/16/2026	SH	P78923, P78930	\$10,000.00
206835	TAQAH MARITIME TRANSPORTATION CO LTD	1142	06/23/2026	SH	P80362	\$11,000.00
205410	TEST RITE PRODUCTS CORP	2305	06/26/2026	DH	O15441	\$15,000.00
800325	TIDELANDS OIL PRODUCTION CO	1173, 2004	06/02/2026	SH	P80733	\$6,500.00
115184	TILDEN-COIL CONSTRUCTOR INC	403	06/26/2026	SH	P73962	\$1,500.00
182752	TORRANCE LOGISTICS COMPANY LLC	462, 3002	06/16/2026	JL	P69067, P80667	\$18,000.00

Total Civil Settlements: \$392,608.80

MSPAP						
202659	1853 VOLK AVENUE, LONG BEACH	1403	06/03/2026	CR	P75811	\$6,577.00
197673	7-ELEVEN INC. #43181	461, H&S 41960.2	06/16/2026	VB	P82465	\$3,117.00
197660	7-ELEVEN INC. #43211	461, H&S 41960.2	06/16/2026	VB	P82464	\$4,184.00
106793	AGOURA HILLS CAR WASH DELKIND INC.	461	06/02/2026	SW	P65241	\$1,716.00
203895	ALLGIRE GENERAL CONTRACTORS INC	403, 1466	06/26/2026	CL	P67254	\$11,188.00
55129	ALPHA CENTURION	203	06/02/2026	CL	P81538	\$1,144.00
180501	AMERICAN PACIFIC ENTERPRISES GROUP INC.	203, 461, H&S 41960.2	06/02/2026	VB	P82462	\$2,288.00
190089	AMERICAN TIRE DISTRIBUTORS, INC.	203	06/09/2026	LT	P82551	\$1,094.00
206824	AUXIN OPERATIVE LLC	203	06/26/2026	VB	P67139	\$1,094.00
188754	AWRS OF SFV, LLC	203	06/26/2026	CR	P81871	\$994.00
202160	BOOT BARN	2305	06/03/2026	VB	O15429	\$8,360.00
175074	CAMELOT GOLFLAND	461	06/03/2026	VB	P82055	\$2,288.00
111275	CARDINAL HEALTH	2305	06/26/2026	CL	O15593	\$5,000.00
63632	CITY OF RANCHO CUCAMONGA	461	06/26/2026	VB	P78489	\$1,044.00
46159	CREST COATING INC	1147	06/26/2026	VB	P82053	\$2,735.00
199718	DB OIL/MADISON 76	461	06/02/2026	SW	P66578	\$547.00
163100	DELEK ENTERPRISES INC	461, H&S 41960.2	06/09/2026	LT	P65249	\$1,573.50
209862	DOUGWALL CONSTRUCTION, INC.	403	06/12/2026	SW	P74242	\$2,588.00
105761	DUKE SERVICE CENTER	203	06/03/2026	LT	P65247	\$2,388.00
206413	FORWARD AIR	2305	06/26/2026	CR	O15603	\$15,048.00
192851	FPG CALIFORNIA, INC	203	06/26/2026	CL	P76010	\$2,388.00

199213	FUNGYUN LLC	2305	06/26/2026	CL	O15623	\$10,650.00
208140	HANIL ECO SOLUTIONS	203	06/16/2026	SW	P77850	\$776.00
209814	HARBOR FREIGHT USA, INC.	203	06/02/2026	LT	P73731	\$2,188.00
126427	HERC RENTALS INC	461	06/26/2026	VB	P82057	\$1,144.00
191140	HYPONEX CORPORATION	203	06/02/2026	CL	P81374	\$2,288.00
199862	KEYSTONE AUTOMOTIVE INDUSTRIES- FONTANA	2305	06/09/2026	LT	O15629	\$5,000.00
168516	LEISURE GLEN SKILLED NURSING FACILITY	203	06/09/2026	LT	P82257	\$1,094.00
162013	LEXINGTON ENT INC DBA CENTURY CITY 76	461, H&S 41960.2	06/12/2026	CL	P82459	\$2,802.00
57542	LONGO TOYOTA, D LONGO, INC.	203, 461	06/12/2026	LT	P81956	\$4,923.00
126829	LOWE'S HOME IMPROVEMENT WAREHOUSE	203	06/16/2026	SW	P78935	\$1,294.00
171242	MAX CENTRAL CARSON, INC	201, 461	06/02/2026	VB	P70098, P81915	\$2,084.00
191915	MMI SERVICES INC	203	06/12/2026	SW	P81874	\$765.00
128674	MONARCH BEACH RESORT	203	06/16/2026	LT	P80183	\$1,094.00
179847	NEPTUNE LAND LLC	201, 203	06/02/2026	SW	P63583	\$2,188.00
175984	NIBAI INC.	203, 1147, 1153.1	06/16/2026	VB	P69191	\$6,294.00
198940	NORTHGATE DISTRIBUTION CENTER	2305	06/03/2026	CR	O15578	\$11,000.00
207425	NUEVO GAS INC	203, 461	06/26/2026	CR	P66570, P80598	\$4,996.00
209641	ONYX PAVING COMPANY INC	403	06/09/2026	CR	P80439	\$3,882.00
193984	RODEO CLEANERS	203	06/12/2026	VB	P83152	\$1,144.00
161694	ROOM AND BOARD	109, 1171	06/26/2026	CR	P81822	\$2,330.00
172307	SAN FERNANDO POST ACUTE HOSPITAL	203	06/12/2026	CL	P81854	\$3,297.00
197832	SKECHERS NEWHOPE DC	2305	06/26/2026	LT	O15585	\$11,000.00
205336	SMURFIT KAPPA	2305	06/09/2026	VB	O15493	\$19,800.00
196086	SOTO CONCRETE, INC	403	06/12/2026	LT	P79887	\$1,859.00
196305	SOUTHERN CALIFORNIA GRADING	403.1	06/26/2026	CR	P74239	\$2,078.00
209620	SUMMERLAND PARTNERS INC	403	06/12/2026	CR	P73729	\$2,682.00
200163	SUNDANCE SPAS	2305	06/26/2026	CL	O15647	\$11,000.00
114734	SUNSTATE EQUIPMENT CO, LLC	461	06/03/2026	VB	P82054	\$1,144.00
136510	UNITED OIL, RAPID GAS #78	203	06/02/2026	VB	P70095	\$4,576.00
177137	WALMART GROCERY DIST CENTER #6907	203	06/03/2026	SW	P81208	\$1,094.00
189562	WATSON 839	2305	06/26/2026	LT	O15583, O15594, O15634, O15652	\$47,200.00
191927	WILSHIRE CONSTRUCTION LP	1403, 40 CFR 61.145, 40 CFR 61.150	06/03/2026	CR	P79793	\$3,692.00

Total MSPAP Settlements: \$254,713.50

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office

Settlement Penalty Report (07/01/2026 - 07/31/2026)

Total Penalties

Civil Settlement: \$373,896.50

Criminal Settlement: \$10,424.00

Hearing Board Settlement: \$311,292.53

MSPAP Settlement: \$254,208.00

Total Cash Settlements: \$949,821.03

Total SEP Value: \$0.00

Fiscal Year through 07/31/2026 Cash Total: \$949,821.03

Fiscal Year through 07/31/2026 SEP Value Only Total: \$0.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbrs	Total Settlement
Civil						
205768	ACME FURNITURE	2305	07/21/2026	JJ	O15369, O15410	\$60,000.00
180757	ALISO VIEJO PETROLEUM, INC	461	07/07/2026	DH	P70690	\$5,823.00
195812	ARROW CONCRETE CUTTING CO.	403	07/23/2026	KER	P74026	\$1,294.00
202146	BLDG #20	2305	07/07/2026	DH	O15486	\$7,500.00
185600	BRIDGE ENERGY, LLC	1173	07/09/2026	JL	P75697	\$4,200.00
800030	CHEVRON PRODUCTS CO.	1173, 1176, 3002	07/23/2026	NW	P75090, P75091	\$87,668.50
198694	DHL GENESIS SANTA FE SPRINGS	2305	07/14/2026	VB	O15323	\$5,500.00
107696	EMPIRE WEST HOMEOWNERS ASSOCIATION	203	07/21/2026	RM	P50748, P75356	\$30,450.00
206791	HENKEL US OPERATIONS CORP.	2305	07/21/2026	NW	O15457	\$3,500.00
181182	KING MEAT SERVICE, INC.	1146	07/14/2026	EC	P73697	\$1,250.00
800074	CITY OF LOS ANGELES, DWP HAYNES GENERATING STATION	2004, 2012 APPENDIX A, 3002	07/21/2026	SH	P76008, P76009, P81609, P81615	\$9,000.00

6384	COUNTY OF LOS ANGELES., RANCHO LOS AMIGOS	3002	07/01/2026	DH	P67124	\$5,500.00
	NAT. REHAB CTR					
186430	MOHSEN MART 3	461, H&S 41960.2	07/07/2026	CL	P78654, P78662	\$3,279.00
206552	NATIONAL CHRISTMAS PRODUCTS LLC	2305	07/24/2026	NW	O15452	\$3,500.00
171107	PHILLIPS 66 CO/LA REFINERY WILMINGTON PL	1173, 3002	07/10/2026	ND	P67772	\$6,000.00
11435	PQ LLC	2004	07/21/2026	ND	P80421	\$9,912.00
201608	PROMPT APPAREL LA	2305	07/24/2026	GML	O15538	\$11,000.00
4242	SAN DIEGO GAS & ELECTRIC	3002	07/01/2026	JL	P69069	\$20,500.00
174694	TESORO LOGISTICS, CARSON CRUDE TERMINAL	3002	07/23/2026	NW	P78164	\$2,000.00
174703	TESORO LOGISTICS,CARSON PROD TERMINAL	3002	07/23/2026	NW	P75691	\$3,882.00
11119	THE GAS CO./ SEMPRA ENERGY	2004, 2012	07/10/2026	JL	P74612, P79916, P81062	\$7,200.00
207127	THE ORDEN COMPANY, LLC	1403	07/14/2026	SP	P67271	\$20,000.00
207210	UNION PACIFIC RAILROAD CO	403	07/21/2026	GML	P80422, P80424, P80425, P80427, P80428, P80431, P80433	\$38,719.00
201762	UPDIKE DISTRIBUTION LOGISTICS	2305	07/17/2026	JL	O15498	\$22,800.00
200322	WEBER DISTR. LLC, DBA WEBER LOGISTICS	2305	07/10/2026	DH	O15485	\$1,500.00
197811	YECOV SERAZI	1403	07/07/2026	VB	P76234	\$1,919.00

Total Civil Settlements: \$373,896.50

Criminal						
188216	UNIVERSAL CONSTRUCTION	1403, 40 CFR 61.145, 40 CFR 61.150	07/07/2026	CL	P65405, P65406	\$10,424.00

Total Criminal Settlements: \$10,424.00

Hearing Board						
140373	AMERESCO CHIQUITA ENERGY LLC	203, 431.1, 3002	07/16/2026	KER	6143-4	\$2,600.00
119219	CHIQUITA CANYON LLC	431.1, 3002	07/23/2026	KER	6177-4	\$308,692.53

Total Hearing Board Settlements: \$311,292.53

MSPAP						
190853	1133 SOUTH HOPE OWNER, LLC	203	07/21/2026	CR	P67138	\$2,682.00
137742	AMERICAN MEDICAL RESPONSE	203	07/10/2026	LT	P81366	\$1,049.00
209653	BROTHER'S FRAME AND BODY	203	07/10/2026	VB	P73586	\$1,094.00
130030	COLDWATER CHEVRON	461	07/07/2026	VB	P65239	\$1,544.00
210782	COLLEGE OF THE DESERT (ROADRUNNER MOTORS)	403.1	07/24/2026	CR	P74246	\$2,588.00
172250	CORONA FUELING & ELECTRIC, INC	1166	07/07/2026	CL	P82478	\$7,764.00
146617	DESK MAKERS INC.	203	07/21/2026	LT	P81970	\$2,588.00

141029	EAGLE AUTO BODY	109, 203	07/10/2026	CL	P75952	\$3,288.00
71893	GOLDRICH & KEST INDUSTRIES	1403, 40 CFR 61.145	07/07/2026	VB	P67273	\$2,498.00
203234	HIPACKING CORP	2305	07/14/2026	LT	O15234	\$28,600.00
134018	INDUSTRIAL CONTAINER SERVICES-CA LLC	1147	07/07/2026	CL	P74497	\$13,050.00
195535	JACKSONS ENERGY #6843	461, H&S 41960.2	07/24/2026	VB	P82487	\$3,282.00
207940	KB HOME	403	07/10/2026	CL	P81972	\$7,764.00
205935	KB HOME	403	07/24/2026	CR	P81209	\$2,588.00
191715	LA CO. ISD/NETWORK SVCS DIV-OAT NIKE MIC	203	07/10/2026	SW	P79273	\$1,094.00
199685	LW MURRIETA GAS INC	461, H&S 41960.2	07/24/2026	VB	P66594	\$2,789.00
197611	MATTEL DISTRIBUTION FACILITY	2305	07/24/2026	VB	O15550	\$28,600.00
206730	MCKESSON MEDICAL-SURGICAL INC.	2305	07/17/2026	LT	O15552	\$5,000.00
186430	MOHSEN MART 3	461	07/07/2026	CL	P81908	\$1,483.00
189567	MOLLER RETAIL INC	461	07/14/2026	VB	P82474	\$2,735.00
176156	NEW CINGULAR WIRELESS PCS, LLC	203	07/07/2026	VB	P80179	\$2,098.00
186423	ON-TRAC	203	07/21/2026	LT	P78500	\$2,188.00
201354	PACIFIC MOUNTAIN LOGISTICS	2305	07/10/2026	VB	O15494	\$5,000.00
202264	PODS MOVING & STORAGE	2305	07/24/2026	CL	O15264	\$5,000.00
43396	PRESS ENTERPRISES CO	203	07/10/2026	LT	P81381	\$4,376.00
208020	PULTE HOMES TRACT #38434	403	07/21/2026	CR	P74243	\$5,176.00
189330	RIDER LOGISTICS CENTER #3	2305	07/17/2026	LT	SRV2022-00052, SRV2022-00053, SRV2022-00054, SRV2023-00074	\$38,000.00
32757	RIVERSIDE CO., ROAD DEPT	461	07/10/2026	VB	P81382	\$1,641.00
201107	SHEA CENTER ONTARIO	2305	07/10/2026	CL	O15221	\$31,680.00
209511	SIGNAL HILL PETROLEUM	221, 1166	07/17/2026	CL	P82305	\$8,752.00
197838	SKETCHERS LANCE DC	2305	07/17/2026	LT	O15573	\$11,000.00
17181	SOLHEIM LUTHERAN HOME	203, 1470	07/17/2026	CL	P82260	\$2,953.00
194891	SPEEDWAY #4870 (USA)	461, H&S 41960.2	07/24/2026	VB	P65243	\$1,258.00
11604	STREMICKS HERITAGE FOODS LLC	1146	07/14/2026	VB	P66321	\$5,470.00
198964	SUNBELT RENTALS INC PC 1447	461	07/24/2026	CL	P81873	\$572.00
192563	UNITED PACIFIC #0663	461	07/14/2026	SW	P66589	\$3,282.00
195842	UNITED RENTALS	203	07/14/2026	VB	P81564	\$1,094.00
193982	WESTLAKE HARDWARE, INC	201, 203	07/10/2026	LT	P73197	\$2,588.00
Total MSPAP Settlements: \$254,208.00						

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

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions

REGULATION II - PERMITS

Rule 201 Permit to Construct

Rule 202 Temporary Permit to Operate

Rule 203 Permit to Operate

Rule 221 Plans

REGULATION IV - PROHIBITIONS

Rule 402 Nuisance

Rule 403 Fugitive Dust

Rule 403.1 Wind Entrainment of Fugitive Dust

Rule 430 Breakdown Provisions

Rule 431.1 Sulfur Content of Gaseous Fuels

Rule 461 Gasoline Transfer and Dispensing

Rule 462 Organic Liquid Loading

Rule 463 Storage of Organic Liquids

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1134 Emissions of Oxides of Nitrogen from Stationary Gas Turbines

Rule 1142 Marine Tank Vessel Operations

Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

Rule 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 1171 Solvent Cleaning Operations

Rule 1173 Fugitive Emissions of Volatile Organic Compounds

Rule 1176 Sumps and Wastewater Separators

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

REGULATION XIV - TOXICS

Rule 1403	Asbestos Emissions from Demolition/Renovation Activities
Rule 1415	Reduction of Refrigerant Emissions from Stationary Air Conditioning Systems
Rule 1466	Control of Particulate Emissions from Soils with Toxic Air Contaminants
Rule 1469	Hexavalent Chromium Emissions from Chrome Plating and Chromic Acid Anodizing Operations

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004	Requirements
Rule 2012	Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions
Rule 2012	
Appendix A	Protocol 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 (Waiver) Program
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REGULATION XXX - TITLE V PERMITS

Rule 3002	Requirements
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CODE OF FEDERAL REGULATIONS

40 CFR 61.145	Standards for Demolition and Renovation
40 CFR 61.150	Standard for Waste Disposal for Manufacturing, Fabricating, Demolition, Renovation, and Spraying Operations

CALIFORNIA HEALTH AND SAFETY CODE

H&S § 41513	Injunction Against Violations
H&S § 41700	Prohibited Discharges
H&S § 41960.2	Gasoline Vapor Recovery
H&S § 42401	Violation of Order for Abatement
H&S § 42402	Violation of Emission Limitations – Civil Penalty
H&S § 42402.3	Willful and Intentional Emission of Air Contaminant; Penalty

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

REGULATION I - GENERAL PROVISIONS

Rule 109 Recordkeeping for Volatile Organic Compound Emissions

REGULATION II - PERMITS

Rule 201 Permit to Construct

Rule 203 Permit to Operate

Rule 221 Plans

REGULATION IV – PROHIBITIONS

Rule 403 Fugitive Dust

Rule 403.1 Wind Entrainment of Fugitive Dust

Rule 431.1 Sulfur Content of Gaseous Fuels

Rule 461 Gasoline Transfer and Dispensing

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters

Rule 1147 NOx Reductions from Miscellaneous Sources

Rule 1166 Volatile Organic Compound Emissions from Decontamination of Soil

Rule 1173 Fugitive Emissions of Volatile Organic Compounds

Rule 1176 Sumps and Wastewater Separators

REGULATION XIV - TOXICS

Rule 1403 Asbestos Emissions from Demolition/Renovation Activities

Rule 1470 Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements

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

Rule 2012

Appendix A Protocol for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NOx) Emissions

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

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

40 CFR 61.150 Standard for Waste Disposal for Manufacturing, Fabricating, Demolition, Renovation, and Spraying Operations

CALIFORNIA HEALTH AND SAFETY CODE

H&S § 41960.2 Gasoline Vapor Recovery

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 29

REPORT: Technology Committee

SYNOPSIS: The Technology Committee held a hybrid meeting on Friday, August 21, 2026. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Carlos Rodriguez,
Committee Chair
Technology Committee

AK:kr

Call to Order

Committee Chair Carlos Rodriguez called the meeting to order at 12:00 p.m.

Roll Call

Committee Members

Present: Carlos Rodriguez, Committee Chair
Vice Chair Larry McCallon
Supervisor Janet Nguyen
Board Member Veronica Padilla-Campos

Absent: Supervisor Curt Hagman
Mayor Patricia Lock Dawson

For additional details of the Technology Committee Meeting, please refer to the [Webcast](#).

ACTION ITEMS:

1. Issue Program Announcement for Zero-Emission Trucks and Zero-Emission Infrastructure for Year 2026 Warehouse Actions and Investments to Reduce Emissions Mitigation Program

Ian MacMillan, Assistant Deputy Executive Officer, presented on the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Mitigation Program which was established with the adoption of Rule 2305 – Warehouse Indirect Source Rule. One of the compliance options available to warehouse operators under Rule 2305 is to pay mitigation fees. This first year of the WAIRE Mitigation Program is designed to use these fees to incentivize zero-emission Class 4 to 8 trucks, yard trucks, and electric charging or hydrogen fueling infrastructure projects that reduce emissions from warehousing activities. Up to \$73,135,300 in funding will be directed to the areas near warehouses that paid the mitigation fee, which must be spent within the same Source Receptor Area where the fees were collected. These actions are to: 1) issue a Program Announcement to solicit projects under the WAIRE Mitigation Program that reduce emissions from warehousing activities and; 2) reimburse the General Fund up to \$4,570,956 from the Rule 2305 Mitigation Fee Alternate Compliance Special Revenue Fund (86) for administrative costs incurred in implementing the program. For additional details, please refer to the [Webcast](#) beginning at 3:05.

Whitney Amaya, public member, expressed support for the program and appreciation that funding is directed toward communities most impacted by warehousing activities. For additional details, please refer to the [Webcast](#) beginning at 11:06.

Ranji George, public member, expressed concern that the program does not establish a minimum funding allocation for hydrogen projects. For additional details, please refer to the [Webcast](#) beginning at 12:03.

Vice Chair McCallon asked whether the approximately \$73 million available in the first year is expected to decrease in future years. Mr. MacMillan responded that funding may fluctuate and is expected to decline over time as more zero-emission vehicles are deployed and mitigation fee revenues decrease. For additional details, please refer to the [Webcast](#) beginning at 13:35.

Committee Chair Rodriguez asked about potentially including Class 2b and 3 vehicles in future program years. Mr. MacMillan noted that staff would need to ensure funded vehicles are used for warehouse-related activities. Chair Rodriguez recommended that staff monitor the first year and return with recommendations for future inclusion. For additional details, please refer to the [Webcast](#) beginning at 15:10.

Committee Chair Rodriguez asked when the program is expected to launch. Dr. Aaron Katzenstein, Deputy Executive Officer, Technology Advancement Office,

responded that, pending Governing Board approval, the program is expected to open for solicitations in October. For additional details, please refer to the [Webcast](#) beginning at 18:51.

Moved by McCallon; seconded by Padilla-Campos; unanimously approved.

Ayes: McCallon, Nguyen, Padilla-Campos, Rodriguez

Noes: None

Abstain: None

Absent: Hagman, Lock Dawson

2. Issue Program Announcement and Execute Contracts for Proposition 1B – Goods Movement Emission Reduction Program

Krystle Martinez, Program Supervisor, presented that in 2008, \$1 billion in bond funding was authorized under the Proposition 1B – Goods Movement Emission Reduction Program (Prop 1B). The majority of funding under Prop 1B has been allocated; however, funds remain from withdrawn Prop 1B projects. A Program Announcement (PA) is needed to award remaining Prop 1B funds towards locomotive, cargo handling equipment, transport refrigeration unit, and ships at-berth projects. These actions are to: 1) issue and, if necessary, reissue, a PA for locomotive, cargo handling equipment, transport refrigeration unit, and ships at-berth projects under Prop 1B; and 2) authorize the Executive Officer to execute contracts for eligible projects resulting from the PA until all funds are exhausted from the Prop 1B Fund (81) and funds from At-Berth Regulation Remediation Special Revenue Fund (88). For additional details, please refer to the [Webcast](#) beginning at 19:35.

Ranji George, public member, commented that South Coast AQMD should set aside at least 30% for hydrogen projects. For additional details, please refer to the [Webcast](#) beginning at 22:00.

Whitney Amaya, public member, commented that she is encouraged to hear that there is more funding going towards zero emission electric equipment. For additional details, please refer to the [Webcast](#) beginning at 22:55.

Kevin Fairweather, public member, commented regarding amount of time taken for grantee payout and contract closures, stating that the delays create negative impact on relationships with investees. For additional details, please refer to the [Webcast](#) beginning at 23:56.

Christian Tapia, public member, comment in support of funding particularly for shore power. For additional details, please refer to the [Webcast](#) beginning at 25:15.

Alex M., public member, commented in support of funding particularly for shore power. For additional details, please refer to the [Webcast](#) beginning at 26:15.

Moved by McCallon; seconded by Padilla Campos; unanimously approved.

Ayes: McCallon, Nguyen, Padilla-Campos, Rodriguez
Noes: None
Abstain: None
Absent: Hagman, Lock Dawson

Due to concerns that the Committee would lose a quorum, Committee Chair Rodriguez recommended to waive presentations on the Action Items 3, 4, 5 and 6.

3. Recognize Revenue, Execute Contracts for Battery Electric Class 8 Trucks and Charging Infrastructure to Implement INVEST CLEAN and Transfer Funds for ELECTRIC

In September 2024, the Board recognized an award of \$499,997,415 from the U.S. EPA CPRG program titled INVEST CLEAN. Additionally, in January 2025, the Board recognized an award of \$33,898,522 from the U.S. EPA Clean Heavy-Duty Vehicles Grant program titled ELECTRIC. For INVEST CLEAN, the Ports of Los Angeles and Long Beach committed to contributing \$10,000,000 in Clean Truck Fund Rate dollars collected by the ports to support the implementation of a Battery Electric Freight Vehicle Deployment Incentive Program and a Charging Infrastructure Deployment Incentive Program. For ELECTRIC, South Coast AQMD proposed providing a cost share of up to \$3,096,720. These actions are to: 1) execute MOUs with the Cities of Los Angeles and Long Beach acting by and through their respective Boards of Harbor Commissioners to implement INVEST CLEAN; 2) recognize revenue up to \$10,000,000 into the U.S. EPA CPRG Special Revenue Fund (90), upon receipt from the Ports of Los Angeles and Long Beach; 3) execute contracts under INVEST CLEAN in an amount not to exceed \$54,246,495 from the U.S. EPA CPRG Special Revenue Fund (90) with a backup project list in the event of project fall through; and 4) transfer up to \$3,096,720 from Clean Fuels Program Fund (31) to Advanced Technology, Outreach and Education Fund (17) for South Coast AQMD cost-share to implement ELECTRIC.

Moved by Nguyen; seconded by McCallon; unanimously approved.

Ayes: McCallon, Nguyen, Padilla-Campos, Rodriguez
Noes: None
Abstain: None
Absent: Hagman, Lock Dawson

4. Execute Contract to Deploy Class 8 Hydrogen Fuel Cell Drayage Trucks

In June 2023, the Board recognized a \$5 million U.S. EPA FY22 Targeted Airshed Grant award and approved \$800,000 as the cost share from the Clean Fuels Program Fund (31) to partner with Daimler Truck North America, LLC (Daimler Truck) to deploy and demonstrate six Class 8 hydrogen fuel cell trucks. Daimler Truck has since withdrawn from the project. Subsequently, South Coast AQMD staff received

a proposal from Symbio North America (Symbio) to develop and deploy fifteen hydrogen fuel cell drayage trucks with Savage Services Corporation (Savage). Under the proposed project, Symbio will develop the trucks, and Savage will operate them as part of its refinery transport operations in the San Pedro Ports area. Contingent upon U.S. EPA's final award approval, staff recommends the following actions: 1) transfer up to \$400,000 from the Clean Fuels Program Fund (31) to the Advanced Technology, Outreach and Education Fund (17) to increase the cost-share for the additional trucks; and 2) execute a contract with Symbio for \$6,000,000 from the Advanced Technology, Outreach and Education Fund (17) for the deployment of fifteen hydrogen fuel cell drayage trucks.

Ranji George, public member, commented that staff should further engage with additional OEMs beyond those currently proposed. For additional details, please refer to the [Webcast](#) beginning at 30:05

Vice Chair McCallon inquired about the reason for Daimler's withdrawal. Staff responded that the originally proposed Daimler-Cummins partnership did not move forward, resulting in Daimler's withdrawal from the project. For additional details, please refer to the [Webcast](#) beginning at 31:05.

Moved by Nguyen; seconded by McCallon; unanimously approved.

Ayes: McCallon, Nguyen, Padilla-Campos, Rodriguez
Noes: None
Abstain: None
Absent: Hagman, Lock Dawson

5. Execute Contract to Study Durable Fuel Cell Membrane Electrode Assemblies for Heavy-Duty Vehicles

The University of California, Irvine (UCI) proposes to develop, integrate, and validate an advanced fuel cell membrane to improve the durability, efficiency, and operational life of fuel cell stacks for heavy-duty truck applications. Fuel cell membranes are critical components that enable the electrochemical conversion of hydrogen to electricity, and improvements in membrane materials can reduce fuel cell costs as well as increase performance. This action is to execute a contract with UCI to develop and study durable fuel cell membrane electrode assemblies for heavy-duty vehicles in an amount not to exceed \$125,000 from the Clean Fuels Program Fund (31).

Vice Chair McCallon asked about the membrane electrode. Dr. Maryam Hajbabaei, Program Supervisor, explained that the Membrane Electrode Assembly (MEA) is the core component of a fuel cell stack. She noted this study will develop and test a more durable MEA suitable for heavy-duty vehicle applications to help make this technology commercially competitive. For additional details, please refer to the [Webcast](#) beginning at 32:45.

Moved by McCallon; seconded by Nguyen; unanimously approved.

Ayes: McCallon, Nguyen, Padilla-Campos, Rodriguez
Noes: None
Abstain: None
Absent: Hagman, Lock Dawson

6. Approve Additional Funds for Residential Electric Lawn and Garden Equipment Rebate Program

The Residential Electric Lawn and Garden Equipment Rebate Program provides rebates to residents for the purchase of new battery-electric lawn and garden equipment. Since 2017, the program has helped residents replace gasoline-powered equipment with zero-emission alternatives, resulting in emission reductions throughout the South Coast AQMD jurisdiction. In September 2024, the Board approved the addition of \$500,000 and the expansion of the program to include additional equipment categories, including battery-electric leaf blowers, trimmers, chainsaws, and edgers. Continued interest and participation in the program have increased demand for available rebate funding, and program funds are nearly exhausted. Staff recommends allocating up to \$500,000 from the Rule 2202 Air Quality Investment Fund (27) to continue the Residential Electric Lawn and Garden Equipment Rebate Program.

Moved by McCallon; seconded by Nguyen; unanimously approved.

Ayes: McCallon, Nguyen, Padilla-Campos, Rodriguez
Noes: None
Abstain: None
Absent: Hagman, Lock Dawson

OTHER MATTERS:

7. Other Business

No other business.

8. Public Comment Period

Ranji George, public member, expressed his concerns for battery disposal. For additional details, please refer to the [Webcast](#) beginning at 36:05.

9. Next Meeting Date

The next regular Technology Committee meeting is scheduled for Friday, September 18, 2026, at 12:00 p.m.

Adjournment

The meeting adjourned at 12:36 p.m.

Attachment

Attendance Record

ATTACHMENT

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT TECHNOLOGY COMMITTEE MEETING

Attendance Record – August 21, 2026

Councilmember Larry McCallon South Coast AQMD Board Member
Supervisor Janet Nguyen South Coast AQMD Board Member
Board Member Veronica Padilla-Campos South Coast AQMD Board Member
Mayor Carlos Rodriguez South Coast AQMD Board Member

Tom Gross Board Consultant (Dawson)

Whitney Amaya Public Member
Spencer Bienstock Public Member
Capucine Dumont Public Member
Ranji George Public Member
Alex M Public Member
Phoebe Mullen Public Member
Jessica Mendoza Public Member
Marven Norman Public Member
Jesse Shroyer Public Member
Catherin Smith Public Member
Christian Tapia Public Member
Vanessa Rivas Villanueva Public Member

Debra Ashby South Coast AQMD Staff
Dana Bernard South Coast AQMD Staff
Cindy Bustillos South Coast AQMD Staff
Sam Cao South Coast AQMD Staff
David Chen South Coast AQMD Staff
Penny Shaw Cedillo South Coast AQMD Staff
Scott Gallegos South Coast AQMD Staff
Carlos Gonzalez South Coast AQMD Staff
Maryam Hajbabaei South Coast AQMD Staff
Sheri Hanizavareh South Coast AQMD Staff
Eugene Kang South Coast AQMD Staff
Aaron Katzenstein South Coast AQMD Staff
Angela Kim South Coast AQMD Staff
Mikaela Lim South Coast AQMD Staff
Alicia Lizarraga South Coast AQMD Staff
Krystle Martinez South Coast AQMD Staff
Ian MacMillan South Coast AQMD Staff
Ghislain Muberwa South Coast AQMD Staff
Susan Nakamura South Coast AQMD Staff

Wayne Natri	South Coast AQMD Staff
Vasileios Papapostolou	South Coast AQMD Staff
Cynthia Ravenstein	South Coast AQMD Staff
Sarah Rees	South Coast AQMD Staff
Kristin Remy	South Coast AQMD Staff
Annie Shin	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

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 30

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: The Mobile Source Air Pollution Reduction Review Committee held a hybrid meeting on Thursday, August 20, 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 South Pasadena, Contract #MS24002 to procure zero-emission police vehicles and infrastructure, approval of a thirteen-month term extension with the condition that the City provide documentation confirming the selection of an installation contractor by February 26, 2027.

Disability Accommodation Procedure

Senate Bill 707, signed into law by Governor Newsom, amends the Ralph M. Brown Act, placing new duties upon legislative bodies with respect to open meetings. Pursuant to SB 707, legislative bodies must implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for members with disabilities. The MSRC considered and adopted a Disability Accommodations Procedure to resolve requests for disability accommodation.

Zero-Emission Infrastructure MOUs with Port of Long Beach (POLB) and Port of Los Angeles (POLA)

In June 2026, the MSRC approved modifications to the POLB MOU to change the description of work. The modified MOU was considered and approved by the South

Coast AQMD Board on August 7, 2026. To effectuate the project impacted by the modifications, it was necessary to authorize a modified award from the funds being conveyed by POLB and POLA. The MSRC approved a modified contract award to 4 Gen Logistics for installation of heavy-duty recharging infrastructure at locations in Rialto and Long Beach, substituting a total of 20 megawatt charging system chargers distributed between the two sites instead of the original total of 46 combined charging system chargers, with funds from POLA/POLB EVSE Infrastructure Projects Special Revenue Fund (92), conditioned on execution of the modified POLB MOU. Advances in charging technology allow fewer megawatt charging system units to deliver greater overall capacity than the original combined charging system chargers, enabling both sites to charge more trucks each day despite having fewer chargers. There would be no change to the total funding award amount of \$7,876,168.

Proposed Agreement with California Energy Commission

In November 2024, the MSRC approved a \$6,000,000 award to the California Energy Commission (CEC) for partnership on the West Coast Truck Charging and Fueling Corridor Project. The agreement has not yet been executed but the MSRC Contracts Administrator anticipates that this will occur by the end of the month.

Development of RFP for Hosting and Maintenance of MSRC Website

Contract #MS27003 with Exemplifi for hosting and maintenance of the MSRC's website will expire on June 11, 2027, with an option for a two-year contract term extension. As additional time is needed to assess Exemplifi's performance, there would not be adequate time to accommodate a selection process if the MSRC should decide against exercising the option. The MSRC authorized development of a new RFP for website hosting and maintenance services.

De-Obligation of Funding Awards to Enevate and Evolectric

Partnering with South Coast AQMD, in November 2024 MSRC approved awards of \$250,000 each to Enevate and Evolectric for development and demonstration of a fast-charging battery pack. Enevate's management changes and equipment status halted progress, and because Evolectric's battery installation activities depended on Enevate's battery development, it is unlikely that these projects will proceed. As a result, contracts have not yet been executed and South Coast AQMD will no longer be providing funding to the project. The MSRC approved de-obligation of the funding awards.

Zero-Emission Transit Bus Incentive Program

The MSRC's Zero-Emission Transit Bus Incentive Program allocated up to \$25,000,000 to help public transit agencies in the South Coast AQMD region accelerate compliance with CARB's Innovative Clean Transit (ICT) regulation. The Program offered incentives up to \$100,000 per bus for Class 4-6 zero-emission transit buses and up to \$400,000 per bus for Class 7-8 zero-emission transit buses, as well as up to \$50,000 per charger. Baseline awards were capped at \$3,000,000 for large transit agencies and \$1,000,000 for small transit agencies, as defined by the ICT regulation, with requests

above these limits placed on a backup list. Twelve applications were received prior to the submission deadline and were found to meet the program requirements. The MSRC approved 12 awards totaling \$25,000,000 as part of approval of the FYs 2024-27 Work Program for the following entities:

- a. A contract with the City of Pasadena in an amount not to exceed \$750,000 for the purchase of five Class 4-6 zero-emission transit buses and the installation of five EV chargers;
- b. A contract with the City of Santa Monica in an amount not to exceed \$3,000,000 for the purchase of nine Class 7-8 zero-emission transit buses;
- c. A contract with the City of Santa Clarita in an amount not to exceed \$1,200,000 for the purchase of three Class 7-8 zero-emission transit buses;
- d. A contract with the City of Riverside in an amount not to exceed \$100,000 for the purchase of one Class 4-6 zero-emission transit bus;
- e. A contract with the City of Laguna Beach in an amount not to exceed \$250,000 for the purchase of two Class 4-6 zero-emission transit buses and the installation of two EV chargers;
- f. A contract with the Riverside Transit Agency in an amount not to exceed \$2,800,000 for the purchase of seven Class 7-8 zero-emission transit buses;
- g. A contract with the City of Norwalk in an amount not to exceed \$800,000 for the purchase of two Class 7-8 zero-emission transit buses;
- h. A contract with the Los Angeles County Metropolitan Transportation Agency in an amount not to exceed \$10,806,750 for the purchase of 220 Class 7-8 zero-emission transit buses;
- i. A contract with the City of Los Angeles in an amount not to exceed \$3,000,000 for the purchase of 15 Class 7-8 zero-emission transit buses;
- j. A contract with the City of Glendale in an amount not to exceed \$1,000,000 for the purchase of three Class 7-8 zero-emission transit buses;
- k. A contract with the City of South Gate in an amount not to exceed \$293,250 for the purchase of three Class 4-6 zero-emission transit buses and the installation of three EV chargers; and
- l. A contract with Sunline Transit Agency in an amount not to exceed \$1,000,000 for the purchase of four Class 7-8 zero-emission transit buses.

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 May 28, 2026 through July 29, 2026 is attached.

Attachments

1. Minutes of May 21, 2026 MSRC Meeting
2. May 28, 2026 through July 29, 2026 Contracts Administrator's Report



MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, MAY 21, 2026 MEETING MINUTES
21865 Copley Drive, Diamond, Bar, CA 91765

MEMBERS PRESENT:

(Chair) Larry McCallon, representing San Bernardino County Transportation Authority (SBCTA)
(Vice-Chair) Brian Berkson, representing Riverside County Transportation Commission (RCTC)
Michael Cacciotti, representing South Coast Air Quality Management District
Mark Henderson, representing Southern California Association of Governments (SCAG)
Patrick Harper, representing Orange County Transportation Authority (OCTA)
Rena Lum (Alt.), representing Los Angeles County Metropolitan Transportation Authority (LA Metro)
William Robertson, representing California Air Resources Board (CARB)

MSRC-TAC MEMBERS PRESENT:

Adrian Cardoso, OCTA
Lijin Sun, SCAG

OTHERS PRESENT:

Lauren Dunlap
Michael Litschi, representing Metrolink
Sam Emmersen, representing Better World Group

SOUTH COAST AQMD STAFF & CONTRACTORS PRESENT:

Aaron Katzenstein, Deputy Executive Officer
Alberto Silva, Senior Information Technology Specialist
Cristina Lopez, Sr. Public Affairs Specialist
Cynthia Ravenstein, MSRC Contracts Administrator
Daphne Hsu, Principal Deputy District Counsel
Darren Ha, Program Supervisor
Karen Sandoval, Budget & Grants Manager
Jessica Sosa, Contracts Assistant
Jose Zavala, Board Assistant
Lane Garcia, Program Supervisor
Leticia Ramirez, MSRC Contracts Assistant
Maria Allen, Administrative Assistant
Marjorie Eaton, Administrative Assistant

Paul Macias, Air Quality Specialist
Ray Gorski, MSRC Technical Advisor-Contractor

CALL TO ORDER

- Chair McCallon called the meeting to order at 2:00 p.m.
- Roll call was taken at the start of the meeting.
- Election of Chair and Vice-Chair of MSRC
MSRC Member Patrick Harper made a nomination and MSRC Member Cacciotti seconded the nomination of Larry McCallon for Chair and Brian Berkson for Vice-Chair. Both members were elected to those respective positions.
- Status Report
Cynthia Ravenstein gave a status report on the Contracts Administrator's Report. The recent update to the MSRC contract's administrative report provided a detailed overview of ongoing contract activities, current challenges, and upcoming decisions. This report aims to facilitate discussion and provide clarity on contract statuses, particularly in areas requiring attention or action in the near term.
- Contracts of Concern:
The report focuses on contracts that present challenges or which may require decisions in the near term:
 - LA County Metropolitan Transportation Authority contract:
 - This contract is on the agenda for discussion in the current meeting.
 - City of Mission Viejo contract:
 - The EV charger installations are approaching their milestone deadline. The City believes it can meet the deadline, however it has submitted a request for an extension as a precaution.
 - Pilot Travel Center contract:
 - This contract is already executed and involves a partnership with the South Coast AQMD.
 - Initially, co-funding was expected through the Carl Moyer program, but the partner now seeks to change the co-funding source to another grant, requiring committee approval.
 - Three contracts not yet executed:
 - Funding for these projects has been reserved for varying durations without execution.
 - The MSRC staff will bring these contracts forward soon, possibly as early as next month, to decide whether to maintain reservation of funds.

Chair Larry McCallon commented that the new format provides substantial information while eliminating unnecessary or irrelevant details. He explained that there is a significant concern about financial resources being locked in stagnant projects, highlighting that nearly \$8 million is currently committed to contracts associated with projects that are not progressing.

Vice Chair Brian Berkson commented on the efficient utilization of financial resources allocated for environmental emissions reduction. The discussion centered on concerns that funds intended for emissions mitigation may remain inactive or underutilized for extended periods, such as being left idle for a decade or more. Therefore, Mr. Berkson advocates prompt reallocation or redistribution of financial resources once existing contracts expire, instead of allowing money to remain unused.

Further, Mr. Berkson indicated a shift among committee members who increasingly support cutting contracts loose to free up funds. He suggested reviewing contracts as they expire, terminating or not renewing them if necessary, and reallocating the freed funds toward other projects.

MSRC Member Patrick Harper expressed liking the new format.

MSRC Member Michael Cacciotti, Ms. Ravenstein and Aaron Katzenstein, Deputy Executive Officer, discussed Evolectric and Enevate, primarily focusing on battery pack innovation for medium-duty electric vehicles. A site visit to Evolectric's factory at Rio Hondo revealed the conversion of medium-duty vehicles and ongoing plans to integrate and demonstrate battery packs with fast charging technology. However, these initiatives face significant challenges related to Enevate, a company involved in developing the battery packs, which now appears to be ceasing operations.

- Chair McCallon asked for disclosures.

Item No. 6 – MSRC Member Mark Henderson does not have a financial interest in Item No. 6 but is required to identify for the record that he is the Mayor Pro Tem for the City of Gardena, which may be affected by this item.

Item Nos. 5 and 6 – MSRC Vice Chair Brian Berkson said he does not have a financial interest in Item No. 5 but is required to identify for the record that he is the Vice Chair of the Board of Directors for the Southern California Regional Rail Authority (Metrolink), which is involved in this item. Also, for Item No. 6, Brian Berkson said he does not have a financial interest in Item No. 6 but is required to identify for the record that he is the Mayor of the City of Jurupa Valley and a Member of the Board of Directors for the Riverside Transit Agency, which may be affected by this item.

Item Nos. 4 and 6 – MSRC Member Michael Cacciotti said he does not have a financial interest in Item No. 4 but is required to identify for the record that he is the Chair of the Governing Board of South Coast Air Quality Management District, which is involved in this item. Also, for Item No. 6, Michael Cacciotti said he does not have a financial interest in Item No. 6 but is required to identify for the record that he is the Chair of the Governing Board of the South Coast Air Quality Management District and a Councilmember for the City of South Pasadena, which may be affected by this item.

Item No. 6 – MSRC Member Patrick Harper said he does not have a financial interest in Item No. 6 but is required to identify for the record that he is a Member of the Board of Directors of the Orange County Transportation Authority and a Councilmember for the City of Fountain Valley, which may be affected by this item.

Item Nos. 3 and 6 – MSRC Alternate Member Rena Lum said she does not have a financial interest in Item Nos. 3 and 6 but is required to identify for the record that she is an employee of the Los Angeles County Metropolitan Transportation Authority, which is involved in these items.

Item No. 6 – MSRC Member William Robertson said he must recuse himself from participation in Item No. 6 because of a financial interest in his employment with the California Air Resources Board, which is involved in this item.

Item Nos. 4, 5 and 6 – MSRC Chair Larry McCallon said he does not have a financial interest in Item No. 4 but is required to identify for the record that he is a Board Member of the Governing Board for the South Coast Air Quality Management District, which is involved in this item. Also, for Item No. 5, Chair McCallon said he does not have a financial interest in Item No. 5 but is required to identify for the record that he is a Member of the Board of Directors of the Southern California Regional Rail Authority (Metrolink), which may be affected by this item. Also, for Item No. 6, Chair McCallon said he does not have a financial interest in Item No. 6 but is required to identify for the record that he is a Board Member of the Governing Board for the South Coast Air Quality Management District, an Alternate Board Member of Omnitrans, and a Councilmember of the City of Highland, which may be affected by this item.

- Chair McCallon asked for public comment on the Consent Calendar Items Nos. 1 and 2
- No public comment.

CONSENT ITEMS (Items 1 and 2)

1. Minutes of April 16, 2026 MSRC Meeting

April 16, 2026, MSRC meeting minutes were included in the agenda package.

Moved by Cacciotti; seconded by Harper; under approval of Consent Calendar Items #1 and 2, item unanimously approved.

Ayes: Cacciotti, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Staff will include the MSRC minutes with the MSRC Committee Report for the June 2026 South Coast AQMD Board Meeting.

2. Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for April 2026 was included in the agenda package.

Moved by Cacciotti; seconded by Harper; under approval of Consent Calendar Items #1 and 2, item unanimously approved.

Ayes: Cacciotti, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: No action necessary.

ACTION CALENDAR (Items 3 through 6)

FY 2012-14 Work Program

3. Consider Modified Scope and Payment Schedule by Los Angeles County Metropolitan Transportation Authority (LA Metro), Contract #MS14057 (\$1,250,000 – Implement Signal Synchronization Projects)

Cynthia Ravenstein, MSRC Contracts Administrator, presented that in 2014, the MSRC awarded a contract worth \$1.25 million to LA Metro for conducting several signal synchronization projects. The contract was comprised of three projects, with one project further divided into two parts. This contract has been extended three times, but the latest extension explicitly prohibits any further extensions. The current contract is set to terminate on October 31, 2026.

Project Status and Billing

- LA Metro has completed two of the three projects entirely.
- Despite progress, LA Metro has not yet billed MSRC for any completed work, although payments could have been requested.
- The second part of the Gateway Cities Corridors project, specifically, is at risk of not being completed on schedule if any delays occur.
- Due to the contract clause disallowing extensions and the uncertainty about the completion of the second part, LA Metro has requested a modification to split the

Gateway Cities project into two separate projects to facilitate reimbursement for completed portions.

Recommendation

- The MSRC Technical Advisory Committee (TAC) reviewed LA Metro's request.
- Both the TAC and the MSRC Contracts Administrator recommended approving the contract modification.
- The proposal suggested dividing the project into:
 - South Street project with a budget of \$224,000
 - Washington Boulevard project with a budget of \$336,900
- This modification is recommended as a precautionary measure to enable payment for completed work should the incomplete portion remain unfinished.

MSRC Member Patrick Harper asked why it took so long. Ms. Ravenstein answered that they've had various issues along the way regarding coordination with all the different parties, including Caltrans.

No public comment.

Moved by Cacciotti for staff's recommendation; seconded by Robertson; item unanimously approved.

Ayes: Cacciotti, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: This contract will be modified accordingly.

4. Update and Consider Next Steps for Partnership with Penske Truck Leasing Under the South Coast AQMD Carl Moyer Program

Cynthia Ravenstein, MSRC Contracts Administrator, presented that the MSRC partnered with Penske Truck Leasing to seek funding under the South Coast Air Quality Management District Carl Moyer Program and Community Air Protection Program for installing electric vehicle (EV) charging infrastructure across multiple locations. Some project locations were awarded funds, others were placed on a backup list, and one location was not recommended for an award.

Four locations initially received awards under the Carl Moyer Program. However, since awarded, only one location in Vernon, California, is ready to proceed with the project utilizing the allocated funds of \$324,088. The other three locations with awards are no longer moving forward.

A location in Los Angeles remains on the Carl Moyer backup list. The MSRC has

maintained an allocation of \$26,044 for this site due to continued interest from Penske and ongoing conversations with South Coast AQMD.

Initially, nearly \$5 million was reserved as a contingency to cover possible undervaluation in Penske's cost estimates for each location. However, with only one location advancing and limited commitment from others, the MSRC staff recommended releasing this contingency fund.

MSRC Contracts Administrator and MSRC-TAC recommended approval.

No public comment.

Moved by Cacciotti; seconded by BHenderson; item unanimously approved.

Ayes: Cacciotti, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Award will be modified accordingly.

5. Consider Request for Southern California Regional Rail Authority (Metrolink) to Support Supplemental Regional Rail Service for the 2028 Olympic and Paralympic Games

Ray Gorski, MSRC Technical Advisor, presented that the Southern California Regional Rail Authority (SCRA), known as Metrolink, submitted an unsolicited funding proposal requesting \$12.5 million from the MSRC to enhance its services in preparation for the Los Angeles 2028 Olympics and Paralympics (LA-28). This proposal aims to increase transportation capacity and improve operational support during the major international event.

Key points include:

- The proposal is outside of the regular Work Program development process
- The funding request specifically targets additional service and support needs for the LA-28 Olympic and Paralympic Games, anticipating a surge in transportation demand.
- Mr. Gorski continued with an illustrative chart from Metrolink's proposal. Many event and other official spaces are relatively near to the line that Metrolink operates on, and they coordinate between Metrolink and other public transit services to make the LA-28 Games a car-free event.

Mr. Gorski continued that the San Bernardino, Orange County, 91 Perris, and Antelope Valley lines would be enhanced for a specific seven-week event period spanning from July 2027 through August 2028 under this proposal. The chart illustrates the two points on each line that the additional service would operate between, primarily Union Station and the noted endpoint. The real upgrade to this system would be the frequency and duration of the lines operating, from 5 a.m. to midnight on weekdays, from 7 a.m. to midnight on weekends. The enhancements would also increase train capacity by adding additional cars,

and they'd also be making operational improvements to both the lines and the stations to improve the experience of the individuals that are participating and/or visiting the LA-28 games.

Michael Litschi, Director of Special Projects of Metrolink, addressed the committee. He presented a detailed overview of transportation funding and planning efforts related to the upcoming 2028 Games, focusing primarily on the role of Metrolink and regional transit agencies like LA Metro. He emphasized the importance of securing and supplementing transit funding to meet the anticipated surge in transportation demand during the event, while maintaining regular service for existing riders.

Chair McCallon added that in his view, any federal funds received will be used for security efforts.

MSRC Member Patrick Harper inquired about the total budget expectation for additional services related to the Olympics. Mr. Litschi explained that the top funding scenario, approximated at \$200 million, represents the upper limit of service capacity in terms of train frequency and operational hours that can be reliably delivered.

Two additional scenarios consider lower funding levels, addressing the reality of constrained budgets. One of the key considerations in these scenarios is whether federal funding supplements can partially or fully bridge gaps in funding, thereby either increasing service beyond baseline levels or ensuring minimum service levels aligned with event timings.

Mr. Harper asked besides federal and MSRC, what other sources of funding are available? Mr. Litschi discussed the funding challenges and strategic planning related to the expansion of Metrolink's transit services for the upcoming Olympic Games, highlighting the current financial landscape, potential funding sources, and the operational implications of uncertain funding. The main theme centers around the difficulty of securing adequate additional resources to expand service despite the anticipated surge in transportation demand. Mr. Harper suggested that if the MSRC is going to contribute to this fund, the South Coast AQMD should as well.

MSRC Member William Robertson acknowledged the broad benefits of public transportation but raised concerns about the environmental impact, cost-effectiveness, and long-term benefits of the proposed funding approach.

Chair McCallon discussed the current state of the Metrolink fleet, focusing on the type of engines used, fuel sources, and considerations related to emissions and service provision.

