



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

## **HYBRID MOBILE SOURCE COMMITTEE MEETING**

### **Committee Members**

Board Member Gideon Kracov, Committee Chair  
Supervisor Holly J. Mitchell, Committee Vice Chair  
Mayor Pro Tem Larry McCallon  
Supervisor V. Manuel Perez  
Councilmember Nithya Raman  
Councilmember Carlos Rodriguez

**October 18, 2024 ♦ 9:00 a.m.**

### **TELECONFERENCE LOCATIONS:**

Yorba Linda Public Library Study Room 2 4852 Lakeview Avenue Yorba Linda, CA 92886	County of Riverside Assessor-County Clerk- Recorder 41002 County Center Dr., Suite 230 Temecula, CA 92591	Kenneth Hahn Hall of Administration 500 W. Temple Street HOA Room 374-A Los Angeles, CA 90012
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**A meeting of the South Coast Air Quality Management District Mobile Source Committee will be held at 9:00 a.m. on Friday, October 18, 2024, 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, and remote attendance via videoconferencing and by telephone. Please follow the instructions below to join the meeting remotely.**

**Please refer to the South Coast AQMD's website for information regarding the format of the meeting, updates if the meeting is changed to a full remote via webcast format, and details on how to participate:**

**<http://www.aqmd.gov/home/news-events/meeting-agendas-minutes>**

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

**Join Zoom Webinar Meeting - from PC or Laptop**

**<https://scaqmd.zoom.us/j/94589960931>**

**Zoom Webinar ID: 945 8996 0931 (applies to all)**

**Teleconference Dial In**

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**+16699006833,94589960931#**

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

*Cleaning the air that we breathe...*

**PUBLIC COMMENT WILL STILL BE TAKEN**

**AGENDA**

*Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't. Code Section 54954.3(a)). If you wish to speak, raise your hand on Zoom or press Star 9 if participating by telephone. All agendas for regular meetings are posted at South Coast AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes total for all items on the agenda.*

**CALL TO ORDER**

**ROLL CALL**

**INFORMATIONAL ITEMS (Items 1-2)**

1. **Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for Fiscal Year 2022-2023**  
*(No Motion Required)*  
Staff will present a summary of AB 2766 Program activities for Fiscal Year 2022-2023. Vicki White  
*Planning & Rules  
Manager*
2. **Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program Annual Report**  
*(No Motion Required)*  
Staff will present a summary of the 2<sup>nd</sup> WAIRE Program Annual Report. Ian MacMillan  
*Assistant Deputy  
Executive Officer*

**WRITTEN REPORTS (Items 3-4)**

3. **Rule 2202 Activity Report: Rule 2202 Summary Status Report**  
*(No Motion Required)*  
Status Report summarizes activities for the period of January 1 to September 30, 2024. The report identifies the plan submittal activities by compliance option and lists Air Quality Investment Program funds collected by county. Ian MacMillan  
*Assistant Deputy  
Executive Officer*
4. **Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects**  
*(No Motion Required)*  
This report provides a listing of environmental documents prepared by other public agencies seeking review by South Coast AQMD between September 1, 2024 and September 30, 2024, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA. Dr. Sarah L. Rees  
*Deputy Executive  
Officer*

**OTHER MATTERS**

**5. Other Business**

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Gov't. Code Section 54954.2)

**6. Public Comment Period**

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Committee's authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

**7. Next Meeting Date:** Friday, November 15, 2024 at 9:00 a.m.

**ADJOURNMENT**

**Americans with Disabilities Act and Language Accessibility**

*Disability and language-related accommodations can be requested to allow participation in the Mobile Source Committee meeting. The agenda will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). In addition, other documents may be requested in alternative formats and languages. Any disability or language-related accommodation must be requested as soon as practicable. Requests will be accommodated unless providing the accommodation would result in a fundamental alteration or undue burden to the South Coast AQMD. Please contact Jacob Allen at (909) 396-2282 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to [jallen2@aqmd.gov](mailto:jallen2@aqmd.gov).*

**Document Availability**

*All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Committee after the agenda is posted, are available by contacting Jacob Allen at (909) 396-2282 or send the request to [jallen2@aqmd.gov](mailto:jallen2@aqmd.gov)*

## **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.

**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.

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

If interpretation is needed, more time will be allotted.