Dr. Robertson reflected on his personal experience with rail travel, expressing a favorable attitude toward trains and transit but raised concerns about the depth and quality of current transportation analyses. Specifically, he highlighted uncertainties around environmental and operational assumptions embedded in transit modeling, such as the use of Tier 2

locomotives or the emissions control technology on buses. Additionally, the complexity of traffic demand modeling and its implications for understanding congestion impacts remain unresolved.

Vice-Chair Brian Berkson discussed funding allocation for public transportation infrastructure and specific transit initiatives, emphasizing the role of subsidies and the environmental benefits of mass transit options such as Metrolink trains.

MSRC Member Mark Henderson's discussion focused on the allocation of funding, specifically operational costs, related to transportation services in preparation for the upcoming Paralympics and LA 28 Games. He emphasized concerns about expanding financial support beyond the mission scope of the MSRC. He stressed that while the MSRC's primary mission is to support hardware investments and infrastructure projects that reduce emissions, offering operational cost support could set a precedent that other transportation agencies might expect or demand.

Chair McCallon discussed the funding challenges and subsidy realities in the context of transportation systems, particularly focusing on the operations and financial constraints of Metrolink and related transit authorities.

Mr. Harper discussed funding allocation, specifically relating to Olympic funding and its potential use by various agencies, within the context of public transportation or clean air initiatives. The dialogue outlined concerns about equitable distribution, multi-agency participation, and the adequacy of the proposed budget to cover service tiers.

Mr. Litschi's discussion centered around funding allocation and service expansion plans related to enhancing train service during the Olympics, specifically focusing on connecting underserved areas and facilitating access to event locations. He highlighted that the current \$12.5 million request, together with an additional \$4 million already granted from the MSRC through Metro, would amount to \$16.5 million. This amount is considered sufficient to cover what is described as the lowest tier of service expansion along the service lines, enabling an increase in the number of trains available during the event period.

Dr. Robertson's discussion centered on two primary themes: the urgency of decision-making regarding a proposed operational or rolling stock plan and the need for detailed information about temporary acquisition strategies to increase capacity in the transit fleet. He supported Member Harper's suggestion to build as much consensus as possible before proceeding, emphasizing the importance of aligning schedules and securing broad backing from involved parties. The current proposal acknowledged the collaborative efforts among various stakeholders, including the agency itself, the state, Metrolink, the airport authorities, and the AQMD—to develop a clean, environmentally friendly fleet.

MSRC Member Michael Cacciotti's discussion concerned transportation planning, funding, and logistics related to special event services such as the Olympics. His conversation

revealed considerations around budget constraints, service frequency, last-mile connectivity, and the need for detailed planning before committing financial resources.

Mr. Litschi outlined considerations regarding the scheduling and operational lead times for implementing service changes related to the project associated with upcoming games. He emphasized the flexibility of timing compared to capital projects but highlighted the necessity of internal deadlines and planning to ensure adequate preparation, especially concerning contractor notification and resource allocation.

Mr. Cacciotti asked where the additional locomotives come from. Mr. Litschi answered with key aspects of Metrolink's current service plan, fleet management, fuel usage, and ongoing rehabilitation efforts. The information reflected Metrolink's operational and maintenance strategies, relevant environmental considerations, and details concerning their rolling stock.

Mr. Cacciotti, Chair McCallon, Mr. Harper and Michael Litschi had a detailed discussion focused on public transit operations, funding considerations, equipment standards, ridership trends, and policy issues surrounding unsolicited proposals, particularly in the context of emission reduction initiatives. The dialogue highlighted challenges and decisions related to asset management, the use of renewable diesel fuel and engine tiers, ridership recovery post-COVID-19, funding allocations including Olympic funding, and the absence of a formal policy on unsolicited proposals.

MSRC Member Mark Henderson proposed a procedural delay and the establishment of guidelines regarding the handling of funding and proposals related to the Olympic 2028 event.

No public comment.

Moved by Henderson to table agenda item for additional detailed information; seconded by Cacciotti; item unanimously approved the motion to table the item.

Ayes: Cacciotti, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: This item will be revisited at a future MSRC meeting.

6 . MSRC Work Program Development Updates

MSRC Member William Robertson recused himself from Item No. 6 and left the conference room.

Daphne Hsu, Principal Deputy District Counsel suggested if Metrolink is going to be discussed in Item No. 6 disclosures be provided.

Chair McCallon said he does not have a financial interest in Item No. 6 but is required to identify for the record that he is a Member of the Board of Directors of the Southern California Regional Rail Authority (Metrolink), which may be affected by this item.

Vice Chair Berkson said he does not have a financial interest in Item No. 6 but is required to identify for the record that he is the Vice Chair of the Board of Directors for the Southern California Regional Rail Authority (Metrolink), which may be involved in this item.

Ray Gorski presented this item focusing on decisions related to the allocation of currently unallocated Discretionary Funds managed by the MSRC. He acknowledged prior conversations on this matter over recent months. The committee may act in the present meeting or request further information to support future decisions.

Mr. Gorski encouraged action if deemed necessary but also clarified that staff members will provide comments reflecting their current evaluation or weighting of the incomplete information. These evaluations could significantly influence the decision-making process.

Mr. Gorski reported that the current available funding balance is approximately \$54.1 million. He outlined potential funding allocation strategies for the MSRC. The approach categorized proposed expenditures into three main groups, or “bins,” each representing distinct types of opportunities aimed at reducing emissions and supporting zero-emission vehicle infrastructure and programs.

Bin 1: Current Solicitations

- These are active funding solicitations that are already open and may be oversubscribed. Additional MSRC funds could expand these existing programs by funding projects on the backup or waitlist.
- Zero Emission Transit Bus Incentive Program: Provides incentives for purchasing or deploying zero-emission transit buses.
- EV Infrastructure Resiliency Program: Supports resilient electric vehicle (EV) charging infrastructure.

Bin 2: Partnerships with South Coast AQMD

- Description: Approximately \$5 million for partnering with South Coast AQMD on the Transportation Electrification for Municipalities (TEAM) program through unsolicited proposals for new projects involving heavy-duty, zero-emission technology.

Bin 3: New MSRC Programs

- LA-28 Olympics Transportation Support: Programs aimed at supporting sustainable transportation infrastructure and operations during the 2028 Los Angeles Olympic Games.
- Local Government Support for CARB Advanced Clean Fleet Regulation: Assistance for local governments to comply with CARB’s regulation mandating fleet emissions reductions under the Advanced Clean Fleet (ACF) regulation.

- Subprogram for Public Agencies: Support for the deployment of zero emission charging and refueling equipment to public agencies, enabling compliance with ACF requirements.

Mr. Gorski continued with a detailed explanation of each of the three Bins:

Current Solicitations - Bin 1

The Zero Emission Transit Bus Incentive Program is a targeted funding initiative designed to support transit bus-related projects. The program has a clearly defined deadline and a specified funding cap.

The EV Infrastructure Resiliency Program is currently open for submissions with a closing date on June 2nd. This program involves a targeted funding amount of \$30 million and employs a Program Opportunity Notice (PON) structure, which is characterized by a broader and less formal solicitation process compared to traditional Requests for Proposals.

Partnerships with South Coast AQMD – Bin 2

The South Coast AQMD is collaborating on a program aimed at deploying zero-emission heavy-duty vehicles and charging infrastructure within select cities and counties of the district. The South Coast AQMD has requested a \$5 million MSRC contribution to partner with the TEAMS program, which is funded primarily by CARB with a \$35 million investment. However, public disclosure of specific program details remain limited due to ongoing coordination efforts with CARB, the principal funding agency. Critical information such as participating cities and counties cannot yet be shared because agreements and discussions between the South Coast AQMD and CARB are not finalized. The next update on these matters is anticipated between June and July, after which public disclosure may be possible.

MSRC Member Patrick Harper and Aaron Katzenstein, Deputy Executive Officer, discussed the equitable distribution of funds by county.

MSRC Vice Chair Brian Berkson expressed caution about making financial decisions prematurely due to incomplete information. He recommended tabling the topic for the time being, similar to a previous instance in which a related matter was tabled. Additionally, he signaled a need to leave the conversation for a scheduled activity and confirmed his views had been communicated.

Brian Berkson leaves the meeting at 3:32 p.m.

Mr. Gorski next outlined preliminary discussions regarding a potential collaboration between the MSRC and the South Coast AQMD aimed at promoting zero-emission medium- and heavy-duty vehicles and associated charging infrastructure within the South Coast region. The proposed program would target cities and counties subject to California's Clean Fleet Regulation and CARB ACF regulation.

New Programs – Bin 3

This group of new program initiatives, ACF-Focused Local Government Support and Zero Emission Infrastructure Focus for Local Government, relate to incentives supporting zero-emission vehicle (ZEV) adoption and associated charging infrastructure for local governments. This subject has been explored extensively over recent months, but key challenges have prevented final program approval or implementation.

Mr. Gorski discussed challenges related to implementing incentive programs under the CARB ACF regulation, which broadly applies to numerous public agencies within the South Coast AQMD region. The regulation affects over 400 public agencies, creating significant complexity for program design, particularly due to limited funding availability.

Chair McCallon addressed challenges related to the implementation of CARB regulations affecting municipal contracts involving vehicle fleets, particularly in refuse collection services. The discussion highlights the complexities cities face when they outsource services like trash collection to private contractors who operate fleets with specific fuel types.

Mr. Gorski's presentation focused on the ongoing Work Program development process within the MSRC-TAC. The MSRC was requested to identify if there are specific areas or topics that should be prioritized or investigated more deeply, and to clarify any urgent or immediate instructions that staff and the MSRC-TAC need to follow to align with the committee's goals.

Chair McCallon commented on budget allocations and funding priorities for various programs, with specific attention given to amounts requested, potential adjustments, and the management of remaining funds. He asked that the MSRC-TAC look at the state's ACF program and requested funds and report back to this committee.

MSRC Member Mark Henderson's comment focuses on optimizing project and program management by prioritizing oversubscribed projects and ensuring the timely completion of new initiatives. He emphasized a collaborative approach among TEAMS and highlights concerns related to prolonged project durations and inefficient use of funding.

No public comment.

Moved by Cacciotti to allocate \$5 million towards the TEAMS project; seconded by Harper; item unanimously approved.

Ayes: Cacciotti, Henderson, Harper, Lum, Robertson, Berkson, McCallon

Noes: None

Action: Staff will place the funding allocation on the June 5, 2026 South Coast AQMD Board agenda for approval.

OTHER BUSINESS:

MSRC Member William Robertson rejoined the meeting.

Chair McCallon asked for other business.

Cynthia Ravensein introduced Darren Ha as the new permanent Program Supervisor with the MSRC Administrative unit.

PUBLIC COMMENT PERIOD

Chair McCallon asked for general public comment.

No public comment.

ADJOURNMENT

The meeting adjourned at 3:51 p.m.

[Prepared by Marjorie Eaton]



MSRC CONTRACT STATUS HIGHLIGHTS

Covering Period: May 28 to July 29, 2026

Status Changes

	Contractor	Project Description	Value
Contracts Executed:	Orange County Transportation Authority	MS27010 - Expanded Transit and Mobility Services	\$4,000,000.00
Contracts Moved to Open/Complete Status:	City of Torrance	ML18069 - Purchase 4 Heavy-Duty Near-Zero Emission Vehicles and Install 19 EVSE	\$187,400.00
Contracts Closed:	City of Commerce	ML18115 - Expansion of Existing L/CNG Infrastructure	\$275,000.00
	City of Santa Ana	ML18046 - Purchase 6 Light-Duty ZEVs, 9 Heavy-Duty Near-Zero Emission Vehicles and Install EVSE	\$359,591.00
	City of Costa Mesa	ML18162 - Purchase Three Light-Duty ZEVs and EV Charging Stations	\$148,210.00
	City of Buena Park	ML18074 - EV Charging Infrastructure	\$107,960.00
Unexecuted Awards Declined:	None		

Total Invoices Paid \$ 301,097.77

Contracts to Watch

Contractor	Project Description	Value	Comments
LA Co Metropolitan Transportation Authority	MS14057 - Implement Various Signal Synch. Projects	\$1,250,000.00	Metro anticipates timely completion. As safeguard against any delays, MSRC approved split of final project. Staff investigating potential for inspection of work in progress.
County of Los Angeles	ML18060 - Purchase 29 Lt Dty ZE Vehicles and 6 HD Near-Zero Vehicles and Install EV Charging Stations	\$1,273,938.00	All LD ZE and HD near-zero vehicles, plus 73 charging stations in service and reimbursed. County recently indicated potential three charging sites may be delayed; analyzing outlook for possible extension request.
City of South Pasadena	MS24002 - Procure ZE Vehicles & Infrastructure	\$499,789.00	Vehicles in operation. Extension request for Level III charger on August 2026 agenda.
Los Angeles Cleantech Incubator	MS24013 (proposed) - Implement Truck Recharging Facilities	\$3,000,000.00	Operating firm selected by site owner POLA withdrew, necessitating new procurement. Solicitation released by POLA 7/28/26.
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 (MSRC) August 2026

Contract #	Contractor	Project Description	Contract Value	Next Milestone	Next Milestone Date	Milestone Progress Confirmed	# of Mods	Current End Date
Open Contracts								
Y 2012-2014 Contracts								
S14057	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
Y 2016-2018 Contracts								
L18055	City of Long Beach	Install EV Charging Stations	\$ 529,728.00	Complete station construction and commence operations	8/28/2026	7/24/2026	4	11/28/2031
L18060	County of Los Angeles Internal Services Department	Purchase 29 Light-Duty Zero Emission Vehicles, 6 Heavy-Duty Near-Zero Vehicle	\$ 1,273,938.00	See Highlights Page	10/4/2026	7/28/2026	3	2/4/2030
L18068	City of Mission Viejo	Purchase 2 Light-Duty ZEVs & Install EVSE	\$ 86,940.00	Complete station construction and commence operations	*12/31/2026	N/A	4	*12/31/2029
L18078	County of Riverside	Purchase 15 Heavy-Duty Vehicles	\$ 375,000.00	N/A - Refining Final Report	N/A	N/A	2	10/4/2030
L18145	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	7/24/2026	2	12/31/2028
S18181	San Bernardino County Transportation Authority	Construct Hydrogen Fueling Station	\$ 1,662,000.00	Complete station construction and commence operations	5/9/2027	7/24/2026	2	8/10/2032
Y 2018-2021 Contracts								
S21005	Southern California Association of Governments	Implement Last Mile Goods Movement Program	\$ 16,751,000.00	Interim Report	12/1/2027	6/16/2026	7	7/31/2028
S21009	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
Y 2021-2024 Contracts								
S25082	Prologis Mobility	Implement EV Charging in various locations	\$ 835,920.00	Final Invoice	2/29/2026	7/27/2026	0	7/31/2029
S26034	Pilot Travel Center, LLC	Partner on Application to Install Hydrogen Fueling in Rialto	\$ 3,000,000.00	Awaiting Substitute CalSta Contract	N/A	N/A	0	6/30/2032
S24002	South Pasadena Police Department	Procure Zero-Emission Vehicles and Infrastructure	\$ 499,789.00	See Highlights Page	6/15/2026	6/26/2026	1	9/15/2031
S24003	Omnitrans	Bloomington Microtransit Service Expansion	\$ 315,278.00	Final Report	5/14/2026	7/2/2026	1	8/30/2026
S24005	City of Huntington Beach	Circuit Transit Rideshare Program	\$ 279,186.00	Final Invoice	9/1/2026	7/23/2026	0	9/1/2026
S24007	City of Gardena	Gtrans Microtransit Service	\$ 424,134.00	Special Ridership Report (Modification in Process)	10/30/2026	N/A	1	8/31/2026
S24008	City of Long Beach	Circuit Transit Mobility Transit Expansion Program	\$ 410,734.00	Final Report	10/1/2026	7/14/2026	1	12/31/2026
Y 2024-2027 Contracts								
S27001	Better World Group Advisors	Programmatic Outreach Services	\$ 300,000.00	N/A- MSRC Support Service	N/A	N/A	2	12/31/2027
S27003	Exemplifi, LLC	Host and Maintain MSRC Website	\$ 27,200.00	N/A- MSRC Support Service	N/A	N/A	1	6/10/2027
S27010	Orange County Transportation Authority	Expanded Transit and Mobility Services	\$ 4,000,000.00	Develop Plan to Research Strategies	9/23/2026	6/23/2026	0	6/26/2029
S25146	Voltu Motor, Inc.	Develop & Demonstrate 10 ZE Work Trucks	\$ 300,000.00	Parts Procurement	10/28/2026	7/24/2026	1	9/30/2027

Total = 20

Proposed Date Pending Contract Modification Execution



Contract Term Status Report (MSRC)

August 2026

Contract #	Contractor	Project Description	Award Amount	Status
Pending Execution Contracts				
FY 2021-2024 Contracts				
26037	Penske Truck Leasing Co., L.P.	Partner on Application to Install EV Charging Infrastructure at 11 Locations	\$ 324,088.00	Under development
IS24010	Penske Truck Leasing Co., L.P.	Partner on Application to Install EV Charging Infrastructure at 11 Locations	\$ 26,044.00	Under development
IS24013	Los Angeles Cleantech Incubator	Implement Drayage Truck Recharging Facilities	\$ 3,000,000.00	See Highlights Page
FY 2024-2027 Contracts				
IS27002	California Energy Commission	West Coast Truck Chrg & Fuel Corridor Project	\$ 6,000,000.00	Out for Signature
IS27004	Los Angeles Metropolitan Transportation Authority	HD Charging Project w/MN8	\$ 1,000,000.00	Under development
IS27005	Los Angeles Metropolitan Transportation Authority	HD Charging Project w/Forum Mobility	\$ 979,000.00	Under development
IS27006	San Bernardino County Transportation Authority	Highland-Redlands Regional Connector Gap Project	\$ 3,000,000.00	Out for Signature
IS27007	San Bernardino County Transportation Authority	Free Transit Fares on Rail and Bus	\$ 1,000,000.00	Final internal reviews
IS27008	Riverside County Transportation Commission	Expanded Freeway Service Patrol	\$ 500,000.00	Under development
IS27009	Riverside County Transportation Commission	Transportation Management Study, Transit and Mobility Initiatives	\$ 3,500,000.00	Under development
IS27011	Los Angeles County Metropolitan Transportation Authority	Metrolink Services for 28' Oly & Par Games	\$ 4,000,000.00	Under development
IS27012	San Bernardino County Transportation Authority	Regional Rideshare Enhancement	\$ 483,000.00	Out for Signature
IS27014	Transportation Electrification for Municipalities (TEAM)	Transportation Electrification Adv. For Municipalities	\$ 5,000,000.00	Under development
IS27997	Evolectric, Inc.	Intg & Dmns Btty Pck & Fst Chrg w/Ms Dty	\$ 250,000.00	See Highlights Page
IS27998	Enevale Corp.	Develop, Dmns Fst Chrg Btty Pck for Md Dty	\$ 250,000.00	See Highlights Page

total = 15



Contract Term Status Report (MSRC)
August 2026

Contract #	Contractor	Project Description	Contract Value	Next Milestone	Next Milestone Date	Milestone Progress Confirmed	# of Mods	Current End Date
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Partner-Funded FY 2024-2027 Contracts

Open Contracts

IS24995	Forum Mobility	Implement EV Charging at Port	\$ 6,000,000.00	Biannual Report	6/30/2026	7/14/2026	0	6/11/2031
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total = 1

Contract #	Contractor	Project Description	Award Amount	Status
Pending Execution Contracts				
IS24993	4 Gen Logistics	Install EVSE in Rialto and Long Beach	\$ 7,876,168.00	Rvsd scope requires MOU mod w/POLB
IS24994	Terawatt Infrastructure Inc.	Install EVSE in Rancho Dominguez, Rialto, Fontana and Commerce	\$ 8,000,000.00	Under development

total = 2



Contract Term Status Report (MSRC) August 2026

Contract #	Contractor	Project Description	Contract Value	Final Report Rec'd Date	Current End Date
Open/Complete Contracts					
<i>FY 2011-2012 Contracts</i>					
ML12045	City of Baldwin Park DPW	Install New CNG Station	\$ 400,000.00	10/25/2022	12/31/2026
<i>FY 2014-2016 Contracts</i>					
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
IS16110	City of Riverside	Expansion of Existing CNG Station and Maintenance Facility Improvements	\$ 270,000.00	9/6/2023	10/5/2026
IS16121	Long Beach Transit	Repower 39 and Purchase 1 New Transit Buses with Near-Zero Engines	\$ 600,000.00	7/15/2024	11/30/2028
<i>FY 2016-2018 Contracts</i>					
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
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
ML18069	City of Torrance	Purchase 4 Heavy-Duty Near-Zero Emission Vehicles and Install 19 EVSE	\$ 187,400.00	5/22/2026	6/30/2029
ML18072	City of Anaheim	Purchase 9 Light-Duty ZEVs & 2 Med/Hvy-Duty ZEVs	\$ 239,560.00	8/28/2020	11/17/2026
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
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



Contract Term Status Report (MSRC) August 2026

Contract #	Contractor	Project Description	Contract Value	Final Report Rec'd Date	Current End Date
IL18157	City of Los Angeles Bureau of Street Services	Purchase One Medium-Duty ZEV	\$ 85,000.00	4/30/2021	5/20/2027
IL18166	City of Placentia	Purchase One Heavy-Duty Near-Zero Emission Vehicle	\$ 25,000.00	8/22/2024	5/17/2027
IL18170	City of Laguna Niguel	Purchase One Light-Duty ZEV and EV Charging Infrastructure	\$ 75,100.00	12/1/2022	8/9/2028
IS18027	City of Gardena	Install New Limited Access CNG, Modify Maintenance Facility and Train Technicians	\$ 350,000.00	9/30/2024	10/1/2029
IS18108	Capistrano Unified School District	Expansion of Existing Infrastructure	\$ 111,750.00	8/25/2022	9/30/2026
IS18122	Universal Waste Systems, Inc.	Install New Limited Access CNG Infrastructure	\$ 195,000.00	12/20/2022	7/31/2027
IS18124	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					
IS21007	Penske Truck Leasing Co., L.P.	Deploy 5 Zero-Emission Yard Tractors	\$ 957,813.00	4/14/2023	3/31/2028
IS21010	MHX, LLC	Deploy One Zero-Emission Overhead Crane	\$ 569,275.00	6/28/2025	6/28/2030
IS21013	4 Gen Logistics	Deploy 40 Zero Emission Trucks	\$ 7,000,000.00	5/1/2024	5/26/2028
IS21014	Green Fleet Systems, LLC	Deploy up to 3 Near Zero Emission Trucks	\$ 300,000.00	9/21/2023	8/30/2028
IS21015	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
IS21017	MHX, LLC	Deploy up to 10 Zero-Emission Trucks & Infrastructure	\$ 1,900,000.00	3/12/2024	9/28/2030
IS21018	Pac Anchor Transportation, Inc.	Deploy up to 21 Near Zero Emission Trucks	\$ 2,100,000.00	12/18/2024	8/16/2028
IS21019	Volvo Financial Services	Lease up to 14 Zero-Emission Trucks and Provide Charging Infrastructure	\$ 3,930,270.00	12/31/2024	12/30/2030
IS21023	BNSF Railway Company	Install EV Charging Infrastructure	\$ 1,313,100.00	5/22/2025	4/21/2030
IS21025	Costco Wholesale Corporation	Install Five EV Charging Units	\$ 160,000.00	11/28/2023	12/8/2028
FY 2021-2024 Contracts					
IS24001	Los Angeles County MTA	Provide Clean Fuel Bus Service to Dodger Stadium	\$ 902,564.72	6/13/2025	5/31/2028
22247	NFI Interactive Logistics, LLC	JETSI Program Pass-Through Funding	\$ 3,000,000.00	11/1/2024	12/31/2026

total = 50

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 32

PROPOSAL: 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

SYNOPSIS: 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.

COMMITTEE: Stationary Source, June 26, 2026, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that Proposed Amended Rule 461 – Gasoline Transfer and Dispensing, is exempt from the requirements of the California Environmental Quality Act;
2. Amending Rule 461– Gasoline Transfer and Dispensing; and
3. Directing staff to submit Proposed Amended Rule 461 – Gasoline Transfer and Dispensing to CARB and U.S. EPA for inclusion into the State Implementation Plan.

Wayne Nastri
Executive Officer

SR:MK:NF:SW:JW

Background

Rule 461 – Gasoline Transfer and Dispensing (Rule 461) was adopted in 1976 to control VOC and toxic air contaminant (TAC) emissions during the filling of gasoline into storage tanks and dispensing gasoline from gasoline dispensing facilities into motor vehicles. Gasoline transfer and storage equipment must be certified by the CARB, including Phase I and Phase II vapor recovery systems.

Rule 461 requires gasoline dispensing facilities (GDFs) to install CARB-certified Phase II Enhanced Vapor Recovery (EVR) systems to capture vapors released during vehicle refueling at gasoline dispensers. For non-retail GDFs, Rule 461 provides an alternative compliance option which allows the dispensing of gasoline into fleet vehicles without requiring the use of CARB-certified Phase II EVR systems, provided that the motor vehicles are equipped with Onboard Refueling Vapor Recovery systems (ORVR). ORVR is a vehicle-integrated fuel vapor emission control system designed to capture gasoline vapors that contain VOC emissions from being released during refueling operations.

Facility operators electing to comply with Rule 461 using the alternative compliance option are required to maintain records to demonstrate that gasoline is only dispensed into motor vehicles equipped with ORVR. The recordkeeping must document each fueling episode including the date, quantity of fuel dispensed into each motor vehicle, and the motor vehicle's make, model, model year, and vehicle identification number. Facility operators with large fleets comprised of vehicles exclusively equipped with ORVR, such as rental vehicle companies, have reached out seeking an alternative provision to daily recordkeeping for each individual vehicle to allow recordkeeping for the total aggregate gasoline dispensed into all vehicles at their facility.

Proposal

Proposed Amended Rule 461 (PAR 461) streamlines recordkeeping requirements for operators of non-retail GDFs filling into fleets that consist exclusively of ORVR-equipped motor vehicles by allowing documentation of facility total aggregate gasoline dispensed per day in lieu of recording daily fuel dispensed on a per vehicle basis to meet recordkeeping requirements. Operators would continue to be required to maintain a daily inventory list of vehicles to demonstrate only vehicles equipped with ORVR are fueled on any specific day. The proposed amendments will maintain essential recordkeeping requirements to support compliance while addressing stakeholder concerns on the administrative workload associated with the current rule requirements. The proposed amendments will also include editorial corrections and the removal of an outdated provision which has been superseded by state reporting requirements.

Public Process

The development of PAR 461 was conducted through a public process. A Public Workshop was held on June 24, 2026, to present the proposed amended rule to the general public and stakeholders to solicit comments.

Emission Reductions

The proposed amendments to Rule 461 are administrative and will not result in any emission reductions.

Key Issues

Throughout the rulemaking process, staff worked with stakeholders to resolve key issues. Staff are not aware of any key remaining issues.

California Environmental Quality Act (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 461) 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 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 Analysis

A socioeconomic impact assessment is not required by Health and Safety Code Sections 40440.8 and 40728.5 and has not been prepared because PAR 461 contains administrative changes that will not significantly affect air quality or emission limitations, and thus, will not result in significant socioeconomic impacts.

Implementation and Resource Impact

Existing staff resources are adequate to implement the proposed amendments.

AQMP and Legal Mandates

South Coast AQMD is required to adopt an Air Quality Management Plan (AQMP) demonstrating compliance with all federal regulations and standards. South Coast AQMD is required to adopt rules and regulations that carry out the objectives of the AQMP. PAR 461 is not part of a control measure in the 2022 AQMP but will be submitted for inclusion into the SIP.

Attachments

- A. Summary of Proposal
- B. Key Issues and Responses
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F. Proposed Amended Rule 461
- G. Final Staff Report
- H. Notice of Exemption from CEQA
- I. Board Presentation

ATTACHMENT A
SUMMARY OF PROPOSAL

Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

Recordkeeping Requirements for Non-Retail Gasoline Dispensing Facilities

- Added alternative recordkeeping requirement option to record total daily fuel quantity

Other Administrative Clarification

- Updated incorrect numbering in subparagraph (c)(1)(B)
- Removed subdivision (h)

ATTACHMENT B

KEY ISSUES AND RESPONSES

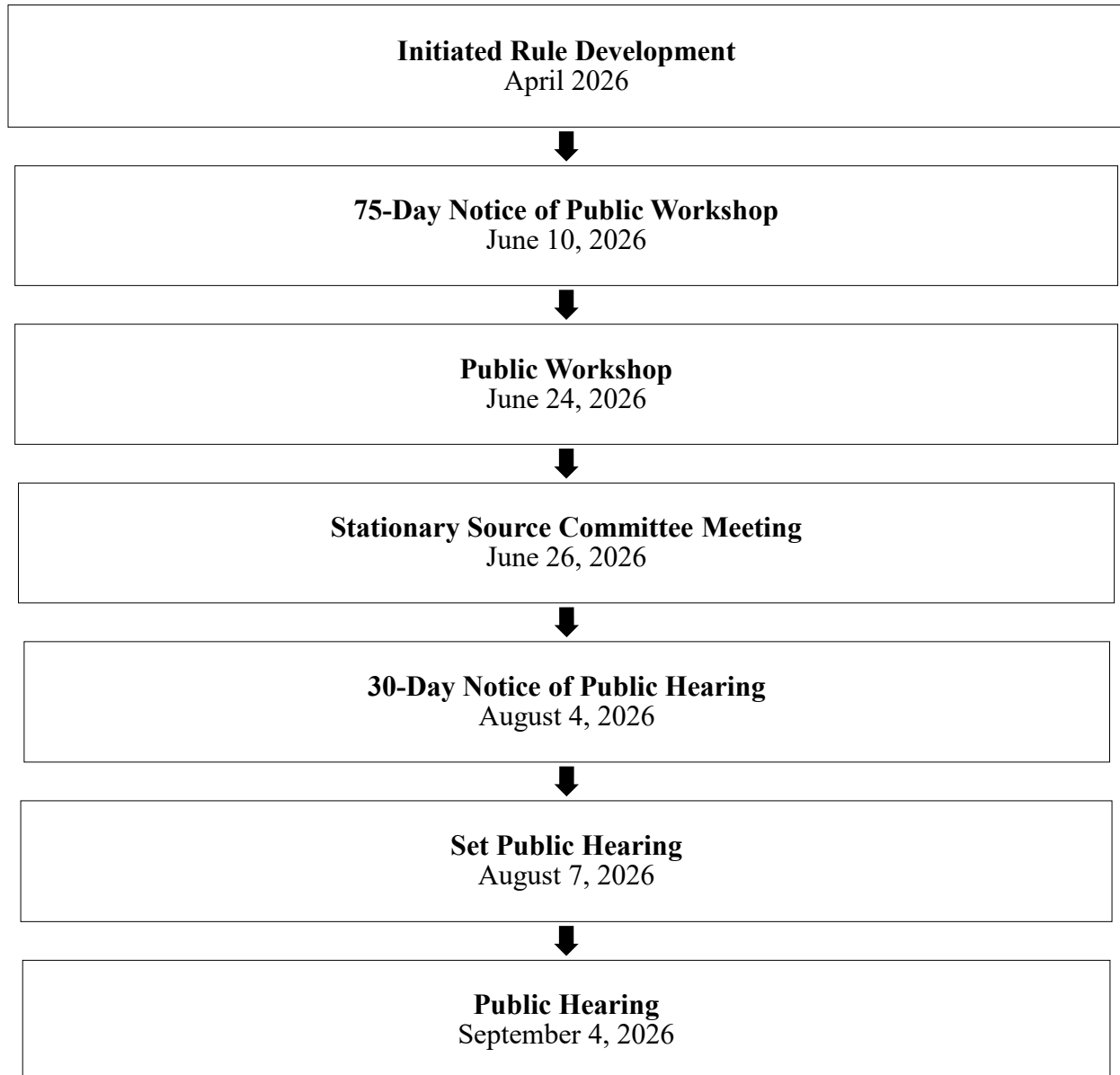
Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

Throughout the rulemaking process, staff worked with stakeholders to resolve key issues. Staff is not aware of any key remaining issues.

ATTACHMENT C

RULE DEVELOPMENT PROCESS

Proposed Amended Rule 461 – Gasoline Transfer and Dispensing



Five (5) months spent in rule development

One (1) Public Workshop

One (1) Stationary Source Committee Meeting

ATTACHMENT D
KEY CONTACTS LIST

Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

American Car Rental Association

Avis Budget Group, Inc.

Enterprise Holdings, Inc.

MVI Field Services LLC

Sixt Rent a Car, LLC

The Hertz Corporation

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 461 – Gasoline Transfer and Dispensing, is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board amending Rule 461 – Gasoline Transfer and Dispensing.

A Resolution of the South Coast AQMD Governing Board directing staff to submit Proposed Amended Rule 461 – Gasoline Transfer and Dispensing 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 461 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 461 is exempt from CEQA; and

WHEREAS, the South Coast AQMD Governing Board finds and determines that because the proposed project provides a new recordkeeping option and contains other clarifications and administrative changes without requiring physical modifications, it can be seen with certainty that there is no possibility that Proposed Amended Rule 461 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; 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 461 and supporting documentation, including but not limited to, the Notice of Exemption, Board Letter, and 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 the modifications to Proposed Amended Rule 461 since the Notice of Public Hearing was published are not so substantial as to significantly affect the meaning of Proposed Amended Rule 461 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 461 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 adopt Proposed Amended Rule 461 to streamline recordkeeping requirements applicable to operators of fleets with only motor vehicles equipped with onboard refueling vapor recovery systems by allowing records of total daily fuel dispensed in lieu of fuel dispensed on a per-vehicle basis; 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 461 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 461 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 461 does not impose the same requirements as any existing state or federal regulations, and the proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the South Coast AQMD; and

WHEREAS, the South Coast AQMD Governing Board, in adopting Proposed Amended Rule 461, references the following statutes which the South Coast AQMD hereby implements, interprets or makes specific: Health and Safety Code Sections 39002, 40001, 40702, 40440(a), and 40725 through 40728.5; 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 461 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 has determined that Proposed Amended Rule 461 does not significantly affect air quality or emission limitations and would not result in any significant socioeconomic impacts; therefore, a socioeconomic impact assessment pursuant to Health and Safety Code Sections 40440.8 and 40728.5 is not required; and

WHEREAS, the South Coast AQMD Governing Board has determined that Proposed Amended Rule 461 does not include new Best Available Retrofit Control Technology (BARCT) requirements nor a feasible measure pursuant to Health and Safety Code Section 40914, therefore analyses for cost-effectiveness and incremental cost-effectiveness consistent with Health and Safety Code Section 40920.6, are not applicable; and

WHEREAS, the South Coast AQMD staff conducted a Public Workshop regarding Proposed Amended Rule 461 on June 24, 2026; 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 461 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 461 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 461; 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 461 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 461 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 461 and supporting documentation to the California Air Resources Board for approval and subsequently submitted to the U.S. Environmental Protection Agency for inclusion into the State Implementation Plan.

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT F

(Adopted January 9, 1976)(Amended September 3, 1976)(Amended February 4, 1977)
(Amended November 18, 1977)(Amended February 3, 1978)(Amended January 5, 1979)
(Amended May 4, 1979)(Amended December 7, 1979)(Amended January 16, 1981)
(Amended October 15, 1982)(Amended November 1, 1985)(Amended March 4, 1988)
(Amended July 7, 1989)(Amended September 8, 1995)(Amended April 21, 2000)
(Amended June 15, 2001)(Amended January 9, 2004)(Amended June 3, 2005)
(Amended March 7, 2008)(Amended April 6, 2012)(Amended January 7, 2022)
(Amended Date of Adoption)

PROPOSED AMENDED RULE 461 - GASOLINE TRANSFER AND DISPENSING

(a) Applicability

This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank, and from any stationary storage tank into any motor vehicle fuel tank.

(b) Definitions

For the purpose of this rule, the following definitions shall apply:

- (1) ALTERED GASOLINE TRANSFER AND DISPENSING FACILITY is a Gasoline Transfer and Dispensing Facility with any of the following:
 - (A) The removal or addition of storage tank(s), or changes in the number of fueling positions.
 - (B) The replacement of storage tank(s), dispensing nozzle(s) or other equipment with different characteristics or descriptions from those specified on the existing permit.
- (2) BACKFILLING is the covering of the underground storage tank, piping or any associated components with soil, aggregate or other materials prior to laying the finished surface.
- (3) BELLOWS-LESS NOZZLE is any nozzle that incorporates an aspirator or vacuum assist system and a gasoline vapor capture mechanism at the motor vehicle filler neck, such that vapors are collected at the vehicle filler neck without the need for an interfacing flexible bellows.
- (4) BREAKAWAY COUPLING is a component attached to the coaxial hose, which allows the safe separation of the hose from the dispenser or the hose from the nozzle in the event of a forced removal such as in the case of a “drive-off.”

- (b) (5) CARB CERTIFIED or certified by CARB means a Phase I or Phase II vapor recovery system, equipment, or any component thereof, for which the California Air Resources Board (CARB) has evaluated its performance and issued a valid Executive Order pursuant to Health and Safety Code Section 41954. Each component of a system is a separate CARB certified item and cannot be replaced with a non-certified item or other items that are not certified for use with the particular system. Except for qualified repairs, a CARB certified component shall be as supplied by the qualified manufacturer. A rebuilt component shall not be deemed as CARB certified unless the person who rebuilds the component is authorized by CARB to rebuild the designated CARB certified component.
- (6) CLEARLY AND PERMANENTLY MARKED means an identification of the qualified manufacturer's name, model number, and other required information on a vapor recovery system component that is legible, and the identification is either directly stamped on or attached to the component using methods or materials that would endure constant long term use.
- (7) COAXIAL HOSE is a hose that contains two passages one within the other. One of the passages dispenses the liquid gasoline into the vehicle fuel tank while the other passage carries the gasoline vapors from the vehicle fuel tank to the storage tank.
- (8) DISPENSER is a gasoline dispensing unit used for housing the aboveground gasoline and vapor recovery piping, the gasoline meters, and to hang gasoline-dispensing nozzles when they are not in use for fueling.
- (9) DRY BREAK or poppetted dry break is a Phase I vapor recovery component that opens only by connection to a mating device to ensure that no gasoline vapors escape from the underground storage tank before the vapor return line is connected and sealed.
- (10) DUAL-POINT DESIGN is a type of Phase I vapor recovery system that delivers gasoline liquid into storage tanks and recovers the displaced vapors through two separate openings on the tank.
- (11) ENHANCED VAPOR RECOVERY (EVR) means performance standards and specifications set forth in the CARB CP 201 (Certification Procedure for Vapor Recovery Systems at gasoline dispensing facilities) Sections 3 through 9.

- (b) (12) FUELING POSITION is a fuel dispensing unit consisting of nozzle(s) and meter(s) with the capability to deliver only one fuel product at one time.
- (13) GASOLINE is any petroleum distillate or petroleum distillate/alcohol blend having a True Vapor Pressure greater than 200 mm Hg (3.9 psi) and less than 760 mm Hg (14.7 psi) at 100 degrees F as determined by ASTM Method D323-89.
- (14) GASOLINE TRANSFER AND DISPENSING FACILITY is a stationary facility, consisting of one or more storage tanks and associated equipment, which receive, store, and dispense gasoline.
- (15) GASOLINE VAPORS are the organic compounds in vapor form displaced during gasoline transfer and dispensing operations, and includes entrained liquid gasoline.
- (16) INSERTION INTERLOCK MECHANISM is any CARB certified mechanism that ensures a tight fit at the nozzle fill pipe interface and prohibits the dispensing of gasoline unless the bellows is compressed.
- (17) INSTALLER/CONTRACTOR is a person(s) engaged in the installation of new or alterations of existing vapor recovery systems and components at a gasoline transfer and dispensing facility.
- (18) LIQUID REMOVAL DEVICE is a device designed specifically to remove trapped liquid from the vapor passages of a coaxial hose.
- (19) LIQUID TIGHT is a liquid leak rate not exceeding three drops per minute.
- (20) MAJOR DEFECT is a defect in the vapor recovery system or its component, as listed in California Code of Regulations, Title 17, Part III, Chapter 1, Subchapter 8, Section 94006.
- (21) MINOR DEFECT is a defect in any gasoline transfer and dispensing equipment, which renders the equipment out of good working order but which does not constitute a major defect.
- (22) MOTOR VEHICLE is any self-propelled vehicle as defined in Section 415 of the California Vehicle Code.
- (23) OWNER/OPERATOR is any person who owns, leases, or operates a gasoline transfer and dispensing facility.
- (24) PERFORMANCE TEST is the first test or series of tests performed on a new or altered CARB certified gasoline vapor recovery system to demonstrate compliance with the CARB Executive Order and District permit conditions upon completion of construction or alteration of the vapor recovery system.

- (b) (25) PRESSURE/VACUUM RELIEF VALVE is a valve that is installed on the vent pipes of the gasoline storage tanks to relieve pressure or vacuum build-up at preset values of pressure or vacuum.
- (26) QUALIFIED MANUFACTURER is the original equipment manufacturer of the CARB certified vapor recovery system or component, or a rebuilder who is authorized by CARB to rebuild the designated CARB certified component.
- (27) QUALIFIED REPAIR is a repair or maintenance of the gasoline transfer and dispensing equipment or vapor recovery system component that would restore the function or performance of such equipment/component following the qualified manufacturer's instructions and using only the applicable CARB certified parts supplied by the qualified manufacturer. Unless otherwise authorized by CARB, a repair or maintenance shall not be considered a qualified repair if the action changes the size, shape or materials of construction of any gasoline vapor passage, or if it may otherwise obstruct, hinder, or reduce the recovery of gasoline vapors during operation.
- (28) REBUILD is an action that repairs, replaces, or reconstructs any part of a component of a vapor recovery system that forms the gasoline vapor passage of the component, or that comes in contact with the recovered gasoline vapors in the component. Rebuild does not include the replacement of a complete component with another CARB certified complete component; nor does it include the replacement of a spout, bellows, or vapor guard of a CARB certified nozzle. The new part shall be CARB certified and as supplied by the qualified manufacturer specifically for the CARB certified nozzle.
- (29) RETAIL GASOLINE TRANSFER AND DISPENSING FACILITY is any gasoline transfer and dispensing facility subject to the payment of California sales tax for the sale of gasoline to the public.
- (30) RE-VERIFICATION TEST is a test or series of tests performed subsequent to the performance test on a CARB certified gasoline vapor recovery system to demonstrate compliance with the CARB Executive Order and District permit conditions.
- (31) SPILL BOX is an enclosed container around a Phase I fill pipe that is designed to collect gasoline spillage resulting from disconnection between the liquid gasoline delivery hose and the fill pipe.

- (b) (32) SUBMERGED FILL TUBE is any storage tank fill tube with the highest level of the discharge opening entirely submerged, when the liquid level above the bottom of the tank is:
 - (A) 15.2 cm (6 inches), for tanks filled from the top, or
 - (B) 45.7 cm (18 inches) for tanks filled from the side.
- (33) VAPOR CHECK VALVE is a valve that opens and closes the vapor passage to the storage tank to prevent gasoline vapors from escaping when the nozzle is not in use.
- (34) VAPOR RECOVERY SYSTEM is a system installed at a gasoline transfer and dispensing facility for collection and recovery of gasoline vapors displaced or emitted from the stationary storage tanks (Phase I) and during refueling of vehicle fuel tanks (Phase II). A Phase II vapor recovery system may be a balance system, which operates on the principle of vapor displacement, or a vacuum-assist system, which uses a mechanical vacuum-producing device to create a vacuum.
- (35) VAPOR TIGHT means the detection of less than 10,000 ppm hydrocarbon concentration, as determined by EPA Method 21, using an appropriate analyzer calibrated with methane.
- (c) Equipment and Operation Requirements
 - (1) Gasoline Transfer into Stationary Storage Tanks (Phase I)

A person shall not transfer, allow the transfer, or provide equipment for the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank with a capacity of 950 liters (251 gallons) or more unless all of the following conditions are met:

 - (A) Underground storage tanks are equipped with a "CARB certified" enhanced vapor recovery system having a minimum volumetric efficiency of 98% and an emission factor not exceeding 0.15 pounds per 1,000 gallons. The vapor recovery system shall be maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual and shall meet all of the following:
 - (i) All fill tubes are equipped with vapor tight caps;
 - (ii) All dry breaks are equipped with vapor tight seals and vapor tight caps;

- (c) (1) (A) (iii) The fill tube assembly, including fill tube, fittings and gaskets, is maintained to prevent vapor leakage from any portion of the vapor recovery system;
- (iv) Each vapor tight cap is in a closed position except when the fill tube or dry break it serves is actively in use; and
- (v) A "CARB certified" spill box shall be installed and maintained free of standing liquid, debris and other foreign matter. The spill box shall be equipped with an integral drain valve or other devices that are certified by CARB to return spilled gasoline to the underground stationary storage tank. The drain valve shall be maintained closed and free of vapor emissions at all times except when the valve is actively in use.
- (B) Aboveground Storage Tanks are equipped with a "CARB certified" vapor recovery system having a minimum volumetric efficiency of 95% and is maintained and operated according to the manufacturer's specifications and the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual and shall meet all of the following:
 - (i) All fill tubes are equipped with vapor tight caps;
 - (ii) All dry breaks are equipped with vapor tight seals and vapor tight caps;
 - (iii) The fill tube assembly, including fill tube, fittings and gaskets, is maintained to prevent vapor leakage from any portion of the vapor recovery system;
 - ~~(iv)~~ (iv) All vapor return lines without dry breaks are equipped with vapor tight caps; and
 - (v) Each vapor tight cap is in a closed position except when the fill tube or dry break it serves is actively in use.
- (C) A person shall not operate, or allow the operation of a gasoline delivery tank truck/trailer or railroad tank car, unless it is "CARB certified" and maintained in compliance with the certification requirements and shall meet all of the following:
 - (i) Each gasoline delivery elbow is equipped with sight windows;

- (c) (1) (C) (ii) The fuel delivery lines shall be maintained liquid tight, vapor tight, and free of air ingestion. A fuel delivery that is free of air ingestion is determined by observing the fuel stream as clear and free of air bubbles through the sight windows on the delivery system, except during the initial and final 60 seconds of fuel transferring;
 - (iii) All vapor return lines are connected between the delivery tank truck/trailer or railroad tank car, and the stationary storage tank. In addition, all associated hoses, fittings, and couplings are maintained in a liquid-tight and vapor-tight condition; and
 - (iv) The hatch on any tank truck/trailer shall be equipped with a vapor tight cover during gasoline transfer and pumping. The hatch shall not be opened except for visual inspection, which may be performed after at least three minutes following the completion of the gasoline transfer or pumping. Except otherwise specified by CARB, visual inspection shall be completed in three minutes or less.
- (2) Gasoline Transfer into Vehicle Fuel Tanks (Phase II)

A person shall not transfer, or allow the transfer, or provide equipment for the transfer of gasoline from a stationary storage tank with a capacity of 950 liters (251 gallons) or more into any motor vehicle fuel tank of greater than 19 liters (5 gallons) capacity unless all of the following conditions are met:

 - (A) The dispensing unit used to transfer the gasoline from the stationary storage tank to the motor vehicle fuel tank is equipped with a "CARB certified" vapor recovery system as capable of recovering or processing displaced gasoline vapors by at least 95%, or having an emission factor not exceeding 0.38 pounds per 1,000 gallons, as applicable;
 - (B) The vapor recovery system and associated components are operated and maintained in a manner in accordance with the manufacturer's specifications and the applicable CARB certification including the corresponding CARB approved Installation, Operation and Maintenance Manual;

- (c) (2) (C) The system and associated components shall be maintained vapor tight and liquid tight at all times;
- (D) Each balance-system nozzle is equipped with a "CARB certified" insertion interlock mechanism and a CARB certified vapor check valve which shall be located in the nozzle;
- (E) Each gasoline-dispensing nozzle is equipped with a coaxial hose as specified in the applicable CARB Executive Order;
- (F) Unless otherwise specified in the applicable CARB Executive Orders, all liquid removal devices installed for any gasoline-dispensing nozzle with a dispensing rate of greater than five gallons per minute shall be "CARB certified" with a minimum liquid removal rate of five milliliters per gallon transferred; and
- (G) The breakaway coupling shall be CARB certified. Any breakaway coupling shall be equipped with a poppet valve, which shall close and maintain both the gasoline vapor and liquid lines vapor tight and liquid tight when the coupling is separated. In the event of a separation due to a "drive-off", the owner/operator shall complete one of the following and document the activities pursuant to paragraph (e)(6) recordkeeping requirements:
 - (i) Conduct a visual inspection of the affected equipment and perform qualified repairs on any damaged components before placing any affected equipment back in service. In addition, the affected equipment shall be tested in accordance to applicable test methods as specified in the applicable CARB Executive Orders and the corresponding CARB approved Installation, Operation and Maintenance manual and successfully passed prior to the affected equipment dispensing gasoline into any vehicle; or
 - (ii) Conduct a visual inspection of the affected equipment and replace the affected nozzles, coaxial hoses, breakaway couplings, and any other damaged components with new or certified rebuilt components that are CARB certified, before placing any affected equipment back in service.

- (c) (3) Additional Requirements
- (A) A person shall not supply, offer for sale, sell, install or allow the installation of any vapor recovery system or any of its components, unless the system and component are CARB certified. Each vapor recovery system and its components shall be clearly and permanently marked with the qualified manufacturer's name and model number as certified by CARB. In addition, the qualified manufacturer's unique serial number for each component shall also be clearly and permanently marked for the dispensing nozzles. Any qualified manufacturer who rebuilds a component shall also clearly and permanently mark the corresponding information on the component.
 - (B) For a breakdown (as defined in Rules 102 and 430) of a central vapor incineration or processing unit, the provisions of Rule 430 shall apply. "End of Cycle" as that term is used in Rule 430 shall be deemed to mean the completion of fueling by the last customer who was fueling at the time of the breakdown for the application of Rule 430 in subparagraph (c)(3)(B).
 - (C) Any Installer/Contractor shall not install, alter, repair or replace a Phase I or Phase II enhanced vapor recovery system or any component thereof without first successfully obtaining the manufacturer's certification and successfully completed any relevant state certification program, through the International Code Council (ICC), or any equivalent state certification program required for the installation and alteration of a vapor recovery system. The requirement for obtaining relevant certification shall take effect six months after such test becomes available.
 - (D) The owner/operator of an enhanced vapor recovery system or their direct employees are not considered installers/contractors when replacing any defective nozzles, hoses and breakaways with new or CARB certified re-manufactured components of the same make and model, or alternative(s) specifically identified in the latest applicable CARB Executive Order, provided that person successfully obtained the manufacturer's certification and has successfully completed any relevant state certification program, through the International Code Council (ICC), or any equivalent

state certification program required for the replacement of components. The requirement for obtaining relevant certification shall take effect six months after such test becomes available.

- (c) (3) (E) A person shall not perform or allow the "pump-out" (bulk transfer) of gasoline from a storage tank subject to paragraph (c)(1) unless such bulk transfer is performed using a vapor collection and transfer system capable of returning the displaced vapors to the stationary storage tank.
- (F) A person shall not store, or allow the storage of, gasoline in any stationary storage tank with a capacity of 950 liters (251 gallons) or more unless such tank complies with Rule 463 or complies with the following:
 - (i) The tank is equipped with a Phase I vapor recovery system; and
 - (ii) The tank is operated and maintained with an integral vapor-tight drain valve to return spilled gasoline to the storage tank, if the tank is equipped with a spill container.
- (G) The owner/operator shall conspicuously post the District-required signs specified in Attachment A of this rule in the immediate gasoline dispensing area.
- (H) For a dispenser that is not intended to be used to fuel motor vehicles, the owner/operator shall have a sign posted on it to that effect.
- (I) A person shall not store, or allow the storage of, gasoline in any stationary storage tank with a capacity of 950 liters (251 gallons) or more unless the vent pipe of the tank complies with all of the following:
 - (i) The vent pipe opening is equipped with a "CARB certified" pressure-vacuum relief valve.
 - (ii) The vent pipe opening for a stationary storage tank is at least 12 feet above the driveway level used for tank truck filling operations.
 - (iii) Unless otherwise specified in the applicable CARB Executive Orders, the pressure-vacuum relief valve for an underground storage tank vent shall be set for pressure relief at 2.5 to 6.0 inches water column and vacuum relief at 6.0 to 10.0 inches water column. The valves for vents on

aboveground tanks shall meet the applicable CARB certified specifications.

- (c) (3) (I) (iv) Pressure-vacuum relief valves for stationary storage tanks, as supplied and installed, shall be color-coded or otherwise clearly marked to identify the pressure-vacuum setting. The valves shall be installed on the vent pipe(s) such that the color codes or marks shall be legible to ground-level observers.
- (v) For the purpose of this requirement, vent pipes of gasoline storage tanks may be manifolded to a single valve when the stationary storage tanks are manifolded according to the applicable CARB Executive Order.
- (J) A person shall not store gasoline in open container(s) of any size or handle gasoline in any manner (spillage, spraying, etc.) that allows gasoline liquid or gasoline vapors to enter the atmosphere, contaminate the ground, or the sewer.
- (K) The failure of an owner/operator to meet any requirements of subdivision (c) of this rule shall constitute a violation. Such non-compliant equipment shall be tagged "Out of Order".
- (L) Except during active repair activity, the "Out of Order" tag specified in subparagraph (c)(3)(K) shall not be removed and the non-compliant equipment shall not be used, allowed to be used, or provided for use unless all of the following conditions are satisfied:
 - (i) The non-compliant equipment has been repaired, replaced, or adjusted, as necessary; and
 - (ii) The non-compliant equipment has been reinspected and/or the repair has been reported to the Executive Officer or his designee.
- (M) The owner/operator shall repair or replace any vapor recovery component having minor defects within seven days, pursuant to Section 41960.2(e) of the California Health and Safety Codes.
- (N) The owner/operator and/or the installer/contractor shall have all underground storage tank installations and associated piping configuration inspected by the Executive Officer or his designee prior to backfilling, to verify that all underground equipment is properly installed in accordance with the requirements specified in

the applicable CARB Executive Order. The owner/operator and/or installer/contractor shall schedule a time for inspection with the District by District-approved method and obtain a confirmation number at least three days (at least one of the days shall be regular District business days) prior to the backfilling. At or before the scheduled time of inspection, the owner/operator and/or installer/contractor shall ensure that all underground storage tank installation and associated piping meet all requirements under the applicable CARB Executive Order including the corresponding Installation, Operation and Maintenance Manual and shall be in a state ready to be backfilled. After successfully passing the verification inspection, all underground piping shall be backfilled without being disturbed.

- (c) (3) (O) The owner/operator of any gasoline transfer and dispensing facility shall implement a maintenance program and document the program in an operation and maintenance (O&M) manual for the vapor recovery system. The O&M manual shall be kept at the facility and made available to any person who operates, inspects, maintains, repairs, or tests the equipment at the facility as well as the Executive Officer upon request. The O&M manual shall contain detailed instructions that ensure proper operation and maintenance of the vapor recovery system and its components in compliance with all applicable rules and regulations. The O&M manual shall reference all manufacturer required maintenance cycles as delineated in the CARB Executive Order that certified the system. The manual shall, at a minimum, include the following current information:
- (i) All applicable CARB Executive Orders, Approval Letters, and District Permits.
 - (ii) The manufacturer's specifications and instructions for installation, operation, repair and maintenance required pursuant to CARB Certification Procedure CP-201, and any additional instructions provided by the manufacturer.
 - (iii) System and/or component testing requirements, including test schedules and passing criteria for each of the standard tests listed under subdivision (f). The owner/operator may

- include any non-CARB required diagnostic and other tests as part of the testing requirements.
- (c) (3) (O) (iv) Additional O&M instructions, if any, that are designed to ensure compliance with the applicable rules, regulations, CARB Executive Orders and District permit conditions, including replacement schedules for failure or wear prone components.
- (P) Equipment subject to paragraph (c)(1) or (c)(2) is operated and maintained with no major defect.
- (Q) The owner/operator of any gasoline transfer and dispensing facility shall submit the facility's monthly gasoline throughput data for the previous calendar year to the Executive Officer on or before March 1 following each calendar year.
- (4) In lieu of compliance with paragraph (c)(2), the owner/operator of a non-retail gasoline transfer and dispensing facility shall:
 - (A) If the gasoline transfer and dispensing equipment was issued a permit prior to January 7, 2022, use either:
 - (i) Hoses, breakaways, and nozzles that are part of a "CARB certified" vapor recovery system, with the vapor return line sealed off; or
 - (ii) CARB certified non-vapor recovery component for dispensing that includes only low permeation conventional hose assemblies and enhanced conventional nozzles identified in the most recent revision of CARB Executive Order NVR-1;
 - (B) If the gasoline transfer and dispensing equipment was issued a permit or modified after January 7, 2022, use a CARB certified non-vapor recovery component for dispensing that includes only low permeation conventional hose assemblies and enhanced conventional nozzles identified in the most recent revision of CARB Executive Order NVR-1;
 - (C) Dispense only into a motor vehicle that is owned or under direct control of the operator, except for a motor vehicle used in responding to an emergency;

- (c) (4) (D) Dispense only into a motor vehicle equipped with an onboard refueling vapor recovery (ORVR) system, except for a motor vehicle used in responding to an emergency;
- (E) Record the daily quantity of fuel dispensed according to one of the following methods:
 - (i) Record the date, quantity of fuel dispensed into each motor vehicle, and the motor vehicle's make, model, model year, and vehicle identification number; or
 - (ii) Record the date, total fuel dispensed, and a list of motor vehicles fueled including the motor vehicle's make, model, model year, and vehicle identification number;
- (F) Maintain records specified in subparagraph (c)(4)(E)- at the facility for at least five years; and
- (G) Provide the records specified in subparagraph (c)(4)(E) to the Executive Officer upon request.

(d) Self-Compliance Program Requirements

The owner/operator of any retail gasoline transfer and dispensing facility shall implement a self-compliance program as follows:

- (1) The self-compliance program shall include the following elements:
 - (A) Daily maintenance inspections shall be conducted in accordance with the protocol specified in Attachment B to ensure proper operating conditions of all components of the vapor recovery systems.
 - (B) Periodic compliance inspections shall be conducted at least once every twelve months and in accordance with the protocol specified in Attachment C to verify the compliance with all applicable District rules and regulations, as well as all permit conditions.
 - (C) Maintenance schedules consistent with the applicable Phase I and Phase II vapor recovery systems and components installed at the gasoline transfer and dispensing facility.
 - (D) A procedure to determine and record the next required test date based on throughput during the 12 months preceding the time of a successful test.
 - (E) An employee training program including the following:

- (d)
 - (1) (E)
 - (i) Itemized training procedures for employees responsible for conducting any part of the self-compliance program.
 - (ii) A training schedule to periodically train any employee responsible for conducting any part of the self-compliance program.
 - (iii) A record for each employee of the dates of training provided and the next training date.
 - (iv) A procedure to review and establish any additional necessary training following any changes or updates to the CARB Executive Order for the installed vapor recovery system.
 - (2) Any equipment with major defect(s) which are identified during the daily maintenance inspections or periodic compliance inspections shall be removed from service, repaired, brought into compliance, and duly entered into the repair logs required under paragraph (e)(6) before being returned to service.
 - (3) Defects discovered during self inspection and repaired shall not constitute a violation of Rule 461.
 - (4) Training and Certification
 - (A) A person shall not conduct daily maintenance inspections specified in subparagraph (d)(1)(A) or do required recordkeeping unless such person has completed an appropriate District-approved training program.
 - (B) A person shall not conduct periodic compliance inspections specified in subparagraph (d)(1)(B) or do required recordkeeping unless such person has completed an appropriate District-approved training program in the inspection and maintenance of vapor recovery systems and has received a certification issued by the District.
- (e) Testing, Reporting and Recordkeeping Requirements
 - (1) Within 10 calendar days after initial operation of dispensing fuel into a vehicle fuel tank, the owner/operator of a new or altered gasoline transfer and dispensing facility shall conduct and successfully pass the performance tests in accordance with the test methods specified in subdivision (f), and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and

Maintenance Manual and District Permits, to verify the proper installation and operation of Phase I and Phase II vapor recovery systems. Test results shall be submitted as stated in subparagraphs (e)(3)(D) and (e)(3)(E).

- (e) (2) The owner/operator shall conduct and successfully pass the reverification tests in accordance with the test methods specified in subdivision (f), and any additional tests required by the applicable CARB Executive Orders including the corresponding CARB approved Installation, Operation and Maintenance Manual or District Permits, to verify the proper operation of the vapor recovery systems. Test results shall be submitted as stated in subparagraphs (e)(3)(D) and (e)(3)(E).
 - (A) The reverification tests at retail gasoline transfer and dispensing facilities shall be conducted no less frequently than as scheduled below, based on the facility's maximum monthly gasoline throughput during the 12-month period immediately preceding the required test:
 - (i) The owner/operator of a facility with a maximum monthly throughput of 100,000 gallons or greater shall complete the reverification tests semiannually.
 - (ii) The owner/operator of a facility with a maximum monthly throughput less than 100,000 gallons shall complete the reverification tests annually.
 - (iii) The owner/operator of a facility with less than 12 months throughput data shall conduct reverification tests semiannually. In case of a change of operator of a facility, throughput under the previous owner/operator may be used to determine the applicable test frequency.
 - (B) The owner/operator of a non-retail gasoline transfer and dispensing facility shall complete the reverification tests annually.
 - (C) Once a facility reverification testing month(s) are established, subsequent reverification testing shall be conducted during the same months each year. When a new performance test schedule is required due to a facility alteration, new reverification testing months shall be established based on the date of the performance tests.
 - (D) In case of a change of operator, the new operator shall conduct the next reverification test on the same testing month as established by

the previous operator, if the previous reverification testing records are available. When no testing records are available, the new operator shall complete all the applicable reverification testing within 30 calendar days of the change of operator.

- (e) (3) A person who conducts performance or reverification tests shall comply with all of the following:
 - (A) Conduct performance or reverification tests in accordance with the applicable test methods listed in subdivision (f) and other CARB testing procedures. Tests shall be conducted using calibrated equipment meeting the calibration range and calibration intervals specified by the manufacturer.
 - (B) Notify the District and obtain a confirmation number at least three days prior to testing (at least one of the days shall be regular District business days), except as specified in paragraph (e)(4). In the event that a performance test or reverification test cannot be conducted at the scheduled date and time, the test may be re-scheduled to a later date and time provided that the District is notified at least 24 hours prior to the originally scheduled time. All notification under this subparagraph shall be provided electronically via a District approved method. Notwithstanding, the three-day notice may not be required for reverification tests conducted after a drive-off pursuant to clause (c)(2)(G)(i), provided that the person conducting the tests complies with all other applicable provisions of the rule.
 - (C) Conduct performance and reverification tests between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday. Notwithstanding, the Executive Officer may approve testing on a weekend day (Saturday or Sunday) based on the following criteria:
 - (i) The District shall approve a limited number of reverification testing requests per weekend on a first-come-first-served basis. These reverification tests are subject to the following restrictions:
 - (I) The person conducting the tests has notified the District pursuant to subparagraph (e)(3)(B) for reverification tests. The requests shall be made no more than 30 calendar days in advance of the testing.

- (e) (3) (C) (i) (II) Tests shall be conducted from 7:00 a.m. through 5:30 p.m.
- (III) Upon request by the Executive Officer, the person who conducted the tests on a weekend day for which the District staff was not present shall repeat the reverification testing at a mutually acceptable date but no later than 10 calendar days from the day the test was conducted. The GDF shall pay the cost of the repeat reverification testing.
- (ii) The District shall approve all requests for a retest on a weekend day provided that the retest meets the following conditions:
 - (I) The retest on a weekend day is necessary as the repairs and retest following a failed reverification test cannot be completed by Friday.
 - (II) The person conducting the test has notified the District pursuant to subparagraph (e)(4)(A) or left a phone notification before midnight of the day before the retest.
 - (III) Tests shall be conducted from 7:00 a.m. through 5:30 p.m.
 - (IV) Upon request by the Executive Officer, the person who conducted the test on a weekend day for which the District staff was not present shall repeat the reverification testing at a mutually acceptable date but no later than 10 calendar days from the day the test was conducted. The GDF shall pay the cost of the repeat reverification testing.
- (D) Submit a copy of the PASS/FAIL test results electronically via a District approved method to the Executive Officer within 72 hours after each test is conducted. The PASS/FAIL test results are a summary of the overall results of each test.
- (E) Submit the final test report demonstrating compliance within 14 calendar days of the date when all tests were passed. The test report shall include all the required records of all tests performed, test data, current AQMD facility ID number of the location being tested, the

equipment Permit to Operate or Application number, the AQMD ID number of the company performing the tests, a statement whether the system or component tested meets the required standards, and the name, AQMD tester ID number and signature of the person responsible for conducting the tests.

- (e) (3) (F) Successfully completed the District's Tester Orientation class.
- (G) Successfully completed the International Code Council (ICC) tester certifications (or equivalent state certifications) examination during the previous 24 months. This provision shall take effect six months after such a test becomes available.
- (H) Successfully re-completed the District's Tester Orientation class after having been cited within any 6-month period for at least two violations of subparagraph (e)(3)(A) of this rule or CARB vapor recovery regulations in such a manner that the violations could have affected the accuracy of a performance or reverification test. The tester shall cease conducting any performance or reverification test after receiving the second notice of violation until such time that the tester has successfully re-completed the District Tester Orientation class.
- (I) Not committed more than three violations of subparagraph (e)(3)(A) of this rule or CARB vapor recovery regulations in such a manner that the violations could have affected the accuracy of a performance or reverification test during any 12-month period.
- (4) Notwithstanding subparagraph (e)(3)(B), the owner/operator of a gasoline transfer and dispensing facility that has failed a reverification test or portions thereof may retest the facility prior to resuming operation provided that the person conducting the tests has complied with one of the following:
 - (A) Notify the District electronically via a District approved method and obtain a confirmation number at least 12 hours prior to retesting (at least six of the hours shall be regular District business hours); or
 - (B) When all necessary repairs are performed during the same day the facility has failed any of the applicable reverification tests, the owner/operator may retest the facility on the same day without re-notification, provided that the reasons for the test failure and any repairs performed are properly documented in the test reports and the repair logs pursuant to subparagraphs (e)(6)(B) and (e)(6)(C).

- (e) (5) The owner/operator shall not operate or resume operation of a gasoline transfer and dispensing facility, unless the facility has successfully passed the applicable performance or reverification tests. Notwithstanding the above, when a dispenser associated with any equipment that has failed a reverification test is isolated and shut down, the owner/operator may continue operation or resume operation of the remaining equipment at the facility, provided that test results demonstrate that the remaining equipment is in good operating condition. All test results and the method of isolating the defective equipment shall be documented in the test reports to be submitted to the Executive Officer pursuant to subparagraphs (e)(6)(C), (e)(3)(D) and (e)(3)(E).
- (6) Recordkeeping

A person who performs the installation of components, self-compliance inspections, repairs or testing at any gasoline transfer and dispensing facility, including, but not limited to, the activities for normal operation and maintenance, performance testing, reverification testing and those following a drive-off, shall provide to the owner/operator all records listed below, as applicable, at the end of each day when the service is provided. The owner/operator of any retail or non-retail gasoline transfer and dispensing facility shall maintain all records listed below and any other test results or maintenance records that are required to demonstrate compliance on site for a period of at least two years (or five years for Title V facilities). Notwithstanding, records for non-retail gasoline dispensing facilities that are unmanned may be kept at other locations approved by the Executive Officer. All records shall be made available to the Executive Officer upon request both on site during inspections and offsite as specified.

 - (A) Records of all components installed, defective components identified or repaired during self-compliance inspections.
 - (B) Repair logs, which shall include:
 - (i) Date and time of each repair.
 - (ii) The name of the person(s) who performed the repair, and, if applicable, the name, address and phone number of the person's employer.
 - (iii) Description of service performed.

- (e)
 - (6)
 - (B)
 - (iv) Each component that was installed, repaired, serviced, or removed, including the required component identification information pursuant to subparagraph (c)(3)(A).
 - (v) Each component that was installed as replacement, if applicable, including the required component identification information pursuant to subparagraph (c)(3)(A).
 - (vi) Receipts for parts used in the repair and, if applicable, work orders, which shall include the name and signature of the person responsible for performing the repairs.
 - (C) Records of tests, which shall include:
 - (i) Date and time of each test.
 - (ii) District confirmation number of notifications.
 - (iii) Name, affiliation, address and phone number of the person(s) who performed the test.
 - (iv) Test data and calibration data for all equipment used.
 - (v) Date and time each test is completed and the facility owner/operator is notified of the results. For a test that fails, a description of the reasons for the test failure shall also be included.
 - (vi) For a retest following a failed performance or reverification test, description of repairs performed pursuant to subparagraph (e)(4)(B).
 - (vii) Copies of test reports in District approved format.
 - (D) Monthly gasoline throughput records.
 - (E) Records to prove that the installer/contractor that installed or altered the enhanced vapor recovery equipment has successfully completed a manufacturer training program and any relevant state certification program applicable to the Phase I and Phase II enhanced vapor recovery systems and associated components as specified in subparagraph (c)(3)(A).
- (f) Performance and Reverification Test Methods

All required tests shall be conducted in accordance with the most recently CARB approved version of CARB test methods or as stated in the applicable CARB Executive Orders including the corresponding Installation, Operation and

Maintenance Manual test procedures or any other test methods approved in writing by the USEPA, CARB, or the District.

(g) Exemptions

- (1) The provisions of this rule shall not apply to the transfer of gasoline into testing equipment used to verify the efficiency of the vapor recovery system by CARB or the District or testing contractors, the accuracy of the gasoline dispensing equipment by the Department of Weight and Measures, and the fire safety standards by the Fire Department.
- (2) The requirements of paragraph (c)(2) shall not apply to the fueling of Tournament of Roses parade floats.
- (3) For the purposes of this rule, any requirement for equipment or component(s) to be CARB certified where an applicable valid Executive Order has not been issued by CARB shall not apply until an applicable Executive Order becomes effective.

~~(h) — Rule 1402 Inventory Requirements~~

~~A retail gasoline transfer and dispensing facility that is in compliance with all applicable provisions of this rule, CARB Executive Orders, and District permit conditions shall not be required to submit an emission inventory to the Executive Officer, pursuant to subparagraph (p)(1)(B) of Rule 1402 — Control of Toxic Air Contaminants from Existing Sources, and is deemed in compliance with the requirements of Rule 1402, unless the facility exceeds the significant risk level as defined in Rule 1402.~~

ATTACHMENT A

AQMD-REQUIRED SIGNS

- I. The operator shall post nozzle operating instructions and the following signs:
- (A) SCAQMD toll-free telephone number: "If you have nozzle problems, please call the Air Quality Management District at the toll-free number (800) 242-4020;" or equivalent information approved in writing by the Executive Officer; and
 - (B) A "warning" stating:

**"TOXIC RISK - FOR YOUR OWN PROTECTION
DO NOT BREATHE FUMES
DO NOT TOP TANKS"**

- II. All required signs shall conform to all of the following:
- (A) For decal signs:
 - (i) Each sign shall be visible from all fueling positions it serves; and
 - (ii) Sign shall be readable from a distance of 3 feet.
 - (B) All other signs:
 - (i) For pump toppers, one double-back sign per island;
 - (ii) For permanent (non-decal) signs, two single-sided or one double-sided sign(s) per two (2) dispensers.
 - (iii) All signs shall be readable from a distance of 6 feet.

ATTACHMENT B**DAILY MAINTENANCE INSPECTION PROTOCOL**

The owner/operator of a retail gasoline transfer and dispensing facility shall at minimum verify the following during the daily maintenance inspections:

(A) PHASE I VAPOR RECOVERY SYSTEM INSPECTION

1. The spill container is clean and does not contain gasoline. The spill containment drain valve shall be vapor-tight.
2. The fill caps are not missing, damaged or loose.
3. If applicable:
 - a. the submerged fill tube seals properly against the fitting
 - b. the dry break (poppet valve) is not missing or damaged.
4. The submerged fill tube is not missing or damaged.

(B) PHASE II VAPOR RECOVERY SYSTEM INSPECTION

1. The fueling instructions are clearly displayed with the appropriate toll-free complaint phone number and toxic warning signs.
2. The following nozzle components are in place and in good condition, as specified in CARB Executive Orders:
 - a. faceplate/facecone; vapor splash guard/fill guard/efficiency compliance device (ECD)/VEG
 - b. bellows
 - c. latching device spring
 - d. vapor check valve
 - e. spout (proper diameter/vapor collection holes)
 - f. insertion interlock mechanism
 - g. automatic shut-off mechanism
 - h. hold open latch
3. The hoses are not torn, flattened or crimped.
4. For vacuum-assist systems, the vapor processing unit and burner are functioning properly.

(C) RECORDS OF DEFECTIVE COMPONENTS

ATTACHMENT C**PERIODIC COMPLIANCE INSPECTION PROTOCOL**

The owner/operator of a retail gasoline transfer and dispensing facility shall at minimum verify the following during the periodic compliance inspections:

(A) GENERAL INSPECTION

1. The District permit is current.
2. The equipment and District permit description match.
3. The facility complies with all permit conditions.
4. The required sign is properly posted and the sign contains all the necessary information. (i.e., toll-free complaint phone number, toxic warning sign, etc.)

(B) PHASE I VAPOR RECOVERY SYSTEM INSPECTION

1. The spill container is clean and does not contain gasoline.
2. The fill caps are not missing, damaged or loose.
3. If applicable:
 - a. the spring-loaded submerged fill tube seals properly against the coaxial fitting
 - b. the dry break (poppet valve) is not missing or damaged.
4. The submerged fill tube is not missing or damaged.
5. The distance between the highest level of the discharge opening of the submerged fill tube and the bottom of the stationary storage tank does not exceed six inches (6").
6. The Phase I vapor recovery system complies with required CARB certification and is properly installed.
7. The spill box complies with required CARB certification and is properly installed.
8. The vent pipes are equipped with required pressure/vacuum relief valves.

(C) PHASE II VAPOR RECOVERY SYSTEM INSPECTION

1. The fueling instructions are clearly displayed.
2. Each nozzle is the current CARB-certified model.

ATTACHMENT C - CONTINUED

- (C) 3. Each nozzle is installed in accordance with the applicable CARB Executive Orders.
4. The following nozzle components are in place and in good condition, as specified in CARB Executive Orders or California Code of Regulations, Title 17, Part III, Chapter 1, subchapter 8, section 94006 or Health and Safety Code Section 41960.2 (e):
- a. faceplate/facecone; vapor splash guard/fill guard/efficiency compliance device (ECD)
 - b. bellows
 - c. latching device spring
 - d. vapor check valve
 - e. spout (proper diameter/vapor collection holes)
 - f. insertion interlock mechanism
 - g. automatic shut-off mechanism
 - h. Hold open latch
5. The hoses are not torn, flattened or crimped.
6. The vapor recovery hoses are the required size and length.
7. The hoses with retractors are adjusted to maintain a proper loop, and the bottom of the loop is within the distance from the island surface certified by the CARB Executive Order for that particular dispenser configuration.
8. The vapor recovery nozzles are equipped with required hoses.
9. The bellows-equipped vapor recovery nozzles are equipped with CARB certified insertion interlock mechanisms.
10. If required, the flow limiter is not missing and is installed properly.
11. The swivels are not missing, defective, or leaking, and the dispenser-end swivels, if applicable, are Fire-Marshall approved with 90-degree stops.
12. If required, the liquid removal devices comply with required CARB certifications and are properly installed.
13. For bellows-less nozzles, the hoses are inverted coaxial type and the vapor collection holes are not obstructed.
14. For vacuum-assist systems, the vapor processing unit and burner are functioning properly.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report

Proposed Amended Rule 461 – Gasoline Storage and Dispensing

September 2026

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EXECUTIVE SUMMARY

Rule 461 – Gasoline Transfer and Dispensing applies to the transfer of gasoline from any tank truck trailer, or railroad tank car into a stationary storage tank, and from any stationary storage tank into any motor vehicle fuel tank. This rule applies to all facilities that have certain storage capacity to transfer and dispense gasoline. In general, gasoline transfer and storage equipment must be certified by the California Air Resources Board (CARB). Staff is proposing amendments to Rule 461 – Gasoline Transfer and Dispensing to provide a streamlined recordkeeping compliance option for non-retail operators dispensing gasoline exclusively into motor vehicles equipped with Onboard Refueling Vapor Recovery (ORVR) systems. ORVR is a vehicle-integrated fuel vapor emission control system designed to capture volatile organic compounds (VOCs) released during refueling and prevent their escape into the ambient air.

Rule 461 requires all gasoline dispensing equipment, including nozzles, hoses, and underground storage tank components, to be CARB-certified and routinely tested to ensure proper operation and leak prevention. The rule also requires Phase I vapor recovery systems, which control emissions during fuel delivery to storage tanks, and Phase II vapor recovery systems, which control emissions during vehicle refueling, to be properly installed and maintained.

As part of the 2008 amendments, Rule 461 established an alternative compliance option allowing owners or operators of gasoline dispensing facilities to dispense gasoline into motor vehicles without installing CARB-certified Phase II Enhanced Vapor Recovery (EVR) systems, provided that fueling is limited exclusively to motor vehicles equipped with ORVR systems and owned or directly controlled by the facility operator. This compliance option includes additional recordkeeping requirements. Under the existing provisions of Rule 461 subparagraph (c)(4)(E), facility operators utilizing this compliance option must maintain detailed fuel dispensing records for each individual vehicle per fuel episode.

Proposed amendments to Rule 461 would streamline recordkeeping requirements for operators whose fleets consist exclusively of ORVR-equipped motor vehicles by allowing documentation of total daily fuel dispensing quantities in aggregate in lieu of recording fuel dispensed on a per vehicle basis. Operators would continue to be required to maintain a daily inventory list of vehicles to demonstrate only vehicles equipped with ORVR are fueled on that day. The proposed amendments will maintain essential recordkeeping requirements to support compliance while addressing stakeholder requests to reduce the administrative workload. The proposed amendments also include an editorial correction and the removal of an outdated provision which has been superseded by state reporting requirements.

The proposed amendments to Rule 461 (PAR 461) are administrative in nature and will not result in emission reductions or additional costs. PAR 461 will be developed through a public process. A Public Workshop for PAR 461 was held on June 24, 2026.

CHAPTER 1: BACKGROUND

INTRODUCTION

REGULATORY HISTORY

THE NEED FOR PROPOSED AMENDED RULE 461

EQUIPMENT OVERVIEW

PUBLIC PROCESS

INTRODUCTION

Rule 461 – Gasoline Transfer and Dispensing is applicable to the transfer of gasoline from any tank truck trailer, or railroad tank car into a stationary storage tank, and from any stationary storage tank into any motor vehicle fuel tank. Rule 461 controls VOC and toxic air contaminant (TAC) emissions during the filling of storage tanks and when dispensing gasoline from stationary gasoline dispensing facilities.

Rule 461 mandates that all equipment, including nozzles, hoses, and underground storage tank components, be certified by CARB and regularly tested for leaks and performance. The rule requires Phase I (transfer from delivery vehicle to storage tank) and Phase II (transfer from storage tank to motor vehicle) systems to be installed and maintained to prevent leaks.

EVR regulations became state law on April 1, 2001. All Gasoline Dispensing Facilities (GDFs) were to be equipped with Phase I EVR systems to capture displaced gasoline vapor from being released to the atmosphere during the transfer of gasoline from the cargo tank to gasoline storage tanks. Phase II EVR systems are certified to several new standards, including ORVR compatibility, more stringent spillage and “dripless nozzle” requirements, in-station diagnostics, and storage tank pressure limits.

There are approximately 4,200 retail GDFs and 4,400 non-retail GDFs permitted for operation within the South Coast AQMD jurisdiction.

For non-retail facilities dispensing fuel to only motor vehicles equipped with ORVR systems, Rule 461 provides an alternative compliance option which allows the owner or operator of a non-retail gasoline dispensing station to dispense gasoline into their fleet motor vehicles without installation of Phase II EVR. This alternative compliance option requires the owner or operator to demonstrate that the gasoline dispensed is only to motor vehicles equipped with ORVR and includes daily recordkeeping requirements on a per vehicle basis.

REGULATORY HISTORY

Gasoline is a source of VOCs and TACs. Due to gasoline’s high volatility and vapor pressure, it readily evaporates into the atmosphere, and effective control of gasoline vapors is essential to minimize fugitive emissions of VOCs and TACs to reduce potential impacts on public health.

Rule 461

Rule 461 was originally adopted on January 9, 1976, and has since been amended twenty times to strengthen controls on VOCs and TACs. The most recent amendment, adopted on January 7, 2022, relocated provisions governing mobile fueling operations into a separate Rule 461.1 in response to the growth of on-demand retail fueling services.

The 2008 amendment for Rule 461 introduced an alternative to compliance with requirements for installation of CARB certified Phase II EVR systems for fleets. The amendment allowed the owner or operator of a gasoline dispensing facility to dispense gasoline into their fleet motor vehicles provided they:

- Use existing CARB-certified Phase II vapor recovery system with vapor return lines blocked off;
- Only dispense into motor vehicles that are equipped with ORVR and are owned or under direct control by the operator; and
- Maintain additional recordkeeping.

Federal and State Regulations

In 1993, the U.S. Environmental Protection Agency (EPA) adopted the On-board Diagnostic (OBD II) System for passenger cars and light-duty trucks and eventually for heavy-duty gasoline vehicles up to 14,000 gross vehicle weight rating (GVWR). OBD II is designed to monitor the performance of systems such as engine and emission control systems. OBD II also monitors the evaporative emissions control system, which includes ORVR. ORVR is designed to share the same vapor lines, purge valves, purge lines and an activated carbon canister as the other engine systems and emission control systems.

Section 182(b)(3) of the federal Clean Air Act (CAA) requires GDFs located within Moderate, Serious, Severe, and Extreme ozone nonattainment areas to install and operate Phase II vapor recovery control systems on gasoline dispensing equipment. The U.S. EPA initiated the phased implementation of ORVR systems in vehicles as summarized in Table 1 below.

TABLE 1-1: ORVR PHASE-IN SCHEDULE^{1,2}

Vehicle Class	40% Fleet	80% Fleet	100% Fleet
Passenger Vehicles	1998	1999	2000
Light Duty Trucks & Medium Duty Vehicles (0-6000 lbs GVWR)	2001	2002	2003
Medium Duty Vehicles (6001-8500 lbs GVWR)	2004	2005	2006

ORVR systems were first introduced for 1998 model-year motor vehicles and are required pursuant to Title 13 of the California Code of Regulations, Section 1978,³ and Title 40 of the Code of Federal Regulations, Part 86.⁴ U.S. EPA finalized the ORVR standards on April 6, 1994, with implementation beginning in 1998. CARB approved the adoption of ORVR standards on June 29, 1995, which were formally adopted by Executive Order G-96-026 on April 24, 1996.

¹ California Air Resources Board. (2000, February 4). Staff report: Initial statement of reasons for proposed amendments to the vapor recovery certification and test procedures for gasoline loading and motor vehicle gasoline refueling at service stations. <https://ww2.arb.ca.gov/sites/default/files/barcu/regact/march2000evr/evrisor.pdf>

² South Coast AQMD. (2012, April). PAR 461—Gasoline transfer and dispensing: Attachment F - Final staff report. <https://www.aqmd.gov/docs/default-source/agendas/governing-board/2012/2012-apr6-041.pdf>

³ Cal. Code Regs. tit. 13, § 1978. (2022, August 25). Standards and Test Procedures for Vehicle Refueling Emissions.

⁴ United States Environmental Protection Agency. (2026, May 15). 40 CFR Part 86. <https://www.ecfr.gov/current/title-40/part-86>

THE NEED FOR PROPOSED AMENDED RULE 461

For operators opting for the alternative compliance option of dispensing gasoline exclusively to motor vehicles equipped with ORVR systems in lieu of installation of CARB certified Phase II EVR systems, Rule 461 subparagraph (c)(4)(E) requires the facility operator to maintain detailed fuel dispensing records for each individual vehicle, including:

- Date of refueling episode;
- Quantity of fuel dispensed into each motor vehicle; and
- Each refueled motor vehicle's make, model, model year, and identification number.

For stakeholders operating large and continuously changing fleets comprised of relatively new vehicles, such as rental vehicle companies, daily recordkeeping for total gasoline dispensed would be a viable alternative to the existing requirement of *per vehicle* fuel dispensing records while reducing administrative workload on those operators. The proposed amendments to Rule 461 would retain the option for daily recordkeeping per vehicle while providing an additional option for owners or operators of non-retail GDFs to record daily aggregate fuel throughput for the fleet.

In addition, subdivision (h), which required reporting in accordance with Rule 1402, is now superseded by state reporting requirements under CARB's Emissions Inventory Criteria Guideline (EICG) to fulfill their Criteria Air Pollutants and Toxic Air Contaminants Reporting (CTR)⁵.

EQUIPMENT OVERVIEW

Phase I, Phase II, and ORVR systems are designed to reduce VOC emissions generated during gasoline transfer operations. As shown in Figure 1-1, Phase I systems capture vapors displaced during fuel deliveries from tanker trucks to underground storage tanks. Phase II systems capture vapors released during vehicle refueling at gasoline dispensers. ORVR systems, installed directly on vehicles, capture and store refueling vapors in an onboard carbon canister. Since 2006, all new light-duty vehicles have been equipped with ORVR technology, substantially reducing the need for conventional Phase II vapor recovery systems⁶.

Phase I ⁷

A Phase I vapor recovery system is a required air pollution control system pursuant to Rule 461. The system captures gasoline vapors generated during the transfer of fuel from delivery trucks to underground or aboveground storage tanks by using a sealed, vapor-tight connection that routes displaced vapors back to the delivery vehicle, thereby minimizing the release of smog-forming emissions into the atmosphere. As shown in Figure 1-1, when a tanker truck refills a gasoline aboveground storage tank, the incoming fuel forces existing fumes out. Instead of escaping into the air, these vapors are captured and sent back to the tanker.

⁵ California Air Resources Board. (2022, January). Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants. https://ww2.arb.ca.gov/sites/default/files/2022-02/Unofficial%20CTR_Jan2022_0.pdf

⁶ South Coast AQMD. (2012, April) PAR 461 Final Staff Report. <https://www.aqmd.gov/docs/default-source/agendas/governing-board/2012/2012-apr6-041.pdf>

⁷ South Coast AQMD. (2013, November). Above Ground Storage Tanks – Standing Loss Control and Phase I EVR Requirement. <https://www.aqmd.gov/docs/default-source/compliance/Gas-Dispensing/ast-outreach-presentation.pdf>

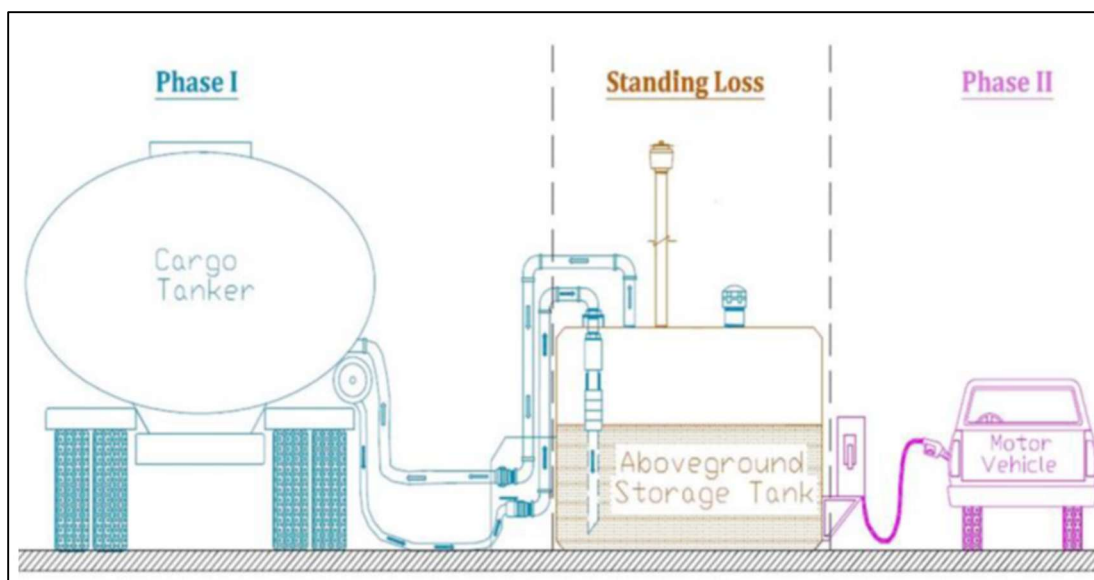
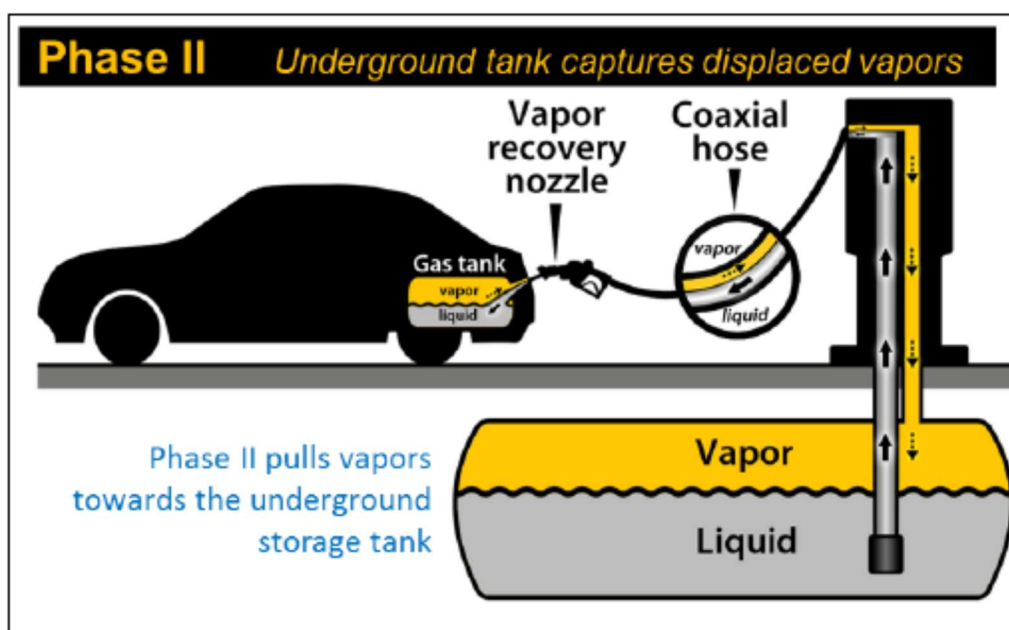


Figure 1-1: Phase I and Phase II Vapor Recovery Systems with an Aboveground Storage Tank

Phase II EVR⁸

Phase II EVR is a system designed to capture displaced vapors that emerge from inside a vehicle's fuel tank when gasoline is dispensed into the tank. As shown in Figure 1-2, during refueling, vapors are pulled from the gasoline tank to the underground storage tank for a vehicle that is not equipped with ORVR that is fueled with Phase II EVR.



⁸ South Coast AQMD. Draft Staff Report, Proposed Amended Rule 1401 – New Source Review of Toxic Air Contaminants. (2017, August). https://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/par1401_dsr_080217.pdf

Figure 1-2: Phase II Vapor Recovery UST Captures Displaced Vapors

On-board Refueling Vapor Recovery Systems⁸

ORVR systems are required for all new passenger, light duty and medium duty vehicles as of the 2006 model year. Motor vehicles equipped with ORVR systems use an on-board activated carbon canister to capture displaced gasoline vapor from re-fueling without returning the vapor to the stationary storage tanks.

As shown in Figure 1-3, an ORVR system captures the gasoline vapors that are displaced during refueling and stores those vapors in a canister filled with activated carbon. When the vehicle engine starts, gasoline vapors stored in the canister are purged and burned in the engine. The carbon bed achieves an average control efficiency of 95% as certified by CARB.⁹

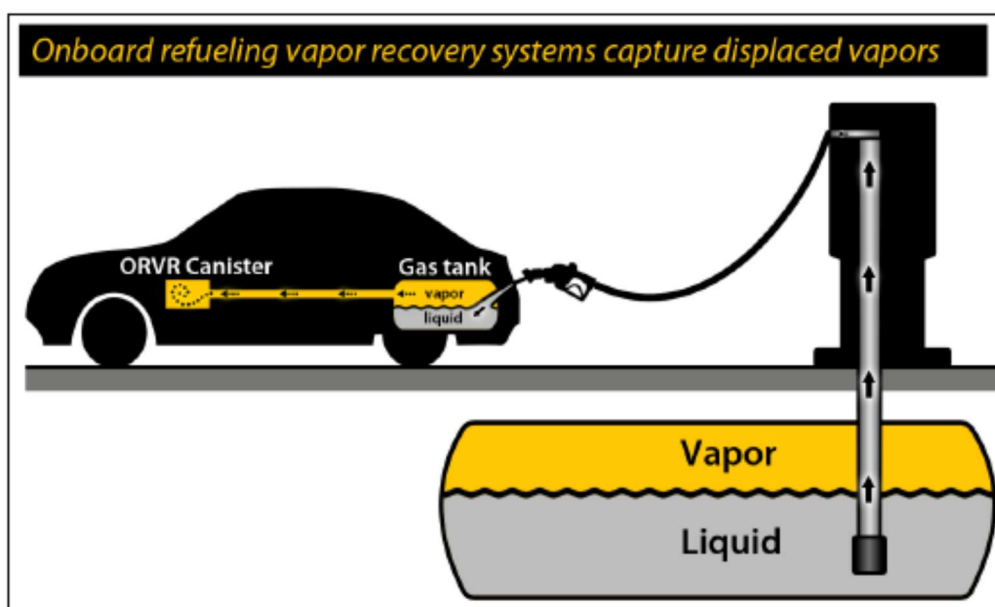


Figure 1-3: Onboard Refueling Vapor Recovery System Capture Displaced Vapors

Figure 1-4 provides a more detailed view of the fuel tank and the modified fillpipe on a vehicle equipped with ORVR. As shown in Figure 1-4, the ORVR system has mechanisms (i.e. a narrowed fillpipe to form a liquid barrier and a mechanical valve at the end of the fillpipe) to prevent vapor within a vehicle fuel tank from escaping via the fillpipe of the vehicle to the Phase II controls. The vapor that would have otherwise escaped through the fillpipe to the Phase II controls is instead directed to a carbon canister contained within the vehicle, which is the actual means of emission control of the ORVR system, to adsorb hydrocarbons contained in the displaced vapor.

⁹ California Air Resources Board. ARB 2013 Gasoline Dispensing Facility Phase II ORVR Emission Factor Update - South Coast AQMD Rule 1401 Working Group. (2017, August 16). https://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/par1401_wg4carb_081617.pdf

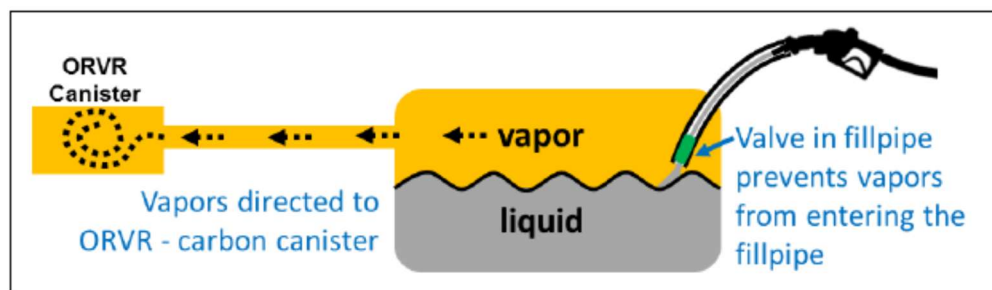


Figure 1-4: Onboard Refueling Vapor Recovery System Capture Displaced Vapors

PUBLIC PROCESS

The development of PAR 461 will be conducted through a public process. A Public Workshop was held on June 24, 2026, where South Coast AQMD staff presented the proposed amended rule language to the public and stakeholders and solicit comments.

CHAPTER 2: SUMMARY OF PROPOSAL

INTRODUCTION

PROPOSED AMENDED RULE 461

INTRODUCTION

PAR 461 includes an alternative recordkeeping option for fleet operators of ORVR-equipped vehicles to record daily fuel dispensing quantity in aggregate in lieu of existing requirements in subparagraph (c)(4)(E) for fuel dispensed per vehicle.

The following information summarizes the proposed amendments for PAR 461. Any modifications to provisions that have been incorporated are explained. PAR 461 also includes an editorial change for a typographical error.

PROPOSED AMENDED RULE 461

Subdivision (c) – Equipment and Operation Requirements

Incorrect Numbering – Clause (c)(1)(B)(vi)

Due to a typographical error, clause (c)(1)(B)(vi) was incorrectly numbered as the sixth item under subparagraph (c)(1)(B). The clause has been corrected to reflect (c)(1)(B)(iv).

Content of Record Keeping Requirement for Non-Retail Gasoline Transfer and Dispensing Facilities – Subparagraph (c)(4)(E)

The owner/operator of a non-retail gasoline transfer and dispensing facility that exclusively fuels ORVR-equipped vehicles may elect to utilize a CARB-certified non-vapor recovery dispensing component that complies with paragraph (c)(4). Under the current requirements of subparagraph (c)(4)(E), facilities selecting this option are required to maintain records documenting the date, quantity of fuel dispensed into each motor vehicle, and the motor vehicle's make, model, model year, and vehicle identification number (VIN).

For stakeholders operating large and continuously changing fleets comprised of relatively new vehicles, such as rental vehicle companies, daily recordkeeping for total gasoline dispensed would be a viable alternative to the existing requirement of per vehicle fuel dispensing records while reducing administrative workload on those operators. The proposed amendments to Rule 461 would retain the option for daily recordkeeping per vehicle, now located in clause (c)(4)(E)(i), while providing an additional option for owners or operators of non-retail GDFs to record daily aggregate fuel throughput for the fleet, located in clause (c)(4)(E)(ii). Both options require the operator to maintain a list of fueled vehicles, including each motor vehicle's make, model, model year, and VIN.

Records specified in this subparagraph are used to demonstrate that the operator only dispenses into motor vehicles equipped with ORVR as specified in subparagraph (c)(4)(D). Facilities may retain a record of fleet vehicles to demonstrate compliance with ORVR requirements, as shown in ~~example~~ Table 2-1. However, the entire list of vehicles must be ORVR-equipped for the facility to demonstrate compliance with the requirements of subparagraph (c)(4)(D).

Table 2-1: Example Fleet List Report

<u>Date</u>	<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Vehicle Identification Number (VIN)</u>
08/04/26	2022	RAM	C15C	1C6RR7GTXLSXXXXXX
08/04/26	2022	CADI	XT6	1G6KD5RX6KUXXXXXX
08/04/26	2023	CHRY	PACI	1C3CC5DB4FNXXXXXX
08/04/26	2023	NISN	SENT	1N4AL3AP4KCXXXXXX
08/04/26	2023	NISN	SENT	1N4AL3AP4KCXXXXXX
08/04/26	2023	BMW	X1	WBA3B3C5XKFXXXXXX
08/04/26	2024	NISN	ROGU	1N4AL3AP4KCXXXXXX

For example, Rental Car Facility A provides a list of all fleet vehicles present at the facility on a particular day and aggregate fuel dispensed for the same day to comply with subparagraph (c)(4)(D) using recordkeeping option of subparagraph (c)(4)(E)(ii). The list provided consists of 19 cars equipped with ORVR and one car not equipped with ORVR. In this example, Rental Car Facility A would be in violation of subparagraph (c)(4)(D) due to being unable to demonstrate that the facility only dispense fuel into ORVR equipped vehicles.

In comparison, Rental Car Facility B provides a similar list of all fleet vehicles present at the facility on a particular day and aggregate fuel dispensed for the same day to comply using recordkeeping option of subparagraph (c)(4)(E)(ii). The list provided consists of 20 cars equipped with ORVR and zero vehicles not equipped with ORVR. In this example, Rental Car Facility B would be able to demonstrate that the facility only dispenses fuel into ORVR equipped vehicles and in compliance with subparagraph (c)(4)(D).

For facilities who wish to utilize the new aggregate fuel recordkeeping option proposed for subparagraph (c)(4)(E), a permit modification must be submitted to South Coast AQMD prior to implementing this alternative recordkeeping option due to existing conditions in the GDF permit to operate. For a facility to comply with the new recordkeeping option in PAR 461 clause (c)(4)(E)(ii), the existing permit condition will need to be modified to reflect the requirement prior to the transition.

Subdivision (h) — Rule 1402 Inventory Requirements

Subdivision (h) was first introduced on April 21, 2000 to require inventory reporting in accordance with Rule 1402. However as of January 1, 2022, facilities are now required to report emissions data as part of CARB’s EICG and CTR requirements, and thus the subdivision has been superseded by the state reporting program and will be removed from Rule 461.

CHAPTER 3: IMPACT ASSESSMENTS

IMPACT OF RULE AMENDMENT

CALIFORNIA ENVIRONMENTAL QUALITY ACT

SOCIOECONOMIC IMPACT ASSESSMENT

DRAFT FINDINGS UNDER THE HEALTH AND SAFETY CODE

COMPARATIVE ANALYSIS

IMPACT OF RULE AMENDMENT

Impact assessments were conducted as part of PAR 461 rule development to assess environmental and socioeconomic implications. These impact assessments include costs, emission reductions, socioeconomic impacts, and CEQA analysis. Staff prepared draft findings pursuant to Health and Safety Code Sections 40727 and 40727.2, respectively. The proposed amendments to Rule 461 are administrative. There will not be additional emission reductions from implementing PAR 461. The provisions in PAR 461 are not expected to impose any additional costs.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 461) 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 is not required by Health and Safety Code Sections 40440.8 and 40728.5 and has not been prepared because the proposed amendments to Rule 461 contain administrative changes that will not significantly affect air quality or emission limitations, and thus, will not result in significant socioeconomic impacts.

DRAFT FINDINGS UNDER THE HEALTH AND SAFETY CODE

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 461 to include an option for fleet operators of ORVR-equipped vehicles to record daily aggregated fuel dispensing quantity in lieu of existing requirements in subparagraph (c)(4)(E) for fuel dispensed per vehicle.

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, 40920.6, and 41508.

Clarity

PAR 461 is written or displayed so that its meaning can be easily understood by the persons directly affected by it.

Consistency

PAR 461 is in harmony with and not in conflict with or contradictory to existing statutes, court decisions, or state or federal regulations.

Non-Duplication

PAR 461 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, 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, 40702, 40440(a), and 40725 through 40728.5.

COMPARATIVE ANALYSIS

PAR 461 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.

RESPONSE TO COMMENTS

TABLE OF CONTENTS

1. Don Lefevre, American Car Rental Association (ACRA)

Comment Letter #1



July 15, 2026

Mr. Michael Krause
 Assistant Deputy Executive Officer
 Planning, Rule Development, and Implementation
 South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, California 91765

Re: Comments in Support of Proposed Amended Rule 461 – Gasoline Transfer and Dispensing

Dear Mr. Krause:

The American Car Rental Association (ACRA), which is the national trade association representing the car rental companies, writes in support of Proposed Amended Rule 461 (PAR 461) and specifically new clause (c)(4)(E)(ii), which would allow operators of fleets composed entirely of ORVR-equipped motor vehicles to record total daily aggregate fuel dispensed in lieu of per-vehicle daily fueling records. We also respectfully request two refinements to subparagraph (c)(4)(E) to ensure the amendment delivers the administrative relief staff intends.

ACRA members operate large, constantly rotating fleets of late-model vehicles, including at the Consolidated Rental Car Facility at Los Angeles International Airport. Because every vehicle in these fleets is equipped with onboard refueling vapor recovery, per-vehicle daily fuel logs impose a substantial administrative burden without any corresponding emissions benefit.

ACRA members maintain, and will continue to maintain, the records required under subparagraph (c)(4)(E). As drafted, however, new clause (c)(4)(E)(ii) requires a daily “list of motor vehicles fueled,” including each vehicle’s make, model, model year, and vehicle identification number (VIN). Because the only way to know which vehicles were fueled on a given day is to identify and log each vehicle at the dispenser, this element preserves the very per-vehicle, per-fueling-event burden the amendment is intended to relieve. Notably, the Preliminary Draft Staff Report describes the new option as requiring “a daily inventory list of vehicles present on-site” — a record our members can generate automatically from existing fleet management systems, and one that demonstrates equally well that fueling is limited to ORVR-equipped vehicles, because every light-duty vehicle of model year 2006 and newer is ORVR-equipped as a matter of federal law.