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

### **Directions for Video ZOOM on a DESKTOP/LAPTOP:**

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

### **Directions for Video Zoom on a SMARTPHONE:**

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

### **Directions for TELEPHONE line only:**

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





# AB 2766

## Motor Vehicle Subvention Fund

FY 2022-23 Annual Report

Mobile Source Committee  
October 18, 2024



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# Purpose of Report

- Annual Program Update
- Use of Motor Vehicle fees
- Program Results



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# Background

- Adopted in 1990
- DMV collects \$6 per vehicle as surcharge on annual registration fees:
  - \$2 → Carl Moyer Program
  - \$1.60 → Motor Vehicle Subvention Fund (this program)
  - \$1.20 → MSRC Discretionary Fund
  - \$1.20 → South Coast AQMD Program Funds
- 162 local governments receive quarterly distributions based on population
- Local governments annually report spending and emission reductions to South Coast AQMD
  - 11 project categories available
- South Coast AQMD compiles data for subvention fund Annual Report



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# Program Summary

162 Local Governments Participated

\$23.9M in Project Spending

344 Projects Implemented

242 Projects with Quantified Emission Reductions

101 Tons/Year of Emissions Reduced

\$22.5M in Motor Vehicle Fees Received



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# Annual Training & Outreach

- Online training sessions throughout January & February
  - 16 sessions held
  - Project eligibility
  - Selection of projects with quantifiable reductions
  - Accounting requirements
- Encourage fund leveraging
- Ongoing technical assistance to cities and counties
- Briefings to Council of Governments



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# Project Categories

- Alternative Fuel/Electric Vehicle Purchases
- Vehicle Emissions Abatement
- Land Use
- Public Transportation (Transit & Rail)
- Traffic Management
- Transportation Demand Management
- Market Based Strategies
- Bicycles
- PM Reduction Strategies
- Public Education
- Miscellaneous Projects



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## Recent Program History (\$M)



Fiscal Year	Beginning Balance	MV Fees Received	Project Spending*	Ending Balance	Pre-Designated Funds	Funds Remaining
2018-19	\$60.1	\$22.1	\$19.0	\$64.4	\$56.5	\$7.9
2019-20	\$62.7	\$21.5	\$24.5	\$60.9	\$54.5	\$6.4
2020-21	\$60.2	\$22.9	\$19.1	\$64.1	\$54.6	\$9.5
2021-22	\$64.1	\$21.1	\$17.0	\$67.8	\$57.4	\$10.3
2022-23	<b>\$67.3</b>	<b>\$22.5</b>	<b>\$23.9</b>	<b>\$66.6</b>	<b>\$56.8</b>	<b>\$9.9</b>

\* Project spending does not consider any potential additional co-funding

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## Expenditure by Project Category



Project Category	Project Spending	Percent of Spending	No. of Projects
(1) Alternative Fuels/Electric Vehicles	\$10,665,745	45%	131
(6) Transportation Demand Management	\$4,647,064	19%	61
(5) Traffic Management	\$3,668,501	15%	44
(8) Bicycles	\$1,434,490	6%	18
(9) PM Reduction Strategies	\$1,036,107	4%	18
(3) Land Use	\$869,179	4%	10
(10) Public Education	\$617,166	3%	16
(4) Public Transportation (Transit & Rail)	\$595,937	2%	18
(11) Miscellaneous Projects	\$401,536	2%	28
<b>Totals</b>	<b>\$23,935,726</b>	<b>100%</b>	<b>344</b>

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# FY 2022-23 PROJECT IMPLEMENTATION & EMISSION REDUCTIONS\*



Project Category	No. of Projects	No. of Projects Quantified	% of Projects Quantified	Emissions Reduced (tons/yr)*	Cost-Effect. (\$/ton)
Transportation Demand Management	61	57	93%	75.3	\$56,171
Traffic Management	44	33	75%	10.0	\$62,086
PM Reduction Strategies	18	18	100%	7.6	\$140,746
Alternative Fuels/Electric Vehicles	132	102	77%	6.3	\$221,122
Public Transportation (Transit & Rail)	18	16	89%	1.2	\$466,751
Bicycles	18	13	72%	0.3	\$1,421,507
Miscellaneous Projects	28	1	4%	0.2	\$30,762
Land Use	9	2	22%	0.1	\$130,399
Public Education	16	0	0%	0.0	0.0
<b>Totals:</b>	<b>344</b>	<b>242</b>	<b>70%</b>	<b>101.0</b>	<b>\$82,920</b>

\* Pollutants: NOx, PM10, ROG and CO/7. Totals may vary slightly due to rounding. AB 2766 cost-effectiveness methodology differs from Moyer and rule development methodologies

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## Emission Reductions

County	Emission Reduced (Tons/Year)			
	ROG	NOx	PM 10	CO/7
Los Angeles	10	18	7	16
Orange	4	6	2	7
Riverside	5	5	4	8
San Bernardino	2	2	1	3
<b>Totals</b>	<b>21</b>	<b>31</b>	<b>14</b>	<b>34</b>



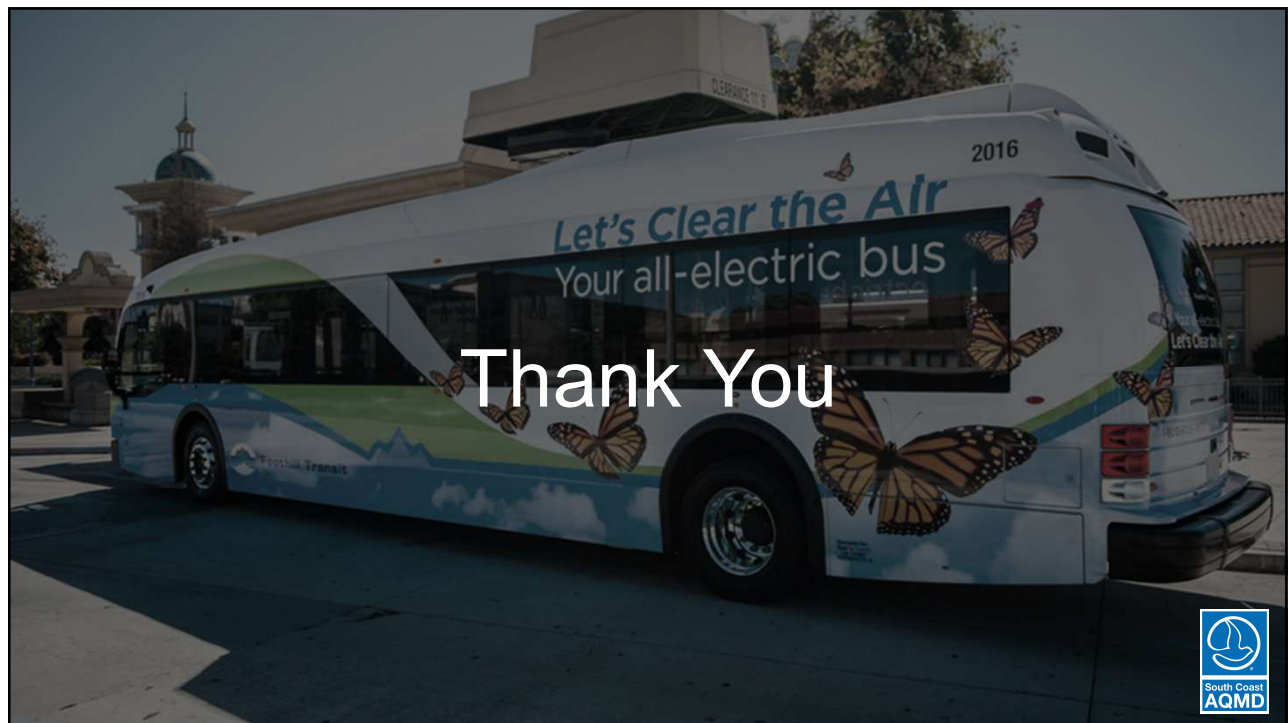
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# Going Forward

- Submit FY 2022-23 Annual Report to CARB
- Continue to advise local governments on project eligibility, including:
  - Vehicle purchases
  - EV Charging Infrastructure
  - Telecommuting



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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

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**Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for  
Fiscal Year 2022 – 2023**

**October 18, 2024**

**Executive Officer**

Wayne Nastri

**Deputy Executive Officer**

**Planning, Rule Development & Area Sources**

Sarah Rees, Ph.D.

**Assistant Deputy Executive Officer**

**Planning, Rule Development, and Area Sources**

Ian MacMillan

**Planning and Rules Manager**

Vicki White

**Program Supervisor**

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### **Other Information Available on South Coast AQMD's Website or Upon Request:**

AB 2766 Subvention Fund Program Resource Guide

CARB Criteria and Guidelines for the Use of Motor Vehicle Registration Fees

AB 2766 Funds Report from Motor Vehicle Registration Fees - Previous Years Annual Reports

Please visit: <http://www.aqmd.gov/home/programs/local-government>



## **EXECUTIVE SUMMARY**

During Fiscal Year 2022-23, 162 local governments in the South Coast Air Quality Management District (South Coast AQMD) were eligible to receive AB 2766 Subvention Funds. These jurisdictions were subvented \$22.5 million to implement projects that reduce mobile source emissions. From their AB 2766 fund balances, local governments spent \$23.9 million in this fiscal year. The two highest spending categories were Transportation Demand Management and Alternative Fuels/Electric Vehicles, which claimed a combined total of 64% of the \$23.9 million program expenditures. The two project categories yielding the highest portion of emission reductions for this fiscal reporting cycle were Transportation Demand Management and Traffic Management with 85% of the quantified emission reductions. In total, local governments implemented 344 projects of which 242 reported quantified emission reductions.