1-1

Rental fleets are uniquely suited to a streamlined demonstration: they consist exclusively of late-model vehicles and turn over completely every three to four years. ACRA therefore requests that staff add a third compliance option under subparagraph (c)(4)(E) permitting an owner/operator to: (1) certify to the Executive Officer, initially and annually thereafter, that the facility dispenses gasoline exclusively into ORVR-equipped motor vehicles of model year 2006 or newer that are owned or under the direct control of the operator; (2) maintain a current fleet inventory, including each motor vehicle’s make, model, model year, and VIN, in an electronic fleet management or equivalent recordkeeping system; and (3) make such records available to the

1-2

300 New Jersey Ave, NW, Suite 300, Washington, D.C. 20001

Executive Officer upon request. This approach changes neither the emissions standard nor the ORVR-only limitation, and it preserves records fully sufficient — indeed, more readily auditable than manual logs — for the Executive Officer to verify compliance.

1-2

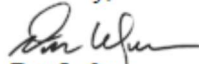
At a minimum, ACRA requests that staff conform the rule text to the Staff Report by revising clause (c)(4)(E)(ii) to require the date, total fuel dispensed, and an inventory list of the fleet motor vehicles at the facility, including each motor vehicle's make, model, model year, and VIN. We further request that subparagraph (c)(4)(F) be revised to permit records to be maintained in electronic form and made available upon request, and that staff streamline the permit modification the Staff Report identifies as a precondition to using the new recordkeeping option.

1-3

We thank Executive Officer Natri, you, and the PAR 461 staff team for the careful and responsive manner in which South Coast AQMD has accommodated industry's input on this issue since ACRA first raised it in October 2025. We look forward to continued collaboration with staff to identify additional ways South Coast AQMD can achieve its goals while reducing industry burdens. We respectfully urge staff to incorporate these refinements into PAR 461, and the Governing Board to adopt the strengthened amendment at the September 4, 2026 Public Hearing.

Please contact me at Don.Lefev@acradrives.org should you have any questions.

Sincerely,



Don Lefev
President & CEO
American Car Rental Association

Staff Response to Comment Letter #1

1-1 Response:

PAR 461 adds a new recordkeeping option for facilities electing to comply with the alternative compliance option specified in paragraph (c)(4) which allows non-retail gasoline transfer and dispensing facilities to operate in lieu of the Phase II requirements of paragraph (c)(2). As part of the alternative compliance pathway, subparagraph (c)(4)(D) limits the facility to dispense into only motor vehicles equipped with an onboard vapor recovery (ORVR). Compliance with this requirement is demonstrated with recordkeeping requirements.

Current Rule 461 requires facilities to maintain daily per vehicle records such as motor vehicle identification information, date, and quantity of fuel dispensed into each motor vehicle. The proposed amendments will add an option to record aggregate fuel dispensed per facility instead of quantity per vehicle which provides reduced administrative workload on those operators. Staff have also taken steps to align staff report language referenced by the commenter with the proposed rule language to clarify records must demonstrate that only ORVR vehicles are fueled at the facility on any specific day.

1-2 Response:

Staff appreciate the clarification that rental fleets consist of rotating inventory of late-model motor vehicles; however, the suggested edits would create issues to demonstrate and verify compliance with PAR 461. An annually certified fleet inventory with vehicle identification information does not provide the necessary specificity to identify whether a motor vehicle without ORVR is fueled at an applicable facility.

Staff have worked with stakeholders to address concerns surrounding recordkeeping requirements and are not recommending changes to the proposed rule language. For additional clarification on acceptable forms of fleet recordkeeping, please see Chapter 2.

1-3 Response:

Please see response to comment 1-2 for alignment of staff report language.

Rule 461 does not specify the format in which records are maintained if they are provided upon the request to the Executive Officer. Maintaining records in an electronic format is acceptable. Streamlining permit modification is outside the scope of PAR 461; however, facilities have the option to submit express permit processing requests with Form 400-XPP and applicable fees to expedite permit turnaround times.

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 461 – GASOLINE STORAGE AND
DISPENSING**

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
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Project Title: Proposed Amended Rule 461 – Gasoline Storage and Dispensing

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: Rule 461 was adopted to control emissions of volatile organic compounds and toxic air contaminants from gasoline dispensing facilities. Rule 461 currently has an alternative compliance option which allows operators of non-retail gasoline dispensing facilities (GDFs) to dispense gasoline into motor vehicles without requiring the use of California Air Resources Board-certified Phase II Enhanced Vapor Recovery systems, provided that the motor vehicles are equipped with Onboard Refueling Vapor Recovery (ORVR) systems and are owned or directly controlled by the facility operator. Proposed Amended Rule (PAR) 461 will streamline recordkeeping requirements for operators of non-retail GDFs whose fleets consist exclusively of ORVR-equipped motor vehicles by adding an option to allow documentation of total daily fuel dispensing quantities in aggregate, in lieu of the current requirement to record the amount of fuel dispensed on a per vehicle basis. PAR 461 will also include an editorial correction and remove an outdated provision which has been superseded by state reporting requirements. While no emission reductions are expected, increasing the options available in PAR 461 for fleet operators to demonstrate compliance with the recordkeeping provisions will benefit stakeholders by providing flexibility and improved clarity for implementing the applicable requirements while reducing the administrative workload.

Public Agency Approving Project: South Coast Air Quality Management District	Agency Carrying Out Project: South Coast Air Quality Management District
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Exempt Status:
CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

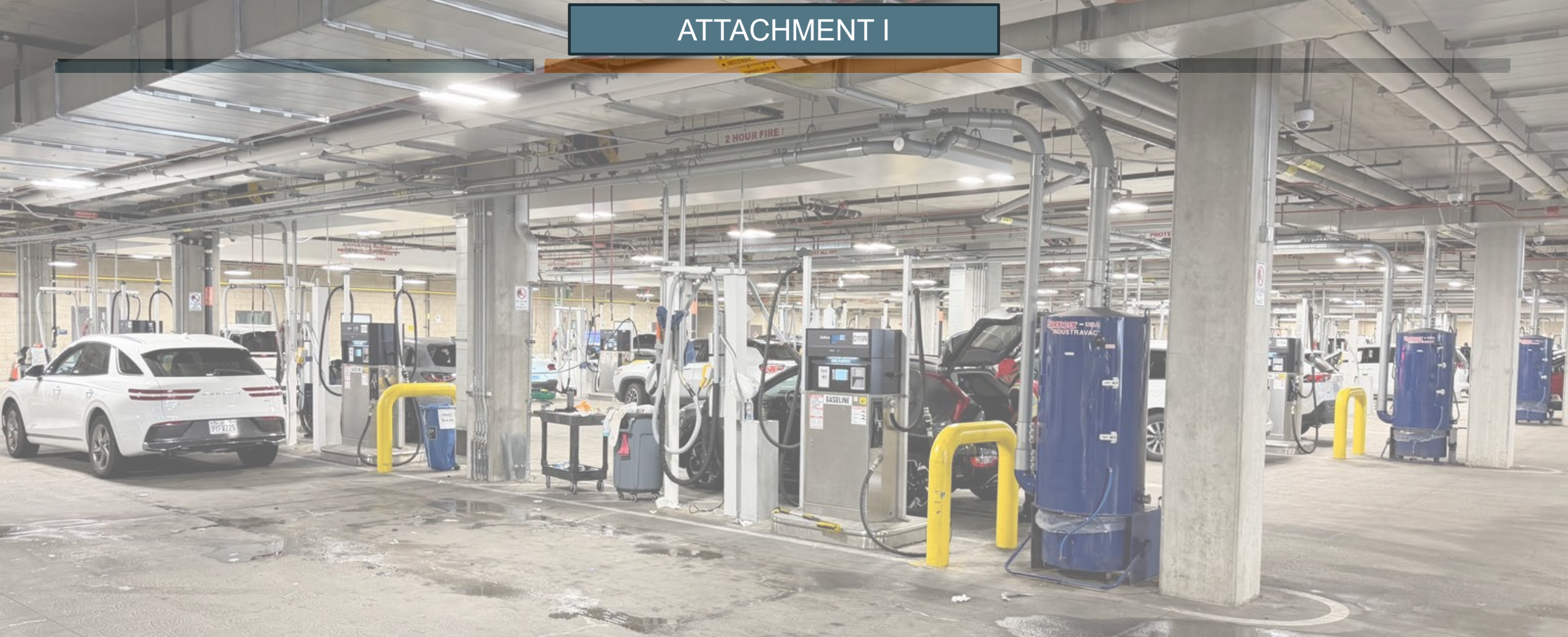
Reasons Why Project Is Exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project (PAR 461) pursuant to: 1) CEQA Guidelines Section 15002(k) – General Concepts, the three-step process for deciding which document to prepare for a project subject to CEQA; and 2) CEQA Guidelines Section 15061 – Review for Exemption, procedures for determining if a project is exempt from CEQA. Because the proposed project provides a new recordkeeping option and contains other clarifications and administrative changes without requiring physical modifications, it can be seen with certainty that there is no possibility that implementation of PAR 461 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.

Date When Project Will Be Considered for Approval (subject to change):
South Coast AQMD Governing Board Public Hearing: September 4, 2026

CEQA Contact Person: Sina Taghvaei, Ph.D.	Phone Number: (909) 396-2192	Email: staghvaei@aqmd.gov
PAR 461 Contact Person: Jennifer Wang	Phone Number: (909) 396-3098	Email: jwang@aqmd.gov

NOTICE OF EXEMPTION FROM CEQA (concluded)

Date Received for Filing: _____ **Signature:** (Signed and Dated Upon Board Approval)
Kevin Ni
Program Supervisor, CEQA
Planning, Rule Development, and
Implementation



**Proposed Amended Rule 461 –
Gasoline Transfer and Dispensing**
Board Meeting
September 4, 2026

Rule 461 Background

History and Applicability

- Adopted in 1976 to regulate gasoline transfer and dispensing facilities
- Applies to gasoline transfer from:
 - Any tank truck, trailer, or railroad tank car into any stationary storage tank, and
 - Any stationary storage tank into any motor vehicle fuel tank

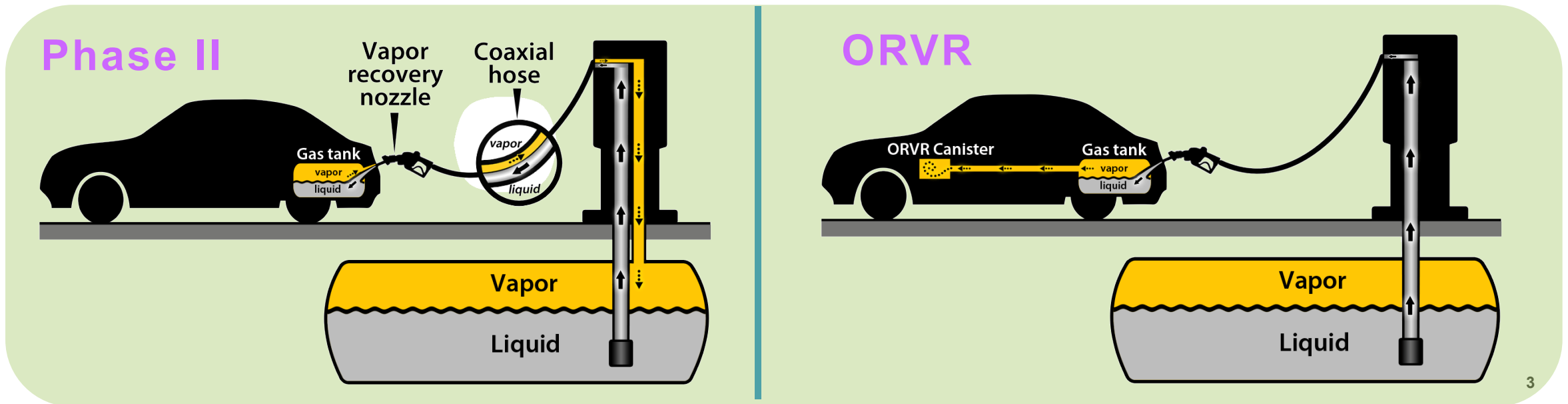
Requirement

- Reduces VOC and toxic air contaminant emissions by requiring:
 - CARB certified vapor recovery equipment
 - Periodic testing and maintenance



Phase II Vapor Recovery System For Gasoline Refueling And Onboard Vapor Recovery System (ORVR)

- ❑ Rule 461 requires gasoline dispensing facilities to install CARB-certified Phase II vapor recovery systems
 - An alternative compliance option allows non-retail gasoline dispensing facility not equipped with a CARB-certified Phase II vapor recovery system to dispense gasoline only into ORVR equipped vehicles
- ❑ ORVR is a vehicle-based control system which captures gasoline vapors during refueling



Daily Recordkeeping for Alternative Option for Phase II

- ❑ Operators are required to maintain records to demonstrate only ORVR equipped vehicles are fueled at the non-retail gasoline dispensing facility
- ❑ Records of fueling episodes are required for each vehicle, including:
 - Date of fueling;
 - Quantity of fuel dispensed for each vehicle; and
 - Make, model, model year, and vehicle identification number of all motor vehicles refueled at the facility



Need for PAR 461

- ❑ Industry stakeholders with fleets of newer vehicle equipped with ORVR* requested for an option to provide aggregate daily recordkeeping for all fuel dispensed into their motor vehicles



* ORVR is required on all new motor vehicles up to 8,500 LBs Gross Vehicle Weight Rating as of the 2006 model year

Proposed Amendments

- Added a provision which allows operators of fleets fueling exclusively ORVR equipped vehicles at non-retail gasoline dispensing facility to record total aggregate fuel dispensed

Existing	Option #1
Record date and quantity of fuel dispensed <u>per vehicle</u>	

New	Option #2*
Record date and quantity of <u>total</u> fuel dispensed	

Both options retain daily recordkeeping for identification information for fueled vehicles, including make, model, model year, and Vehicle Identification Number

- Subdivision (h) has been superseded by the state air toxics reporting program and will be removed from Rule 461

Impact Assessments

Socioeconomic Impact Assessment

Not required by Health and Safety Code Sections 40440.8 and 40728.5 because:

- PAR 461 contains administrative changes which will not significantly affect air quality or emission limitations
- No significant socioeconomic impacts expected

California Environmental Quality Act (CEQA)

- PAR 461 contains administrative changes which will not require physical modifications that would result in adverse environmental impacts
- A Notice of Exemption has been prepared

Staff Recommendation

□ Adopt Resolution:

- Determining that PAR 461 is exempt from the requirements of CEQA
- Amending Rule 461 - Gasoline Transfer and Dispensing
- Directing staff to submit PAR 461 to CARB and U.S. EPA for inclusion into the State Implementation Plan

BOARD MEETING DATE: September 4, 2026

AGENDA NO. 33

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

SYNOPSIS: 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.

COMMITTEE: Stationary Source, June 26, 2026, Reviewed

RECOMMENDED ACTIONS:

Adopt the attached Resolution:

1. Determining that Proposed Amended Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations is exempt from the requirements of the California Environmental Quality Act; and
2. Amending Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations.

Wayne Natri
Executive Officer

SR:MK:NF:SW:AD

Background

South Coast AQMD Rule 1157 – PM10 Emission Reductions From Aggregate And Related Operations (Rule 1157) was adopted in 2005 to regulate and reduce PM10 emissions by establishing operational requirements and general performance standards for all aggregate and related operations under the South Coast AQMD jurisdiction.

In February 2025, Senator Caroline Menjivar introduced Senate Bill 526 – Accountability for Aggregate Facilities (SB 526) to address community concerns regarding aggregate facilities in Sun Valley, specifically seeking additional provisions

to strengthen Rule 1157. South Coast AQMD staff met with Senator Menjivar to discuss South Coast AQMD's regulatory authority to regulate particulate emissions from aggregate facilities and agreed Rule 1157 could be strengthened to further reduce particulate emissions from aggregate facilities without state legislation. As a result, Senator Menjivar paused the bill to allow South Coast AQMD to work with stakeholders to work on Proposed Amended Rule 1157 (PAR 1157).

Proposed Amendments

PAR 1157 will strengthen existing requirements and expand the applicability to include construction and demolition debris transfer stations. PAR 1157 requires installation of prescriptive signage at all affected facilities and requires installation of rumble grates and gravel pads at transfer station facilities that handle construction and demolition debris. PAR 1157 also includes additional requirements to address track-out by establishing a width for rumble grates, a minimum frequency to replace gravel pads, a limitation of track-out from the facility exit, and a frequency to remove track-out. PAR 1157 further reduces emissions from open storage piles by requiring periodic application of dust suppressant or a periodic inspection of the open storage pile with additional requirements for open storage piles near sensitive receptors or public roads. PAR 1157 will establish a performance standard for wind barriers and prescribed frequencies for dust control application and material spillage removal. PAR 1157 requires additional actions to control dust for operators with recurrent validated violations related to dust plume or track out within a rolling 36-month period. Actions triggered by recurrent dust plume violations includes the installation of a wind barrier for three validated violations and installation of a non-porous wall for six validated violations. Actions triggered by recurrent track-out violations include the installation of additional controls, such as rumble grates, wheel washers, or truck washers, based on the size of the facility for three validated violations and pavement of all internal roads for six validated violations. Additional amendments include standardization of facility signage, enhanced recordkeeping for compliance demonstration, and rule language clarifications to improve implementation.

Public Process

PAR 1157 was developed 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. Staff held four working group meetings on September 2, 2025, January 8, 2026, May 7, 2026, and June 4, 2026. The Working Group Meetings were held remotely and included a variety of stakeholders such as representatives from affected businesses, environmental and community groups, public agencies, and other interested parties. Periodic updates on the rule development were provided to Senator Menjivar's office throughout the public process. A Public Workshop was held on July 8, 2026.

Key Issues

Staff has worked with stakeholders to address concerns and is not aware of any remaining key issues.

Emission Reductions

Proposed amendments mainly focus on specifying frequencies of dust control application and improved recordkeeping to assist in the enforcement of dust control measures already required in Rule 1157. Although the South Coast Air Basin attains the 24-hour National Ambient Air Quality Standards for PM10, there is higher spatial variation from specific sources that can result in more localized concerns. PAR 1157's prescriptive dust control measures will reduce the potential for PM10 from aggregate and related operations to become airborne. More robust emission data is necessary to accurately quantify the potential emission reductions from construction and demolition debris transfer stations from implementation of PAR 1157 requirements.

California Environmental Quality Act (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, PAR 1157 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 to 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

PAR 1157 would affect approximately 862 facilities within the South Coast AQMD jurisdiction, with 23 percent belonging to the Waste Management and Remediation Services sector. Of the 862 affected facilities, up to 440 may qualify as small businesses according to the various small business definitions. Costs of implementing PAR 1157 are associated with the installation of prescriptive signage at all affected facilities, installation of rumble grates and gravel pads at transfer station facilities that handle construction and demolition debris, and South Coast AQMD registration fees. The total present value of amortized costs over the analysis period from 2027 to 2051 is estimated to be \$10,467,436 and \$7,425,054 at one and four percent discount rates, respectively. The total average annual compliance cost over this same period is estimated to range from \$378,609 to \$475,292 at a one percent to four percent real interest rate, respectively. The Final Socioeconomic Impact Assessment can be found within the Final Staff Report, which is included as Attachment G of this Board Letter.

AQMP and Legal Mandates

South Coast AQMD is required to adopt an AQMP demonstrating compliance with all federal regulations and standards. South Coast AQMD is required to adopt rules and regulations that carry out the objectives of the Air Quality Management Plan. PAR 1157 is not part of a control measure in the 2016 Air Quality Management Plan but is needed to minimize PM10 emissions and fugitive dust from aggregate and related operations.

Implementation and Resource Impact

Existing staff resources are adequate to implement PAR 1157.

Attachments

- A. Summary of Proposal
- B. Key Issues and Responses
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F. Proposed Amended Rule 1157
- G. Final Staff Report, including the Final Socioeconomic Impact Assessment
- H. Notice of Exemption from CEQA
- I. Board Presentation

ATTACHMENT A

SUMMARY OF PROPOSAL

Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate And Related Operations

Applicability

- Expands applicability to include construction and demolition debris transfer stations

Requirements

- Limit track-out to less than 15 feet from facility exit
- Specific deadline to remove or stabilize material spillage and carry-back
- Replacement frequency for gravel pads
- Performance and maintenance requirement for wind barriers
- Dust control requirements for open storage piles:
 - Apply dust suppressant at least twice per day with no less than four hours between applications or conduct inspections twice per day (alternate to applying dust suppressants)
- Install water irrigation systems for open storage piles within:
 - 300 feet of sensitive receptors; or
 - 30 feet of property boundary facing public road
- Facilities/operations with less than 60 aggregate and/or mixer trucks exiting the facility per day to:
 - Conduct daily sweeping of internal paved roads with street sweeper; or
 - Apply water to internal paved roads at the end of each production work shift
- Operate only Rule 1186-certified street sweepers
- Remove track-out by end of work day or production shift
- Minimum size requirement for rumble grates

Registration for Construction and Demolition Debris Transfer Stations

- Submit facility registration and associated fee

Recordkeeping

- Additional recordkeeping to align with rule requirements

Additional Requirements Triggered By Recurrent Violations

- Prescriptive measures for a facility with multiple validated notices of violation (NOVs) on a rolling 36-month period regarding:
 - Violations for dust plume size and opacity
 - Violations for track-out
- Inspect equipment periodically and conduct repairs of equipment within 15 days after issue was identified

Signage

- Install or update signage with standardize language

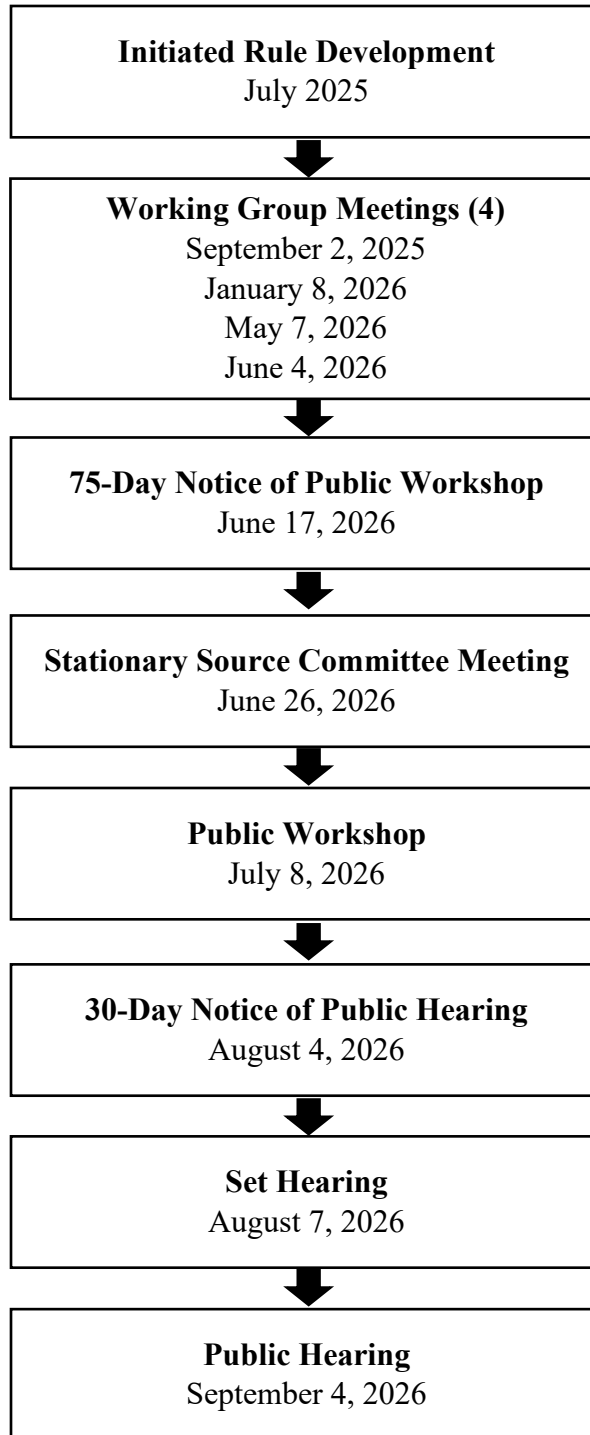
ATTACHMENT B
KEY ISSUES AND RESPONSES

Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate And Related Operations

Through the rulemaking process staff has worked with stakeholders to address a variety of issues. Staff is not aware of any remaining key issues.

ATTACHMENT C
RULE DEVELOPMENT PROCESS

Proposed Amended Rule 1157 – PM10 Emission Reductions From Aggregate And Related Operations



Fourteen (14) months spent in rule development
One (1) Public Workshop
Four (4) Working Group Meetings
One (1) Stationary Source Committee Meeting

ATTACHMENT D
KEY CONTACTS LIST

Proposed Amended Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations (*listed alphabetically*)

- 3M
- AMH Recycling
- Arcosa Inc.
- Associates Environmental
- California Asphalt Pavement Association
- California Construction and Industrial Materials Association
- Communities for a Better Environment
- Construction Industry Air Quality Coalition
- CR&R Environmental Services
- Holliday Rock
- Lapeyre Industrial Sands
- Lhoist
- P.W. Gillibrand Co.
- Rainbow Environmental Services
- Republic Services
- Riverside Milling Company
- Security Paving
- Senator Caroline Menjivar
- SESPE Consulting
- Taylor Environmental Services
- Trinity Consultants
- Vulcan Materials Company

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 1157 – PM10 Emission Reductions From Aggregate And Related Operations (PAR 1157), is exempt from the requirements of the California Environmental Quality Act (CEQA).

A Resolution of the South Coast AQMD Governing Board amending Rule 1157 – PM10 Emission Reductions From Aggregate And Related Operations.

WHEREAS, the South Coast AQMD Governing Board finds and determines that PAR 1157 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 that 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 PAR 1157 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 PAR 1157 will cause a significant adverse effect on the environment because the installation of new signage, rumble grates and gravel pads as applicable would typically involve minimal construction activities and would result in overall operational improvements without resulting in significant adverse environmental impacts. 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, the South Coast AQMD Governing Board has determined that the Final Socioeconomic Impact Assessment, as presented in the Final Staff Report for PAR 1157, is consistent with the March 17, 1989 Governing Board Socioeconomic Resolution for rule amendment; and

WHEREAS, the South Coast AQMD Governing Board has determined that the Final Socioeconomic Impact Assessment, as presented in the Final Staff Report for PAR 1157, 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 PAR 1157 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 the 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 PAR 1157 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, as presented in the Final Staff Report for PAR 1157; and

WHEREAS, the South Coast AQMD Governing Board has actively considered the Final Socioeconomic Impact Assessment, as presented in the Final Staff Report for PAR 1157, and has made a good faith effort to minimize any adverse socioeconomic impacts; and

WHEREAS, the South Coast AQMD staff conducted a Public Workshop meeting on July 8, 2026 regarding PAR 1157; and

WHEREAS, PAR 1157 and supporting documentation, including but not limited to, the Notice of Exemption and the Final Staff Report, which includes 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 (codified as Section 30.5(4)(D)(i) of the Administrative Code), that the modifications to PAR 1157, since the Notice of Public Hearing was published are not so substantial as to significantly affect the meaning of the proposed amended rule within the meaning of Health and Safety Code Section 40726 because: (a) the changes do not impact emission reductions, (b) the changes do not affect the number or type of sources regulated by the rule, (c) the changes are consistent with the information contained in the Notice of

Public Hearing, and (d) the consideration of the range of CEQA alternatives is not applicable because the proposed project is exempt from CEQA; and

WHEREAS, 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, pursuant to Health and Safety Code Section 40001(c), that there is a problem that Proposed Amended Rule 1157 will alleviate, namely to reduce particulate matter emissions by expanding rule applicability to include construction and demolition debris transfer stations and establishing enhanced requirements for aggregate and related operations; and

WHEREAS, the South Coast AQMD Governing Board has determined that a need exists to amend Rule 1157 to address community concerns regarding local aggregate and related operations and further protect public health; 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, 40441, 40702, and 40725 through 40728; and

WHEREAS, the South Coast AQMD Governing Board has determined that PAR 1157 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 PAR 1157 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 PAR 1157 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 amending PAR 1157, references the following statutes which the South Coast AQMD hereby implements, interprets, or makes specific: Health and Safety Code Sections 39002, 40001, 40702, 40440 (a), and 40725 through 40728; 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 PAR 1157 is included in the Final Staff Report; and

WHEREAS, the Public Hearing has been properly noticed in accordance with all provisions of Health and Safety Code Sections 40725; and

WHEREAS, the South Coast AQMD Governing Board has held a Public Hearing in accordance with all applicable provisions of law; and

WHEREAS, the South Coast AQMD specifies that the Planning, Rule Development, and Implementation Manager overseeing the rule development of PAR 1157 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

WHEREAS, Proposed Amended Rule 1157 will not be submitted for inclusion into the State Implementation Plan; 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 PAR 1157 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 PAR 1157; and

BE IT FURTHER RESOLVED, that the South Coast AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, PAR 1157 as set forth in the attached, and incorporated herein by reference; and

DATE: _____

CLERK OF THE BOARDS

ATTACHMENT F

(Adopted January 7, 2005)(Amended September 8, 2006)
(Amended [DATE OF RULE ADOPTION])

[RULE INDEX TO BE ADDED AFTER RULE ADOPTION]

PROPOSED AMENDED RULE 1157. PM10 EMISSION REDUCTIONS FROM AGGREGATE AND RELATED OPERATIONS

(a) Purpose.

The purpose of this rule is to reduce PM10 emissions from Aaggregate and Rrelated Ooperations.

(b) Applicability

This rule applies to all pPermanent and Temporary Aaggregate and Rrelated Ooperations, unless otherwise exempt under subdivision (j~~h~~).

(c) Definitions

- (1) AGGREGATE OPERATIONS are defined as operations that produce sand, gravel, crushed stone, and/or quarried rocks.
- (2) AGGREGATE OR RELATED MATERIAL means material that is produced and/or used by the Aaggregate and Rrelated Ooperations.
- (3) AGGREGATE TRUCKS mean trucks with open tops, used to transport the products of the Aaggregate and Rrelated Ooperations to other processors, retailers, or end users.
- (4) BLASTING OPERATIONS are defined as operations that break or displace rock by means of explosives.
- (5) BUNKER is defined as a three-sided enclosure of which a minimum of two sides are Non-Porous Walls and one side may be a wind barrier~~screen~~ with a maximum porosity of 20%.
- (6) CARRY-BACK is defined as materials that fall off the underside of the Conveyor belt and accumulate on the ground.
- (7) CHEMICAL STABILIZERS ~~are—means~~ any non-toxic chemical Dust Suppressant which meets all applicable. ~~The chemical stabilizers shall~~

~~meet any~~ specifications, criteria, and/or tests required by any federal, state, or local water agency.

- (8) CONSTRUCTION AND DEMOLITION DEBRIS means nonhazardous waste materials generated from construction, deconstruction, remodeling, repair, cleanup, or demolition of any part of a structure or building, including the foundations; or the utility/commodity pipeline of the structure or building.
- (9) CONSTRUCTION AND DEMOLITION DEBRIS TRANSFER STATION means a facility that receives, stores, and Transfers only Construction And Demolition Debris. Inert landfills or facilities that crush received materials are not Construction And Demolition Debris Transfer Station.
- (108) CONVEYOR means an above-ground, outdoor Conveyor system to move materials from any location, process, or equipment to another in a continuous fashion.
- (119) DISTURBED SURFACE AREA means a portion of a surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of Fugitive Dust. This definition excludes those areas which have:
- (A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;
 - (B) been paved or otherwise completely covered by a permanent structure; or
 - (C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.
- (124) DUST SUPPRESSANTS ~~are~~ means water, hygroscopic materials, and/or
- θ) Chemical Stabilizers used as a treatment material to reduce Fugitive Dust emissions.
- (134) ENCLOSED SCREENING EQUIPMENT means screening equipment
- 4) where the top portion of the equipment is enclosed, except for the area where materials enter the screening equipment.

- (141) END OF WORK DAY means the end of a working period that may include
2) one or more work shifts, but no later than 8 p.m.
- (151) EQUIPMENT BREAKDOWN means an unforeseeable impairment of an
3) air pollution control equipment or related operating equipment which causes a violation of any emission limitation or restriction prescribed by this rule or by State law and which: is not the result of neglect or disregard of any air pollution control law, rule, or regulation; is not a recurrent breakdown of the same equipment; and, does not constitute a nuisance as defined in the State of California Health and Safety Code, Section 41700, with the burden of proving the criteria of this section placed upon the person seeking to come under the provisions of this rule.
- (14) ~~EXISTING FACILITY/OPERATION means a facility or an operation that has begun to operate, or has an application for Permit to Construct that has been deemed complete by the Executive Officer on or before December 3, 2004.~~
- (161) FRONT-END LOADER means a wheeled or tractor loader, with a bucket
5) or fork hinged to lifting arms that loads or digs entirely at the front end.
- (171) FUGITIVE DUST means any solid particulate matter that becomes
6) airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.
- (181) GEOTEXTILE means permeable textile, including but not limited to,
7) mesh, net, or even grid that is used in contact with soil or rocks with the purpose of adding stability to the gravel pad.
- (191) HAUL ROAD means an Un~~p~~aved Road that is used by Hhaul Ttrucks to
8) carry materials from the quarry to different locations within the facility.
- (201) HAUL TRUCK means a diesel heavy-duty truck having a minimum
9) capacity of 50 tons and is used to transport aggregates within the facility.
- (212) HIGH WINDS means instantaneous wind speeds exceed 25 miles per hour.
0)
- (222) INFREQUENT MINING OPERATIONS mean operations that have state
4) mine IDs, approved reclamation plans and bonding as required by State Mining and Reclamation Act of 1975, and only operate on an average of 52 days per year over the past three years ~~from December 3, 2004.~~

- (232) INTERNAL ROADS mean private Ppaved and Unpaved Roads within
2) the facility's property boundary.
- (242) LOADING means an activity to move materials from any location to a
3) truck.
- (252) MATERIAL SPILLAGE means material inadvertently lost or scattered by
4) spilling.
- (262) MIXER TRUCK means truck that mixes cement and other ingredients in a
5) drum to produce concrete.
- (26) ~~NEW FACILITY/OPERATION means a facility or an operation that has
not begun to operate, or does not have an application for Permit to Construct
that has been deemed complete by the Executive Officer as of December 3,
2004.~~
- (27) NON-POROUS WALLS are walls that have zero percent porosity. -Non-
Pporous Walls include, but are not limited to, concrete and steel walls.
- (28) OPEN STORAGE PILE is any accumulation of Aggregate or Related
Mmaterial which is not fully enclosed in a structure with Non-Porous
Walls, covered or chemically stabilized, and which attains a height of three
feet or more and a total surface area of 150 or more square feet.
- (29) OTHER DUST CONTROL METHODS including but not limited to
baghouses, filter bags, enclosures, and partial enclosures.
- (30) PAVED ROAD means a public or private improved street, highway, alley,
public way, or easement that is covered by Typical Roadway Mmaterials,
but excluding access roadways that connect a facility with a public paved
roadway and are not open to through traffic.- Public Ppaved Roads are
those open to public access and that are owned by any federal, state, county,
municipal or any other governmental or quasi-governmental agencies.
Private Ppaved Roads are any Ppaved Roads not defined as public.
- (31) PERMANENT FACILITY/OPERATION means a facility or an operation
that is performed at one physical location for more than two years.
- (32) PM10 means particulate matter with an aerodynamic diameter smaller than
or equal to 10 microns as measured by the applicable State and Federal
reference test methods.
- (33) PRODUCTION WORK SHIFT is an eight-hour operating period based on
the 24 hour operating schedule.

- (34) RELATED OPERATIONS are defined as operations that use sand, gravel, cement, crushed stone, and/or quarried rocks in their products, or crush miscellaneous base, ~~and~~ inert landfills that handle Construction ~~And/~~ Demolition Debbris, and Construction And Demolition Debris Transfer Stations.
- (35) RETURNED PRODUCTS mean left over concrete or asphalt products that were not used at the job sites and were brought back to the facility.
- (36) RUMBLE GRATE is a system where the vehicle is vibrated while traveling over grates with the purpose of removing dust and other debris.
- (37) SCALPING SCREEN means a screen where debris and oversized materials are rejected.
- (38) SENSITIVE RECEPTOR ~~is a school (kindergarten through grade 12), licensed daycare center, hospital, or convalescent home.~~ means any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. A Sensitive Receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.
- (39) SILO means an elevated storage container, with or without a top, that releases material through the bottom.
- (40) STABILIZED SURFACE means any previously ~~D~~isturbed Surface Area or Open Storage Pile which, through the application of Dust Suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven Fugitive Dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.
- (41) STAGING AREA is a place where Aggregate and Mixer Trucks temporarily queue for their Loading or Unloading turn.
- (42) TEMPORARY FACILITY/OPERATION means a facility that operates or an operation that is performed at one physical location for two years or less. Temporary Facility/Operation includes portable facility or /operation.

- (43) TRACK-OUT means any material that adheres to and agglomerates on the exterior surface of motor vehicles, ~~H~~haul ~~T~~trucks, and/or equipment (including tires) that has been released onto a ~~P~~paved ~~R~~road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.
- (44) TRANSFER means an activity to move materials from any location to any location within a facility.
- (45) TRANSFER POINT is a point in a conveying system where the materials are dropped onto a stockpile, equipment, or another ~~C~~onveyor, or where a ~~C~~onveyor belt enters or exits the processing equipment.
- (46) TRUCK TRIMMING AREA means an area where trucks that are exiting a ~~P~~ermanent or ~~T~~emporary ~~F~~acility/~~O~~peration are inspected to determine whether the amount and type of loaded material is correct. Any excess material is removed in this area of the ~~P~~ermanent or ~~T~~emporary ~~F~~acility/~~O~~peration.
- (47) TRUCK WASHER means a system that is used to wash the entire surface and the tires of a truck.
- (48) TUNNEL FEED is underground belt ~~C~~onveyor system to move the materials from any location to any location within a facility in a continuous fashion.
- (49) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer and the U.S. Environmental Protection Agency.
- (50) UNLOADING means an activity to release the materials from a truck or a ~~F~~ront-~~E~~nd ~~L~~oader to any location located inside the facility.
- (51) UNPAVED ROADS mean any roads, equipment paths, or travel ways that are not covered by ~~T~~ypical ~~R~~oadway ~~M~~aterials. Public ~~U~~n-paved ~~R~~oads are any unpaved roadway owned by Federal, State, county, municipal or other governmental or quasi-governmental agencies. -Private ~~U~~n-paved ~~R~~oads are all other unpaved roadways not defined as public. Internal ~~U~~n-paved ~~R~~oads are private ~~U~~n-paved ~~R~~oads within the facility's property boundary.

- (52) WATER IRRIGATION SYSTEM means devices that are mounted above an Open Storage Pile to deliver water to a pile.
- (53) WHEEL WASHER means a system that is capable of washing the entire circumference of each wheel of the vehicle.
- (54) VALIDATED NOTICE OF VIOLATION means a notice of violation issued by a District enforcement officer that has been finally resolved by means of either a settlement with the alleged violator ~~resulting in the payment of a civil penalty in any amount~~ or a court judgment imposing civil or criminal liability on the alleged violator based on the conduct alleged in the notice of violation.

(d) Requirements

~~Unless otherwise stated, effective July 1, 2005, aggregate and related operations shall comply with the following requirements:~~

(1) General Performance Standards

(A) The owner or operator of a Permanent or Temporary Facility/Operation shall not cause or allow:

- (i) a discharge into the atmosphere of, Fugitive Dust emissions exceeding 20 percent opacity from any activity, equipment, storage pile, or Disturbed Surface Area, based on an average of 12 consecutive readings, using- the SCAQMD Opacity Test Method No. 9B; or
- (ii) discharges into the atmosphere of, Fugitive Dust emissions exceeding 50 percent opacity from any activity, equipment, storage pile, or Disturbed Surface Area, based on five individual, consecutive readings, using the South Coast AQMD~~SCAQMD~~ Opacity Test Method No. 9B,~~effective December 3, 2005;~~ or
- (iii) any visible Fugitive Dust plume from exceeding 100 feet in any direction from any activity, equipment, storage pile, or Disturbed Surface Area~~;~~; or
- (iv) Track-Out to extend 15 feet or more in cumulative length originating from the exit of the facility.

(B) The owner or operator of a Permanent or Temporary Facility/Operation, excluding a Construction and Demolition

Debris Transfer Station, shall ~~promptly~~ remove any pile of Material Spillage on any internal Paved Roads, either: ~~Alternatively, the operator shall maintain in a stabilized condition the pile of material spillage with dust suppressants and remove it by the end of each day.~~

- (i) Within one hour from the time a Material Spillage is identified; or
 - (ii) No later than the End Of the Work Day, provided the owner or operator beginning within one hour of identification of the Material Spillage applies either:
 - (I) Dust Suppressants, excluding Chemical Stabilizers, every hour until the pile is removed; or
 - (II) Chemical Stabilizers according to manufacturer recommended application frequency until the pile is removed.
- (C) The owner or operator of a Construction And Demolition Debris Transfer Station shall remove any pile of Material Spillage on any internal Paved Roads within one hour from time a Material Spillage is identified.
- (C) The owner or operator of a Permanent or Temporary Facility/Operation shall maintain in a stabilized condition all other piles of material spillage and carry-back with apply Dust Suppressants to all other Material Spillage or Carry-Back every hour, or according to manufacturer recommended application frequency for Chemical Stabilizers, after Material Spillage or Carry-Back is identified until removal.
- ~~(D) The operator of a facility/operation shall use sufficient dust suppressants or other dust control methods as necessary to meet the performance standards in subparagraph (d)(1)(A).~~
- (E) Where applicable, the owner or operator of a Permanent or Temporary Facility/Operation shall install and maintain a gravel pad that meets the following:
 - (i) Contains one-inch or larger washed gravel maintained to a depth of six inches;

- (ii) Has a Geotextile lining underneath the washed gravel; and
 - (iii) Is flushed with water ~~or is completely replaced~~, as necessary to comply with the Track Out threshold set forth in Rule 403 and clause (d)(1)(A)(iv); and
 - (iv) Replaced at least every 10 years or as necessary, whichever is sooner, to comply with the Track-Out threshold pursuant to Rule 403 and clause (d)(1)(A)(iv).
- (F) Where applicable, the owner or operator of a Permanent or Temporary Facility/Operation shall maintain a wind barrier with no more than 50 percent porosity and free of breaks, tears, or non-designed openings.
- (2) Loading, Unloading, and Transferring
The owner or operator of an ~~existing~~ Permanent or Temporary Facility/Operation shall use Dust Suppressants or Other Dust Control Methods at each emission source during Loading, Unloading, or transferring activities of materials as necessary to meet the applicable performance standards in subparagraph (d)(1)(A).
- (3) Conveyor
The owner or operator of a Permanent or Temporary Facility/Operation using a Conveyor shall apply Dust Suppressants or Other Dust Control Methods at the Conveyor including all Transfer Points where materials are released as necessary to meet the applicable performance standards in subparagraph (d)(1)(A).
- (4) Crushing Equipment
The owner or operator of a Permanent or Temporary Facility/Operation conducting crushing activities of materials shall use a permitted emission control device~~baghouses~~ to control PM10 emissions. Alternatively, the operator may apply Dust Suppressants or Other Dust Control Methods at the crusher including all discharge points as necessary to meet the applicable performance standards in subparagraph (d)(1)(A).
- (5) Screening Equipment
The owner or operator of a Permanent or Temporary Facility/Operation conducting outdoor screening activities of materials shall use Enclosed Screening Equipment that is equipped with a permitted emission control

~~device~~~~baghouse~~. Alternatively, the owner or operator may apply Dust Suppressants or Other Dust Control Methods –at the screening equipment– including all discharge points during such activities as necessary to meet the applicable performance standards in subparagraph (d)(1)(A).

(6) Storage Piles

(A) The owner or operator of a Permanent or Temporary Facility/Operation shall maintain in a stabilized condition the entire surface area of the Open Storage Piles of materials, except for areas of the piles that are actively disturbed during the Loading and/or Unloading activities during each work day by applying one of the following: ~~Alternatively, the operator may:~~

- (i) Dust Suppressants, excluding Chemical Stabilizers, at least twice per day with no less than four hours between applications and as necessary to meet the applicable performance standards in subparagraph (d)(1)(A); or
- (ii) Chemical Stabilizers according to manufacturer recommended application frequency and as necessary to meet the applicable performance standards in subparagraph (d)(1)(A).

(B) In lieu of meeting the requirements of subparagraph (d)(6)(A), the owner or operator of a Permanent or Temporary Facility/Operation shall:

- (i) Conduct inspection at least twice per day, with no less than four hours between inspections, for all sides of an Open Storage Pile during each work day; and
- (ii) Apply Dust Suppressants as necessary to meet the applicable performance standards in subparagraph (d)(1)(A) during each work day.

(C) In lieu of meeting the requirements of subparagraphs (d)(6)(A) or (d)(6)(B), the owner or operator of a Permanent or Temporary Facility/Operation shall:

- (i) store materials in a Silo or a Bunker;

- (ii) maintain at least two feet of freeboard from the highest portion of the Open Storage Piles; and
 - (iii) for the Bunker, stabilize the sides of the pile that are not shielded by Non-Porous Walls by applying Dust Suppressant pursuant to the applicable frequency specified in clause (d)(6)(A)(i) or (d)(6)(A)(ii).
- (~~D~~B) ~~At the end of each work day in which loading or unloading activities of materials were performed, t~~The owner or operator of a Permanent or Temporary Facility/Operation shall re-apply D~~ust S~~uppressants to re-stabilize disturbed areas of the Open Storage p~~Piles at the End of Work Day in which Loading or Unloading activities of materials were performed.~~
- (E) The owner or operator of a Permanent or Temporary Facility/Operation shall apply Dust Suppressants to undisturbed areas of the Open Storage Pile at the End of Work Day prior to any scheduled period of facility inactivity greater than 24 hours.
- (~~F~~C) The owner or operator of a Permanent or Temporary F~~facility/O~~peration shall limit~~not allow any O~~pen S~~storage P~~iles of materials to less~~be greater than or equal to eight feet in height if such piles are located within 300 feet of off-site occupied buildings or houses~~Sensitive Receptors. Alternatively, the operator of a facility/operation shall operate a water irrigation system to maintain in a stabilized condition the entire surface of the piles.
- (G) The owner or operator of a Permanent or Temporary Facility/Operation shall not allow any Open Storage Piles of materials to be within 30 feet of the facility's property boundary that faces any public road.
- (H) In lieu of meeting the requirements of subparagraph (d)(6)(F) or (d)(6)(G), the owner or operator of a Permanent or Temporary Facility/Operation shall install a Water Irrigation System and:
 - (i) Conduct periodic inspections for all sides of the Open Storage Pile, except for areas of the Open Storage Pile that is actively disturbed during the Loading and/or Unloading activities, at least twice per day, with no less than four hours between inspections, and apply water using a Water

Irrigation System as necessary to meet the applicable performance standards in subparagraph (d)(1)(A);

- (ii) Apply water using a Water Irrigation System to the Open Storage Pile, except for areas of the Open Storage Pile that is actively disturbed during the Loading and/or Unloading activities, at least once every other hour during each work day and as necessary to meet the applicable performance standards in subparagraph (d)(1)(A);
- (iii) Install and maintain a wind barrier that meets the criteria set forth in subparagraph (d)(1)(F) equal to or greater than the height of the Open Storage Pile; or
- (iv) Store materials in a Silo or Bunker that meets the criteria set in clause (d)(6)(C)(ii), and, if applicable, (d)(6)(C)(iii).

(7) Internal Roads

(A) Unpaved Haul Roads

- (i) The owner or operator of a Permanent or Temporary Facility/operation shall apply Chemical Stabilizers, according to manufacturer recommended application frequency, on the internal unpaved Haul Roads so that the surface is maintained in a stabilized condition to meet general performance standards pursuant to subparagraph (d)(1)(A).
- (ii) The owner or operator of a Permanent or Temporary Facility/Operation shall post signages at the two ends of the internal unpaved Haul Roads, stating that which include haul trucks shall use these roads unless traveling to the maintenance areas"HAUL TRUCKS SHALL USE THESE ROADS UNLESS TRAVELING TO MAINTENANCE AREAS", and update in accordance with paragraph (i)(1).

(B) Unpaved Non-Haul Roads and Parking and Staging Areas

The owner or operator of a Permanent or Temporary Facility/Operation shall apply Chemical Stabilizers, according

to manufacturer recommended application frequency, on-such
Unpaved Roads and parking and Staging Areas so that the
surface is maintained in a stabilized condition to meet general
performance standards pursuant to subparagraph (d)(1)(A), or apply
a gravel pad that meets the criteria set forth in subparagraph
(d)(1)(E) on the entire unpaved non-haul road and/or the parking
and Staging Areas.

(C) Paved Roads

- (i) The owner or operator of a Permanent or Temporary
Facility/Operation with a minimum of 60 Aggregate
and/or Mixer Trucks exiting the facility on any day shall
sweep the internal Paved Roads with a street sweeper by
the end of each Production Work Shift.
- (ii) The owner or operator of a Permanent or Temporary
Facility/Operation with less than 60 Aggregate and/or
Mixer Trucks exiting the facility on any day shall sweep
the internal Paved Roads with a street sweeper by the end
of every other work day. -On the days that the roads are not
swept, the owner or operator shall apply water at the end of
each Production Work Shift and as necessary to comply with
subparagraph (d)(1)(A) on at least 100 feet of Paved
Roads, or the entire length of Paved Roads leading to an
exit to public Paved Roads, if such roads are less than 100
feet long.
- ~~(iii) Sweepers that are purchased after December 3, 2004 shall~~
~~meet the criteria of PM10-efficient Rule 1186-certified~~
~~sweepers.~~
- ~~(iii)~~ The owner or operator of a new Permanent or Temporary
Facility/Operation shall use Rule 1186-certified-sweepers
to sweep the internal Paved Roads.

(8) Track-Out

- (A) The owner or operator of a Permanent or Temporary
Facility/Operation shall remove all Track-Out originating from an
emission source at an Aggregate or Related Operation at each End

of Work Day or conclusion of each Production Work Shift, whichever is sooner.

- (~~B~~A) The owner or operator of a Permanent or Temporary Facility/Operation and the drivers ~~must~~shall take all reasonable steps to ensure that all loads on Aggregate Trucks are leveled and maintained with at least ~~six~~6 inches of freeboard, and that the load is stabilized by applying Dust Suppressants in sufficient quantities to maintain in a stabilized condition the entire surface area of the load so that the performance standards in subparagraph (d)(1)(A) are met, unless the driver tarps or suitably covers the load prior to entering paved public roads or prior to the use of a Rumble Grate and/or Wheel Washer.
- (~~C~~B) The owner or operator of a Permanent or Temporary Facility/Operation must post signages at the exits of the facility which include “ALL LOADS MUST BE STABILIZED OR COVERED PRIOR TO EXITING THE FACILITY”~~to require all loads to comply with the requirements in subparagraph (d)(8)(A)~~ and update in accordance with paragraph (i)(1).
- (~~D~~C) ~~Effective December 3, 2005,~~ The owner or operator of a Permanent or Temporary Facility/Operation not covered under subparagraph (d)(8)(~~D~~E) shall install and utilize a Rumble Grate, a Wheel Washer, or a Truck Washer ~~pursuant to~~in accordance with the following:
 - (i) The Rumble Grate, the Wheel Washer, or the Truck Washer ~~must~~shall be located no less than 30 feet prior to each exit that is used by Aggregate and/or Mixer Trucks and leading to a paved public road;
 - (ii) The Rumble Grate must be of equal width of the facility exit leading to a public Paved Road and at minimum 10 feet in length;
 - (iii) The owner or operator must ensure that all Aggregate and Mixer Trucks leaving the facility go through the Rumble Grate, the Wheel Washer, or the Truck Washer;
 - (iv) The owner or operator ~~must~~shall post a signage by the Rumble Grate, the Wheel Washer, or the Truck

Wwasher to designate the speed limit to five5 miles per hour for using such control equipment; and

(v) The owner or operator must post signage in accordance with paragraph (i)(1) and include “AGGREGATE AND MIXER TRUCKS MUST STAY ON DEDICATED PATHWAY AND UTILIZE TRACK-OUT CONTROLS PRIOR TO LEAVING THE FACILITY”;

(~~vii~~iv) If the Internal Road from the Rumble Grate, the Wheel Wwasher, or the Truck Wwasher to any paved public road is not paved, the owner or operator must~~shall~~ apply a gravel pad that meets the criteria set forth in subparagraph (d)(1)(~~ED~~) to such roads.

(~~vii~~iv) An owner or operator is not subject to clause (d)(8)(~~DE~~)(i) if ~~he~~the owner or operator can demonstrate to the Executive Officer, ~~by July 1, 2005,~~ that there is not adequate space for 30 feet of roadway and that a Rumble Grate, a Wheel Wwasher, or a Truck Wwasher at a shorter distance will be adequate to prevent Track-Out of dust to the public road. The owner or operator of a new, Temporary Facility/Operation must~~shall~~ provide such demonstration to the Executive Officer prior to the beginning of its operation.

(~~ED~~) ~~Effective December 3, 2005, t~~The owner or operator of a new Permanent Facility/Operation with land size- in excess of- 25 acres or -with a designed daily throughput of 750 tons or higher, and the owner or operator of an—existing Permanent Facility/Operation with a minimum of 60 Aggregate and/or Mixer Trucks exiting the facility on any day shall install and utilize a Rumble Grate and a Wheel Wwasher in accordance ~~to~~with the following:

(i) The Rumble Grate and the Wheel Wwasher shall be located no less than 30 feet prior to each exit that is used by Aggregate and/or Mixer Trucks and leading to a paved public road. The Rumble Grate shall be located within 10 feet from the Wheel Wwasher.

- (ii) The Rumble Grate shall be of equal width of the facility exit leading to a public Paved Road and at minimum 10 feet in length.
- (iii) The owner or operator must ensure that all Aggregate and Mixer Trucks leaving the facility go through the Rumble Grate first and then, the Wheel Washer.
- (iv) The owner or operator shall post a signage by the Rumble Grate to designate the speed limit to five miles per hour for traveling over the Rumble Grate and Wheel Washer.
- (v) The owner or operator shall post signage in accordance with paragraph (i)(1) and include “AGGREGATE AND MIXER TRUCKS MUST STAY ON DEDICATED PATHWAY AND UTILIZE TRACK-OUT CONTROLS PRIOR TO LEAVING THE FACILITY”;
- (vi) The owner or operator shall pave the Internal Roads from the Rumble Grate and the Wheel Washer to the facility exits leading to paved public roads.
- (vii) The owner or operator must ensure that all Aggregate and Mixer Trucks stay on the internal Paved Roads between the Wheel Washer and the facility exits leading to paved public roads.
- (viii) An owner or operator is not subject to clause (d)(8)(E)(i) if he/she the owner or operator can demonstrate to the Executive Officer, by July 1, 2005, that there is not adequate space for 30 feet of roadway and that a Rumble Grate and a Wheel Washer at a shorter distance will be adequate to prevent Track-Out of dust to the public road. -The owner or operator of a new, Permanent Facility/Operation shall provide such demonstration to the Executive Officer prior to the beginning of its operation.
- (FE) The owner or operator of a Permanent or Temporary Facility/Operation shall provide the “Fugitive Dust Advisory” information prepared by the South Coast AQMD District to the

Aggregate and/or Mixer Truck company and/or broker at least once each calendar year.

- ~~(9) The operator of a new permanent facility/operation shall comply with all requirements set forth in this rule and apply Best Available Control Technology required by the Executive Officer.~~
- (9) New and/or modified equipment shall comply with 40 CFR Part 60, Subpart I and/or 40 CFR Part 60, Subpart OOO as applicable~~appropriate~~.
- (10) The owner or operator of a Permanent or Temporary Facility/Operation using Chemical Stabilizers to meet the requirements of this rule shall maintain up-to-date copies of manufacturer documentation for all Chemical Stabilizers used on-site that list direction for application and chemical composition.

(e) Construction and Demolition Debris Transfer Station:

- (1) No later than [6 Months After Rule Amendment] or three months after start of initial operation, whichever is later, the owner or operator of a Construction And Demolition Debris Transfer Station shall register with the South Coast AQMD by submitting the following information in a format approved by the Executive Officer:

 - (A) Facility name;
 - (B) Facility location address and mailing address;
 - (C) Facility legal owner(s), telephone number, email address, and mailing address;
 - (D) Site manager, email address, and telephone number
 - (E) Hours of operation;
 - (F) Facility acreage; and
 - (H) Facility identification (ID) number issued by the South Coast AQMD, if applicable.
- (2) No later than [6 Months After Rule Amendment] or three months after a change of ownership, whichever is later, the owner or operator of the Construction And Demolition Debris Transfer Station shall register with the South Coast AQMD by submitting the following information in a format approved by the Executive Officer:

- (A) Facility name;
 - (B) Facility location address and mailing address;
 - (C) Facility legal owner(s), telephone number, email address, and mailing address;
 - (D) Site manager, email address, and telephone number
 - (E) Hours of operation;
 - (F) Facility acreage; and
 - (H) Facility identification (ID) number of predecessor facility issued by the South Coast AQMD, if applicable.
- (3) The owner or operator of a Construction And Demolition Debris Transfer Station subject to the registration requirements pursuant to paragraphs (e)(1) and (e)(2) shall pay a plan filing fee pursuant to Rule 306 – Plan Fees (Rule 306) at the time of registration.

(fe) Recordkeeping

The owner or operator of a Permanent or Temporary Facility/Operation shall keep and maintain the following records, as applicable, on-site for three3 years, or five5 years for a Title V facility, and make such records available to the Executive Officer upon request:

- ~~(1) Records of watering and sweeping schedule for internal Paved Roads;~~
- ~~(12) Records of total number of daily Aggregate and/or Mixer Trucks exiting the facility;~~
- (2) General Performance Standards
 - (A) Records of Material Spillage on any internal Paved Roads pursuant to subparagraph (d)(1)(B) or (d)(1)(C), including:
 - (i) Date and time Material Spillage was identified;
 - (ii) Date and time of Material Spillage removal; and
 - (iii) Dust Suppressant type with date and time of application, if applicable;
 - (B) Records of all other Material Spillage or Carry-Back pursuant to subparagraph (d)(1)(D), including:

- (i) Date and time Material Spillage or Carry-Back was identified;
 - (ii) Date and time of Material Spillage or Carry-Back removal; and
 - (iii) Dust Suppressant type with date and time of application, if applicable; and
 - (C) Records of gravel pad maintenance including location of gravel pad, date of water flush pursuant to clause (d)(1)(E)(iii), and date of latest replacement pursuant to clause (d)(1)(E)(iv);
- (3) Storage Piles
 - (A) Facility plot plan with identifier and location of each Open Storage Pile; and
 - (B) Records for each Open Storage Pile, including:
 - (i) Unique identifier for the Open Storage Pile;
 - (ii) Material of each Open Storage Pile;
 - (ii) Is the Open Storage Pile;
 - (I) Greater than eight feet in height;
 - (II) Within 300 feet of a Sensitive Receptor
 - (III) Within 30 feet of the facility's property boundary that faces any public road;
 - (iii) Observed condition of the Open Storage Pile at the time of recording;
 - (iv) Weather and wind conditions of the facility at the time of recording;
 - (v) Type of Dust Suppressant used, if applicable; and
 - (vi) Date and time of Dust Suppressant application, if applicable;
- (4) Internal Roads
 - (A) Records of time, date, and stabilizer type applied to internal unpaved Haul Roads pursuant to clause (d)(7)(A)(i);

- (B) Records of time, date, and stabilizer type applied to internal unpaved non-haul roads and parking and Staging Areas pursuant to subparagraph (d)(7)(B); and
 - (C) Record date, time, and location of street sweeper activity pursuant to clause (d)(7)(C)(iv);
- (53) Records of “Fugitive Dust Advisory” information distribution pursuant to subparagraph (d)(8)(F);
- (6) Additional Requirements Triggered by Recurrent Violation
 - (A) Records of date, time, and observations from periodic inspection of equipment and/or structures installed specified in paragraph(s) (h)(1), (h)(2), and/or (h)(3);
 - (B) Records of date and time of which issue(s) to equipment installed pursuant to paragraph(s) (h)(1), (h)(2), and/or (h)(3) was identified; and
 - (C) Records of date, time, and repairs completed pursuant to findings from periodic inspections pursuant to paragraph (h)(4);
- (74) Records of new equipment initial start-up and/or existing equipment start-up after a repair to fix an Eequipment Bbreakdown if seeking exemption pursuant to subparagraphs (jh)(1)(AB) and/or (h)(1)(C);
- (85) Records of scheduled maintenance activities if seeking exemption pursuant to subparagraph (jh)(1)(A);
- (96) Records of aggregate materials that meet the descriptions in subparagraphs (jh)(2)(A) and (jh)(2)(B); and
- (107) Records of operating days if seeking exemption pursuant to subparagraph (jh)(10)(D).

(gf) **Test Methods**

The following test methods shall be used to determine compliance with this rule:

- (1) South Coast AQMD~~SCAQMD~~ Opacity Test Method No. 9B
- (2) The Stabilized Surface Test Method included in the SCAQMD Rule 403 Implementation Handbook.

(hg) **Additional Requirements Triggered by Recurrent Violation:**

- (1) ~~The operator of an existing facility located within 500 meters of off-site occupied buildings or houses or a sensitive receptor, who accrues three or more validated notices of violation for causing or allowing fugitive dust emissions exceeding the opacity limits in clauses (d)(1)(A)(i) as measured by the test methods in (f), or a visible fugitive dust plume exceeding 100 feet in any direction, issued on separate days for violations from the same emission source at the facility in any continuous twelve month period (“recurrent violations”) starting from December 3, 2005 shall, within 30 days of the third notice of violation being validated, submit an emission reduction plan to the Executive Officer that meets the following requirements:~~

 - ~~(A) The plan must propose additional emission control measures sufficient to remedy the causes of the recurrent violations and prevent future violations; and~~
 - ~~(B) It must provide for implementation of the specified additional control measures at the earliest practicable date.~~
- (2) ~~The Executive Officer shall approve the emission reduction plan within 30 days of receipt of a complete plan if it is determined that implementation will likely remedy the causes of the recurrent violations. The Executive Officer may impose additional conditions in the plan if it is determined necessary to remedy the causes of the recurrent violations, however, the Executive Officer may not require, as a condition to approving an emission reduction plan under this paragraph, an operator to implement control measures that are economically or technologically infeasible, that do not directly address the cause of the recurrent violations, or that require the operator to take responsibility for the conduct of a third party over whom the operator has no legal control. A disapproval or conditional approval of a plan by the Executive Officer may be appealed to the Hearing Board.~~
- (3) ~~The Executive Officer shall disapprove any plan that does not demonstrate a substantial likelihood of preventing violations in the future. If a plan is disapproved, the responsible party shall submit a revised plan which cures the defects within 30 days of receipt of notice of disapproval.~~
- (1) Violations of Fugitive Dust Plume Requirements

 - (A) The owner or operator of a Permanent or Temporary Facility/Operation, located within 1,640 feet of Sensitive

Receptor(s), accruing at least three Validated Notices of Violation in any rolling 36-month period, starting from the date of issuance of any Validated Notice of Violation, for causing or allowing Fugitive Dust emissions exceeding the opacity limit specified in clauses (d)(1)(A)(i) and (d)(1)(A)(ii) or a visible plume exceeding 100 feet in any direction specified in clause (d)(1)(A)(iii), shall, within 90 days of the third Validated Notice of Violation resolution:

- (i) Install a wind barrier that meets the criteria set forth in subparagraph (d)(1)(F) along the Permanent or Temporary Facility/Operation property boundary facing any off-site occupied building(s) or Sensitive Receptor(s) located within 1,640 feet; and
- (ii) Not allow any Open Storage Pile to exceed the height of the installed wind barrier.

(B) The owner or operator of a Permanent or Temporary Facility/Operation, located within 1,640 feet of Sensitive Receptor(s), accruing at least six Validated Notices of Violation in any rolling 36-month period, starting from the date of issuance of any Validated Notice of Violation, for causing or allowing Fugitive Dust emissions exceeding the opacity limit specified in clauses (d)(1)(A)(i) and (d)(1)(A)(ii) or a visible plume exceeding 100 feet in any direction specified in clause (d)(1)(A)(iii), shall, within 90 days of the sixth Validated Notice of Violation resolution:

- (i) Install Non-Porous Wall along the Permanent or Temporary Facility/Operation property boundary facing any off-site occupied building(s) or Sensitive Receptor(s) within 1,640 feet; and
- (ii) Not allow any Open Storage Pile to exceed the height of the installed Non-Porous Wall.

(2) Violations of Track-Out Requirements for Facilities Subject to Subparagraph (d)(8)(D)

(A) The owner or operator of a Permanent or Temporary Facility/Operation subject to subparagraph (d)(8)(D), located within 1,640 feet of Sensitive Receptor(s), accruing at least three

Validated Notices of Violation in any rolling 36-month period, starting from the date of issuance of any Validated Notice of Violation, for causing or allowing Track-Out exceeding the cumulative length limit specified in clause (d)(1)(A)(iv), shall, within 90 days of the third Validated Notice of Violation resolution:

- (i) Install a Rumble Grate in combination with either a Wheel Washer or a Truck Washer; and
- (ii) Not allow any Haul Trucks and Mixer Trucks to leave the facility without passing through the equipment installed pursuant to clause (h)(2)(A)(i).

(B) The owner or operator of a Permanent or Temporary Facility/Operation subject to subparagraph (d)(8)(D), located within 1,640 feet of Sensitive Receptor(s), accruing at least six Validated Notices of Violation in any rolling 36-month period, starting from the date of issuance of any Validated Notice of Violation, for causing or allowing Track-Out exceeding the cumulative length limit specified in clause (d)(1)(A)(iv), shall, within 90 days of the sixth Validated Notice of Violation resolution:

- (i) Pave all Internal Roads used by Haul Trucks and Mixer Trucks;
- (ii) Not allow any Haul Trucks and Mixer Trucks to travel within the facility other than on the Paved Roads installed pursuant to clause (h)(2)(A)(i); and
- (iii) Post signage in accordance with subparagraphs (i)(1)(A) and (i)(1)(B) on the Paved Roads installed pursuant to clause (h)(2)(A)(i) to restrict speed limit to 15 miles per hour.

(3) Violations of Track-Out Requirements for Facilities Subject to Subparagraph (d)(8)(E)

(A) The owner or operator of a Permanent or Temporary Facility/Operation subject to subparagraph (d)(8)(E), located within Sensitive Receptor(s), accruing at least three Validated Notices of Violation in any rolling 36-month period, starting from the date of issuance of any Validated Notice of Violation, for causing or allowing Track-Out exceeding the cumulative length limit specified

in clause (d)(1)(A)(iv), shall, within 90 days of the third Validated Notice of Violation resolution:

- (i) Install a Truck Washer;
- (ii) Replace any existing gravel pad and Rumble Grate; and
- (ii) Not allow any Haul Trucks and Mixer Trucks to leave the facility without passing through the equipment as required in subparagraph (d)(8)(E) and Truck Washer installed pursuant to clause (h)(3)(A)(i).

(B) The owner or operator of a Permanent or Temporary Facility/Operation subject to subparagraph (d)(8)(E), located within 1,640 feet of Sensitive Receptor(s), accruing at least six Validated Notices of Violation in any rolling 36-month period, starting from the date of issuance of any Validated Notice of Violation, for causing or allowing Track-Out exceeding the cumulative length limit specified in clause (d)(1)(A)(iii), shall, within 90 days of the sixth Validated Notice of Violation resolution:

- (i) Pave all Internal Roads used by Haul Trucks and Mixer Trucks;
- (ii) Not allow any Haul Trucks and Mixer Trucks to travel within the facility other than on the Paved Roads installed pursuant to clause (h)(3)(A)(i); and
- (iii) Post signage in accordance with subparagraphs (i)(1)(A) and (i)(1)(B) on the Paved Roads installed pursuant to clause (h)(3)(A)(i) to restrict speed limit to 15 miles per hour.

- (4) The owners or operators of a Permanent or Temporary Facility/Operation subject to requirements specified in paragraph(s) (h)(1), (h)(2), and/or (h)(3) shall conduct inspections of equipment installed as required by paragraph(s) (h)(1), (h)(2), and/or (h)(3) every three calendar months to ensure equipment is in good working.
- (5) The owners or operators of a Permanent or Temporary Facility/Operation subject to requirements specified in paragraph(s) (h)(1), (h)(2), and/or (h)(3) shall make any necessary repairs or maintenance within 15 calendar days after an issue was identified.

- (6) No later than 30 days prior to the applicable compliance date, the owner or operator of a Permanent or Temporary Facility/Operation electing to request a one-time extension to the compliance deadline date specified in paragraphs (h)(1), (h)(2), (h)(3), or (h)(4) shall submit to the Executive Officer documentation to demonstrate the delay is caused by reasons beyond the facility/operation's control.
- (7) The Executive Officer will notify the owner or operator of a Permanent or Temporary Facility/Operation in writing whether the extension requested pursuant to paragraph (h)(6) is approved. Approval of the extension will be based on information submitted pursuant to paragraph (h)(6).

(i) Signage Requirements

- (1) Beginning [6 Months After Rule Amendment] or prior to the start of initial operation, whichever is later, the owner or operator of a Permanent or Temporary Facility/Operation shall install and maintain applicable on-site signage specified in clause (d)(7)(A)(ii), subparagraph (d)(8)(C), clause (d)(8)(D)(v), and clause (d)(8)(E)(v) that meets the following:

 - (A) Install in a location at a minimum of six feet and maximum of seven feet above grade from the bottom of the sign and visible to all drivers of Aggregate or Mixer Trucks traveling across the facility/operation; and
 - (B) Display lettering at least four inches tall with text contrasting with the sign background.
- (2) Beginning [6 Months After Rule Amendment] or prior to the start of initial operation, whichever is later, the owner or operator of a Permanent or Temporary Facility/Operation shall install and maintain signage that meets the following:

 - (A) Visible to the public and installed in a location within 50 feet of each facility entrance with the lower edge of the sign located at a minimum of six feet and maximum of seven feet above grade;
 - (B) Minimum dimensions of 48 inches by 96 inches constructed with one-inch-thick A/C laminated plywood board or material with similar strength and durability;

- (C) Display lettering at least four inches tall with text contrasting with sign background; and
- (D) Display the following information in English and Spanish:
 - (i) Local or toll-free phone number for the site contact that is accessible 24 hours a day;
 - (ii) Notification statement:
“TO REPORT AIR QUALITY ISSUES SUCH AS DUST FROM THIS FACILITY, PLEASE CALL [FACILITY CONTACT AND PHONE NUMBER] OR THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AT 1-800-CUT-SMOG”; and
 - (iii) Notification statement:
“PARA REPORTAR PROBLEMAS DE CALIDAD DEL AIRE COMO OLORES, POLVO O HUMO DE UNA INSTALACIÓN, LLAME A [CONTACTO DE LA INSTALACIÓN Y NÚMERO DEL TELÉFONO] O AL EL DISTRITO DE ADMINISTRACIÓN DE LA CALIDAD DEL AIRE DE LA COSTA SUR AL 1-800-CUT-SMOG”.

(j) Exemptions

- (1) The following activities will be exempt from requirements set forth in clause~~subparagraph~~ (d)(1)(A)(i), (d)(1)(A)(ii), and (d)(1)(A)(iii):
 - (A) The first~~eight~~8 hours of the new equipment initial start-up and the first~~two~~2 hours of the equipment start-up after a repair to fix an~~Equipment~~ Breakdown or after a maintenance activity scheduled at least 48 hours in advance by the~~owner or~~ operator of a facility.
 - (B) Blasting~~O~~perations.
- (2) During~~H~~igh~~W~~inds, the~~owner or~~ operator of a~~Permanent or Temporary~~ Facility/O~~peration~~ will be exempt from the requirements in~~clause~~~~subparagraph~~ (d)(1)(A)(i) and (d)(1)(A)(ii), and (d)(1)(A)(iii) if:
 - (A) All activities, including aggregate excavation, production, L~~o~~ading and U~~u~~nloading activities, and material transport, are ceased, except

- for dust controls as required by ~~District~~South Coast AQMD rules;
or
- (B) All excavation and earthmoving operations, except for underwater dredging and the transporting of dredged materials to the surge pile, and aggregate production (but not Loading or transport) are ceased, provided:
- (i) dust controls as required by South Coast AQMD ~~District~~ rules are applied; and
 - (ii) Unpaved Roads have had Chemical Stabilizers applied prior to the wind event, or where Unpaved Roads have not had Chemical Stabilizers applied, water is applied twice per hour during active operations; and
 - (iii) within ~~fifteen~~(15) minutes of each Loading activity, water is applied to un-stabilized areas of Open Storage Piles that will be actively disturbed during Loading; or
- (C) The only activities being conducted at ready-mixed concrete or hot mix asphalt facilities are those activities that produce materials for use in construction projects which are being paved or poured during High Winds, provided that dust controls as required by South Coast AQMD ~~District~~ rules are applied.
- (3) Scalping Screens will be exempt from the enclosure required in paragraph (d)(5).
- (4) The owner or operator of a Permanent or Temporary Facility/Operation is exempt from the use of Chemical Stabilizers for internal Unpaved Roads if the use of applicable chemical Deust Suppressants on those specific Unpaved Roads violates the rules and/or regulations of the local Water Quality Control Board or other government agency. -Alternatively, the owner or operator of a Permanent or Temporary Facility/Operation may use water, proving that:
- (A) Water is used in sufficient quantity and frequency on those specific internal unpaved roads so that the surface is maintained in a stabilized condition; and

- (B) The owner or operator notifies the Executive Officer in writing 30 days prior to the use of water and demonstrates that the use of chemical was not allowed on those specific Unpaved Roads.
- (5) Empty Haul Trucks traveling to and from maintenance areas are exempt from the requirement to use internal unpaved Haul Roads if they travel on internal unpaved non-haul roads that comply with the requirement in subparagraph (d)(7)(B).
- (6) The unpaved non-haul roads will be exempt from the requirement in subparagraph (d)(7)(B) if such roads are used less than twice a day, and signs are posted on such roads to restrict speed limit to 15 miles per hour and to restrict traffic to such vehicles only.
- (7) Carry-Back that is generated by the Tunnel Feed will be exempt from the requirement set forth in subparagraph (d)(1)(DE).
- (8) Truck Trimming Areas are exempt from the requirement in subparagraph (d)(1)(DE).
- (9) Facilities where Aggregate Trucks are not used to carry Aggregate Or Related Materials to and off the facility property are exempt from the requirements in paragraph (d)(8).
- (10) The following facilities are not required to install and operate a Wheel Washer pursuant to paragraph (d)(8):
 - (A) Facilities that have their internal Roads all paved and with the exception of Returned Products, their Aggregate or Related Materials metered directly to a ready-mix or hot mix asphalt truck. The facilities may accept Returned Products and are still qualified for the exemption from a Wheel Washer. –The facilities are instead required to have a Rumble Grate or a Truck Washer and comply with subparagraph (d)(8)(DE).
 - (B) Facilities with less than five acres in land size and handle recycled asphalt and recycled concrete exclusively, provided the facility installs a Rumble Grate, comply with clauses (d)(8)(DE)(i) through (d)(8)(DE)(viii), and applies a gravel pad that meets the criteria set forth in subparagraph (d)(1)(E) on the entire unpaved non-haul roads leading to a paved public road.

- (C) Facilities that pave a minimum of ¼ mile from the Rumble Grate to the facility exit leading to a paved public road.
- (D) Facilities that are Infrequent Mining Operations, provided they install a Rumble Grate and apply a gravel pad that meets the criteria set forth in subparagraph (d)(1)(E) for a distance of no less than 100 feet from the Rumble Grate to the facility exit leading to a paved public road, and keep records in accordance with paragraph (f)(96). -The facility shall inform the South Coast AQMD District in the case that they operate more than 52 days per year based on the average of a rolling three3--year period after December 3, 2004. In this case, the facility shall comply with the requirements set forth in paragraph (d)(8).
- (11) The owner or operator of a Permanent or Temporary Facility/Operation is exempt from using the test methods set forth in paragraph (g)(2) for the demonstration of the surface stabilization of Open Storage Piles where 90% of their volume contain materials that are larger than ½ inch product, providing such piles meet the performance standards in subparagraph (d)(1)(A).
- (12) Prior to [6 Months after Rule Amendment], Construction And Demolition Debris Transfer Stations are not subject to the applicable requirements of subdivision (d) and subdivision (f).
- (13) The provisions of this rule shall not apply to facilities subject to Rule 410 – Odors From Transfer Stations and Material Recovery Facilities.

(i) Alternative Control Options

~~In lieu of using dust suppressants, the operator of a facility/operation may submit for approval by the Executive Officer and the U.S. Environmental Protection Agency a plan for achieving equivalent emission reductions through alternative control measures.~~

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report

Proposed Amended Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations

September 2026

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EXECUTIVE SUMMARY

The federal Clean Air Act requires areas to meet the National Ambient Air Quality Standards to ensure healthy levels of air quality. Although, the South Coast Air Basin (Basin) attains the 24-hour National Ambient Air Quality Standards for PM₁₀, there is higher spatial variation from specific sources that can result in more localized concerns. PM₁₀ (particulate matter less than or equal to 10 microns in aerodynamic diameter) is an air pollutant that is typically directly emitted into the atmosphere. Exposure to PM₁₀ has been known to have detrimental health effects causing respiratory and cardiovascular disease and premature death. Aggregate and related operations are known sources of PM₁₀ emission. Aggregate is granular or grainy material such as gravel, crushed stone, and quarried rocks. Aggregate operations produce sand, gravel, crushed stone, and quarried rocks whereas aggregate related operations use aggregate materials. South Coast AQMD Rule 1157 – PM₁₀ Emission Reductions from Aggregate and Related Operations (Rule 1157) was first adopted in January 2005 and last amended in September 2006. Rule 1157 establishes requirements for aggregate and related operations to reduce PM₁₀ emissions and improve the air quality of the region.

Proposed Amended Rule 1157 (PAR 1157) is being amended to address community concerns regarding PM₁₀ emissions from aggregate and related operations in the Basin. PAR 1157 will expand its applicability to include construction and demolition debris transfer stations as an aggregate related operation. Additional amendments will include strengthening existing rule requirements with preemptive preventative measures such as specified frequencies for dust control, enhanced recordkeeping, and expansion of requirements triggered by recurrent violations. Minor editorial changes and removal of obsolete information are made to improve rule clarity and conform with South Coast AQMD's practice. Typical costs associated with implementing PAR 1157 include costs associated with the signage requirements to standardize font, size, and information across all applicable facilities. All facilities are assumed to install four new signs in order to comply with the signage requirements of PAR 1157. Costs for the newly applicable facilities, construction and demolition debris transfer stations, are associated with the South Coast AQMD registration and required measures, such as the installation of rumble grates, gravel pads, and signage, to comply with the rule. The expected costs estimate \$7,700 for the installation of rumble grates, \$2,000 for gravel pads, and \$1,127 for each sign. Emission reductions from PAR 1157 are not quantified and more robust emission data is necessary to accurately quantify the emission reductions from construction and demolition debris transfer stations.

CHAPTER 1– BACKGROUND

INTRODUCTION

The South Coast Air Quality Management District (South Coast AQMD) is the local government agency responsible for air quality assessment in Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino counties. The South Coast AQMD covers 10,743 square miles, which is the largest of the 35 local air agencies in California and in the United States. Approximately 17 million residents reside within the region. The South Coast AQMD regulates emission from stationary sources, develops and implements plans to meet national air quality standards, permits and inspects about 28,400 affected businesses and communities, and administers over two hundred million dollars of incentive and grant funding annually.

Key activities conducted by the South Coast AQMD include developing plans for achieving compliance with federal and state clean air standards, also known as air quality management plans (AQMPs). Additional key activities include the adoption of air rules and regulations that will reduce emissions from various sources, issuance of permits for equipment that limit the amount of air emissions which will ensure compliance with air quality rules, conduction of periodic inspections to ensure compliance with air quality requirements, responding to public air quality complaints, and conducting ambient air quality monitoring and special studies to protect public health.

A dust cloud or plume, also referred to as total suspended particulate, contains both PM10 (particulate matter less than or equal to 10 microns in aerodynamic diameter) and PM2.5 (particulate matter less than or equal to 2.5 microns in aerodynamic diameter), where the amount of each particulate varies by environment and source. Dust sources are more likely to contain coarse inhalable particles such as PM10. PM10 is an air pollutant that is generated from both natural and anthropogenic sources. Such sources include construction and industrial sites, landfills, dust storms, and wildfires. Based on emissions inventory estimates from the South Coast AQMD 2022 AQMP, total suspended particulate emissions from construction and demolition activities are comprised of approximately 49% PM10 and 5% PM2.5.¹ Numerous studies reviewed by the California Air Resources Board (CARB) have linked high levels of particulate air pollution with detrimental health effects such as respiratory and cardiovascular disease and premature death as smaller particles in the PM10 range can penetrate and deposit deep in lung tissues.²

The federal Clean Air Act requires areas to meet the 24-hour National Ambient Air Quality Standards to ensure healthy levels of air quality. Although, the South Coast Air Basin (Basin) attains the National Ambient Air Quality Standards for PM10, some emission sources can elevate PM10 emission levels locally.³ As PM10 is a heavier particulate, there is higher spatial variation that can result in more localized concerns.

AGGREGATE AND RELATED OPERATIONS

Aggregate materials serve as the base and backbone that helps ensure stability and durability of all kinds of building projects from highways and bridges to homes and gardens. Aggregate materials are granular or grainy material such as gravel, crushed stone, and quarried rocks. Aggregate

¹ 2022 Air Quality Management Plan, South Coast Air Quality Management District. <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?sfvrsn=16>

² *Inhalable Particulate Matter and Health (PM2.5 and PM10)*, California Air Resources Board. <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health>

³ 2022 Air Quality Management Plan, South Coast Air Quality Management District. <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?sfvrsn=16>

operations produce sand, gravel, crushed stones, quarried rocks, slag, and rock dust. Crushed stones may comprise of limestone, granite, and other hard rocks. Limestone is a naturally occurring sedimentary rock, whereas chemical lime is the reactive chemical product made by heating limestone to produce calcium oxide or calcium hydroxide. Chemical lime operations are not considered part of aggregate or related operations for the applicability of Rule 1157.

Aggregate related operations can both use and produce aggregate materials which include operations for concrete batch plants, hot mix asphalt production, construction and demolition debris handling, and inert landfills. Aggregate and related operations are sources of direct PM10 emissions. PM10 is generated during the mining, processing, and handling (i.e., transporting, loading/unloading, conveying, crushing, screening, mixing, and storing) of the aggregate materials. Other sources of PM10 emissions are unpaved roads and track-out (where PM10 generated by the facility is transported due to out-going truck traffic to part of the paved public and private roads).

Aggregate Mining

Aggregate mining involves the extraction of aggregate materials from Earth's surface to be processed for various applications. Aggregate mining operations are typically located in isolated areas away from residents and other businesses. The typical process of aggregate mining involves quarrying and extraction, transport to the processing plant, primary crushing, screening, sorting, secondary and tertiary crushing as needed, final screening and washing, and lastly stockpiling and storage. Extraction can be performed through blasting, dredging, or open pit excavation.⁴ Blasting involves using controlled explosives to break apart large rock formations. Dredging is carried out with suction or bucket-type dredges that remove aggregates from underwater deposits. Open pit excavation is carried out with heavy machinery like front end loaders, bucket wheel excavators, or draglines to dig out aggregates from softer material.

Concrete and Asphalt Manufacturing

Concrete is mainly composed of water, cement, sand, and coarse aggregate. Approximately seventy-five percent of the United States concrete is produced at concrete batch plants.⁵ Many plants are located near aggregate sources; others may be temporarily set up near major job sites. Typical equipment in a concrete batch plant includes conveyors, elevators, elevated storage bins and silos, weight hoppers, and mixers. The primary air quality concern from these operations is particulate matter emissions, mostly from cement dust. Cement is so fine that it contains approximately 150 billion particles per pound, about ten to twenty percent of which are smaller than five microns in diameter. These dust particulates are generated during the transferring and mixing of materials, as well as from sand and aggregate open storage piles. Typical dust controls at concrete batch plants may include water sprays, dust suppressants, hoods, baghouses, etc.

Hot mix asphalt is engineered to provide a long-lasting, high-performance pavement surface that can withstand heavy traffic, and extreme weather.⁶ Hot mix asphalt accounts for roughly eighty percent of asphalt used in the United States and is known for its durability with a lifespan of twenty years. Hot mix asphalt is a mixture of size-graded, high-quality aggregate, and, as a binder, liquid

⁴ Blair, J. (2024, July 15). *Blair A L Construction Ltd-Quarry Division*. A.L. BLAIR CONSTRUCTION. <https://alblairconstruction.com/understanding-the-aggregate-production-process/>

⁵ Environmental Protection Agency. (2014, July 2). AP-42, Chapter 11.12, Concrete Batching, <http://www.epa.gov/ttn/chief/ap42/ch11/index.html>.

⁶ Voss, G. (2025, December 31). *Hot Mix Asphalt Performance Metrics: Key to Longevity - Asphalt Calculator USA*. Asphalt Calculator USA; Asphalt Calculator. <https://asphaltcalculatorusa.com/hot-mix-asphalt-performance-metrics/>

asphalt cement, which is heated and mixed in measured quantities. Aggregate and reclaimed asphalt pavement usually constitute over ninety-two percent, by weight, of the total mixture. In general, at the hot mix asphalt plants, dust particulates are generated during conveying, screening, and mixing of materials, as well as from aggregate open storage piles. Typical dust controls may include water sprays, hoods, enclosures, baghouses, etc. In addition, the drying of aggregate may also generate dust emissions. However, the dryers are vented to a baghouse filter for particulate control.

Construction and Demolition Debris Transfer Station

Construction and demolition debris consist of nonhazardous waste materials generated from construction, deconstruction, remodeling, repair, cleanup, or demolition of any part of a structure or building, including the foundations or the utility/commodity pipeline of the structure or building. Construction and demolition debris are transported to construction and demolition transfer stations. These transfer stations temporarily store construction and demolition debris prior to being moved to another facility for further processing to be reused or disposed.

Dust control methods used at these types of facilities include storing the construction and demolition debris in an enclosed building and/or misting/water application. Construction and demolition debris transfer stations were not previously subject to Rule 1157 requirements as this type of operation previously did not meet the definition of related operations. These operations typically do not have equipment that are required to have permits with the South Coast AQMD pursuant to Regulation II – Permits.

REGULATORY HISTORY

Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations

The 2003 AQMP for the Basin included BCM-08 – Further Emission Reductions from Aggregate and Cement Manufacturing Operations, which identified aggregate and cement operations as sources of PM10 emissions. BCM-08 called for the development of controls to reduce the emissions from aggregate and cement manufacturing operations, therefore Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations was adopted in January 2005. Rule 1157 aimed to reduce PM10 emissions from permanent and temporary aggregate and related operations in the Basin.

In February 2005, the California Mining Association filed a complaint against the South Coast AQMD alleging that Rule 1157 contained an unworkable high wind (instantaneous wind speeds exceeding twenty-five miles per hour) exemption. In September 2005, California Mining Association and the South Coast AQMD executed a formal settlement agreement that the South Coast AQMD would bring to the Governing Board language to address the high wind exemption. The rule was amended in September 2006 to improve the implementation of the high wind exemption which included the elimination of requirements considered infeasible to the industry and allows only limited activities to continue during high winds, provided appropriate dust suppressants are applied according to South Coast AQMD rules. The inclusion of the high wind exemption would protect the public from exposure to high particulate concentrations during high winds without causing negative economic impacts to the industry.

NEED FOR PROPOSED AMENDED RULE 1157

Within the South Coast AQMD jurisdiction, there are approximately 862 facilities classified as aggregate and related operations. These facilities are located across the basin; however, some areas have a larger concentration of facilities within a general area than others. In February 2025, Senator Caroline Menjivar introduced Senate Bill 526 (SB 526) to address her constituents concerns regarding aggregate facilities in Sun Valley.⁷ During the processing of SB 526, South Coast AQMD staff collaborated with Senator Menjivar’s staff on ways to address community concerns and strengthen existing Rule 1157.

Staff identified several regulatory gaps – limitations of general performance standards, facility/operator discretion, limited track-out provisions, unregulated storage piles near property boundary – in Rule 1157.

During site visits and surveillance of areas identified by community members, staff identified the following issues regarding aggregate and related operations:

- Open storage piles near property boundary
 - Community members expressed concerns of fugitive dust coming from high open storage piles near property boundary
- Construction and demolition debris transfer stations receive, store, and transfer aggregate material and have similar concerns regarding track-out and storage piles
- Track-out that did not exceed Rule 430403 limits extended into a public street where vehicular traffic would generate fugitive dust

An assessment of Rule 1157 was conducted and determined the following regulatory gaps:

- Requirements allow facility/operator discretion on stabilization methods and frequency of dust control application
 - Frequency is specified “as necessary”
 - Unclear of what frequency would be “as necessary”
- Track-out provisions were limited and could be expanded to reduce fugitive dust emissions
- Open storage piles near the property boundary are regulated the same as other open storage piles in the center of the facility
- Limits recordkeeping requirements to demonstrate compliance with applicable requirements
 - Content and frequency for recordkeeping is left to facility/operator discretion
 - Creates challenge to verify past compliance

PAR 1157 aims to address the identified issues and regulatory gaps by:

- Expand applicability to include construction and demolition debris transfer facilities

⁷ “SB-526 South Coast Air Quality Management District: Air Quality.” *California Legislative Information*, 29 Apr. 2025, leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB526. Accessed 29 Apr. 2026.

- Specifying frequency to inspect potential sources or to apply dust control to potential sources
- Add enhanced recordkeeping
- Expand requirements that are triggered by recurring violations

AFFECTED INDUSTRIES

Rule 1157 applies to all permanent and temporary aggregate and related operations. Aggregate operations would include operations that produce sand, gravel, crushed stone, and/or quarried rocks. Related operations are operations that use sand, gravel, cement, crushed stone, and/or quarried rocks in their products, or crushed miscellaneous base, and inert landfills that handle construction and demolition debris. Transfer stations handling only construction and demolition debris would also be included in the proposed amendments, except those transfer stations subject to South Coast AQMD Rule 410 – Odors from Transfer Stations and Material Recovery Facilities.

The initial development of Rule 1157 in 2005 relied on information from the South Coast AQMD permit system and the 2001-2002 Annual Emissions Reporting database where South Coast AQMD staff identified 316 aggregate and related facilities included in the applicable universe. With the assistance of the Southern California Rock Products Association and the Southern California Ready Mixed Concrete Association, an additional 79 facilities were identified as potentially subject to Rule 1157. This preliminary inventory was refined through an industry survey and the collected data was relied upon to identify and characterize facilities that would subject to the rule, estimate PM10 emissions generated by the facilities, and establish the baseline PM10 emissions for this industry within South Coast AQMD's jurisdiction.

The current development of PAR 1157 also relied on data from the previous rule development except that the universe of applicable facilities was updated to include additional facilities that were not previously identified. In January 2026, staff distributed a new survey to potentially applicable facilities within the South Coast AQMD jurisdiction. The survey inquired about the type of operations, types of material handled, annual throughput of processed materials, control equipment, and dust mitigation methods. The survey was distributed to gain the latest up-to-date information regarding the potential operational changes and to assist in the development of proposed rule concepts. The survey was distributed to over a thousand facilities potentially applicable to PAR 1157. The list of surveyed facilities was compiled using South Coast AQMD facility data filtered with a combination of Rule 1157 applicability and North American Industry Classification System (NAICS) codes from the 2023 federal Employment Development Department database. Additional information regarding the NAICS data for PAR 1157 is discussed in Chapter 3 of this staff report.

Transfer stations that handle construction and demolition debris would be included in the current universe as these operations create fugitive dust. The California Department of Resources Recycling and Recovery (CalRecycle) is a state agency responsible for managing waste reduction, recycling, and resource recovery programs to protect the environment. Based on the CalRecycle database, approximately 177 additional facilities would be added into the PAR 1157 universe to include construction and demolition debris transfer stations. After filtering facility data based on survey results and addition of facilities from CalRecycle, staff estimates a total of 862 facilities are expected to be affected by PAR 1157. The total number of potentially impacted facilities may

be higher than originally estimated since smaller facilities may not be included in the CalRecycle database.

PUBLIC PROCESS

The development of PAR 1157 has been conducted through a public process. A Working Group was formed to allow the public and stakeholders to discuss details of the proposed rule amendment and provide South Coast AQMD staff with input during the rule development process. South Coast AQMD has held four Working Group Meetings via Zoom videoconference and teleconference. The meetings were held on September 2, 2025, January 8, 2026, May 7, 2026, and June 4, 2026. A Public Workshop was held on July 8, 2026 to present the preliminary draft rule language for PAR 1157 and receive public comment. A Stationary Source Committee meeting was held on June 26, 2026 to present an overview of the proposed rule amendments.

CHAPTER 2- SUMMARY OF PROPOSED AMENDED RULE 1157

OVERALL APPROACH

PAR 1157 addresses community concerns regarding PM10 emissions coming from aggregate and related operations by specifying frequencies and enhancing recordkeeping requirements. The related operations definition will be clarified, and the construction and demolition debris transfer station definition will be added. For this chapter, when referring to PAR 1157-specific terms that are defined in the rule language, the terminology will be capitalized.

The following is a summary of the proposed amendments to Rule 1157.

Definitions – Subdivision (c)

Bunker

PAR 1157 will update the definition of Bunker to clarify that the enclosure must have a minimum of two sides of Non-Porous Walls.

Chemical Stabilizers

PAR 1157 will update the definition of Chemical Stabilizers for clarity.

Construction And Demolition Debris

PAR 1157 will define Construction And Demolition Debris as nonhazardous waste, as defined in the California Code of Regulations, Title 22, section 66261.3 et. Seq., materials generated from construction, deconstruction, remodeling, repair, cleanup, or demolition of any part of a structure or building, including the foundations, or the utility/commodity pipeline of the structure or building. Such materials may include, but are not limited to, concrete, fully cured asphalt, brick, slag, ceramics, plaster, clay and clay products.

Construction And Demolition Debris Transfer Station

PAR 1157 will define a Construction And Demolition Debris Transfer Station as a facility that only receives, stores, and Transfers Construction And Demolition Debris. Inert landfills or facilities that crush received materials are not considered a Construction And Demolition Debris Transfer Station.

Existing Facility/Operation

PAR 1157 will remove the definition of Existing Facility/Operation as there is no longer a need to bifurcate the facility or operation between new and existing.

New Facility/Operation

PAR 1157 will remove the definition of New Facility/Operation as there is no longer a need to bifurcate the facility or operation between new and existing.

Open Storage Pile

PAR 1157 will update the definition of Open Storage Pile to provide clarification on qualifications for storage piles to be considered fully enclosed. To be fully enclosed means the storage pile is in a structure with Non-Porous Walls. Definition on Non-Porous Walls can be found in PAR 1157 paragraph (c)(27).

Related Operations

PAR 1157 will amend the definition of Related Operations to include Construction And Demolition Debris Transfer Stations.

Sensitive Receptor

PAR 1157 will revise the definition of Sensitive Receptor to mean any residence including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes. A Sensitive Receptor includes long term care hospitals, hospices, prisons, and dormitories or similar live-in housing.

The revised definition serves to align the definition for Sensitive Receptor in PAR 1157 with other South Coast AQMD regulations. South Coast AQMD currently uses a definition of Sensitive Receptor which does not include parks. Based on previous staff conversations with the Office of Environmental Health Hazard Assessment during prior rule developments, this is consistent with their interpretation that although Sensitive Receptors can be found at a park, the time spent at a park is intermittent and is not repeated long-term exposure, such as homes.

Validated Notice of Violation

PAR 1157 will amend definition of Validated Notice of Violation by removing references to settlements “resulting in the payment of civil penalty in any amount.” Settlements to violations do not always result in payments. For example, a settlement may include requirement to perform a supplemental environmental project(s), which provide direct benefit the affected community, in lieu of a monetary payment.

Requirement – Subdivision (d)

Subdivision (d) of PAR 1157 establishes requirements for the owner or operator of any Permanent and Temporary Aggregate and Related Facility/Operation to comply with dust control measures to prevent Fugitive Dust formation.

General Performance Standards

Subparagraph (d)(1)(A) outlines General Performance Standards that applicable facilities and operations are subject to at all times.

PAR 1157 will include a new provision limiting Track-Out specified in clause (d)(1)(A)(iv). Track-Out requirements were not previously included in Rule 1157 and mitigation of Track-Out was deferred to requirements in Rule 403 – Fugitive Dust (Rule 403). Clause (d)(1)(A)(iv) will prohibit Track-Out to extend 15 feet or more in cumulative length from the exit of the applicable facility or operation onto either a public or private roadway. Staff evaluated the width of a typical two-lane roadway and determined that the maximum distance of 15 feet of cumulative Track-Out helps to limit Track-Out from reaching the center of active roadways where deposits are most likely to encounter vehicle traffic. South Coast AQMD’s Rule 403 prohibits Track-Out to extend beyond 25 cumulative feet from the point of origin of an active operation and the 15 cumulative feet from facility exit required by PAR 1157 would also avoid duplication of Rule 403 requirements.

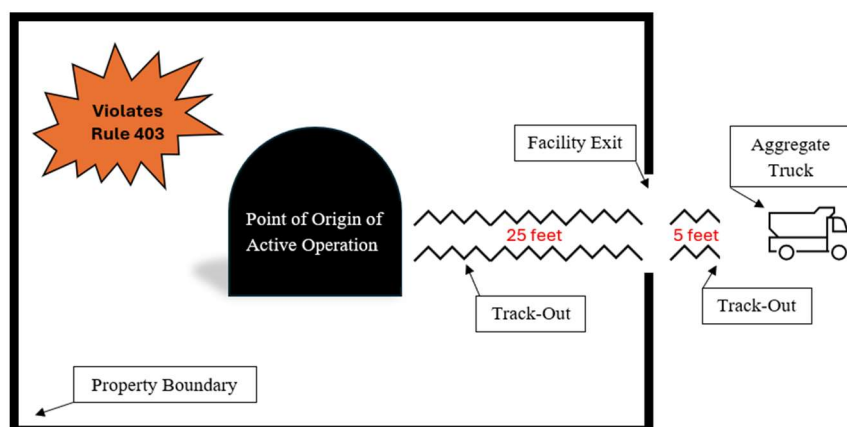
For instances of Track-Out which involve multiple tracks, such as individual Track-Out from both left and right side of a truck, the cumulative length of Track-Out in this case will be the sum of

both track lengths. This is consistent with the implementation of Track-Out requirements in Rule 403. South Coast AQMD's Rule 403 has similar requirements regarding cumulative Track-Out extension of 25 feet or more from an active operation. Track-Out requirements of PAR 1157 differ from Rule 403 by focusing on Track-Out from a facility's exit and limiting cumulative Track-Out to 15 feet total, which is more stringent than Rule 403's Track-Out requirement in cumulative length. Table 2-1 provides a comparison of the Track-Out requirements in PAR 1157 and Rule 403. Both Track-Out requirements for PAR 1157 and Rule 403 could apply to the same facility. Additional information can be found in the Comparative Analysis in Chapter 3.

Three case studies are outlined below to provide clarification on the applicability and synergy of Track-Out requirements for PAR 1157 and Rule 403:

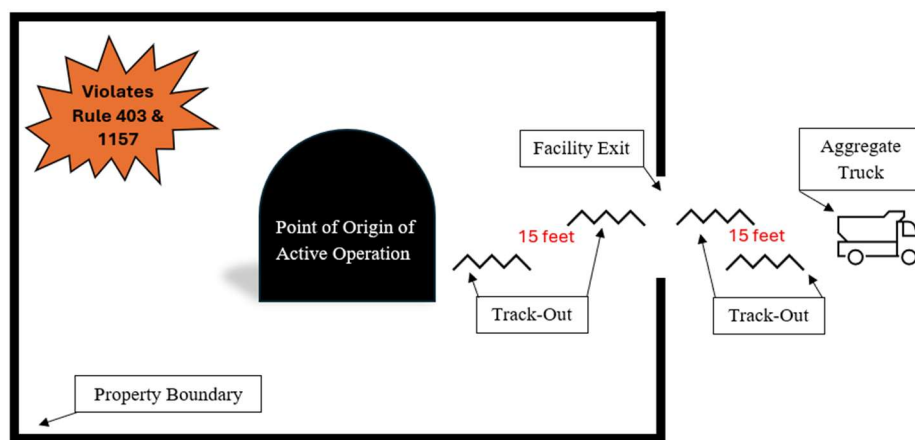
- **Case Study A:** Track-Out to extend a total of 30 feet (30 feet from the point of origin of active operation but only five feet outside the facility exit), the facility would be in violation of Rule 403;

Figure 2-1: Display of Case Study A

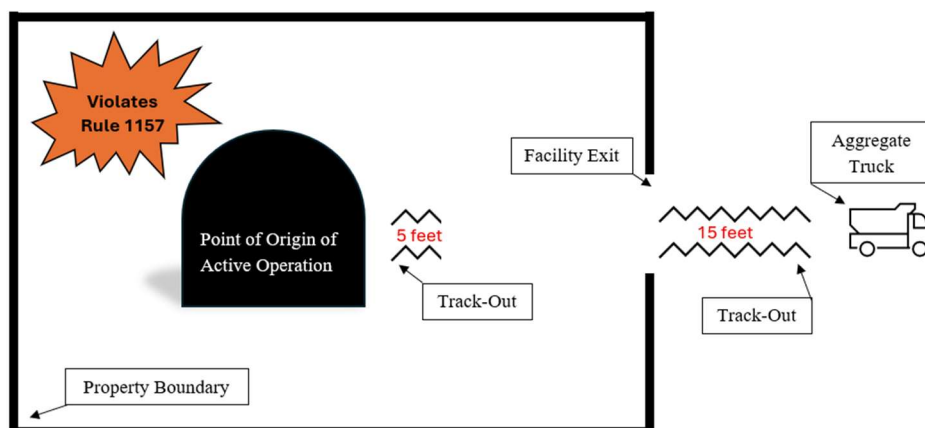


- **Case Study B:** Track-Out to extend a total of 30 feet (30 feet from the point of origin of active operation but 15 feet outside the facility exit) due to either one single length or multiple lengths, the facility would be in violation of both Rule 403 and PAR 1157; and

Figure 2-2: Display of Case Study B



- Case Study C: Track-Out to extend a total of 20 feet (five feet from the point of origin of active operation but 15 feet outside the facility exit), the facility would be in violation of Rule 1157.

Figure 2-3: Display of Case Study C**Table 2-1: Track-Out Comparative Analysis between PAR 1157 and Rule 403**

Rule Aspect	PAR 1157	Rule 403
Applicability	Aggregate and Related Operations	any activity or man-made condition capable of generating Fugitive Dust
Allowed Length	<15 feet	<25 feet
Accumulation	cumulative	cumulative
Distance Origin	facility exit	active operation
Minimum Maintenance Frequency	End Of Work Day or conclusion of each Production Work Shift	conclusion of each workday or evening shift.

Amendments to subparagraph (d)(1)(B) will replace the existing “promptly” language for Material Spillage cleanup. PAR 1157 will require all Material Spillage on internal Paved Roads to be cleaned up within an hour of identification. If Dust Suppressants are applied to the Material Spillage, then the Material Spillage must be removed no later than the End of Work Day. The requirements of subparagraph (d)(1)(B) does not apply to Construction And Demolition Debris Transfer Stations which are subject to subparagraph (d)(1)(C).

PAR 1157 adds subparagraph (d)(1)(C) that requires the removal of Material Spillage on any internal Paved Roads located at a Construction And Demolition Debris Transfer Station within one hour of being identified. Materials from Construction And Demolition Debris Transfer Stations are generally larger in size compared to those at an aggregate facility or operation and applying Dust Suppressants to the spillage of those larger materials on active internal roadways would not be as effective. For additional clarification, the Material Spillage as defined in this rule refers to materials that are inadvertently lost or scattered by spilling. For example, a transferred load when a truck pours out contents into a Construction And Demolition Debris Transfer Station would not be considered Material Spillage since the action was intentional as part of the facility process. If a truck was being loaded and the loaded material was spilled out of the truck bed, that is considered Material Spillage.

PAR 1157 will remove the existing requirement in subparagraph (d)(1)(D) which required the sufficient use of Dust Suppressants or Other Dust Control Methods to meet the performance standards in subparagraph (d)(1)(A). PAR 1157 incorporates the language of existing subparagraph (d)(1)(D) across the requirement in subdivision (d). With the improved recordkeeping requirements in subdivision (f), the language of existing subparagraph (d)(1)(D) is redundant and can be removed without impacting the effectiveness of PAR 1157. Subparagraph (d)(1)(D) in PAR 1157 will specify application frequency of Dust Suppressants, except for Chemical Stabilizers, for all other Material Spillage or Carry-Back not on internal Paved Roads to no less than once every hour. The application frequency for Chemical Stabilizers is in accordance with manufacturer recommendations.

Subparagraph (d)(1)(E) will expand the requirement for installation and maintenance of gravel pads. Requirement to replace the gravel pad as necessary has been expanded to require gravel pads to be replaced at least once every ten years or as necessary, whichever is sooner. Periodic maintenance of gravel pads is necessary to ensure the gravel pad itself does not become a source of Track-Out. Facilities will be required to maintain gravel pads to comply with applicable Track-Out requirements from both Rule 403 and PAR 1157.

Subparagraph (d)(1)(F) will establish a general performance standard for the installation and maintenance of wind barriers requiring a minimum porosity of 50 percent as well as ensuring the barrier is free from breaks, tears, or non-designed openings. Examples of non-designed openings include, but are not limited to, missing coverage areas or damage by natural events.

Active Operations

Amendments to paragraphs (d)(2) and (d)(3) are administrative to provide clarifications and do not affect applicability from existing Rule 1157.

Amendments to paragraphs (d)(4) and (d)(5) revises existing requirements for baghouses to allow for any permitted PM10 emission control device. Control devices will be evaluated at the time of permitting and subject to Best Available Control Technology (BACT) requirements.

Open Storage Piles

Additions to subparagraph (d)(6)(A) will establish a specific frequency for the application of Dust Suppressants or Chemical Stabilizers for all Open Storage Piles. The amended subparagraph will provide two options for applicable facilities or operations to stabilize Open Storage Piles.

The first option is to apply Dust Suppressants, excluding Chemical Stabilizers, twice per day on all sides of the Open Storage Piles, excluding the area of the Open Storage Pile that is actively disturbed, and as necessary to meet the applicable performance standards in subparagraph (d)(1)(A). Subsequent Dust Suppressant application must be at least four hours from the time Dust Suppressant was previously applied; however, facilities may apply Dust Suppressant as often as necessary to comply with requirements in subparagraph (d)(1)(A). The proposed application interval provides facilities with the flexibility to apply Dust Suppressants based on facility operational needs but leaves a minimum gap between applications to ensure proper coverage throughout a full day of operation. For example, a facility with operating hours from 8:00 am to 5:00 pm applies the first round of Dust Suppressants at 10:00 am will have to wait until 2:00 pm to apply the second round of prescribed Dust Suppressant application; however, additional Dust Suppressant applications may be applied between 10:00 am to 2:00 pm based on need, but the second prescribed Dust Suppressant application must still occur at 2:00 pm.

The second option is to apply Chemical Stabilizers on all sides of the Open Storage Piles, excluding the area of the Open Storage Pile that is actively disturbed, in accordance to manufacturer's recommended frequency or as necessary to meet the applicable performance standards in subparagraph (d)(1)(A). Chemical Stabilizers are generally longer lasting and reapplication are not required as frequently as other forms of Dust Suppressants, such as watering.

New subparagraph (d)(6)(B) will provide an alternative to subparagraph (d)(6)(A) by allowing the owner or operator to inspect and determine if an Open Storage Pile would need the application of Dust Suppressants in lieu of the prescribed Dust Suppressant application frequency requirements of subparagraph (d)(6)(A). Inspection of each Open Storage Pile for all sides of the Open Storage Pile located within the facility or operation is required at least twice per day and in line with Dust Suppressant application frequency of subparagraph (d)(6)(A). Owner or operators utilizing this option are still responsible to meet the general performance standards of subparagraph (d)(1)(A).

Recordkeeping of the Dust Suppressant applications and inspections are required and more details will be provided later in this chapter under subdivision (f).

New subparagraph (d)(6)(C) includes the alternative compliance option to store materials in a Silo or Bunker that was previously outlined in subparagraph (d)(6)(A) of Rule 1157.

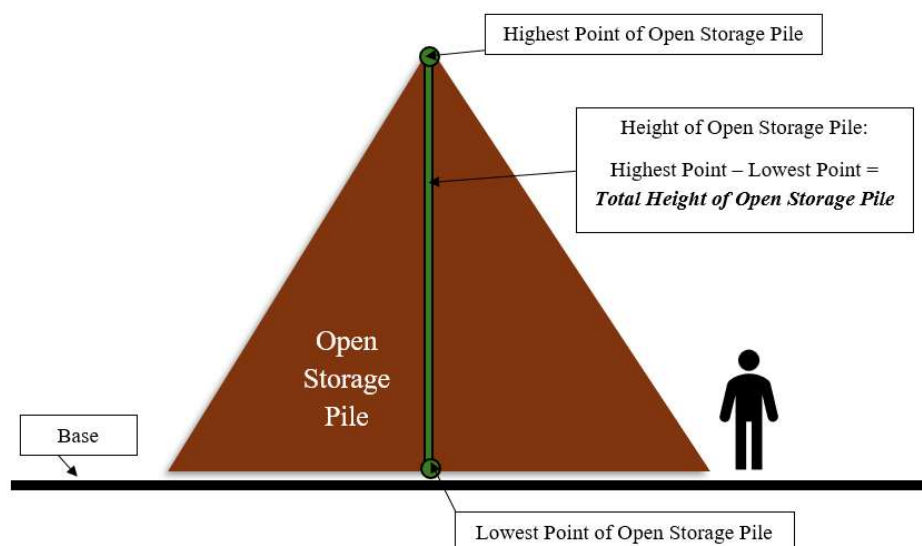
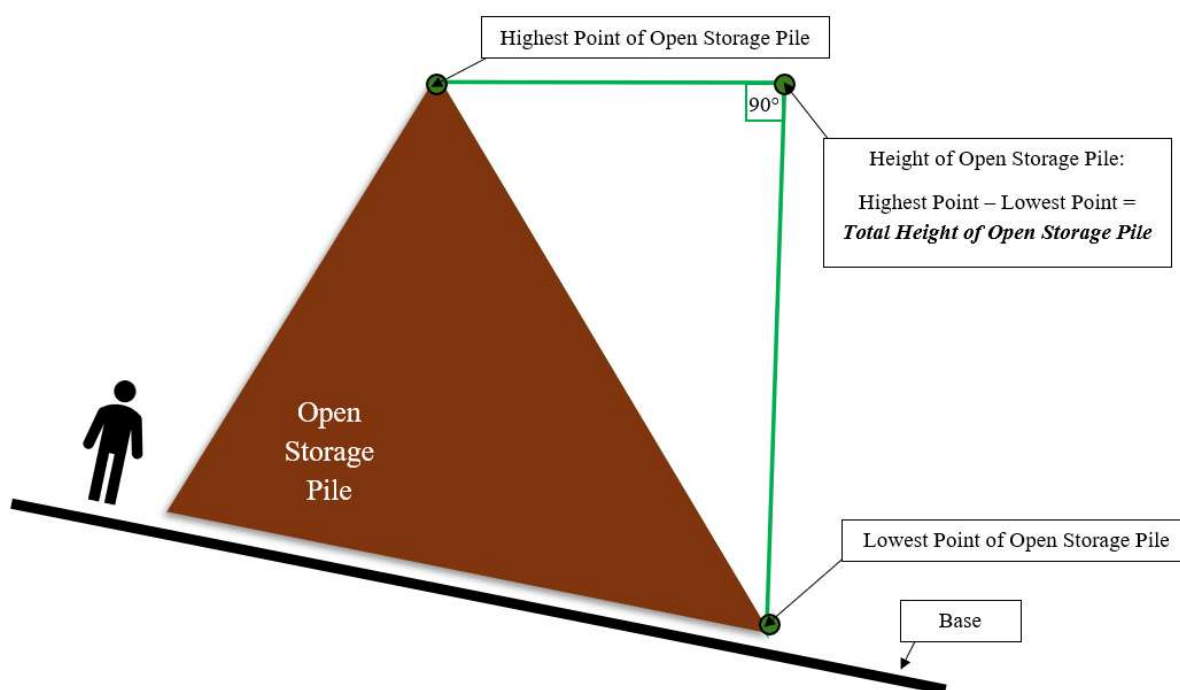
Amendments to subparagraph (d)(6)(D) are administrative to provide clarifications and do not affect applicability from existing Rule 1157.

New subparagraph (d)(6)(E) requires the stabilization of inactive, undisturbed portions of Open Storage Piles at the End of Work Day prior to any periods of facility inactivity for more than 24 hours. This requirement is to ensure facilities properly stabilize all inactive portions of Open Storage Piles at the facility to prevent Fugitive Dust from those piles when facilities shut down for the weekend or planned periods of inactivity. This provision does not impact the requirement of subparagraph (d)(6)(C) which requires active portions of Open Storage Piles to be re-stabilized daily.

Requirements of subparagraph (d)(6)(C) in Rule 1157 are in subparagraph (d)(6)(F) in PAR 1157. Rule 1157 subparagraph (d)(6)(C) restricted height of Open Storage Piles to less than or equal to eight feet if such piles are within 300 feet of off-site occupied buildings or houses.

PAR 1157 will amend the qualification from off-site occupied buildings or houses to Sensitive Receptors. This change serves to expand protections to Sensitive Receptors that were excluded previously. The distance of Open Storage Pile to Sensitive Receptors is determined by the nearest outer edge of the storage pile to the property line of the Sensitive Receptor. Existing language provided an alternative option for owners or operators of facilities or operations to exceed the eight feet height restriction by operating a Water Irrigation System. Additional information regarding alternative options for Open Storage Piles near Sensitive Receptors will be provided later in this chapter under subparagraph (d)(6)(H).

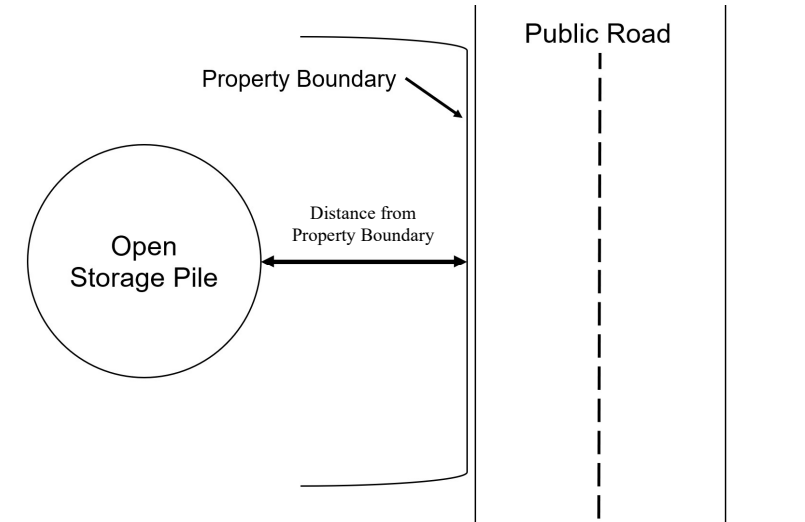
The height of an Open Storage Pile is determined as the vertical distance from the lowest point the Open Storage Pile meets the base to the highest point of the Open Storage Pile. The base of an Open Storage Pile begins where the material of the storage pile meets the compressed foundation of which the pile sits upon. Figures 2-4 and 2-5 illustrate different scenarios for the height measurements of an Open Storage Pile.

Figure 2-4: Demonstration of Open Storage Pile Height Measurement**Figure 2-5: Demonstration of Open Storage Pile Height Measurement**

New subparagraph (d)(6)(G) restricts Open Storage Piles from being located within 30 feet of the facility's property boundary that faces any public road. Distance of Open Storage Pile to property boundary is determined by distance of the nearest outer edge of the storage pile to the property line of the facility. Figure 2-6 shows an illustrative example of how distance between an Open Storage Pile to the property boundary is calculated. An alternative to the Open Storage Pile location

restriction in this subparagraph will be outlined in new subparagraph (d)(6)(H), which will also provide alternatives to the requirements of subparagraphs (d)(6)(F) and (d)(6)(G).

Figure 2-6: Demonstration of Open Storage Pile Height Measurement



In lieu of the requirements specified in subparagraphs (d)(6)(F) and (d)(6)(G), the owner or operator of a facility or operation shall implement one of the options specified in subparagraph (d)(6)(H) by installing a Water Irrigation System, such as a sprinkler system, and either:

1. Conduct periodic inspections for all sides of the Open Storage Pile, except for areas of the Open Storage Pile that is actively disturbed during the Loading and/or Unloading activities, and operate the Water Irrigation System as necessary, except for areas of the piles that are actively disturbed during Loading and/or Unloading activities, and to meet the applicable performance standards in subparagraph (d)(1)(A).
2. Apply water to the Open Storage Pile, except for areas of the Open Storage Pile that is actively disturbed during the Loading and/or Unloading activities, using a Water Irrigation System at least once every other hour as necessary, except for areas of the piles that are actively disturbed during Loading and/or Unloading activities, and meet the applicable performance standards in subparagraph (d)(1)(A).

The first option allows the facility/operator to determine whether an Open Storage Pile would need to be stabilized depending on the inspection results. For both options, only the undisturbed areas of the Open Storage Pile would need actions taken as the disturbed areas of the Open Storage Pile would be re-stabilized at the end of each work day as described in subparagraph (d)(6)(D).

3. The third option is to install and maintain a wind barrier that meets the criteria set in subparagraph (d)(1)(F) with height equal to or greater than the height of the Open Storage Pile.
4. The last option is to store materials in a Silo or Bunker that meets the criteria set forth in clause (d)(6)(C)(ii) and, if applicable, clause (d)(6)(C)(iii) for Bunkers.

Internal Roads

Amendments to clause (d)(7)(A)(i) are administrative to provide clarifications and do not affect applicability from existing Rule 1157.

Amendments to clause (d)(7)(A)(ii) include prescribed language to include in facility signage to bring consistency across all facilities subject to PAR 1157. The signage shall inform all Haul Trucks traveling on-site to utilize roads stabilized as required in clause (d)(7)(A)(i) and must include the following language “HAUL TRUCKS SHALL USE THESE ROADS UNLESS TRAVELING TO MAINTENANCE AREAS.” Since this was an existing signage requirement, a delayed implementation approach is taken for the new signage to reflect updated language and signage requirements pursuant to paragraph (i)(1).

Amendments to subparagraphs (d)(7)(B) and (d)(7)(C) are administrative to provide clarifications and do not affect applicability from existing Rule 1157.

Amendments to subparagraph (d)(7)(C) will provide administrative changes for clarification and strengthen the requirements by phasing out street sweepers purchased prior to December 3, 2004 which does not meet the criteria of PM10 efficient Rule 1186 certified sweepers. As part of the current Rule 1157 requirements, all new sweepers purchased after December 3, 2004 are required to be Rule 1186 certified sweepers. Rule 1186 certified sweepers are certified to meet a minimum pick up efficiency of 80% which provides improved performance compared to units that are not certified.

Track-Out

New subparagraph (d)(8)(A) will establish requirements for the removal of all Track-Out at the end of each work day or conclusion of each Production Work Shift, whichever is sooner. Similar requirements are established in Rule 403, and inclusion in PAR 1157 aims to reduce Fugitive Dust emissions from Aggregate or Related Operations.

Amendments to subparagraph (d)(8)(B) is administrative to provide clarifications and do not affect applicability from existing Rule 1157.

Amendments to subparagraph (d)(8)(C) include prescribed language to include in facility signage to bring consistency across all facilities subject to PAR 1157. The signage shall inform all Haul Trucks exiting the facility to comply with requirements specified in paragraph (d)(8)(B) and must include the following language “ALL LOADS MUST BE STABILIZED OR COVERED PRIOR TO EXITING THE FACILITY.” Since this was an existing signage requirement, a delayed implementation approach is taken for the new signage to reflect updated language and signage requirements pursuant to paragraph (i)(1).

Subparagraphs (d)(8)(D) and (d)(8)(E) expand on requirements for the utilization of Rumble Grates, Wheel Washers, and Truck Washers. The Rumble Grates will be required to be of equal width as the facility exit with a minimum length of 10 feet to ensure proper efficacy. For example, if the facility exit is 20 feet wide, the Rumble Grates will need to be 20 feet wide to cover the entire width of the exit as well as 10 feet in length. Additionally, facilities will be required to post signage instructing drivers to go through the dedicated pathway that leads to the Rumble Grate, Wheel Washer, or Truck Washer while on the way to leave the facility. Additional information on signage requirements will be provided later in this chapter under subdivision (i).

Clauses (d)(8)(D)(v) and (d)(8)(E)(v) include prescribed language to include in facility signage to bring consistency across all facilities subject to PAR 1157. The signage informs all Haul Trucks exiting the facility to utilize Track-Out controls and must include the following language “AGGREGATE AND MIXER TRUCKS MUST STAY ON DEDICATED PATHWAY AND UTILIZE TRACK-OUT CONTROLS PRIOR TO LEAVING THE FACILITY.” Implementation of this signage requirement is pursuant to the deadline specified in paragraph (i)(1).

Other Requirements

Paragraph (d)(9) of Rule 1157 is removed to improve clarity as the determination of Best Available Control Technology is determined at the time of equipment permitting.

Amendments to paragraph (d)(9) of PAR 1157, paragraph (d)(10) of Rule 1157, are administrative to provide clarifications and do not affect applicability from existing Rule 1157.

New paragraph (d)(10) will require facilities utilizing Chemical Stabilizers to maintain up to date copies of documentation for all Chemical Stabilizers used on site, such as specification sheets, direction for application, material safety data sheets, and technical data sheets .

Construction and Demolition Debris Transfer Station – Subdivision (e)

This new subdivision establishes registration requirements for a Construction And Demolition Debris Transfer Station. Construction And Demolition Debris Transfer Stations are often operating without a need to apply for South Coast AQMD permits to operate. The registration requirement outlined in subdivision (e) will provide facility information for Construction And Demolition Debris Transfer Stations to assist with the implementation of PAR 1157.

Paragraph (e)(1) applies to all Construction And Demolition Debris Transfer Stations. Within six months of PAR 1157 adoption or three months of initial operation, whichever is later, all Construction And Demolition Debris Transfer Station will be required to submit registrations with the South Coast AQMD. The registration will include the facility’s name, location address, mailing address, name, telephone number, email address, and mailing address of legal owner(s), name, email address, and telephone number of site manager, hours of operation, size in acreage, and South Coast AQMD issued identification number.

Paragraph (e)(2) applies to Construction And Demolition Debris Transfer Stations that change owners after six months of PAR 1157 adoption, an updated registration must be submitted by the new owner or operator to reflect the ownership change no later than three months after the change of ownership.

Paragraph (e)(3) specifies facilities subject to the registration requirements in paragraphs (e)(1) and (e)(2) shall pay the plan filing fee pursuant to Rule 306 – Plan Fees (Rule 306) at the time of registration submittal or registration update submittal.

Recordkeeping – Subdivision (f)

Amendments to subdivision (f) include additional recordkeeping requirements for Permanent and Temporary Aggregate and Related Operations. Newly added recordkeeping provisions will assist in implementation and enforcement of both new and existing requirements. Records shall be maintained for a minimum of three years, or five for a Title V facility, and be made available to the Executive Officer upon request. Examples of recordkeeping forms that can satisfy requirements can be found in Appendix A – Examples of Recordkeeping.

Amendments to paragraph (f)(1) serve to clarify the existing rule language to include the total number of daily Aggregate and/or Mixer Trucks exiting the facility. The existing recordkeeping provision serves to determine the compliance pathways that are dependent on daily truck traffic such as the requirements in subparagraphs (d)(7)(C) and (d)(8)(E). Specifying the recordkeeping requires the daily total number of Aggregate and/or Mixer Trucks exiting the facilities better serves the purpose of this requirement.

New paragraph (f)(2) outlines records required to demonstrate compliance with applicable requirements in paragraph (d)(1) for General Performance Standards. Subparagraph (f)(2)(A) outlines recordkeeping required to demonstrate compliance with either subparagraph (d)(1)(B) or (d)(1)(C) for Material Spillage on internal Paved Roads, including date and time Material Spillage was identified, time and date of Material Spillage removal, and time and date of Dust Suppressant application with type of Dust Suppressant used. Clause (f)(2)(A)(iii) would not apply to Construction And Demolition Debris Transfer Stations.

Subparagraph (f)(2)(B) outlines recordkeeping required to demonstrate compliance with subparagraph (d)(1)(D) for all other Material Spillage and Carry-Back. Information required are the same as records required in subparagraph (f)(2)(A).

Subparagraph (f)(2)(C) outlines recordkeeping required to demonstrate compliance with gravel pad installation and maintenance requirements in subparagraph (d)(1)(E), including date of water flush and date of latest gravel pad replacement.

New paragraph (f)(3) outlines records required to demonstrate compliance with applicable requirements in paragraph (d)(6) for Open Storage Piles. Facilities will be required to maintain an up-to-date facility plot plan with identifier and location of each Open Storage Pile. Aggregate facilities and operations often move Open Storage Piles around the facility/operation based on facility needs and introduce challenges on keeping track of Open Storage Pile location as well as the Dust Suppressant application or inspection schedule for each pile. The up-to-date facility plot plan would allow the proper identification of Open Storage Piles.

Additional records for each Open Storage Piles demonstrate compliance with the applicable Dust Suppressant application and inspection requirements specified in paragraph (d)(6). This includes a detailed record of Dust Suppressant applications for each Open Storage Pile and applicable information for each inspection such as observed pile condition, facility weather conditions, and information regarding dust suppression actions taken based on inspection results.

New paragraph (f)(4) outlines records required to demonstrate compliance with applicable requirements in paragraph (d)(7). Subparagraph (f)(4)(A) outlines recordkeeping required to demonstrate compliance with clause (d)(7)(A)(i) for internal unpaved Haul Roads including time, date, and stabilizer type used. Subparagraph (f)(4)(A) outlines recordkeeping required to demonstrate compliance with subparagraph (d)(7)(B) for non-haul roads as well as parking and Staging Areas including time, date, and stabilizer type used. Subparagraph (f)(4)(C) outlines recordkeeping required to demonstrate compliance with clause (d)(7)(C)(iv) for street sweeper activity including date, time, and location sweeper was used.

Amendments to paragraph (f)(5) are administrative and do not affect applicability or requirement of existing rule language.

New paragraph (f)(6) outlines recordkeeping required to demonstrate inspection and maintenance for additional requirements triggered upon facilities due to recurrent violations specified in subdivision (h).

Amendments to paragraphs (f)(7), (f)(8), (f)(9), and (f)(10) are administrative and do not affect applicability or requirement of existing rule language.

Additional Requirements Trigger by Recurrent Violation – Subdivision (h)

In Rule 1157, this subdivision established requirements for applicable facilities or operations located within 500 meters of off-site occupied buildings, houses, or Sensitive Receptors with more than three recurrent Validated Notices Of Violation within a rolling 12-month period. PAR 1157 will amend this subdivision and restructure provisions separated into requirements for two main triggers – violations of Fugitive Dust plume requirements and violations of Track-Out requirements.

The proposed amended rule will also update qualification from off-site occupied buildings, houses, or Sensitive Receptors to focus on distance to Sensitive Receptors to be consistent with similar requirements for health protective provisions in paragraph (d)(6). Additionally, the period of validity for accrual of Validated Notice of Violation in respect to this subdivision is revised from the existing rolling 12-month period to a 36-month period. This change is to align with the three-year statute of limitation for violations. The rolling period of accrual begins on the date of issuance for any Validated Notice of Violation. For example, if a facility was issued a notice of violation in December 2021 and a subsequent violation in December 2022 and only the violation from December 2022 was validated, the rolling period for additional accruals will begin in December 2022. The qualifying distance for this subdivision has also been changed from 500 meters to an equivalent of 1,640 feet to maintain consistent units of measure throughout PAR 1157.

The first tier of requirements will be triggered at three Validated Notices of Violation, and the second tier of requirements will be triggered at six Validated Notices of Violation. The applicable facilities will have to adhere to the additional requirements triggered by recurrent violations within 90 days of resolution of the third and sixth Validated Notice of Violation.

Paragraph (h)(1) will establish requirements for applicable facilities or operations with recurrent violations of the Fugitive Dust plume requirements. The first tier of requirements for facilities exceeding three Validated Notices of Violation will require installation of wind barrier along the facility/operation property boundary facing any off-site Sensitive Receptor(s) within 1,640 feet as well as not allowing any Open Storage Piles to exceed the height of the installed wind barrier. The second tier of requirements triggered at six Validated Notices of Violation will require installation of Non-Porous Walls along the facility/operation property boundary facing any off-site Sensitive Receptor(s) within 1,640 feet and not allowing any Open Storage Pile to exceed the height of the installed Non-Porous Walls.

Paragraph (h)(2) will establish requirements for applicable facilities or operations, no larger than 25 acres or with a designed daily throughput of less than 750 tons, with recurrent violations of the Track-Out requirements. The first tier of requirements for facilities exceeding three Validated Notices of Violation will require installation of a Rumble Grate and a Wheel Washer or Truck Washer as well as prohibiting all Haul or Mixer Trucks from leaving the facility without passing through the installed wash system. The second tier, which is triggered after six Validated Notices of Violation, will require all Internal Roads used by Haul or Mixer Trucks to be paved. Also, when

the second tier is triggered, Haul or Mixer Trucks will be limited to travel only on newly Paved Roads and signage will need to be posted that restricts vehicle speed to 15 miles per hour.

Paragraph (h)(3) will establish requirements for applicable facilities or operations, greater than 25 acres or with a designed daily throughput of at least 750 tons, with recurrent violations of the Track-Out requirements. The first tier, which is triggered when any facilities receives three Validated Notices of Violation, will: 1) require the installation of a Truck Washer; 2) require the replacement of any existing gravel pad or Rumble Grate; 3) prohibit all Haul or Mixer Trucks from leaving the facility without passing through the installed truck wash system. The second tier, which is triggered when any facility receives six Validated Notices of Violation, will require: 1) paving of all Internal Roads used by Haul or Mixer Trucks; 2) Haul or Mixer Trucks to only travel on newly Paved Roads; and 3) the posting of signage restricting vehicle speed to 15 miles per hour.

The accruals for Validated Notice of Violation for paragraphs (h)(1), (h)(2), and (h)(3) are all considered independent from each other. For example, a facility that was issued one Validated Notice of Violation for Track-Out and a second Validated Notice of Violation for opacity would have one count towards paragraph (h)(1) and one count towards paragraph (h)(2), or (h)(3) depending on facility applicability to either subparagraph (d)(8)(D) or (d)(8)(E).

Paragraph (h)(4) will require owners or operators of the facility/operation subject to additional requirements of subdivision (h) to conduct routine inspections and maintain appropriate recordkeeping to ensure the installed equipment and/or structures are in good working order to reduce PM10 emissions.

Paragraph (h)(5) will require owners or operators of the facility/operation subject to additional requirements of subdivision (h) to make the necessary repairs to ensure the installed equipment and/or structures are in good working order within a limited allotted time and maintain appropriate recordkeeping.

Paragraph (h)(6) provides a one-time extension to the applicable compliance dates in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) provided that the owner or operator of the facility/operation submit documentation demonstrating the delay was caused by reasons beyond the facility/operation's control. The request must be submitted to the Executive Officer no later than 30 days prior to the applicable compliance date. Examples of documentation that can be used to substantiate the facility/operation's claim are service utility hook up delays, permitting delays from local municipalities, or supply chain disruptions.

Paragraph (h)(7) outlines the approval process for the extension request pursuant to paragraph (h)(6). The documentation submitted by the facility/operation to substantiate that the reason was beyond the facility/operation's control will determine whether the request is approved and how long of an extension is granted. The Executive Officer will respond in writing whether the extension was granted and the revised compliance date. In the event that an extension is denied, the facility/operation may reapply with additional information after receipt of the decision.

In an instance where a facility/operation receives one or more Notice(s) of Violation from the Executive Officer or representative regarding Rule 1157, subdivision (h) does not limit the Executive Officer's enforcement authority to seek alternative or additional remedies available under law including, but not limited to, an administrative Order for Abatement from the Hearing Board of the South Coast AQMD (Hearing Board). Likewise, in considering any petition for an Order for Abatement, this section does not limit the discretion or authority of the Hearing Board

to impose any additional mitigation determined appropriate to correct the violation(s), including imposing additional control measures not listed in subdivision (h) and/or imposing control measures for a different duration or frequency than specified in subdivision (h).

Signage Requirements – Subdivision (i)

This new subdivision establishes standardization for the installation and maintenance of on-site signage across the facility. Requirements listed in this subdivision standardize the size of required signage, promote awareness of PAR 1157 requirements, and provide the public key contact information. To account for facilities procurement of newly required signed or to update existing signage, the provisions of this subdivision will have a delayed implementation period of six months after rule amendment.

Paragraph (i)(1) established standardized format for signage required by rule requirements in subdivision (d). Signage shall be installed and maintained in a location from six to seven feet above grade as measured from the bottom of the sign and be made visible to all drivers of Aggregate or Mixer Trucks traveling across the facility/operation. Letters used in the required signage shall be at least four inches tall with text contrasting sign backgrounds. Examples of color combination includes, but are not limited to, white text on black background and black text on white background.

Paragraph (i)(2) establishes requirement to install and maintain an outward facing sign to provide contact information of both the facility and South Coast AQMD in the event of air quality issues from the facility. The required signage shall be visible to the public with a minimum dimension of 48 inches by 96 inches and installed in a location between six to seven feet above grade from the bottom of the sign. Signage must be within 50 feet of each entrance to the facility. If two entrances are within 50 feet of each other, one sign is sufficient for both entrances. Signage must be constructed with on-inch-thick A/C laminated plywood board or a similar material with equivalent strength and durability. Letters used in the required signage shall be at least four inches tall with text contrasting sign backgrounds, same as signage required in paragraph (i)(1). The notification statements for the signs is required to be in both English and Spanish as specified in Table 2-2. The notification statement provides placeholder language which would be the facility-specific contact information and phone number. Facility contact number must be either a local or toll-free number that is assessable to the public 24 hours per day and 7 days per week.

Table 2-2: Notification Statement Required for Paragraph (i)(2)

English Notification Statement	Spanish Notification Statement
“TO REPORT AIR QUALITY ISSUES SUCH AS DUST FROM THIS FACILITY, PLEASE CALL [FACILITY CONTACT AND PHONE NUMBER] OR THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT AT 1-800-CUT-SMOG”;	“PARA REPORTAR PROBLEMAS DE CALIDAD DEL AIRE COMO OLORES, POLVO O HUMO DE UNA INSTALACIÓN, LLAME A [CONTACTO DE LA INSTALACIÓN Y NÚMERO DEL TELÉFONO] O AL EL DISTRITO DE ADMINISTRACIÓN DE LA CALIDAD DEL AIRE DE LA COSTA SUR AL 1-800-CUT-SMOG”.

For Construction And Demolition Debris Transfer Stations, the implementation timeline for signage in subdivision (i) is consistent with the phase in implementation schedule for Construction And Demolition Debris Transfer Stations specified in paragraph (j)(12).

Exemptions – Subdivision (j)

Amendments to paragraphs (j)(1) through (j)(9) are administrative and do not affect applicability or requirement of existing rule language.

Clarifications to paragraph (j)(10) specify that facilities applicable to this paragraph are exempt from installing and operating a Wheel Washer pursuant to the requirements of paragraph (d)(8). However, the facility could still be required to install a Wheel Washer pursuant to the new PAR 1157 requirements of subdivision (h), if applicable.

Amendments to paragraph (j)(11) are administrative and do not affect applicability or requirement of existing rule language.

New paragraph (j)(12) will add a limited exemption for Construction And Demolition Debris Transfer Stations. Within the first six months after PAR 1157 adoption, Construction And Demolition Debris Transfer Stations will be exempt from the applicable requirements listed in subdivision (d) and subdivision (f). The delayed period of implementation allows owners or operators of applicable Construction and Demolition Debris Transfer Stations to submit applicable registration with the South Coast AQMD as well as providing additional time for facilities to install necessary equipment and signage to comply with PAR 1157. Six months after PAR 1157 has been adopted, the Construction And Demolition Debris Transfer Station will be subject to all requirements of PAR 1157.

New paragraph (j)(13) provides an exemption for facilities subject to South Coast AQMD Rule 410 – Odors From Transfer Stations and Material Recovery Facilities (Rule 410). Rule 410 applies to new and existing transfer stations and material recovery facilities with a permitted throughput greater than 100 tons per day. This exemption serves to exclude facilities which handle a combination of Construction And Demolition Debris with other materials such as municipal solid waste. Exempt facilities are still potentially subject to Fugitive Dust requirements of Rule 403. Transfer Stations, which exclusively handle Construction And Demolition Debris, are not subject to Rule 410 and will be subject to PAR 1157.

Alternative Control Options – Subdivision (i)

PAR 1157 will remove the original subdivision (i) regarding Alternative Control Options, which allowed for a Facility/Operation to demonstrate compliance with Rule 1157 in lieu of using Dust Suppressants by submitting of a plan to achieve equivalent emission reductions with alternative control measures. The submitted plan must be approved by the Executive Officer as well as the U.S. Environmental Protection Agency.

Staff is unaware of any facilities opting to comply with Rule 1157 with the alternative compliance option outlined in this subdivision since the rule was originally adopted on January 7, 2005.

CHAPTER 3- IMPACT ASSESSMENT

EMISSIONS AND EMISSION REDUCTIONS

Amendment to PAR 1157 mainly focuses on setting minimum dust control frequencies and improved recordkeeping to assist in the enforcement of dust control measures already required in Rule 1157. The proposed amendments for recordkeeping provisions include new specifications for recordkeeping materials and do not change emission reduction potential compared with existing recordkeeping requirements. Therefore, there will not be any additional emission reductions from enhanced recordkeeping requirements. The additional requirements that will only be triggered by recurrent Notices of Violations are intended to serve as a deterrent to violating rule requirements, and staff do not foresee any facilities triggering these additional requirements.

Construction and demolition debris transfer stations are subject to the fugitive dust requirements in Rule 403 and therefore, have already implemented multiple measures that will be required by PAR 1157. PAR 1157 will require construction and demolition debris transfer stations to install rumble grates and gravel pads. Rumble grates have an 80% control efficiency⁸, as such the installation of rumble grates would reduce PM10 emissions from construction and demolition debris transfer stations. More robust emission data is necessary to accurately quantify the emission reductions from construction and demolition debris transfer stations.

COST AND COST-EFFECTIVENESS

Implementation Costs

The proposed amendments to Rule 1157 would enhance recordkeeping and accountability of current rule requirements. Enhancements would include specifying dust control and maintenance frequencies as well as improved recordkeeping. While staff does not expect facilities to violate the requirements in PAR 1157, if repeated violations occur, PAR 1157 contains provisions triggering additional requirements. The additional requirements are intended to serve as a deterrent for facilities to remain in compliance with Rule 1157 and are not applicable to all facilities subject to the rule. As a result, the cost impacts are expected to be minimal for facilities currently subject to Rule 1157 requirements.

For construction and demolition debris transfer stations that are not subject to the current Rule 1157, staff foresee potential costs associated with newly required equipment. Construction and demolition debris transfer stations are currently subject to the fugitive dust requirements in Rule 403; however, PAR 1157 includes provisions which go beyond Rule 403 requirements by including provisions for affected facilities to implement dust control measures, such as installing gravel pads and rumble grates.

PAR 1157 also includes registration requirements for construction and demolition debris transfer stations which will incur a registration fee as set forth in Rule 306. Staff also assume four hours of additional staff time would be needed to complete the registration documentation for each facility. Staff are evaluating additional potential costs for these facilities and will include additional information on findings as part of the Socioeconomic Impact Assessment.

⁸ South Coast Air Quality Management District. (2005, January). Final staff report: Proposed Rule 1157 – PM10 emission reductions from aggregate and related operations.

Cost-Effectiveness

Cost-effectiveness is the analysis of costs-to-benefits by comparing the cost of rule implementation compliance to the potential emission reduction outcomes. South Coast AQMD generally compares factors such as initial capital costs, operating and maintenance costs, and installation costs to the anticipated emission reductions that will result in the South Coast AQMD jurisdiction and calculates the cost of removing one ton of pollutant as a result of implementing a new or amended rule or regulation.

Since the emission reductions from the newly added construction and demolition debris transfer stations cannot be quantified, the cost-effectiveness of PAR 1157 cannot be calculated at this time. To provide transparency of the cost considerations for the PAR 1157, the estimated implementation costs as previously discussed in the prior sections are also considered in the Socioeconomic Impact Assessment of this Staff Report.

Incremental Cost-Effectiveness

Health and Safety Code Section 40920.6(a)(3) requires the South Coast AQMD to perform an incremental cost-effectiveness analysis prior to adopting rules to meet the requirements for a Best Available Retrofit Control Technology (BARCT) rule, or to implement feasible measures pursuant to use of an alternative emission reduction strategy under Health and Safety Code Section 40914. However, this requirement does not apply to particulate matter. (Health and Safety Code Section 40910.) Since PAR 1157 is not being adopted to meet a BARCT requirement or incorporate a feasible measure pursuant to an alternative reduction strategy under Health and Safety Code Section 40914, an incremental cost-effectiveness analysis is not required and has not been prepared.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Pursuant to CEQA Guidelines Sections 15002(k) and 15061, the proposed project (PAR 1157) 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

On March 17, 1989, the South Coast AQMD Governing Board adopted a resolution which requires an analysis of the socioeconomic impacts associated with adopting and amending rules and regulations. In addition, Health and Safety Code Sections 40440.8 and 40728.5 require a socioeconomic impact assessment for proposed and amended rules resulting in significant impacts to air quality or emission limitations. Thus, this Socioeconomic Impact Assessment has been prepared in accordance with Health and Safety Code and South Coast AQMD Governing Board requirements, and it addresses the type of industries or businesses affected and the range of probable costs.

Lastly, since PAR 1157 is not being amended to meet a BARCT requirement or incorporate feasible measures pursuant to an alternative reduction strategy under Health and Safety Code Section 40914, the requirement set forth in Health and Safety Code Section 40920.6 to conduct an incremental cost-effectiveness analysis for a proposed rule or amendment which imposes BARCT

or “all feasible measures” requirements relating to emissions of ozone, carbon monoxide (CO), sulfur oxides (SO_x), nitrogen oxides (NO_x), volatile organic compounds (VOC), and their precursors is not applicable to this project. Therefore, an incremental cost-effectiveness analysis is not required for PAR 1157 and has not been prepared.

INTRODUCTION

Rule 1157, which contains requirements for aggregate and related operations to reduce PM₁₀ emissions, is being amended to address community concerns regarding further reducing PM₁₀ emissions from aggregate and related operations located in areas of high facility concentration in the South Coast AQMD jurisdiction.

PAR 1157 seeks to: 1) expand the applicability to include construction and demolition debris transfer stations; 2) specify frequencies for when the application of dust control/suppressants or chemical stabilizers is required; 3) add enhanced recordkeeping requirements; 4) expand requirements that are triggered by recurring violations; and 5) remove obsolete requirements. Costs associated with implementing PAR 1157 include: 1) installation of prescriptive signage at all affected facilities; 2) installation of rumble grates and gravel pads at transfer station facilities that handle construction and demolition debris; and 3) requiring transfer station facilities that handle construction and demolition debris to register with the South Coast AQMD. Implementing the dust control requirements and enhanced recordkeeping provisions in PAR 1157 are expected to have minimal to no cost for the affected facilities. Lastly, PAR 1157 proposes the addition of more stringent requirements to be imposed on any facility with recurring violations. Since no recurring violations have been observed at facilities currently subject to Rule 1157, these requirements are intended as a deterrent. The potential costs associated with these requirements are presented in the Implementation Cost section for informational purposes only.

LEGISLATIVE MANDATES

The legal mandates directly related to the Socioeconomic Impact Assessment of PAR 1157 include South Coast AQMD Governing Board resolutions 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; and
- 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 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:

- 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.

The compliance cost of PAR 1157 is estimated to be less than one million U.S. dollars per year, which is less than the minimum threshold necessary for conducting macroeconomic modeling that would produce reliable employment impact estimates. Therefore, a job impact analysis was not conducted for PAR 1157.

Health and Safety Code Section 40728.5 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 requires an incremental cost-effectiveness analysis for a proposed rule or amendment which imposes BARCT or "all feasible measures" requirements relating to emissions of ozone, CO, SO_x, NO_x, VOC, and their precursors. However, PAR 1157 is not being amended to meet a BARCT requirement nor is it being amended as a feasible measure pursuant to an alternative reduction strategy under Health and Safety Code Section 40914. Therefore, an incremental cost-effectiveness analysis is not required and has not been prepared.

Public Health

PAR 1157 does not have quantifiable emission reductions; therefore, a health impacts assessment with quantified avoided health incidences cannot be performed. However, by controlling PM₁₀ emissions from dust sources at the affected facilities subject to PAR 1157, public health benefits are expected from the minimization of short- and long-term exposures to PM₁₀ via inhalation

which can help avoid adverse outcomes of: 1) decreased lung function; 2) irritation of airways 3) worsening asthma; 4) chronic obstructive pulmonary disease; and 5) and irregular heartbeats.⁹

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. Cost-effectiveness is the analysis of cost-to-benefit by comparing the relative cost of implementing the new or amended rule or regulation to the emission reduction outcomes. Since the emission reductions are not quantifiable for PAR 1157, the cost-effectiveness of control alternatives for PAR 1157 also cannot be quantified.

AFFECTED FACILITIES AND INDUSTRIES

Implementation of PAR 1157 would affect approximately 862 facilities in the South Coast AQMD jurisdiction with 438 facilities in Los Angeles County, 156 facilities in Orange County, 136 facilities in San Bernardino County, and 132 facilities in Riverside County. Of the 862 facilities, 177 qualify as construction and demolition debris transfer station facilities which will be newly applicable to PAR 1157. Table 3-1 presents the distribution of 862 affected facilities across various North American Industrial Classification System (NAICS) sectors. More than half of the affected facilities are from the sectors of Waste Management and Remediation Services (NAICS 562), State and Local Government (NAICS 92), and Nonmetallic Mineral Product Manufacturing (NAICS 327), which account for about 22.6 percent, 14.4 percent, and 13.5 percent of all the affected facilities, respectively.

Table 3-1: PAR 1157 Affected Industries

NAICS	Industry Name	Number of Facilities	Percentage of Facilities
562	Waste management and remediation services	195	22.62%
92	State and Local Government	124	14.39%
327	Nonmetallic mineral product manufacturing	116	13.46%
42	Wholesale trade	72	8.35%
23	Construction	45	5.22%
44-45	Retail trade	36	4.18%
324	Petroleum and coal products manufacturing	31	3.60%
326	Plastics and rubber product manufacturing	24	2.78%
325	Chemical manufacturing	24	2.78%
561	Administrative and support services	23	2.67%
22	Utilities	18	2.09%
212	Mining (except oil and gas)	17	1.97%
331	Primary metal manufacturing	13	1.51%
54	Professional, scientific, and technical services	10	1.16%
332	Fabricated metal product manufacturing	8	0.93%

⁹ California Air Resources Board (CARB), Inhalable Particulate Matter and Health (PM2.5 and PM10), <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health>, accessed July 2026.

NAICS	Industry Name	Number of Facilities	Percentage of Facilities
532-533	Rental and leasing services; Lessors of nonfinancial intangible assets	8	0.93%
484	Truck transportation	8	0.93%
339	Miscellaneous manufacturing	8	0.93%
531	Real estate	5	0.58%
311	Food manufacturing	4	0.46%
61	Educational services	3	0.35%
312	Beverage and tobacco product manufacturing	3	0.35%
333	Machinery manufacturing	3	0.35%
313-314	Textile mills; Textile product mills	3	0.35%
321	Wood product manufacturing	3	0.35%
322	Paper manufacturing	3	0.35%
482	Rail transportation	3	0.35%
812	Personal and laundry services	2	0.23%
813	Membership associations and organizations	2	0.23%
111-112	Farm	2	0.23%
3364-3369	Other transportation equipment manufacturing	2	0.23%
721	Accommodation	1	0.12%
722	Food services and drinking places	1	0.12%
334	Computer and electronic product manufacturing	1	0.12%
517	Telecommunications	1	0.12%
493	Warehousing and storage	1	0.12%
621	Ambulatory health care services	1	0.12%
211	Oil and gas extraction	1	0.12%
624	Social assistance	1	0.12%
713	Amusement, gambling, and recreation	1	0.12%
487-488	Scenic and sightseeing transportation; Support activities for transportation	1	0.12%
115	Agriculture and forestry support activities	1	0.12%
335	Electrical equipment and appliance manufacturing	1	0.12%
3361-3363	Motor vehicles, bodies and trailers, and parts manufacturing	1	0.12%
*Unclassified	N/A	31	3.59%
Total		862	100%

*Facilities with no NAICS codes assigned are categorized as "unclassified."

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 in an extreme nonattainment area for ozone; and 3) is a small business as defined by the U.S. Small Business Administration.^{10,11} Based on firm revenue and employee count, the U.S. Small Business Administration definition of a small business varies by six-digit NAICS codes.¹² Most of the facilities potentially affected by PAR 1157 are within the Ready Mix Concrete Manufacturing industry (NAICS 327320), and based on the U.S. Small Business Administration definition, businesses with fewer than 500 employees in this industry are classified as small businesses.

The small business analysis of facilities potentially affected by PAR 1157 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.

Of the 862 affected facilities, 117 are classified in the State and Local Government sector (NAICS 92), which are not private businesses and thus are excluded from the small business analysis. Of 745 remaining non-government facilities, employment and revenue estimates from 2025 Dun and Bradstreet data as well as other external sources are only available for 608 facilities. Although the employment and revenue data for some facilities are unknown or missing, the current data relied upon for this small business analysis represents the most thorough and accurate information available to date.

Table 3-2 presents the number of affected facilities that qualify as small businesses, based on each of the four small business definitions. For the 608 facilities with available employment and revenue data, 440 facilities may qualify as small businesses under the U.S. Small Business Administration definition, which yields the largest proportion (72.4 percent) of small businesses among the four definitions. Note that only 114 of the 608 facilities have reported their annual VOC and/or NOx emissions to the South Coast AQMD, and 42 of these facilities qualify as small businesses, based on the 1990 CAAA definition.

¹⁰ 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 July 2026.

¹¹ 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 July 2026.

¹² U.S. Small Business Administration, 2023 Small Business Size Standards, <https://www.sba.gov/document/support-table-size-standards>, accessed July 2026.

Table 3-2: Number of Small Businesses Based on Various Definitions

Small Business Definition	Number of Facilities	Percentage of Facilities Qualifying as Small Businesses
South Coast AQMD Rule 102	60	9.87%
South Coast AQMD Small Business Assistance Office	410	67.43%
U.S. Small Business Administration	440	72.37%
1990 CAAA	42	6.91%

IMPLEMENTATION COSTS

By adding construction and demolition debris transfer stations to the universe of facilities that would be subject to PAR 1157, additional provisions would apply that extend beyond the existing fugitive dust requirements in Rule 403¹³ and Rule 1157. For example, the new elements of PAR 1157 will now require construction and demolition debris transfer station facilities to: 1) register with the South Coast AQMD which is subject to a plan filing fee in Rule 306; and 2) install gravel pads and rumble grates under certain conditions.¹⁴ Additionally, each of the 862 facilities subject to PAR 1157, which include the existing facilities currently subject to Rule 1157, will be required to install four prescriptive signs. Implementation Costs associated with implementing PAR 1157 are projected to occur over a 25-year period, from 2027 through 2051, based on the expected 25-year useful life of each prescriptive sign. The following section discusses the anticipated costs associated with PAR 1157, presented in 2025 dollars.

Registration Fees

The 177 construction and demolition debris transfer station facilities will be required to register with the South Coast AQMD and incur a plan filing fee under Rule 306. The amount of the applicable plan filing fee will be based on whether the facility qualifies as a major source of emissions as defined in Regulation XXX – Title V permits. However, since these construction and demolition debris transfer station facilities do not currently have permits, the available facility-specific information is limited such that the number of facilities that would qualify as a Title V facility is unknown. For a worst-case analysis that represents the potential maximum registration fees that could be incurred, all 177 construction and demolition debris transfer stations are assumed to be Title V facilities. The plan-filing fee is \$280.15 per Title V facility therefore the maximum total registration fees for all 177 transfer station facilities is \$49,587. However, as a practical matter, the actual registration fees will likely be less since not all facilities are expected to qualify as Title V. Consistent with the Socioeconomic Impact Assessment for the adoption of Rule 1460¹⁵

¹³ South Coast AQMD, 2005, Rule 403 – Fugitive Dust, <https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf>, accessed July 2026.

¹⁴ South Coast AQMD, 2026, Rule 306 – Plan Fees, <https://www.aqmd.gov/docs/default-source/rule-book/reg-iii/rule-306.pdf>, accessed July 2026.

¹⁵ South Coast AQMD, 2022, Governing Board Meeting Agenda No. 28, Proposed Rule 1460 - Control of Particulate Emissions from Metal Recycling and Shredding Operations, Final Socioeconomic Impact Assessment within Final Staff Report, Attachment G, <https://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2022/2022-Nov4-028.pdf>, accessed July 2026.

in 2022, this analysis assumed that four hours of additional staff time at a rate of \$30 per hour (adjusted to 2025 dollars) would be needed to complete the registration documentation for each facility. Therefore, the total labor cost to complete the registration documentation for all 177 transfer stations is \$21,240. As such the total cost to register the 177 transfer stations over the 25-year analysis period is approximately \$70,827.

Purchase and Installation of Rumble Grates

It is anticipated that the 177 construction and demolition debris transfer station facilities will need to install rumble grates in accordance with the proposed dust control measures in PAR 1157. As noted earlier in this Staff Report, the average facility has a standard 8-foot-wide entrance/exit. Since each rumble grate measures 4 feet by 8 feet, an average facility would require two rumble grates (one set). While some facilities may have entrances/exits that are smaller or larger (or more than one) and these facility-specific differences may require fewer or additional rumble grates, as applicable, this analysis assumes that all 177 construction and demolition debris transfer stations have a standard-sized entrance/exit and would each require one set of two rumble grates.¹⁶ Based on stakeholder feedback, the cost of each set of rumble grate is estimated at \$7,000. Consistent with the Socioeconomic Impact Assessment for the adoption of Rule 1157 in 2005¹⁷, the installation cost of rumble grates is assumed to be 10 percent of the purchase price, or \$700 per set. As such, if 177 transfer station facilities install one pair of rumble grates at \$7,700 per facility, the one-time cost of purchasing and installing rumble grates will be \$1,362,900. Stakeholders indicated a 10-year useful life for rumble grates, meaning each installed rumble grate will need to be replaced every 10 years. Therefore, over the 25-year analysis period, the initial purchase will occur in 2027, and then the first replacement will occur in 2037, and second replacement will occur in 2047. However, because the analysis only runs through 2051, only the first five years' worth of costs from the second replacement are included. As such, the total cost for all 177 transfer stations is \$3,407,250 over the 25-year analysis period as calculated in Table 3-3:

Table 3-3: Cost Calculation for Rumble Grates Over 25-year Analysis Period

Purchase Period	Cost Calculation
Initial purchase (2027-2036)	177 transfer stations * \$7,700 = \$1,362,900
First Replacement (2037–2046)	\$1,362,900.00
Second Replacement (2047-2051)	(5/10 useful-life years) * \$1,362,900 = \$681,450
Total Cost (2027-2051)	\$3,407,250

¹⁶ Data on the actual exit dimensions for the 177 construction and demolition transfer stations is not available; therefore, this analysis assumes a standard exit width for all facilities when estimating the number of rumble grates needed.

¹⁷ South Coast AQMD, January 2005, Governing Board Meeting Agenda No. 24, Proposed Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations, Final Socioeconomic Report, Attachment D, <https://xappp.aqmd.gov/hb/2005/January/050124a.html>, accessed July 2026.

Purchase and Installation of Gravel Pads

Construction and demolition debris transfer station facilities are also anticipated to install gravel pads in accordance with the dust control measures in PAR 1157. Based on stakeholder feedback, the cost of a gravel pad is \$2,000. Consistent with assumptions for calculating the costs associated with the installation of rumble grates, the installation cost of gravel pads is assumed to be 10 percent of the purchase price, or \$200 per gravel pad. As such, if 177 transfer station facilities install a gravel pad at \$2,200 per facility, the one-time cost of purchasing and installing rumble grates will be \$389,400. The rumble grates have an assumed 10-year useful life, meaning they are assumed to be repurchased every 10 years. Therefore, over the 25-year analysis period, the initial purchase will occur in 2027, and then the first replacement will occur in 2037, and second replacement will occur in 2047. However, because the analysis only runs through 2051, only the first five years' worth of costs from the second replacement are included. As such, the total cost for all 177 transfer stations is \$973,500 over the 25-year analysis period as calculated in Table 3-4:

Table 3-4: Cost Calculation for Gravel Pads Over 25-year Analysis Period

Purchase Period	Cost Calculation
Initial purchase (2027-2036)	177 transfer stations * \$2,200\$= \$389,400\$
First Replacement (2037–2046)	\$389,400
Second Replacement (2047-2051)	(5/10 useful-life years) *\$389,400= \$194,700
Total Cost (2027-2051)	\$973,500

Purchase and Installation of Prescriptive Signs

All 862 facilities that will be subject to PAR 1157, which include the existing facilities subject to the current Rule 1157 plus the newly added construction and demolition debris transfer station facilities, are anticipated to install four prescriptive signs per facility. Each sign costs approximately \$1,127.45.¹⁸ Similar to the cost assumptions made for the installation of rumble grates and gravel pads, this analysis assumed an installation cost equal to 10 percent of the sign purchase price (or \$112.75 per sign). Therefore, the cost for each facility to install four prescriptive signs is approximately \$4,960.78, and the total cost for all 862 affected facilities to purchase and install prescriptive signs is calculated to be \$4,276,192 for the 25-year forecast period.

¹⁸ The cost for the prescriptive sign is based on the past Socioeconomic Impact Assessment for the 2022 amendments to Rule 1460 - Control of Particulate Emissions from Metal Recycling and Shredding Operations. For further detail please see: South Coast AQMD, November 2022, Governing Board Meeting Agenda No. 28, Proposed Rule 1460 - Control of Particulate Emissions from Metal Recycling and Shredding Operations, Final Socioeconomic Impact Assessment within the Final Staff Report, Attachment G, p. 63, <https://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2022/2022-Nov4-028.pdf>, accessed July 2026.

Total Costs of Implementing PAR 1157

The total estimated costs of implementing PAR 1157 cover a 25-year forecast period, from 2027 to 2051, based on the 25-year useful life of a prescriptive sign. To calculate the present value of the total implementation costs, all amortized/annualized implementation costs have been discounted to year 2026. Table 3-5 presents the present value as well as annual average of the amortized costs from 2027 to 2051. The total present value of the amortized implementation costs of PAR 1157 is estimated to be \$10,467,436 and \$7,425,054 at a one percent and four percent discount rate, respectively. The average annual implementation cost over the period from 2027 to 2051 is estimated to range from \$378,609 to \$475,292 at a one percent to four percent real interest rate, respectively.

Table 3-5: Estimated Implementation Costs of PAR 1157

Cost Categories	Present Value (2026)		Annual Average (2027-2051)	
	1% Discount Rate	4% Discount Rate	1% Real Interest Rate	4% Real Interest Rate
Registration Fees	\$96,008	\$68,103	\$3,184	\$4,359
Rumble Grates	\$3,558,290	\$2,524,066	\$142,473	\$161,570
Gravel Pads	\$1,016,654	\$721,162	\$40,707	\$46,163
Prescriptive Signs	\$5,796,483	\$4,111,723	\$192,246	\$263,199
Total	\$10,467,436	\$7,425,054	\$378,609	\$475,292

Compliance Costs Associated with Recurrent Violations

PAR 1157 contains requirements, as outlined in Subdivision (h) – Additional Requirements Triggered by Recurrent Violation, that are only triggered for any facility with multiple, recurring violations. No recurring violations have been observed at facilities which are currently subject to Rule 1157 and it is not possible to forecast future violations. As such, the proposed addition of the requirements in subdivision (h) is intended primarily as a deterrent. Therefore, the costs associated with triggering the requirements in subdivision (h) in order to return to compliance with PAR 1157, which are presented in Table 3-6, have been provided for informational purposes only. The costs shown are examples of what the potential future costs could be; however, the actual costs are unknown and will be dependent upon facility-specific circumstances associated with the violations, if any, that have occurred.

Table 3-6: Recurrent Violation Costs by Type of Violation

	Required Equipment*	Per Unit Capital Cost	Operating and Maintenance Cost
Paragraph (h)(1) - Recurrent Violations of the Fugitive Dust Plume requirements			
First Tier	Wind barrier**	\$2,722.96 per wind barrier	N/A
Second Tier	Non-porous wall***	\$36 per square foot	N/A
Paragraph (h)(2) - Recurrent Violations of the Track-Out Requirements: Applicable to facilities or operations no larger than 25 acres and with a designed daily throughput of less than 750 tons			
First Tier	Installation of rumble grate in combination with either wheel washer or truck washer****	- Rumble grate (one set): \$7,700 - Wheel washer (includes installation and soil preparation cost): \$122,623.35 - Truck washer: \$1,353.09 per pressure washer	- Rumble grate: N/A - Wheel washer operating and maintenance cost: \$10,218.61 - Wheel and truck washer water cost: \$4.69 per 1,000 gallons of water
Second Tier	Paving of internal roads used by haul or mixer trucks*****	\$7.20 per square foot	N/A
	Installation of signage restricting vehicle speed to 15 miles per hour	\$1,240.20 per sign	N/A
Paragraph (h)(3) - Recurrent Violations of the Track-Out Requirements: Applicable to facilities or operations greater than 25 acres with a designed daily throughput of at least 750 tons			
First Tier	Truck washer	\$1,353.09 per pressure washer	Truck washer water cost: \$4.69 per 1,000 gallons of water
	Replacement of all existing rumble grates and/or gravel pads	- Rumble grates (one set): \$7,700 - Gravel pads: \$2,200 per gravel pad	N/A

	Required Equipment*	Per Unit Capital Cost	Operating and Maintenance Cost
Second Tier	Paving of internal roads used by haul or mixer trucks	\$7.20 per square foot	N/A
	Installation of signage restricting vehicle speed to 15 miles per hour	\$1,240.20 per sign	N/A

*Costs for rumble grates, gravel pads, and signs are derived from the Implementation Costs section.

**Costs were derived from the Final Socioeconomic Impact Assessment for the 2017 amendments to Rule 1466 and converted from 2016 to 2025 dollars using the Marshall and Swift Index (South Coast AQMD, December 2017, Governing Board Item 33, Attachment G, p. 11: <https://www.aqmd.gov/docs/default-source/agendas/governing-board/2017/2017-dec1-033.pdf>).

***Costs were calculated using the Caltrans Contract Cost Data tool by searching “Structure Concrete” and averaging 2025 costs (<https://sv08data.dot.ca.gov/>)

****Wheel washer costs were derived from the Final Socioeconomic Impact Assessment for the 2005 adoption of Rule 1157 and converted from 2004 to 2025 dollars using the Marshall and Swift Index (South Coast AQMD, January 2005, Governing Board Agenda Item 24, Attachment D: <https://xapp.aqmd.gov/hb/2005/January/050124a.html>). Truck washer costs are based on the cost of medium-duty pressure washers, however, facilities may choose other equipment to satisfy the truck washer requirement. Pressure washer pricing was based on average costs from Grainger: <https://www.grainger.com/category/outdoor-equipment/pressure-washers/gas-powered-pressure-washers?attrs=Duty+Rating%7CMedium+Duty&filters=attrs&categoryIndex=2>.

*****Costs were based on the 2002 Craftsman National Construction Estimator, Site Works 2 Section, p. 345 (“Total Estimated Cost for Typical 10-ft Wide Roadway, 4-inch Paving Over 4-inch Aggregate Base”) adjusted for a 6-inch stone aggregate base. Costs were converted from 2002 to 2025 dollars using the Marshall and Swift Index.

MACROECONOMIC IMPACTS ON THE REGIONAL ECONOMY

Regional Economic Models, Inc. (REMI) developed the Policy Insight Plus Model (PI+ v3) is a tool that South Coast AQMD typically uses to assess the impacts of rule development projects on the job market, prices, and other macroeconomic variables in the region when the average annual compliance cost is greater than one million current U.S. dollars (\$1 MM).¹⁹ However, when the average annual implementation cost of a project is less than \$1 MM, the model cannot reliably forecast the macroeconomic impacts, because resultant impacts from the project would be too small relative to the baseline economic forecast.

Since the total average annual implementation cost of PAR 1157 is estimated to range from \$378,609 to \$475,292 at a one percent and four percent real interest rate, respectively, which is less than the \$1 MM threshold, a macroeconomic impact analysis was not conducted for PAR 1157.

¹⁹ Regional Economic Modeling Inc. (REMI). Policy Insight® for the South Coast Area (70-sector model). Version 3. 2023.

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 1157 is needed to reduce PM10 emissions from aggregate and related operations that will further improve the quality of air in the region.

Authority

The South Coast AQMD Governing Board has authority to adopt PAR 1157 pursuant to the Health and Safety Code Sections 39002, 40000, 40001, 40440, 40702, 40725 through 40728, and 41508.

Clarity

PAR 1157 is written or displayed so that its meaning can be easily understood by the persons directly affected by it.

Consistency

PAR 1157 is in harmony with and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations.

Non-Duplication

PAR 1157 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 1157, the South Coast AQMD Governing Board will be implementing, interpreting, and making specific provisions of the Health and Safety Code Sections 40001 (rules to achieve ambient air quality standards) and 40440(a) (rules to carry out the AQMP), and federal Clean Air Act Sections 188(e) for Most Stringent Measures and 172(c)(9) for contingency measure requirements for PM10.

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. The proposed amendments to Rule 1157 would not conflict or overlap with existing federal requirements for PM10 for aggregate and related operations. See Table 3-7 for the comparative analysis by rule provision.

Table 3-7: PAR 1157 Comparative Analysis

Rule	Purpose and Applicability	Requirements	Monitoring, Reporting, Recordkeeping	Exemptions
South Coast AQMD PAR 1157	- Reduce PM10 from aggregate and related operations - Applies to All permanent and temporary aggregate and related operations (including construction and demolition debris transfer stations)	General Performance Standards - Plume Opacity - Limit to $\leq 20\%$ opacity over 12 readings per South Coast AQMD Method 9B - Limit to $\leq 50\%$ opacity over five readings per South Coast AQMD Method 9B - Plume Size - Limit to ≤ 100 ft in length - Track-Out - Limit to < 15 ft in length from facility exit Loading, Unloading, and Transferring - Apply dust suppressant or other dust control methods during activity Crushing, Screening, and Conveying Equipment - Apply dust suppressant or other dust control methods during activity Storage Piles - Apply dust control during each workday at least every four hours - Chemical stabilizers application according to manufacturer recommendations - Option to inspect in lieu of watering - Additional requirements for open storage piles within 300 feet of sensitive receptors or within 30 feet of property boundary Internal Roads	Recordkeeping required for truck traffic, dust control measures and inspections	- Start-up/shutdown - High winds of > 25 miles per hour

Rule	Purpose and Applicability	Requirements	Monitoring, Reporting, Recordkeeping	Exemptions
		- Apply chemical stabilizers to internal unpaved haul roads, unpaved roads, and parking and staging areas - Sweeping requirements based on truck throughput Track-Out - Remove by end of workday or production work shift, whichever is sooner - Install and use rumble grates and wheel washers or truck washers Registration - Construction and demolition debris transfer stations are required to submit facility registration Recurrent Violations - Additional requirements after consecutive validated Notice of Violations within 36 month rolling period		
South Coast AQMD Rule 403	- Reduce particulate matter entrained in the ambient air as a result of man-made fugitive dust sources - Applies to any activity or man-made condition capable of generating fugitive dust	General Performance Standards - Plume Opacity - Limit to $\leq 20\%$ opacity if caused by motorized vehicle - Plume Size - Limit to within property line - Track-Out - Limit to < 25 ft in length from point of origin from an active operation Storage Piles - Apply dust suppression daily - Option to apply chemical stabilizer	- Test methods in Rule 403 Implementation Handbook for opacity - Recordkeeping required for daily dust control actions	- Unpaved service roads - Unpaved public alley roads - Unpaved roads for wind-generating equipment - High winds of > 25 miles per hour

Rule	Purpose and Applicability	Requirements	Monitoring, Reporting, Recordkeeping	Exemptions
		- Option to install enclosures or temporary coverings in lieu of water or chemical stabilizer Unpaved Roads - Apply dust suppression - Option to apply chemical stabilizer in lieu of water Contingency Measures - Additional requirements if standard measures cannot be met		
San Joaquin Valley Air Pollution Control District Regulation 8	- Reduce ambient concentrations of fine particulate matter by requiring actions to prevent, reduce or mitigate anthropogenic fugitive dust emissions - Applies to specified outdoor fugitive dust sources such as paved and unpaved roads, construction, demolition, excavation, extraction, and other earthmoving activities, and outdoor handling, storage, and transport of bulk materials	General Performance Standards - Plume Opacity (Rule 8031) - Limit to $\leq 20\%$ opacity per Rule 8011 - Track-Out (Rule 8041) - Limit to < 50 feet from nearest unpaved surface exit point of site Active Operations (Rule 8031) - Apply dust suppressant or other dust control methods during activity - Option to install and maintain wind barrier Storage Piles (Rule 8031) - Maintain stabilized surface - Additional options in lieu of stabilizing Unpaved Roads (Rule 8061) - Apply dust control such as water or chemical/organic dust stabilizers/suppressants - Option to pave or use washed gravel Track-Out (Rule 8041) - Remove by end of each work day - Install and use track-out control devices such as grizzlies or gravel pads	Recordkeeping required for used dust control measures	High elevations of $\geq 3,000$ ft (Rule 8011)

Rule	Purpose and Applicability	Requirements	Monitoring, Reporting, Recordkeeping	Exemptions
Ventura Air Pollution Control District Rule 55	- Reduce fugitive dust from major local sources - Applies to any operation, disturbed surface area, or man-made condition capable of generating fugitive dust	General Performance Standards - Plume Opacity - Limit to < 20% opacity per U.S. EPA Method 9 - Plume Size - Limit from < 50 ft from property line or midpoint of public street - Limit to < 100 ft in length - Track-Out - Limit to < 25 ft in length Storage Piles - Apply dust suppression daily - Option to apply chemical stabilizer Track-Out - Apply chemical stabilizer - Option to pave roads - Remove within one hour - Option to use sweeper and remove at end of each work day or evening shift - Vehicle inspection and maintenance Bulk Material Handling - Install and use washed gravel, wheel shaker, or wheel washing system	Recordkeeping required for bulk material handling, exemptions, and opacity readings	- Demolition operations using blasting explosives - High winds of > 25 miles per hour for at least five min within an hour

CHAPTER 4– COMMENTS AND RESPONSE TO COMMENTS

ORAL COMMENTS RECEIVED DURING PUBLIC WORKSHOP AND COMMENT RESPONSES

A PAR 1157 public workshop was held on July 8, 2026. Several oral comments were received during the public workshop. The following are responses to these oral comments, followed by South Coast AQMD responses.

Public Workshop Comment 1

Is there an exemption for construction and demolition debris operations that are in an enclosed building?

PW-1 Response:

Rule 1157 establishes requirements to regulate open storage piles located at construction and demolition debris transfer stations. Open storage piles are not piles of material that are fully enclosed in a structure with non-porous walls, covered, or chemically stabilized. If the construction and demolition debris transfer station is fully enclosed in a structure with non-porous walls, storage piles would not be subject to the rule requirements for open storage piles. Additionally, utilizing an enclosure to comply with other requirements that allows other dust control methods would be acceptable. However, other requirements in PAR 1157 would still apply including the general performance standards specified in paragraph (d)(1).

Public Workshop Comment 2

What is the allotted period for comments on CEQA?

PW-2 Response:

As explained in Chapter 3 - Impact Assessment, the proposed project (PAR 1157) qualifies for an exemption from CEQA. The CEQA Statute and Guidelines do not require a public review and comment period for a project that is exempt from CEQA. For any questions or comments regarding the CEQA analysis of PAR 1157, please contact Kevin Ni at kni@aqmd.gov.

Public Workshop Comment 3

Can PAR 1157 and other South Coast AQMD rules include language to require the application for necessary city permits and regulations?

PW-3 Response:

South Coast AQMD rules do not generally include requirements for application of necessary city permits and regulations. All facilities subject to PAR 1157 as well as other South Coast AQMD rules are also required to adhere to all applicable requirements from local municipalities and compliance with South Coast AQMD rules does not exempt those facilities from the other additional requirements.

Public Workshop Comment 4

Why is track-out to be measured at a maximum of 15 feet? Why not any other number?

PW-4 Response:

South Coast AQMD staff determined the maximum distance from evaluating typical roadway width of two-lane roads. The purpose of the track-out requirements both PAR 1157 and Rule 403 is to prevent track-out deposits on active roadways where vehicle traffic could agitate the deposits to form airborne PM emissions. The maximum distance of 15 feet of cumulative track-out in PAR 1157 helps to limit track-out from reaching the center of active roadways where deposits are most likely to encounter vehicle traffic. South Coast AQMD's Rule 403 prohibits track-out to extend beyond 25 cumulative feet from the point of origin of an active operation and the 15 cumulative feet from facility exit required by PAR 1157 would also avoid duplication of Rule 403 requirements.

Public Workshop Comment 5

Why are there height limitations for storage piles that are 300 feet from off-site occupied buildings and 30 feet from property boundary?

PW-5 Response:

PAR 1157 restricts open storage pile height to no greater than eight feet for open storage piles located within 300 feet from sensitive receptors and prohibits an open storage pile located within 30 feet from the property boundary facing any public roads as a measure to prevent fugitive dust from impacting the local community and active roadways, respectively. It is important to note that the height restriction of no greater than eight feet was an existing requirement in the original Rule 1157. During development of PAR 1157, staff observed that higher open storage piles may experience increased potential for fugitive dust formation. Open storage piles near active public roadways also have increased potential to deposit particulate matter onto those roadways which could become airborne due to vehicle traffic. Please see Chapter 1 of this staff report for additional information related to open storage piles.

Since the Public Workshop, staff has further amended PAR 1157 to allow for options for facilities to implement prescribed dust control methods in lieu of the limitations for open storage pile height and placement. Please see Chapter 2 of this staff report for additional information.

Public Workshop Comment 6

Why is the measurement 1,640 feet from off-site occupied buildings?

PW-6 Response:

Current Rule 1157 language for Additional Requirements Triggered by Recurrent Violations applies to facilities within 500 meters from off-site occupied buildings or houses or a sensitive receptor. This was the only measurement in the rule which quantified distance in meters. To align with the rest of the rule, the 500 meters was converted to 1,640 feet for PAR 1157.

Public Workshop Comment 7

What is the timeline leading to the public hearing?

PW-7 Response:

PAR 1157 will be presented to the South Coast AQMD Governing Board for approval during the public hearing on September 4, 2026. The Notice of Public Hearing, Draft Rule Language, Draft Staff Report, and applicable Socioeconomic Impact Assessment will be released no later than August 5, 2026, 30 days prior to the date of Public Hearing. Open comment period was initiated with the release of the Notice of Public Workshop on June 18, 2026 and concluded on July 24, 2026.

WRITTEN COMMENTS RECEIVED DURING COMMENT PERIOD AND COMMENT RESPONSES

In addition to the oral comments at the meeting, staff received written comments for PAR 1157 during a comment period that closed on July 24, 2026. The following are responses to these written comments, followed by South Coast AQMD responses.

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1. Ambar Rivera, Communities for a Better Environment Comment Letter (6/26/2026)
2. Ricardo Flores, Associates Environmental Comment Email (7/9/2026)
3. Russell Snyder, California Asphalt Pavement Association Comment Letter (7/14/2026)
4. John McNamara, CR&R Environmental Services Comment Letter (7/20/2026)
5. Michael Lewis, Construction Industry Air Quality Coalition Comment Letter (7/24/2026)
6. Suzanne Seivright-Sutherland, California Construction And Industrial Materials Association Comment Letter (7/24/2026)

Comment Letter #1

June 26, 2026

Ashley Dang, Kalam Cheung, Neil Fujiwar, and Michael Krause
 Planning, Rule Development and Implementation
 South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765

RE: Comments on Proposed Amended Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations

To the Planning, Rule Development and Implementation team:

Communities for a Better Environment (“CBE”) submits these comments on Proposed Rule 1157 (“Rule”). While we appreciate staff’s work on amending an outdated Rule, we remain concerned that the current proposed requirements will not meaningfully regulate an industry that has been polluting our communities for years.¹ It is critical that the South Coast Air Quality Management District (“AQMD”) do everything in its authority to reduce PM10 emissions from Aggregate and Related Operations (“Operations”) especially in environmental justice communities who face a disproportionate amount of pollution from transportation, industry, warehouses, and many other sources.

CBE has been part of the Southeast Los Angeles (“SELA”) AB 617 Steering Committee since 2021 while simultaneously attending Proposed Amended Rule 1157 working group meetings. The mission of CBE is to build people’s power in California’s frontline communities to achieve environmental health and justice by preventing and reducing pollution and building green, healthy, and sustainable communities and environments. Our membership includes youth and adult members who live, work, learn, and play in homes and schools, at times, directly adjacent to aggregate operations.

One of these Operations was located across a neighborhood in Huntington Park, CA in the early 1990s.² Residents called it, “La Montaña,” or the mountain, because of the 50-foot-high mountain of concrete debris from the collapse of the Santa Monica Freeway during the 1994 Northridge earthquake.³

1-1

¹ Patrick J. McDonnell, ‘Rubble Rousers’ Fight Dump, Los Angeles Times (March 17, 1996), <https://www.latimes.com/archives/la-xpm-1996-03-17-me-48072-story.html>. And

² Richard Marosi, *The Mountain Is Crumbling at Long Last*, Los Angeles Times (May 1, 2001), <https://www.latimes.com/archives/la-xpm-2001-may-01-me-57932-story.html>.

³ Elson Trinidad, *January 1994 - 6.7 Northridge Earthquake Rocks Southern California*. PBS SoCal (Sep. 2, 2014), <https://www.pbssocal.org/kcet-50th-anniversary/january-1994-6-7-northridge-earthquake-rocks-southern-california>.

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Figure 1: La Montaña in Huntington Park, CA (1990s)⁴

In an effort to clean up the earthquake rubble swiftly, the state began sending rubble to aggregate facilities in tons, one of them being the Aggregate Recycling System (“ASR”) in Huntington Park⁵, who violated their permits of permissible aggregate.⁶ Shortly after, residents began experiencing a range of health issues: shortness of breath, headaches, bloody noses, and other respiratory issues⁷ due to noise and dust emissions from the crushing of rubble, high uncovered stockpiles of aggregate, and the daily trucks that transported aggregate materials in the residential neighborhood. SELA communities have some of the highest rates of respiratory issues in the county, given incompatible zoning of industrial uses in adjacent residential areas⁸. It wasn’t until a Huntington Park council member, Rick Loya, was hospitalized during a 20-minute site visit due to breathing airborne debris; that incident shed light to the site and its impact to the residents.⁹ Linda Marquez was a CBE member who lived on Cottage Street directly across La Montaña and was one of the most vocal community leaders who fought against this struggle.

1-1

⁴ David Bacon, et al., *Holding Our Breath: The Struggle for Environmental Justice in Southeast Los Angeles*, Communities for a Better Environment, 1998, Pg. 6.

⁵ Rossmery Zayas, *La Montaña*, WordPress (2015), <https://rossmeryzayas.wordpress.com/la-montana/>.

⁶ Interview by Ambar Rivera with Roberto Cabrales, Southern California Program Co-Director (Wilmington), Communities for a Better Environment, virtual, May, 4 2026.

⁷ Marosi, *supra* note 2.

⁸ *Environmental Health & Justice in Southeast Los Angeles: Community-Based Mapping of Air Quality, Urban Heat Islands, and Green Space in Southeast Los Angeles*, CBE & UC Irvine, (2026) (containing an interactive data dashboard displaying health data and emergency department visits), <https://storymaps.arcgis.com/stories/2669fe999ca84a70bb2e701e8e86259c>.

⁹ McDonnell, *supra* note 1; Zayas *supra* note 4.

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Figure 2: Linda Marquez, Leilani and Dean Hickman, leaders in the neighborhood living next to the aggregate facility known as ASR.¹⁰

Despite the acute impacts on the council member and years of protests by Marquez and community residents, the cheap solution posed by the city was to put a screen to stop the dust emissions from landing on homes and gardens. It failed.¹¹

1-1

¹⁰ David Bacon, et al., *Holding Our Breath: The Struggle for Environmental Justice in Southeast Los Angeles*, Communities for a Better Environment, 1998. Pg. 7.

¹¹ McDonnell, *supra* note 1; Zayas *supra* note 4; Figure 3.

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Figure 3: The wind screen fence surrounding La Montaña with gaps and tears. Residents had to live with dust and aggregate material spilling into their homes, cars, and public streets.

Even AQMD failed to link health problems to the rubble¹² despite years of residents voicing concerns of dust impacts on their health and their plants, making daily life uncomfortable. After years of community organizing, city officials declared the site a public nuisance law and eventually Aggregate Recycling System was shut down.¹³ The former aggregate site is now home to the Linda Marquez High School, which is part of the AB 617 Southeast Los Angeles Public School Prioritization List.¹⁴

1-1

It is our hope that the final Rule adopted by AQMD will not only help prevent another incident like La Montaña but prevent any health impacts of these permanent and temporary Operations on the surrounding communities by (1) clarifying definitions, (2) establishing health protective requirements (3) creating recordkeeping requirements, (4) adding further requirements for

¹² Marosi, *supra* note 2.

¹³ Marosi, *supra* note 2.

¹⁴ S. Coast Air Quality Mgmt. Dist., *AB 617 Southeast Los Angeles School Prioritization List (Public Schools)*, https://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/southeast-los-angeles/public-school-handout-list.pdf?sfvrsn=f46da461_8 (last visited June 22, 2026).

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facilities with recurrent violations, (5) addressing data gaps for mining and blasting operations, and (6) considering additional recommendations to protect public health.

1-1

I. Definitions

AQMD should clarify the definition for Blasting Operations given that the current Rule highlights the use of explosives, whereas AQMD staff expressed that mining operations have a mechanical process.¹⁵ Mining operations can release particulate matter at any stage of the process regardless of the blasting method,¹⁶ therefore having a clear definition on the types of blasting operations (e.g. explosives or mechanical) can support with both record keeping practices and that all facilities are adhering to the Rule and preventing fugitive PM10 emissions.

1-2

As it currently stands, the Rule Definitions only include Fugitive Dust emissions.¹⁷ We urge AQMD to include a definition for dust plume to show differentiation with dust emissions. Dust emissions¹⁸ describe the movement or release of dust particles, whereas dust plumes¹⁹ are the result and visibility of fugitive dust emissions. Including this definition can alleviate any misalignment when community members report dust complaints from any Operations.

1-3

Lastly, AQMD needs to update their definition for Sensitive Receptors beyond “a school (kindergarten through grade 12), licensed daycare center, hospital, or convalescent home.”²⁰ CBE urges AQMD to expand the definition to include residential areas, schools of all levels not just K-12, public parks, and recreational areas as stated in Senate Bill 526 - Accountability for Aggregate Facilities.²¹ Limiting Sensitive Receptors to a shallow definition hurts communities who bear inequitable pollution burdens like SELA residents who experience incompatible land use, contamination from former lead battery recyclers,²² and urban heat islands.²³

1-4

II. Requirements

¹⁵ S. Coast Air Quality Mgmt. Dist., *Proposed Amended Rule 1157 - Working Group Meeting #3*, May 7, 2026, https://www.aqmd.gov/home/news-events/calendar_v2?month=5&day=7&year=2026&id=b80808f0-c2b6-6f27-bf6f-f02004a91a9.

¹⁶ Viney P. Aneja, Aaron Isherwood, & Peter Morgan, *Characterization of particulate matter (PM10) related to surface coal mining operations in Appalachia*, 54 *Atmospheric Env't* 496-501, (2012) <https://airqualityresearch.wordpress.ncsu.edu/files/2018/11/150.pdf>.

¹⁷ *Rule 1157 - PM10 Emission Reductions from Aggregate and Related Operations*, S. Coast Air Quality Mgmt. Dist., 1, 1-5 (Sep. 8, 2006), <https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/rule-1157.pdf>.

¹⁸ U.S. Env't Prot. Agency, *Particulate Matter Basics* (May 21, 2026), <https://www.epa.gov/pm-pollution/particulate-matter-pm-basics/>.

¹⁹ See Chelsea Harvey & E&E News, *Saharan Dust Plume Slams U.S., Kicking Up Climate Questions*, *Sci. Am.* (June 26, 2020), <https://www.scientificamerican.com/article/saharan-dust-plume-slams-u-s-kicking-up-climate-questions/>.

²⁰ *Rule 1157*, *supra* note 15, at 4.

²¹ *California Senate Bill 526*, *LegiScan*, (Feb. 20, 2025), https://legiscan.com/CA/text/SB526/id/3134922?cf_chl_tk=kBd0QGDPdhtCuYP28UytBY3OSgAOhxS3kr5VW9uDu0-1779490330-1.0.1.1-t3UowybHzH3ja5vcN7qdanX4T5g_ONGMvMgHUC6nq0.

²² See Dep't of Toxic Substances Control, *Exide Home: Site Mitigation & Restoration Program*, <https://dtsc.ca.gov/exide-home/> (last visited June 22, 2026).

²³ See *Environmental Health & Justice in Southeast Los Angeles: Community-Based Mapping of Air Quality, Urban Heat Islands, and Green Space in Southeast Los Angeles*, *supra* note 5.

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Per section (d)(1)(A), a facility will not allow a discharge of fugitive dust emissions from any activity that exceeds 20% opacity.²⁴ CBE believes this opacity is too high and should instead be lowered to 5% opacity. Given the concentration of industrial and commercial areas, paired with high truck traffic throughout the 710 corridor, lowering the opacity level for these Operations can reduce any health impacts from fugitive dust emissions into residential areas. Having low opacity levels means that aggregate piles are not disturbed, and requirements are being implemented on site. Additionally, section (d)(1)(A)(iii) should be amended by lowering the 100 feet exceedance of visible fugitive dust to the site parameters, with little to no fugitive dust plumes leaving these Operations.

1-5

During Working Group #4,²⁵ AQMD proposed that gravel pads be replaced “every 10 years or as necessary” for the purpose of establishing minimum replacement frequency. Rule provisions that include phrases like “as necessary” can create unrealistic or incorrect expectations, making it difficult to hold Operations accountable, and potentially cause more fugitive emissions. Even AQMD Proposed Rule Language removes the use of dust suppressants “as necessary” for active operations and instead recommends continuously applying dust suppressants at every processing stage.²⁶ It was the loose language from the original 2005 Rule that failed to reduce fugitive emissions, and AQMD should refrain from repeating the same mistake as it can continue to further harm for communities living near these Operations.

1-6

CBE appreciates AQMD amending the outdated Requirements for Storage Piles at Operations given the detrimental environmental and health impacts. To make the Rule stronger and more health protective for communities near these Operations, CBE urges AQMD to change the use of Dust Suppressants to every hour regardless of Storage Pile height. Additionally, we highly discourage the use of wind screen fences as a standalone mitigation measure for any Storage Piles, especially within 500 feet of a Sensitive Receptor as per the Green Zone Ordinance.²⁷ Wind screens are known to tear due to the type, weight, and movement of aggregate materials during active operations. For example, in the case of La Montaña, these materials spilled into residential areas, exposing communities to fugitive emissions and potential threats from the shards and crushed materials, impacting residents’ daily life [refer to Figure 3]. Wind screen fences should be required to be paired with a Dust Suppressant regardless of Storage Pile heights, distance from off-site occupied buildings or homes, and/or public roads.

1-7

We support the amendments for paved and unpaved roads, but CBE believes the Rule would be stronger if the speed limit was reduced to 10 miles per hour for paved roads and 5 miles per hour for unpaved roads. According to EPA, limiting vehicles speeds minimize fugitive dust due to

1-8

²⁴ Rule 1157, *supra* note 15, at 6.

²⁵ S. Coast Air Quality Mgmt. Dist., Proposed Amended Rule 1157 - Working Group Meeting #4, at 13 (May 7, 2026), https://www.aqmd.gov/home/news-events/calendar_v2?month=6&day=4&year=2026&id=6ee108f0-c2b6-6f27-bf6f-f02004a91a9.

²⁶ S. Coast Air Quality Mgmt. Dist., Proposed Amended Rule 1157 - Working Group Meeting #4, at 13 (May 7, 2026), https://www.aqmd.gov/home/news-events/calendar_v2?month=6&day=4&year=2026&id=6ee108f0-c2b6-6f27-bf6f-f02004a91a9.

²⁷ Los Angeles Cnty. Dep’t of Reg’l Plan., *Green Zones Program*, County of Los Angeles, <https://planning.lacounty.gov/long-range-planning/green-zones-program/> (last visited June 22, 2026).

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wind erosion and mechanical forces at industrial facilities like Rule 1157 Operations.²⁸ Fugitive Dust emissions from high vehicle traffic speed can aggravate heart and lung conditions in already heavily burdened AB 617 communities like SELA.

1-8

III. Recordkeeping

CBE recommends that the Rule include recordkeeping requirements for the following items: records of when dust plumes travel beyond site parameters, records of opacity levels past 5%, and records of surrounding Sensitive Receptors near or adjacent these Operations. Given the extremities and impacts of fugitive dust emissions to public health and the environment,²⁹ it's important that these Operations adhere to the Rule to reduce any PM10 exposures.

1-9

Since the Rule has truck type definitions (e.g. Mixer Truck and Haul Truck), AQMD should require a recordkeeping provision for the number and types of trucks³⁰ leaving and entering these Operations monthly. Having this data allows for future opportunities and assessments of deploying zero-emission electric truck technology at these Operations given the amount of air pollutants released from diesel heavy-duty trucks^{31,32}

1-10

IV. Additional Requirements Triggered by Recurrent Violations

It's disappointing that for 20 years the Rule allowed aggregate facilities to continue operating despite accruing three or more Notices of Violations for causing fugitive dust emissions.³³ And now AQMD is allowing these Operations to continue operating despite accruing multiple Notices of Violation in any 24-month period. Requiring additional requirements only after multiple violations is unacceptable and harmful to communities who experience cumulative impacts from many polluting sources like SELA communities.³⁴ As mentioned previously, exposures to PM10 emissions can have detrimental impacts on respiratory and neurological health.³⁵ AQMD needs to amend this Rule with a *cease of operations* until fugitive dust reduction measures are implemented, and communities are informed. Frontline communities should not bear the brunt of AQMD's lax provisions and Operations slow response in mitigating

1-11

²⁸ U.S. Env't Prot. Agency, *Fugitive Dust Control Measures and Best Practices*, (Jan. 2022), <https://www.epa.gov/system/files/documents/2022-02/fugitive-dust-control-best-practices.pdf>.

²⁹ California Air Res. Bd., *Inhalable Particulate Matter and Health (PM2.5 and PM10)*, <https://ww2.arb.ca.gov/resources/inhalable-particulate-matter-and-health>, (last visited June 22, 2026).

³⁰ Universal Technical Institute Editorial Team, *A Guide to Truck Classifications*, Universal Technical Institute, (Jan. 18, 2022), <https://www.uti.edu/blog/diesel/truck-classifications>.

³² David Quiros, Jeremy Smith, Arvind Thiruvengadam, Tao Huai, & Shaohua Hu, *Greenhouse gas emissions from heavy-duty natural gas, hybrid, and conventional diesel on-road trucks during freight transport*, 168 *Atmospheric Env't* 36-45 (Nov. 2017), <https://www.sciencedirect.com/science/article/pii/S1352231017305794>.

³³ *Rule 1157*, *supra* note 15, at 12.

³⁴ California Air Res. Bd., *Southeast Los Angeles*, <https://ww2.arb.ca.gov/capp/com/cip/southeast-los-angeles>, (last visited June 22, 2026).

³⁵ Pamela J. Lein & Anthony Wexler, *What Every Breath of Dirty Air May Be Doing to Your Neurological Health*, Env't Health Sciences Ctr., UC Davis (April 3, 2026), <https://environmentalhealth.ucdavis.edu/air-pollution/brain-health>.

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fugitive dust emissions while violations continue. This is a clear example of how AQMD fails to hold facilities accountable and protect communities from pollution sources.

1-11

V. Exemptions

Given the significant risks and complexities of blasting operations,³⁶ CBE recommends that AQMD draft a new standalone Rule for mining operations. The U.S. Department of Labor states that every stage of the blasting process – from storage and transportation to detonation – requires strict adherence to safety practices to prevent accidents and injuries. The current Rule has little information about blasting and mining operations, except that these operations use explosives to break rocks and a brief but incongruous definition.³⁷ The Rule defines Blasting Operations by means of explosives, but AQMD staff shared that it's done through a mechanical process. This shows inconsistencies between what's being observed and what data is actually reported. In Working Group Meeting #3, AQMD staff shared that they can't require facilities to fill out the surveys given that it's a voluntary action.³⁸ The lack of integrity and transparency from these Operations can have detrimental impacts on environmental justice communities and frontline workers. Data gaps can compromise scientific integrity and cause further distrust between government agencies and communities.

1-12

VI. Alternative Control Options

CBE recommends that AQMD provide more information for Alternative Control Options given the latest developments in best available control technology and policy changes at the federal level. AQMD should do an assessment to ensure this Rule provision is still applicable and valid in reducing fugitive dust emissions.

1-13

VII. Additional Recommendations for Rule 1157

Additional provisions that AQMD should implement are truck routes that avoid Sensitive Receptors for both temporary and permanent Operations to prevent additional harm from truck-related emissions and active Operations. Since AQMD supports programs that are designed to switch to cleaner, zero-emissions technology,³⁹ we encourage AQMD to add a Rule provision that requires facilities to start planning a transition from old diesel trucks to electric-vehicles.

1-14

AQMD should begin a process for enhancing interagency coordination in regulatory oversight for the purpose of interdependent problem solving that protects public health and the environment, engaging an on-going relationship with frontline communities, and holding agencies accountable for where there is a specific problem or need. AQMD already acknowledges regulations of the local Water Quality Control Board or other government

1-15

³⁶ Mine Safety and Health Admin., *Blasting Safety*, U.S. Dep't of Lab., <https://www.msha.gov/safety-health/safety-health/safety-health-materials/safety-topics/blasting-safety>, (last visited June 22, 2026).

³⁷ *Rule 1157*, *supra* note 15, at 1.

³⁸ S. Coast Air Quality Mgmt. Dist., *Proposed Amended Rule 1157 - Working Group Meeting #3*, https://www.aqmd.gov/home/news-events/calendar_v2?month=5&day=7&year=2026&id=b80808f0-c2b6-6f27-bf6f-f02004a91a92.

³⁹ S. Coast Air Quality Mgmt. Dist., *Incentives & Programs*, <https://www.aqmd.gov/home/programs>, (last visited June 22, 2026).

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agencies for Exemptions regarding chemical stabilizers for internal unpaved roads.⁴⁰ Other agencies that should be included are the Department of Toxic Substances Control, Department of Public Health, and planning departments. Interagency collaboration of these agencies can ensure that no hazardous materials are leaking or migrating offsite; community health is not at risk, and Sensitive Receptors are not susceptible to incompatible land use.

1-16

Most importantly, AQMD should require fenceline monitoring at Aggregate and Related Operations for all dust-related emissions. The lack of real-time fenceline and community air monitoring causes uncertainties and significant health and safety risks to workers and surrounding communities. Some particulate matter are known to travel for miles and can stay in the air for weeks at a time.⁴¹ Fenceline monitoring helps both facilities and communities understand if emissions control measures put in place are working in mitigating fugitive dust emissions, acting as a backup to the regular emission control provisions. By requiring fenceline monitoring, AQMD is protecting public health and ensuring transparency for communities living near these Operations.

1-17

VIII. Conclusion

CBE appreciates the opportunity to comment on Proposed Rule 1157. We welcome any discussion with AQMD to discuss these matters. Please reach out if you have any questions or comments.

Sincerely,

Ambar Rivera
Staff Researcher

⁴⁰ *Rule 1157, supra* note 15, at 14.

⁴¹ U.S. Env't Prot. Agency, *Particle Pollution and Your Patients' Health: Particle Pollution and Respiratory Effects*, (June 10, 2026), <https://www.epa.gov/pmcourse/what-particle-pollution>.

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Staff Response to Comment Letter #1

1-1 Response:

Staff agree with the commentor that control measures such as those required in PAR 1157 must be properly implemented and maintained, unlike the wind barrier shown in Figure 3 of this letter, to achieve the outcome needed to protect public health and control fugitive dust.

Further clarifications to the five items the commentor stated at the end of Comment 1-1 will be provided in subsequent responses.

1-2 Response:

Rule 1157 defines blasting operations as operations that break or displace rock by means of explosives. Blasting operations are not defined as rocks being broken or displaced by means of a mechanical process. During the PAR 1157 public process, staff commented that mining operations observed within South Coast AQMD jurisdiction appears to be mostly mechanical methods instead of blasting with explosives.

Staff agree with the commentor that recordkeeping practices are crucial to demonstrate facilities are complying with the proposed amended rule. PAR 1157 will expand the recordkeeping requirements for all applicable facilities to mitigate PM10 emissions from aggregate and related operations. Additional information on the expanded recordkeeping requirements can be found in Chapter 2 of this staff report.

1-3 Response:

Community members do not need to differentiate between a dust plume or dust emissions. At the time of inspection, South Coast AQMD inspectors will assess the compliance with applicable dust plume or dust emission requirements in PAR 1157 or Rule 403.

1-4 Response:

Staff have received feedback from stakeholders and revised PAR 1157 to update applicable rule language to sensitive receptors to improve clarity and align definition with other recent South Coast AQMD rules. Additional information is provided in Chapter 2 of this staff report.

1-5 Response:

PAR 1157 did not modify the general performance standard for the opacity levels of dust plumes from existing Rule 1157 requirements. The current practices regarding dust plume opacity levels are consistent with the practices and implementations from South Coast AQMD Rule 401, the California Air Resource Board, and U.S. Environmental Protection Agency.

PAR 1157 clause (d)(1)(A)(iii) restricts size of dust plume to 100 feet in length; however, Rule 403 subparagraph (d)(1)(A) restricts any visible emissions from crossing the property line which addresses the commentor's concerns. Please refer to South Coast AQMD Rule 403 for additional information regarding fugitive dust that crosses the property boundary.

1-6 Response:

Staff acknowledge the ambiguity of “as necessary” in the existing Rule 1157 language, and PAR 1157 removes the ambiguity of this type of language by providing needed specificity. The proposed amended rule requires gravel pads to be replaced every 10 years or as necessary, whichever is sooner. The “as necessary” language is added here to allow flexibility for the facility/operator to replace the gravel pad sooner than the prescribed 10-year interval depending on site-specific factors. However, if the gravel pad does not need to be replaced within that decade, the facility/operator must replace the gravel pad at the 10-year mark to comply with the rule. It is important to note that facilities are still required to adhere to the general performance requirements in PAR 1157 as well as Rule 403 independent of gravel pad replacement intervals.

1-7 Response:

As part of development of PAR 1157, staff conducted numerous site visits to different types of applicable facilities. PAR 1157 has been revised to have a set dust suppressant application interval of once every four hours. To account for different types of facility operations and aggregate moisture requirements, PAR 1157 has also included multiple options for facilities to comply with Dust Suppressant application intervals while keeping an emphasis on accountability and enforceability. All options will include strengthened recordkeeping provisions as well as improved specificity in rule requirements. For additional information, please see Chapter 2.

Staff agree with the commenter that poorly maintained wind barriers would be inadequate for preventing fugitive dust from impacting the local community. PAR 1157 will include requirements for minimum performance specifications for wind barriers such as a 50 percent porosity requirement as well as ensuring proper maintenance of wind barriers to keep them free of tears and damage. Wind barriers are effective tools for controlling fugitive dust by altering wind patterns and lowering wind speeds in targeted areas. These specific performance and maintenance requirements serve to ensure proper upkeep and operation of wind barriers that will in turn effectively control fugitive dust from open storage piles.

1-8 Response:

PAR 1157 currently includes speed limit of vehicles driving over rumble grates, wheel washers, and truck washers to five miles per hour. Facilities that have multiple Notices of Violations will be required to pave all haul roads and post signage that states the speed limit is restricted to 15 miles per hour.

While PAR 1157 will not require a reduction in speed on paved or unpaved road, PAR 1157 includes other enhanced requirements for paved and unpaved roads that will further minimize the generation of fugitive dust as discussed in Chapter 2.

1-9 Response:

The proposed recordkeeping requirements serve as a mechanism to demonstrate compliance with applicable rule provisions such as, but not limited to, records of dust control application of open storage piles and maintenance of internal haul roads. The owner or operator of the facility/operation will be required to provide the recordkeeping documentation when requested by South Coast AQMD inspectors. At this time, staff are not recommending any changes to the proposed recordkeeping requirements. For additional information on the proposed recordkeeping requirements, please see Chapter 2.

1-10 Response:

The purpose of PAR 1157 is to further reduce fugitive dust from aggregate and related operations. The recordkeeping requirements for aggregate/mixer trucks serve as a mechanism to demonstrate rule compliance from on-site truck activities. For additional information on the proposed recordkeeping requirements, please see Chapter 2.

1-11 Response:

As discussed in Chapter 2, PAR 1157 does not limit the Executive Officer's enforcement authority to seek alternate or additional remedies available under law. This can include requiring facilities to install enclosures, conduct fenceline air monitoring, and even shut down the facility.

1-12 Response:

Please refer to response to comment 1-2 regarding blasting.

Even though blasting operations are exempt from the opacity and dust plume requirements of PAR 1157, associated mining operations would be subject to PAR 1157 requirements for the storage, handling, and transport of aggregate materials.

Surveys were last distributed for industry feedback during the initial rulemaking of Rule 1157. Since then over two decades have passed and facilities' needs may have changed. To conduct due diligence in receiving the most accurate, up-to-date information, staff distributed a facility survey across the applicable universe during the PAR 1157 rulemaking. The information gathered was used to gain better insight on the industry's current practices and equipment, which ultimately assisted in the development of PAR 1157 concepts. Staff acknowledge the effects of inconsistent responses to facility surveys. Although South Coast AQMD did not require survey responses, facilities are periodically inspected by South Coast AQMD inspectors. During inspection, the facility and its equipment would be subject to evaluation for compliance of applicable regulations as well as permit conditions, if applicable.

1-13 Response

PAR 1157 will remove existing subdivision (i) for Alternate Control Options. Staff are unaware of any facilities opting to comply with Rule 1157 with the alternative compliance option outlined in this subdivision since the rule was originally adopted on January 7, 2005.

1-14 Response:

PAR 1157 regulates aggregate and related operations. Facilities are responsible for controlling truck operator behavior while within the property boundary; however, truck operator behavior beyond property lines would be subject to other authorities, such as California Highway Patrol or local municipalities.

1-15 Response:

Staff recognize the importance of engaging in discussions with other agencies for the purpose of protecting the environment and public health. South Coast AQMD continuously and actively engages in interagency discussions regarding air quality issues. Additionally, staff have numerous discussions with community members and potentially affected industries as part of the rule development process.

1-16 Response:

Fenceline air monitoring is a diagnostic tool to monitor particulate matter that already exists in the air. PAR 1157 serves to mitigate these emissions directly from the source, aggregate and related operations, prior to being entrained into the atmosphere. Additionally, fenceline monitoring may not be as effective in certain areas where multiple facilities are located within close proximity to one another. Visual observations, such as identifying track-out or dust plume size and opacity, are more appropriate for the implementation of PAR 1157.

Comment Letter #2

From: Ricardo Flores <rflores@associatesenvironmental.com>

Sent: Thursday, July 9, 2026 5:44 PM

To: Ashley Dang <adang@aqmd.gov>

Subject: [EXTERNAL] Proposed Amended Rule 1157

Dear Ashley

Thank you for the opportunity to comment on proposed amended Rule 1157.

1. The SCAQMD should consider providing an exemption from the requirements of Rule 1157(d)(6) to washed material open storage piles. Aggregate and sand used at concrete batch plants or received at other plants process material that has been washed thoroughly to remove any impurities and silt. The San Joaquin Valley APCD Permit Processing Policy SSP 1610 has the following language (see attached on Page 11): "In addition, since concrete aggregate and mineral aggregate are thoroughly washed during processing to remove silt, the amount of material that can become entrained in the atmosphere is de minimus. Therefore, no emissions will be ascribed to storage piles exclusively containing finished mineral aggregate, or finished concrete aggregate, of 3/8" size or larger. These storage piles shall be included in the conditions de-fining the finished aggregate storage and loadout operation, but the potential to emit for these storage piles is zero." The washed material is clean of fines and what is being proposed for these types of open storage piles seems excessive.
2. Proposed Rule 1157(h)(1) indicates "The owner or operator of a Permanent or Temporary Facility/Operation, located within 1,640 feet of off-site occupied building(s) or sensitive receptor(s), accruing at least three Notices of Violation in any rolling 24-month period, starting from the date of any Notice of Violation, for causing or allowing fugitive dust emissions exceeding the opacity limit specified in clauses (d)(1)(A)(i) and (d)(1)(A)(ii) or a visible plume exceeding 100 feet in any direction specified in clause (d)(1)(A)(iii), shall:" Could the SCAQMD please provide some clarification on how we measure the distance of 1640 feet. In other sections of the rule you specify the distance to an off-site occupied building or house. However, in this paragraph you include sensitive receptor. Are we to measure to the sensitive receptor's occupied building or are we to measure to the sensitive receptor's property boundary?

2-1

2-2

3. Could you please provide a definition for off-site occupied building? I'm concerned about existing open storage piles that are nearby properties (within 300 feet) that may be primarily used for storage or an adjacent construction project that may install temporary buildings used for offices or a new occupied structure that is built within 300 feet of our existing storage pile (Rule 1157(d)(6)). I think the rule should really be applicable to sensitive receptors or residents and not just any off-site occupied building. I'm not aware of another rule that focuses on off-site occupied buildings that are not sensitive receptors or residences.

2-3

Please let me know if you have any questions.

Thanks

Ricardo Flores
Associates Environmental
18141 Beach Blvd, Suite 200
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C: 562-652-4727
F: 714-362-9085

Staff Response to Comment Letter #2

2-1 Response:

Staff would like to clarify that the reference, San Joaquin Valley Air Pollution Control District (SJVAPCD) Permit Processing Policy SSP 1610 – Aggregate Permit Processing, identified by the commenter is a policy document to standardize permitting requirements for aggregate processing facilities and does not apply to fugitive dust. After the washing process, washed aggregate may be free of silt and other fines; however, washed aggregate could still generate dust. Fines generated from abrasion due to loading/unloading activities as well as accumulating dust on the surface area during storage are capable of being airborne and cannot be ignored. Furthermore, SJVAPCD does not exempt washed material from requirements of Rule 8031, which is the comparable SJVAPCD regulation for fugitive dust emissions from outdoor handling, storage, and transport of bulk materials. Staff do not recommend including an exemption for washed aggregate in PAR 1157.

2-2 Response:

Please refer to response to comment PW-5 regarding the measurement and response to comment 1-5 regarding the definition for sensitive receptor.

2-3 Response:

The height restriction of no greater than eight feet for open storage piles within 300 feet of off-site occupied buildings or houses exist within the current Rule 1157 language. Staff have received feedback from stakeholders and revised PAR 1157 to update applicable rule language to sensitive receptors to improve clarity. Additional information regarding this change can be found in Chapter 2.

Comment Letter #3

The California Asphalt Pavement Association

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Wayne Nastri, Executive Officer
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

RE: Rule 1157 – Emission Reductions from Aggregate & Related Operations

Dear Mr. Nastri:

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The California Asphalt Pavement Association, founded in 1953, is the oldest and largest construction trade association that focuses exclusively on the asphalt pavement industry in California. Our members include asphalt producers, refiners, paving contractors, testing labs, consultants, equipment manufacturers and many other related companies that make up the industry.

On behalf of the asphalt pavement industry in California, we are writing to express our serious concerns with regard to proposed rule changes to Rule 1157 – Emission Reductions from Aggregate & Related Operations. We have concluded that, based on our close examination of the proposed rules, the language is onerous, unworkable and masks the real issue: a lack of Air District enforcement of existing regulations.

As you may know, asphalt covers 95% of paved surfaces in California and is an essential component to maintaining the vital transportation infrastructure that connects our neighborhoods and makes possible the efficient movement of people, goods and services around our state. Voters in numerous local and statewide elections over the years have demanded that fixing our roads is a top priority and asphalt pavements, which are durable, safe, economical and 100% recyclable.

Asphalt plants are a critical piece of the transportation puzzle. The plants mix crushed rock and sand with liquid asphalt binder to make what is known as Hot Mix Asphalt that is used in paving projects around the state. Because asphalt is also 100% recyclable, reclaiming old asphalt into new mix is a major sustainable attribute of asphalt plants and increasingly becoming a requirement in many jurisdictions.

At this juncture it is important to point out that employees of our member companies live and work in the communities that make up the South Coast Air Quality Management District, and we also have a strong commitment to the environment and operating our facilities in a responsible manner. Asphalt is in fact, the world's most recycled product. We are proud of our record of sustainability on behalf of the communities we serve.

We understand the motivation behind proposed rule changes to Rule 1157, and we sympathize with community members who feel as though their voices are not being

3-1

WAYNE NASTRI

July 14, 2026

Page 2 of 2

heard on this issue. However, we strongly believe that existing regulations are more than adequate to protect our communities, and more regulations will not make any appreciable difference to the source of the complaints. Rather, more effective enforcement of existing regulations is what is needed. We observe and would like to bring to your attention that this claim has been echoed not only by industry representatives but also by community members during recent working group meetings on the proposed rule.

3-1

Our industry has gone to great lengths to comply with existing regulations on managing fugitive dust sources, and we should not be penalized by some bad actors who have eluded air district enforcement on this front. A renewed emphasis by the Air District to ensure companies are following well-established Best Management Practices with regard to fugitive dust mitigation would, in our opinion, address the concerns of the community.

In addition, we have concerns about proposals with regard to the use of prescriptive watering schedules on facilities as a dust-mitigation measure rather than allowing watering schedules to be determined by the conditions at the site. As you know, Southern California is persistently facing drought conditions, so an increase in the use of water in our facilities is not feasible or environmentally sound. In addition, the use of water may bring with it unintended consequences with regard to water quality regulations. Puddles of water and mud created by overwatering could also create track-out issues at facilities if the current rule language is adopted

3-2

It should be noted that asphalt facilities are limited by permits on how much energy they can consume. The overuse of water to wet down aggregate stockpiles will require additional energy to remove the additional moisture. This additional energy will produce greater amounts of combustion pollutants to dry that aggregate before it is suitable to produce Hot Mix Asphalt. This is another unintended consequence that causes an unworkable constraint by the proposed rule.

It has been suggested that chemical dust suppressants be used in greater quantities to further control emissions. Chemical dust suppressants are unnecessary when water can provide the control necessary to prevent fugitive emissions and the chemicals in the suppressants can create other environmental impacts. Unless the Air District can submit to our industry a list of approved suppressants to be used for this purpose that does not create other impacts, this is also an unworkable proposal. Chemicals that may be acceptable for such uses today may become an environmental liability tomorrow.

3-3

We fear the unintended consequences of the proposed rule language will likely cause severe disruption to the vital road repairs triggered by the Road Repair & Accountability Act of 2017, the federal Infrastructure Investment & Jobs Act of 2022 and other legislation intended to fix and maintain our vital transportation infrastructure. Studies by TRIP, a national transportation research organization, have found that rough roads cost motorists up to \$1,000 per year in poor fuel economy, car

3-4

WAYNE NASTRI
July 14, 2026
Page 2 of 2

repairs, lost productivity and other impacts that fall disproportionately on underrepresented groups.

We welcome the opportunity to work with the Air District staff to address the issues raised by these proposed rules and work toward realistic solutions that are fair to all parties, workable and implementable.

3-4

Please feel free to contact me at (916) 791-5044 if you have any questions.

Sincerely,



RUSSELL W. SNYDER, CAE
Executive Director

Staff Response to Comment Letter #3

3-1 Response:

Staff agree with the commenter that more effective enforcement of existing Rule 1157 requirements is needed. PAR 1157 will include additional tools for rule enforcement by expanding recordkeeping requirements as well as the addition of prescribed dust control applications to improve enforceability and implementation. The proposed amendments will also include additional options to comply with some rule requirements which would allow for greater flexibility for facilities demonstrating compliance with current Rule 1157 requirements.

3-2 Response:

Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised PAR 1157. Revised proposal will include a new rule compliance option to conduct periodic inspections that will provide flexibility to determine when to apply dust suppressants so long that the open storage piles are maintained with a stabilized surface. This application flexibility would depend on the periodic inspection results. If the facility deems the open storage pile as maintained in a stabilized condition, dust suppressants will not need to be applied to the open storage pile. Facilities would be required to maintain the inspection records on-site and provide the records when requested by the Executive Officer. Additional information can be found in Chapter 2.

3-3 Response:

Staff would like to clarify that PAR 1157 does not specifically call for additional use of chemical stabilizers; however, the proposed amended rule does specify the application frequency of dust suppressants, which includes chemical stabilizers as an option by definition. There are certain requirements in existing Rule 1157 which specifically calls for the use of chemical stabilizers, such as unpaved haul roads, and PAR 1157 will not expand the usage of chemical dust suppressants beyond what is already required in the existing rule. PAR 1157 has been updated to specify the application frequency of chemical stabilizers based on manufacturer specifications. The use of chemical stabilizers was evaluated during the adoption of Rule 1157 in 2005, and further evaluation is not warranted as PAR 1157 does not propose to restrict usage of a type of chemical stabilizer. Additional information can be found in Chapter 2.

3-4 Response:

PAR 1157 provides a more prescriptive approach to controlling fugitive dust from aggregate and related operations. Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised proposed language to include more options for facilities to comply with PAR 1157 requirements. Please refer to response 3-2 and Chapter 2 for additional information regarding compliance options for PAR 1157.

Comment Letter #4

July 20, 2026

South Coast AQMD
21865 Copley Drive
Diamond Bar, CA 91765

Attn: Ms. Ashley Dang

Re: Comments on Proposed Amended Rule 1157 (PAR 1157)

Dear Ms. Dang,

On behalf of CR&R Environmental Services, I thank you for the opportunity to comment on South Coast AQMD's Proposed Amendments to Rule 1157 (PAR 1157) for PM 10 emission reductions from aggregate and related operations. In general, we are not opposed to the PAR 1157 amendments however, we have concerns regarding the application of this rule to Construction and Demolition (C&D) operations that take place completely inside a building. The PAR 1157 should include language that addresses C&D operations that are fully enclosed inside a building, as discussed below. The purpose of this letter is to provide general comments on PAR 1157 and specific suggested changes to the rule language that will help to address this issue.

Founded in 1963, CR&R Environmental Services (CR&R) is a Southern California-based waste and recycling collection company, serving more than 3 million people and over 25,000 businesses in Orange, Los Angeles, San Bernardino, Imperial, and Riverside counties. CR&R is contracted with approximately 60 local entities to provide waste and recycling services that support compliance with state laws. CR&R has long been a leader in the development of climate-friendly, closed-loop waste collection and processing including C&D facilities. CR&R operates C&D operations within SCAQMD's jurisdiction including operations that are conducted within enclosed buildings.

Our main concern is that C&D operations that are conducted completely inside a building are not considered at all in the PAR 1157 language. C&D operations that are conducted completely inside a building are enclosed in a way that minimizes or eliminates discharges into the atmosphere and therefore eliminates the need for the use of dust suppressants. In addition, these types of facilities are conducted on a concrete pad inside the building so there is no need for building a operations "pad" out of other materials such as gravel and there is no need for treating unpaved roads. The use of any screening or other processing equipment is conducted inside the building so added covers for processing equipment are not required. Also, there is no need for storage silos or bunkers for the C&D materials located inside a building. Set-backs from adjacent property lines or buildings are also not required. Since the Definitions section (c) of PAR 1157 does not include language that specifically addresses C&D facilities that are inside of a building there is gap in the amendment that does not address this issue. In our opinion, most of the requirements listed in the PR 1157 amendments do not apply to C&D operations located

4-1

inside a building, including sections (d) (1),(2),(3),(4),(5),(6),(7),(9) and (10). The PAR 1157 language should include revisions that address the issues associated with C&D operations located completely inside a building. The following paragraph presents some suggested changes to the PAR 1157 language that could accomplish this objective.

The following includes comments, proposed revisions and recommended wording for the PR 1157 Amendments language to address the issues associated with C&D operations that are conducted completely inside a building:

1. Add a sentence or small paragraph to the Definitions Section (c)(9) to include C&D operations that are located completely inside a building. This could include a statement that C&D operations located completely inside a building are exempt from certain Requirements in the rule.
2. Revise the language in the Definitions Section (c)(27) to state that Open Storage Pile located completely inside a building are exempt from certain Requirements in the rule.
3. Add a paragraph to the Requirements Section (d)(1)(A) Open Storage Piles that states C&D operations that are located completely inside buildings as are exempt from the requirements listed in sections (d)(1), (2),(3),(4),(5),(6),(7),(9), and (10). This could include statement that the Requirement (d)(8) would still apply to these types of operations.
4. In the Exemptions Section (i) add a small paragraph that states a C&D facility that operates completely inside a building is exempt from all of the rule requirements except section (d) (8).

4-1

We respectfully request that the next draft version of the PAR 1157 language include language that addresses these issues associated with C&D operations that are located completely inside a building. CR&R has been a pioneer in circular economy waste collection and processing in California for decades and hopes to see our investments in C&D recycling operations such as locating them inside a building be supported going forward. Again, on behalf of CR&R, I greatly appreciate your consideration of our comments.

Sincerely,
CR&R, Inc.



John McNamara, CPG/CEG
Vice President/Environmental Affairs
CR&R Environmental Services

Staff Response to Comment Letter #4

4-1 Response:

The definition of open storage piles in Rule 1157 excludes piles of material that are fully enclosed in a structure with non-porous walls, covered, or chemically stabilized. If the construction and demolition debris transfer station is fully enclosed in a structure with non-porous walls, the enclosed storage piles would not be subject to the rule requirements for open storage piles. Please refer to response to public workshop comment #1 (PW-1) where staff provided additional clarifications regarding construction and demolition debris operations within an enclosed building.

Staff would like to provide additional clarifications for the list provided in page 2 of the comment letter labeled item #3:

- Paragraph (d)(1) specifies requirements for general performance standards which are applicable to all facilities regardless of whether the process is enclosed.
- Paragraphs (d)(2), (d)(3), (d)(4), and (d)(5) include considerations for enclosed processes as a form of applicable dust control as defined under other dust control methods.
- Paragraph (d)(6) applies only to open storage piles which excludes storage piles enclosed within a structure with non-porous walls.
- Paragraphs (d)(7) and (d)(8) apply to internal roads and track-out, respectively, which are applicable to all facilities regardless of whether the process is enclosed.
- Paragraph (d)(9) applies to new or modified equipment and requires that equipment to comply with 40 CFR Part 60, Subpart I and/or 40 CFR Part 60, Subpart OOO as applicable.
- Paragraph (d)(10) is only applicable to facilities using chemical stabilizers.

Comment Letter #5

July 24, 2026

Ashley Dang
 South coast Air Quality Management District
 21865 Copley Drive,
 Diamond Bar, CA 91765
 adang@aqmd.gov

Coalition Members

RE: Comments on PAR 1157



Dear Ms. Dang:

The Construction Industry Air Quality Coalition would like to submit the following comments on the July 8th version of the proposed amendments to Rule 1157-PM10 Emission Reductions from Aggregate and Related Operations.

Building Industry Association
of Southern CaliforniaWestern States Trucking
AssociationUNITED
CONTRACTORS
United ContractorsSouthern California
Contractors Association

Several of our member companies engage in aggregate and asphalt handling and recycling.

We are pleased that the staff took the time to visit our facilities and better understand the operations and the limitations inherent at some locations. We would also point out that recycling building materials is a high priority for the Governor and State Legislature. It is critical that these operations continue to perform the important functions necessary to reuse and recycle these materials.

We believe many of the issues raised by residents in Sun Valley are the result of a rogue operator who has not complied with SCAQMD rules or the permit requirements of the City of Los Angeles. This is an enforcement problem, not an industry-wide emission problem. Unfortunately, it is unclear how these rules alone are going to get those rogue operators into compliance without some multi-agency targeted enforcement effort. Our members on the other hand have been performing these operations for many years and have adopted extensive protocols and employee training to comply with Rule 1157. A review of your inspection records will indicate that our industry has been successful at significantly reducing dust emissions from our operations.

5-1

As we have discussed previously, we have three major concerns with the draft amendments. They pertain to the horizontal distance requirements and the vertical height limitations.

First, we are concerned about the 300 ft distance requirement from any occupied building. Most of these facilities are located in industrial zones and the adjacent properties are similar uses with PM10 emissions as well. It

5-2

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Major Funding Provided by the Construction Industry Advancement Fund and the Fund for Construction Industry Advancement

might better address the issues raised by some residents who are adjacent to aggregate operations if the distance requirement applied only to sensitive uses.

5-2

Second, Is the 30-foot setback from any public street. We would like some clarification about from which point is this distance measured? From the toe of the slope to pavement? To the right-of-way? We believe for those who cannot maintain that distance additional watering or use of stabilizers would be a far better option than the installation of a wind screen fence that could reach 30 feet in height. Not only would that be prohibitively expensive and take months or years to permit, but it would also not be as effective as water or stabilizers.

5-3

Third, we are concerned about any limitations on the height of the storage piles. As we learned in Rule 403.2, the portable conveyors that are standard in the industry allow for the piles to be no higher than 30 feet. That height is also optimal for water systems that easily control dust and stabilize the surface of piles that are undisturbed. From an operational standpoint it simply makes no sense to try and manage storage piles that are lower than 30 feet and spread across a wider area.

5-4

Finally, there are a few issues that need some clarification. Since this is going to be a rule that relies heavily on record keeping will the staff be developing a standard form for operators to use to ensure that all the data necessary to prove compliance is collected and recorded? Can we get some clarification on the frequency of watering and under what circumstances is the frequency to be adjusted? Is it really necessary to water 24 hours? During high wind situations it is as difficult to control the water as it is to control the dust.

5-5

Thank you for your consideration of these matters. We are available to further discuss the specifics as you finalize the language of the rule.

Sincerely,



Michael Lewis
Senior Vice President
951-206-4420
mike@lewisandco.net

Staff Response to Comment Letter #5

5-1 Response:

Please see response to comment 3-1 regarding the enhanced requirements included in the proposed amended rule which would support enforcement of PAR 1157.

5-2 Response:

Please see response to comment 2-3 and Chapter 2 for additional information on proposed changes regarding storage pile distance and sensitive receptors.

5-3 Response:

The distance of open storage piles to the property boundary is measured as the distance of the nearest outer edge of the storage pile to the property line of the facility. If it is not feasible for a facility to move the open storage pile beyond 30 feet of the property boundary, PAR 1157 has been revised since the release of the Preliminary Draft Rule to provide multiple options to comply, including the option to install and operate a water irrigation system. Please see Chapter 2 and Figure 2-6 for additional information.

5-4 Response:

PAR 1157 does not have a general limitation on the height of open storage piles. The limit of less than eight feet in height applies to open storage piles located within 300 feet of sensitive receptors. Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised PAR 1157. The proposed amendments include alternative options for open storage piles near sensitive receptors to provide facilities added flexibility to comply with rule requirements. Additional information can be found in Chapter 2.

5-5 Response:

Specific requirements for recordkeeping are outlined in subdivision (f). PAR 1157 provides flexibility by allowing a facility to maintain records applicable to site specific needs to demonstrate compliance with PAR 1157 requirements. PAR 1157 does not include a prescribed recordkeeping form, but Appendix A includes examples of forms that would satisfy the recordkeeping requirement.

Based on industry stakeholder feedback, the proposed amendments will specify that the prescribed watering requirements in PAR 1157 will occur during each work day. However, the area of an open storage pile which was actively disturbed must be re-stabilized at the end of each work day which is an existing requirement of Rule 1157.

Rule 1157 provides an exemption for high winds with instantaneous wind speeds over 25 miles per hour and will be retained in PAR 1157.

Additional information on recordkeeping and open storage pile requirements, please see Chapter 2.

Comment Letter #6



July 24, 2026

VIA E-MAIL

Ashley Dang
Air Quality Specialist
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
E-Mail: adang@aqmd.gov

Re: PAR 1157 Follow-up Comments

Dear Ms. Dang:

The California Construction and Industrial Materials Association ("CalcIMA") is a non-profit organization and trade association for the construction and industrial material industries in California, which includes producers of construction aggregates, industrial minerals, and ready mixed concrete, and which provides the statewide voice of the industry. CalcIMA members operate more than 500 facilities State-wide, and those facilities—and the communities in which they operate—depend on clear, practical rules and consistent enforcement of applicable rules and regulations.

CalcIMA previously submitted letters to the South Coast Air Quality Management District ("SCAQMD") during this PAR 1157 process, most recently on June 17, 2026, and appreciates the opportunity to comment and engage with staff during workshops and other meetings, the most recent of which occurred on July 22, 2026. We want to acknowledge and thank SCAQMD staff for engaging seriously with CalcIMA's concerns within the limitations of this process.

As discussed at the July 22 meeting, CalcIMA supports performance-based requirements that focus on effective and practical considerations while avoiding unnecessary operational complexity for facilities already operating responsibly and in compliance with applicable standards. Following that conversation, and in the spirit of continued cooperation, CalcIMA provides these additional comments for your review and consideration. The first section of the letter discusses direct edits CalcIMA suggests; the second and third sections highlight issues that merit further discussion and analysis outside of this rulemaking process.

1. Proposed Additional Revisions to PAR 1157

As discussed in prior correspondence and in the July 22 meeting with SCAQMD staff, CalcIMA appreciates staff's willingness to engage in constructive discussions regarding the proposed amendments to Rule 1157. However, CalcIMA believes the rule would benefit from limited additional

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revisions to provide greater clarity and precision, and to better meet the rule’s stated objectives. We provide our proposed revisions below.

(a) Definition of “Material Spillage”

The definition provided in section (c)(24) of PAR 1157 does not distinguish between minor incidental spillage that can occur during normal operations, and which routine maintenance could address, and larger spills of material that may have the potential for greater dust emissions and therefore may require more immediate corrective action. CalcIMA requests the definition of Material Spillage include the following clarifying language to maintain this distinction:

6-1

“MATERIAL SPILLAGE means material inadvertently lost or scattered by spilling which contributes to fugitive emissions.”

(b) Measurement of Track-Out

Section (d)(1)(A)(iv) of PAR 1157 would define track-out as 15 feet or more of *cumulative* length from the exit of the facility. Experience has shown that misinterpretations or misapplications of “cumulative” have sometimes occurred when applying Rule 403, which sometimes resulted in the addition of the lengths of track-out from the same vehicle. This appears contrary to the intent of this section of the rule, which CalcIMA understands to require that operators timely remove tracked-out materials that extend into a public roadway and create a greater risk of airborne spread of that entrained dust.

6-2

The current Staff Report for PAR 1157 references three case studies to clarify the track-out requirements PAR 1157 and Rule 403. However, the examples do not address a key ambiguity; that is, whether a “cumulative” track-out calculation includes multiple tires on a single truck axel, the truck axels themselves, or multiple trucks leaving a facility. Under different interpretations, one truck with 18 wheels can generate 15 cumulative feet if the calculation occurs per wheel; if calculated consecutively on a per-vehicle basis, that same truck would cause a one-foot consecutive track-out.

On this basis, CalcIMA requests the substitution of “consecutive length” for “cumulative length” in this definition. This proposed revision helps clarify the intent of this section of the rule by evaluating each track-out *instance* at a facility, and the degree to which it has the potential to permit spread by other vehicles that also use the adjacent public roadway.

(c) Material Spillage Notification Requirements

Section (d)(1)(C) of PAR 1157 would require application of dust suppressants every hour, without reference to any knowledge of a condition requiring its application. CalcIMA requests that SCAQMD condition the application of suppressants upon actual notice that spillage has occurred, as provided below:

6-3

“The owner or operator of a Permanent or Temporary Facility/Operation shall apply Dust Suppressants to all other Material Spillage and Carry-Back upon notification to on-site management, every hour until removal and maintain records specified in subparagraph (f)(1)(B).”

The addition of a knowledge requirement provides a definite and fair point in time from which to gauge compliance.

6-3

(d) Flushing Gravel Pads

Section (d)(1)(D) of PAR 1157 would require daily flushing of gravel pads with water. However, that requirement could require the use of substantial volumes of water, particularly for sites with multiple pads of different material sizes. The runoff generated by this substantial increase in daily water use will likely cause facilities to exceed their stormwater treatment and retention capabilities, resulting in violations of the applicable National Pollutant Discharge Elimination System ("NPDES") permit. CalCIMA proposes modifying this requirement as follows:

6-4

"(iii) Is flushed with water ~~daily~~ when silt and sediment have accumulated in the gravel pad or the gravel pad is completely replaced and maintain records as specified in subparagraph (f)(1)(C)."

This revised language achieves the objective of this portion of the rule by ensuring adequate wetting when conditions warrant, including when an existing pad is replaced or a new pad is established. This ensures more efficient water use, protects existing stormwater treatment and retention systems, and minimizes the potential for runoff from what could otherwise comprise excessive daily watering.

(e) Moisture Content Modeling as an Additional Alternative to Application of Dust Suppressants to Inactive Storage Piles

The use of dust suppressants is only one of several ways to control fugitive dust and achieve the objective of Section (d)(6) of PAR 1157. Further, oversaturation of material storage piles with water requires the facilities that dry aggregate to use more fuel to dry the materials which in turn generates greater NO_x and CO emissions. CalCIMA proposes to add language to Section (d)(6)(B) as follows:

"(B) In lieu of meeting the requirements of subparagraph (d)(6)(A) the owner or operator of a Permanent or Temporary facility Operations may: [...]"

"(iv) Maintain moisture content action levels in storage piles by performing monthly moisture sampling to meet the applicable performance standards in (d)(1)(A). The operator shall apply dust suppressants when a sampling result is below the applicable action levels specified until the appropriate moisture content is reached, as specified for each material size range below."

6-5

<u>Common Material Size</u>	<u>Moisture Content Action Level</u>
<u><= 3/4" to >= 1/2"</u>	<u>1%</u>
<u>< 1/2" to >= 3/8"</u>	<u>1.2%</u>
<u>< 3/8" to >= 1/4"</u>	<u>1.5%</u>
<u><= 1/4" to Sand</u>	<u>2%</u>

Practice among responsible operators has demonstrated that maintaining moisture levels that correspond to particle size, with higher moisture levels for smaller product, is an effective means of preventing fugitive dust. Providing this compliance option achieves the objective of the rule while providing an alternative to chemical dust suppressant use.

6-5

(f) Water Application Requirements for Storage Piles.

Additionally, we understand certain application requirements of Section (d)(6)(A) and (d)(6)(D) do not apply to piles that are “actively disturbed.” However, the rule does not specify a timeframe for active disturbance. To provide clarity, CalCIMA recommends amending references to “actively disturbed” in Section (d)(6)(A)(i) to read:

“[...] except for areas of the piles that are actively disturbed during the Loading and/or Unloading activities during the business day [...]”

Consistent with the above, CalCIMA recommends amending references to “actively disturbed” in Section (d)(6)(D)(i) to read:

6-6

“[...] except for areas of the piles that are actively disturbed during the Loading and/or Unloading activities during the business day.”

Also, the proposed language in Section (d)(6)(A) provides for watering every four hours or as necessary to meet the stated performance standard. For the reasons stated above, this could lead to excessive water use and runoff and may require watering that does not yield further benefit for control of fine particulates (for example, recently washed material), and also creates complexity with documentation and tracking, particularly on sites with multiple material piles. CalCIMA recommends substituting the phrase “at least once every four hours” with “at least twice per day.” To provide a practical limit and permit simpler tracking.

(g) Storage Pile Height

Section (d)(6)(D) of PAR 1157 would limit the height of storage piles within 300 feet of an off-site occupied building. As demonstrated by industry practice and with the changes to this rule, the use of dust suppressants provides one of several ways to control fugitive dust. Consistent with the concept of the proposed addition of Section (d)(6)(B)(iv) above, CalCIMA proposes to add the following new section (d)(6)(D)(iv):

6-7

“(iv) Maintain moisture content action level in storage piles by performing monthly moisture sampling. The operator shall apply dust suppressants when a sampling result is below the applicable action levels specified until the appropriate moisture content is reached, as provided for each material size range below:

<u>Common Material Size</u>	<u>Minimum Moisture Content Action Level</u>
<u><= 3/4" to >= 1/2"</u>	<u>1%</u>
<u>< 1/2" to >= 3/8"</u>	<u>1.2%</u>
<u>< 3/8" to >= 1/4"</u>	<u>1.5%</u>
<u><= 1/4" to Sand</u>	<u>2%</u>

6-7

As described above, practice among responsible operators demonstrates that maintaining appropriate moisture levels to the material in question is one effective means of preventing fugitive dust. Providing this compliance option achieves the objective of the rule while providing an alternative to chemical dust suppressant use.

(h) Minimum Distance of Storage Piles from Buildings and Uses

Section (d)(6)(E) of PAR 1157 would prohibit maintenance of an open storage pile within 30 feet of a property boundary facing a public road. This presents a significant problem for smaller facilities and hot mix asphalt operations, where site size and/or configuration may render compliance infeasible or impossible. Additionally, requiring setbacks or structural controls such as windscreen fencing may introduce engineering, safety, and/or planning and zoning concerns, including risks related to wall stability, traffic site lines, and placement near property boundaries. To provide one additional means of addressing the underlying concern for this requirement, and consistent with the principles discussed above, CalCIMA requests the SCAQMD add new Section (d)(6)(E)(iii) as follows:

"(iii) The storage pile maintains moisture content action level in storage piles by performing monthly moisture sampling. The operator shall apply dust suppressants when a sampling result is below the applicable action levels specified until the appropriate moisture content is reached.

6-8

<u>Common Material Size</u>	<u>Minimum Moisture Content Action Level</u>
<u><= 3/4" to >= 1/2"</u>	<u>1%</u>
<u>< 1/2" to >= 3/8"</u>	<u>1.2%</u>
<u>< 3/8" to >= 1/4"</u>	<u>1.5%</u>
<u><= 1/4" to Sand</u>	<u>2%</u>

As described above, this compliance alternative presents responsible operators of smaller and/or more constrained sites with a safe and feasible option of maintaining their existing operations while providing a proven, effective means of fulfilling the objective of the underlying requirement—preventing fugitive dust—without chemical dust suppressant use.

(i) Chemical Dust Suppressant Use on Internal Unpaved Roads

Sections (d)(7)(A)(i) and (d)(7)(B) of PAR 1157 would require at least daily application of chemical stabilizers to internal unpaved roads at applicable facilities or operations, depending on the weather and condition of the road. However, adding water—such as rainwater—to a chemical stabilizer will in some cases rehydrate the stabilizer and can wash it away, reducing or eliminating its effect on the unpaved

6-9

road. Replacing the currently proposed requirement for chemical stabilizers to a requirement for dust suppressant will provide the control needed to meet the performance standard.

In addition, and as expressed in prior meetings, CalCIMA remains concerned about the impact of chemical stabilizers on the environment. Any chemical stabilizer used today may be deemed harmful to the environment in the future, and unintended consequences can have lasting impacts on the environment. Dust suppressants can provide the control desired while presenting a lower environmental risk, and CalCIMA asks SCAQMD to make this change.

6-9

(j) New Proposed Recordkeeping Requirements

Section (f)(4)(A) of PAR 1157 would require detailed and prescriptive recordkeeping of aggregate truck visits, as well as the method of ground stabilization or other track-out prevention measures relating to the internal facility route the truck used. These documentation and reporting requirements are difficult to maintain, particularly when many facilities rely on contracted services or third-party truck operators outside that facility's or operator's direct control. Further, CalCIMA does not believe that increased reporting, by itself, has significant potential to reduce or control dust fugitive dust emissions, and it will not change or improve any best management practices approved under this rule. For all of these reasons, CalCIMA recommends that SCAQMD delete Section (f)(4)(A) in its entirety.

6-10

(k) Additional Requirements Triggered by Recurrent Violations

Sections (h)(1)(A) and (h)(1)(B) of PAR 1157 provide a one-size-fits-all measure in the event of repeated violations, irrespective of the underlying causes of those violations—that is, wind screen fencing is an absolute requirement even if the violations do not involve features or operations that wind screen fencing would address. However, the provisions would apply covers a wide variety of industries which store a wide variety of materials at sites that are a variety of different property sizes. Further, for the reasons described above regarding minimum distances of storage piles from certain property lines, the proposed solution may not be practicable or even possible, depending on the applicable zoning and building regulations for a particular property or facility. Lastly, multiple violations for track out could originate from sources other than the storage piles themselves (e.g., track-out), which automatic limitations on piles would not address.

CalCIMA strongly recommends that the SCAQMD enforcement team work with the individual facilities to determine the best compliance plan for the circumstances, and requests either the deletion of sections (h)(1)(A) and (h)(1)(B) in their entirety, or their replacement with a requirement to work with staff to develop and implement a standards-based compliance program.

6-11

Related to this issue, CalCIMA notes that the proposed modifications to sections (h)(1) and (h)(2) of PAR 1157 also reduce an important enforcement threshold. Specifically, where the existing language of Rule 1157 requires a threshold number of *validated* notices of violation to trigger progressive enforcement and certain mandatory requirements, the proposed language requires only *issuance* of notices of violation. CalCIMA believes the previous requirement for validated notices—and the definition of a validated notice of violation formerly at Section (c)(54) of the rule—are both important and fair, because it reserves more stringent enforcement measures and imposes potentially burdensome additional requirements only for those facilities at which the occurrence and severity of air quality violations under this rule have been definitively established, rather than alleged. Consequently, CalCIMA urges SCAQMD to modify sections (h)(1) and (h)(2) to require validated notices of violation as their triggers.

2. CalCIMA Would Welcome the Opportunity to Separately Address with Staff Previously Raised Issues with Certain Components of Rule 1157.

CalCIMA understands that SCAQMD staff focused rulemaking efforts on responding to the community concerns that formed the genesis of California Senate Bill 526 (Menjivar). However, CalCIMA and others previously articulated specific concerns regarding implementation of Rule 1157 that the current rulemaking process does not address but remain appropriate for examination.

(a) Eliminating Chemical Dust Suppressant Use

Rule 1157 in both its current and proposed forms encourages and, in some circumstances, may even require the use of chemical dust suppressants, about which CalCIMA maintains significant concerns regarding effects on the environment and on individuals. CalCIMA would welcome staff's engagement on developing solutions that SCAQMD believes would allow the removal of chemical dust suppressants as a requirement at any facility regulated by SCAQMD, but particularly those subject to Rule 1157.

6-12

(b) Ensuring an Accurate Emissions Inventory.

The prior PM10 emissions inventory in the original Rule 1157 assumed a 20-percent non-compliance rate. It is unclear to CalCIMA whether that assumption carried forward into the emissions inventory for PAR 1157, and CalCIMA would appreciate the opportunity to discuss this assumption and its ramifications with SCAQMD staff.

6-13

3. CalCIMA Wishes to Work as a Partner with SCAQMD to Develop Best Management Practices and Compliance Alternatives Outside of This Rulemaking Process.

CalCIMA understands and supports the SCAQMD's goals of protecting air quality and surrounding communities, and it and its members remain committed to operations that are responsible both to the environment and to the communities that members' facilities call home. Further, CalCIMA and its members collectively bring unparalleled technical and operational experience across the entire range of construction and industrial materials products and processes, including aggregate, concrete and asphalt production and recycling, and related essential materials operations. Similarly, CalCIMA believes that SCAQMD staff are far more qualified and better positioned than the State Legislature to craft best management practices, as well as regulatory and implementation guidelines.

6-14

With those shared goals CalCIMA believes it and its technical working group are uniquely qualified to help identify practical, technically sound, and enforceable solutions that can achieve SCAQMD's objectives. As CalCIMA brings forward potential alternatives and technical proposals, we respectfully ask that when questions, concerns, or potential deficiencies are identified, SCAQMD staff proactively engage with CalCIMA to fully understand the concern and work collaboratively toward a viable solution.

As presented in the July 22 meeting with the SCAQMD staff, examples of CalCIMA's proposals for best management practices that we believe merit continued engagement and consideration include, but are not limited to:

1. Washed aggregate;
2. Process-based fines management;

3. Baghouse fines removal;
4. Moisture maintenance without fixed watering intervals.

These practices relate directly to compliance with Rule 1157 as a particulate-focused regulation. Throughout the rulemaking process CalCIMA has suggested that because the silt has been removed from washed materials, the stockpiles of those washed materials have minimal potential to emit dust. We note that other air districts, including San Joaquin, have recognized the relationship between silt content of a material and its dust generation potential.

6-14

Accordingly, CalCIMA would like to continue to work with SCAQMD to evaluate how these processes relate to and could support particulate reduction strategies, develop the appropriate technical framework and implementation process for the best management practice, and quantify the potential particulate reduction these processes can achieve. This consideration need not occur through this rulemaking process; CalCIMA asks only that SCAQMD commit to substantive discussions on these topics.

4. Additional Comments on the Staff Report

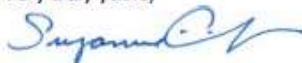
The Staff Report references the 2005 litigation and settlement agreement between the South Coast Air Quality Management District ("SCAQMD") and the California Mining Association (the "CMA Settlement"). The discussion of the litigation and CMA settlement lists the High-Wind Exemption as the sole issue. CalCIMA wishes to clarify that the CMA Settlement encompassed a range of issues that also included: (1) the accuracy of the emissions inventory, (2) Method 9B, (3) other measurements of visible dust plumes, and (4) the required use of chemical dust suppressants. The CMA Settlement established processes specifically to ensure development and implementation of workable standards for these issues within the context of Rule 1157, and CalCIMA understands the SCAQMD engaged in good-faith discussions regarding these issues. However, some remain unresolved and would benefit from additional discussion, clarification, and/or analysis outside of this rulemaking process, as discussed in Section 2, above.

6-15

5. Conclusion

CalCIMA appreciates SCAQMD's productive engagement and stands ready to provide additional technical information or facility context as PAR 1157 moves forward. Please feel free to contact me at sseivright@calcima.org or (951) 941-7981.

Very truly yours,



Suzanne Seivright-Sutherland
Director of Regional Governmental Affairs and Grassroots Operations

cc: Michael Krause, Assistant Deputy Executive Director
Neil Fujiwara, Program Supervisor
Shawn Wang, Program Supervisor
D. Marisa Gonzalez, Ph. D, Air Quality Specialist

Staff Response to Comment Letter #6

6-1 Response:

PAR 1157 provides flexibility on the handling of material spillage by providing multiple options to comply in line with what the commenter noted for minor and large spills. All material spillage, when left untended, can become a contributor of fugitive dust. The suggested edit does not provide additional criteria or further clarification. The definition for material spillage will remain unchanged.

For additional information on requirements for material spillage, please see Chapter 2.

6-2 Response:

Staff provided clarification on the calculation of cumulative track-out in Chapter 2 which specifies instances of track-out with multiple tracks, such as individual track-out from both left and right side of a truck, the cumulative length in this case will be the sum of both track lengths. The distinction of left and right sides of a truck means that, at most, one truck will have two sets of tracks assuming both sides of the truck is causing track-out regardless of number of wheels per axle or number of axles per truck. The basis for track-out is the length of track-out on the ground regardless of the length of the vehicle or number of wheels deposited the track-out. A longer vehicle is not allowed to generate more track-out than a smaller vehicle. The provided clarification is consistent with implementation of Rule 403 track-out requirements.

Based on Staff observations, it is not uncommon for a single stretch of track-out to be broken up into smaller segments due to vehicle traffic. The commenter's recommendation will therefore reduce the effectiveness of the requirement by imposing the applicability to only consecutive, unbroken lengths of track-out. Staff does not recommend changing rule language for clause (d)(1)(A)(iv).

6-3 Response:

Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised the draft proposal. PAR 1157 will include clarifications that material spillage requirements for cleanup and dust suppressant application for the spill must be implemented within one hour of identification. For additional information, please see Chapter 2.

6-4 Response:

Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised the draft proposal. PAR 1157 will retain the existing requirement for flushing gravel pads as necessary to comply with the track-out thresholds of Rule 403 and PAR 1157. For additional information, please see Chapter 2.

6-5 Response

Please see response to comment 3-2 and Chapter 2 for additional options to comply with PAR 1157 in lieu of prescribed application of dust suppressants.

Staff does not recommend inclusion of the suggesting language since PAR 1157 does not preclude facilities from controlling fugitive dust while maintaining minimum moisture content as long as the open storage pile complies with the general performance requirements specified in clauses (d)(1)(A)(i) through (d)(1)(A)(iii). The suggested language does not verify performance at the same frequency for the entire open storage pile.

6-6 Response

As the commenter noted, certain requirements of PAR 1157 do not require dust suppressant application for areas of open storage piles that are actively disturbed. Existing requirement of Rule 1157 requires the area of an open storage pile, which was actively disturbed, to be re-stabilized at the end of each work day which serves the same function as the commenter's recommended language.

Please see response to comment 3-2 and Chapter 2 for additional options to comply with PAR 1157 in lieu of prescribed application of dust suppressants. Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised the draft proposal to allow facilities to apply dust suppressants at least twice a day with a minimum of four hours in between applications. Please see Chapter 2 for more details on the latest proposal.

6-7 Response

Please see responses 5-4 for additional clarification on compliance options for open storage piles near sensitive receptors and response to comment 6-5 for storage pile moisture content.

6-8 Response

Please see responses 5-3 for additional clarification on compliance options for open storage piles near property boundary and response to comment 6-5 for storage pile moisture content.

6-9 Response

PAR 1157 does not impact the current practice for usage of chemical stabilizers as required in Rule 1157. As noted in the December 2004 Final Staff Report for Proposed Rule 1157, multiple chemical stabilizers are available for various applications and some are more moisture resistant than others. In some cases, renewal application of the chemical stabilizer might be necessary for proper dust suppression. PAR 1157 also includes the requirement for facilities to maintain the latest copies of documentation for all chemical stabilizers such as safety data sheets. Facilities or operations also have the option to pave the roads that are subject to application of chemical stabilizers.

Please see response to comment 3-3 for additional clarification on chemical stabilizer application in PAR 1157.

6-10 Response

Staff agree with the commenter and have removed subparagraph (f)(4)(A) that was part of the preliminary draft rule language. PAR 1157 will retain the existing Rule 1157 recordkeeping for records of total number of daily aggregate and/or mixer trucks existing the facility for those

records are necessary to determine certain compliance pathways in subdivision (d). For additional information please see Chapter 2.

Please see response to comment 3-1 for additional information on the significance of recordkeeping and PAR 1157 implementation.

6-11 Response

Staff would like to clarify that the additional requirements triggered by recurrent violations outlined in subdivision (h) is specific for violations of subparagraph (d)(1)(A), such as dust plume or track-out, and not a “one-size-fits-all” measure. It is also important to note that violations are tallied based on the cause of the violation and not in one combined pool. This means that a facility with two notices of violation for dust plume and one notice of violation for track-out would not trigger any of the additional requirements. The prescribed actions required by facilities that trigger subdivision (h) requirements are also mitigation measures specific to the triggering NOVs. The commenter’s example of a wind barrier being required for track-out violations is not possible for the wind barrier requirement is only applicable for facilities with three dust plume related violations.

On the commenter’s request that the South Coast AQMD work with individual facilities to determine the best compliance plan for the circumstances, it is important to note that the requirements of subdivision (h) do not limit the Executive Officer’s enforcement authority to seek alternative remedies such as Administrative Orders for Abatement through the Hearing Board.

Staff have evaluated feedback from stakeholders since the release of the Preliminary Draft Rule Language and revised the draft proposal to retain Validated Notice of Violation for the qualification framework of additional requirements for recurrent violations. Additional information on subdivision (h) and implementation with the existing South Coast AQMD framework can be found in Chapter 2.

6-12 Response

Please see response to comment 3-3 and 6-9 for chemical stabilizer usage. PAR 1157 is retaining requirements which require usage of chemical stabilizers from existing Rule 1157.

6-13 Response

PAR 1157 does not claim any emission reduction, and Staff have not modified the established emissions inventory that was ratified by the South Coast AQMD Governing Board on December 1, 2006.

6-14 Response

Please see response to comment 2-1 for washed aggregate and response to comment 6-5 for moisture testing.

Staff look forward to continuing discussions to clarify how the Rule 1157 framework regulates process-based fines management and baghouse fines removal with the commenter outside of the rule development process.

6-15 Response

Stakeholders are always free to raise with South Coast AQMD staff any issues they would like regarding rule implementation. However, we have been implementing the rule for 20 years since the settlement without significant issues regarding enforcement, and we are not aware of any ongoing matters that need further discussion. Should you wish to discuss a particular issue, please contact Neil Fujiwara via email at nfujiwara@aqmd.gov or phone at (909) 396-3512, who will coordinate our response and/or discussions.

APPENDIX A– EXAMPLES OF RECORDKEEPING

Background

This Appendix provides examples for acceptable recordkeeping formats for facilities and operations subject to PAR 1157 requirements. The examples provided serve as a template, but owners and operators of facilities/operations are not required to follow the provided examples as long as sufficient records specified in subdivision (f) are maintained to demonstrate compliance with applicable requirements in PAR 1157.

Recordkeeping Example for Paragraph (f)(1) – Truck Activity:

Date	Total Trucks Exiting Facility

Recordkeeping Example for Paragraph (f)(2) – Spillage and Carry-Back:

Spillage/Carry-Back Identification		Dust Depressant Application			Spillage/Carry-Back Removal	
Date	Time	Date	Time	Type	Date	Time

Recordkeeping Example for Paragraph (f)(3) – Open Storage Piles:

Identifier	Material	Is the Open Storage Pile Check All Applicable		Observed Condition	Weather	Wind	Dust Suppressant		
						(Speed & Direction)	Date	Time	Type of Suppressant
			Greater than 8 Feet?						
			Within 300 Feet of Sensitive Receptor						
			Within 30 Feet of Facility Property Boundary Facing Public Road?						
			Greater than 8 Feet?						
			Within 300 Feet of Sensitive Receptor						
			Within 30 Feet of Facility Property Boundary Facing Public Road?						
			Greater than 8 Feet?						
			Within 300 Feet of Sensitive Receptor						
			Within 30 Feet of Facility Property Boundary Facing Public Road?						

Recordkeeping Example for Paragraph (f)(4) – Internal Unpaved Roads

Date	Time	Location	Stabilizer Type

Recordkeeping Example for Paragraph (f)(4) – Sweeper Activity

Date	Time	Location

Recordkeeping Example for Paragraph (f)(6) – Inspections for Additional Requirements Triggered by Recurrent Violations

Inspections					Repairs		
Date	Time	Equipment/Structure Inspected	Observations	Issue(s) Identified	Date	Time	Repairs Completed

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 1157 – PM10 EMISSION
REDUCTIONS FROM AGGREGATE AND RELATED
OPERATIONS**

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
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Project Title: Proposed Amended Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations

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: Rule 1157 regulates aggregate and related operations to reduce emissions of particulate matter with an aerodynamic diameter of 10 microns or less (PM10). Proposed Amended Rule 1157 (PAR 1157) will further reduce PM10 emissions from aggregate and related operations by: 1) expanding the applicability to include construction and demolition debris transfer stations; 2) specifying frequencies for when the application of dust control/suppressants or chemical stabilizers are required; 3) adding new compliance pathway for conducting periodic inspections of open storage piles in lieu of prescribed dust suppressant application frequencies; 4) adding enhanced recordkeeping requirements; 5) adding new requirements to standardize signage for applicable facilities; 6) expanding requirements that are triggered by recurring violations; and 7) removing obsolete requirements. Implementation of PAR 1157 will require installation of new signage for all applicable facilities and may require the installation of rumble grates and gravel pads at some facilities. Implementing additional requirements applicable to aggregate and related operations to reduce PM10 emissions and address community concerns will improve compliance which will benefit public health and ambient air quality.

Public Agency Approving Project: South Coast Air Quality Management District	Agency Carrying Out Project: South Coast Air Quality Management District
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Exempt Status:
CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption

Reasons why project is exempt: South Coast AQMD, as Lead Agency, has reviewed the proposed project (PAR 1157) 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 1157 may have a significant adverse effect on the environment because the installation of new signage, rumble grates and gravel pads as applicable would typically involve minimal construction activities and would result in overall operational improvements without resulting in significant adverse environmental impacts. Therefore, the proposed project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) – Common Sense Exemption.

NOTICE OF EXEMPTION FROM CEQA (concluded)

Date When Project Will Be Considered for Approval (subject to change):

South Coast AQMD Governing Board Public Hearing: September 4, 2026

CEQA Contact Person:

Farzaneh Khalaj, Ph.D.

Phone Number:

(909) 396-3022

Email:

fkhalaj@aqmd.gov

PAR 1157 Contact Person:

Ashley Dang

Phone Number:

(909) 396-3328

Email:

adang@aqmd.gov

Date Received for Filing: _____ **Signature:** (Signed and Dated Upon Board Approval)

Kevin Ni

Program Supervisor, CEQA

Planning, Rule Development, and Implementation

REVISED



Proposed Amended Rule 1157 – PM10 Emission Reductions from Aggregate and Related Operations



Board Presentation

September 4, 2026

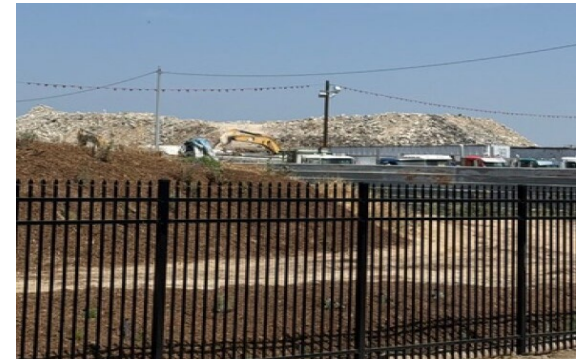
Rule 1157 Background

- Adopted in January 2005, last amended in September 2006
- Establishes requirements to reduce PM10 emissions from aggregate and related operations
- Applies to permanent and temporary aggregate and related operations
- Existing key requirements include:
 - General Performance Standards
 - Dust Control Application
 - Track-Out Management



Need for PAR 1157

- In February 2025, Senator Caroline Menjivar introduced Senate Bill 526¹ to address community concerns² regarding aggregate facilities in Sun Valley
- South Coast AQMD staff met with Senator Menjivar and agreed Rule 1157 could be strengthened without state legislation
- Senate Bill 526 was paused to allow South Coast AQMD to work with stakeholders to amend Rule 1157
- Proposed Amended Rule 1157 (PAR 1157) aims to further reduce fugitive PM emissions from aggregate and related operations



¹ https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB526

² <https://laist.com/news/climate-environment/sun-valley-residents-are-fed-up-with-recycling-facility-pollution-can-a-california-bill-help>

Types of Aggregate and Related Operations

Total PAR 1157 Affected Facilities **862**

- Staff conducted 11 site visits at various types of aggregate facilities, including:



Aggregate Mining Operations



**Construction and Demolition Debris
Transfer Station**



**Hot Mix/Ready Mix
Asphalt Manufacturing**



Aggregate Recycling



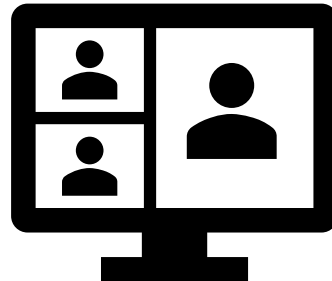
Sand Manufacturing



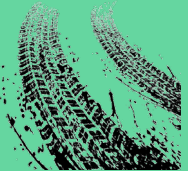
Inert Landfill

Public Process

- Community meetings in Sun Valley
- Multiple meetings with industry stakeholders
- Met with Office of Senator Menjivar throughout rulemaking to provide updates and receive feedback
- Four working group meetings:
 - September 2, 2025
 - January 8, 2026
 - May 7, 2026
 - June 4, 2026
- Public Workshop July 8, 2026



Updated Requirements for Open Storage Piles and Track-Out

Source	Requirement	Rule 1157	PAR 1157
Open Storage Piles 	Dust suppressant application frequency	As needed	Apply twice per day*
			Apply chemical stabilizer (per manufacturer)
	Alternative to applying dust suppressant	Store in bunker/silo	Store in bunker/silo
			Inspect twice per day*
	Water irrigation systems required	Within 300 feet of occupied building	Within 300 feet of sensitive receptor
			Within 30 feet of public road
Track-Out 	Track-out limitation	Not specified	< 15 feet in cumulative length from facility exit
	Removal frequency	Not specified	Each end of work day OR conclusion of each production work shift (<i>whichever is sooner</i>)
	Rumble grate	Specific location	Specific location and size

* No less than four hours in between occurrences

Triggered Requirements for Recurrent Violations

- Rule 1157 requires facilities/operations to submit emission reduction plan after three validated Notices of Violation (NOVs)
- PAR 1157 includes prescriptive measures for recurrent violations
- Counts of validated NOVs are tallied across a rolling 36-month period

Threshold	Dust Plume Violations	Track-Out Violations
Three NOVs	Install wind barrier	Install additional controls based on facility size
Six NOVs	Install non-porous wall	Pave all internal roads

Additional Updated Requirements

Gravel Pads

- Establish minimum replacement frequency

Internal Roads

- Prescribe dust control application on unpaved/paved roads
- Routine sweeping with Rule 1186-certified sweepers on paved roads

Recordkeeping

- Standardize recordkeeping with type and content to align with enhanced requirements

Signage

- Standardize signage with letter size, content, and location across all facilities

Comments Raised by the California Asphalt Pavement Association on August 21, 2026

Comment	Staff Response
Rely on compliance of existing rule requirements in lieu of new requirements	Staff is enforcing Rule 1157. Enhancements to existing and additional measures are needed to reduce fugitive dust emissions from affected sources.
Watering schedules are too prescriptive	In lieu of prescriptive watering, PAR 1157 allows operators to use a less prescriptive frequency, provided periodic inspections are conducted.
Concerns of disruption of federal legislations requiring road repairs	PAR 1157 does not disrupt, conflict, or interfere with federal legislations.

Comments Raised by the California Construction and Industrial Materials Association (CalCIMA) on August 31, 2026

Comment	Staff Response
“Material spillage” definition lacks distinction between minor, incidental spills associated with normal operation and large spills	• Clean up of Material Spillage are existing rule requirements • PAR 1157 proposes frequency of interim actions prior to cleanup • Staff will coordinate with stakeholders to clarify existing interpretation of rule requirements
Track-out should be measured consecutively	• Any combination of visible track-out segments can contribute to fugitive dust • Staff will coordinate with stakeholders to clarify existing interpretation of rule requirements
Compliance options for open storage piles < 30 feet from public roadway are too costly	• Amendment proposed pile prohibition <30 ft from public roadway • Per stakeholder request, provided alternative options in lieu of prohibition • Provides flexibility for stakeholders to choose options based on their business case
Burdensome recordkeeping	• In lieu of fixed watering schedule, facility can inspect pile to determine water need • Pile locations are necessary to keep track of which pile was inspected, watered • Recordkeeping is the tool to record, for example, which pile(s) were watered or not watered due to weather conditions

Socioeconomic Impact Assessment and CEQA

Socioeconomic Impact Assessment

- Average annual compliance cost of implementing PAR 1157 ranges between \$378,609 and \$475,292 from 2027 to 2051*
- Final Socioeconomic Impact Assessment available in the Final Staff Report

* Using a real interest rate of 1% and 4%, respectively

California Environmental Quality Act (CEQA)

- PAR 1157 requires installation of new signage for all applicable facilities and may require the installation of rumble grates and gravel pads at some facilities
- No significant impacts are expected
 - Minimal construction activities anticipated which typically do not result in significant adverse environmental impacts
- A Notice of Exemption has been prepared

Staff Recommendations

- Adopt the Resolution:
 - Determine that PAR 1157 is exempt from CEQA; and
 - Amend Rule 1157 - PM10 Emission Reductions From Aggregate And Related Operations