### **I. BACKGROUND**

On-road motor vehicles, including cars, trucks and buses, represent one of the major sources of air pollution in the South Coast AQMD jurisdiction. Vehicle emissions from exhaust contribute to unhealthy levels of ozone, particulate matter, and toxic air contaminants. To protect public health, Assembly Bill 2766 was signed into law in September 1990. Section 44223 of the Health & Safety (H&S) Code authorized a \$2 motor vehicle registration fee surcharge, effective April 1991, to fund the implementation of programs designed to reduce air pollution from motor vehicles and to implement the California Clean Air Act of 1988. H&S Code Section 44225 authorized a subsequent increase in this fee to \$4, effective April 1992. In 2004, an additional \$2 surcharge was added pursuant to H&S Code Section 44229 to provide a long-term source of funding for expansion of the Carl Moyer Memorial Air Quality Standards Attainment Program and to incentivize early introduction of clean air technology such as cleaner diesel engines; a Lower-Emission School Bus Program; and accelerated vehicle repair and retirement programs.

AB 2766 requires that the first \$4 of these fees be subvented to South Coast AQMD for the purpose of funding three programs with a prescribed allocation as follows:

- 40% to the Local Government Subvention Fund Program (AB 2766 Program). These funds are distributed on a quarterly basis to cities and counties in the South Coast AQMD based upon their prorated share of population to implement projects that reduce emissions from mobile sources.
- 30% to the South Coast AQMD Program Fund. This fund provides for agency planning, monitoring, research and other activities that reduce mobile source emissions.
- 30% to the Discretionary Fund Program. This fund is administered by the Mobile Source Air Pollution Reduction Review Committee (MSRC), which awards money to project proponents that also reduce motor vehicle emissions.

AB 2766 funded projects have many additional benefits including increasing transportation alternatives, relieving traffic congestion, conserving energy resources and reducing greenhouse gas emissions.

In December 2022, the South Coast AQMD adopted the 2022 Air Quality Management Plan (AQMP) as the blueprint for attainment of the federal ozone air quality standard in the South Coast AQMD jurisdiction area by 2037. The 2022 AQMP brought renewed focus to the role that mobile source

emissions play in attainment of this standard and includes control measures that will require a widespread transition to zero emission vehicles and equipment for nearly all emission sources. Future mobile source control measures are identified in the 2022 AQMP as well as planning opportunities available for South Coast AQMD cities and counties to align transportation policy, infrastructure planning, and emission control goals.

The California Air Resources Board (CARB) is also taking many actions to reduce tailpipe emissions, including adopting the Innovative Clean Transit Regulation in December 2018; the Advanced Clean Cars II regulations in August 2022; and the Advanced Clean Fleets regulation in April 2023, among others. These regulations include zero emission vehicle requirements and will substantially reduce mobile source pollution across the state. The AB 2766 subvention funds can be useful for local governments to meet these requirements and air quality goals. The local governments spend approximately 90% of their allocated funds each year.

The South Coast AQMD's AB 2766 staff actively works with local governments to align their planning efforts with policy objectives of the AB 2766 Program and the AQMP blueprint designed to achieve the state and federal air quality standards.

## **II. REPORTING**

This Annual Report solely addresses the AB 2766 funds subvented to local governments by accounting for financial expenditures, emissions reduced, and the cost-effectiveness of projects implemented through the AB 2766 Program during FY 2022-23.

AB 2766 fees are collected by the DMV and subvented to the South Coast AQMD on a monthly basis. The South Coast AQMD Finance Division disburses the AB 2766 revenues to local governments quarterly. During FY 2022-23, 162 local governments were eligible to receive AB 2766 Program funds (see Attachment A). Pursuant to H&S Code Section 44243(b)(1), newly incorporated cities may receive subvention funds, provided they adopt and transmit to the South Coast AQMD the required ordinance within 90 days of official incorporation.

The city or county government receiving AB 2766 Program funds is required to deposit them into an air quality improvement trust fund for expenditures to reduce air pollution from motor vehicles, pursuant to H&S Code Section 44243(b)(1)(c). AB 2766 Program fund recipients complete and submit an annual report to the South Coast AQMD identifying the revenues received, project expenditures, emissions reduced, and cost-effectiveness of each project implemented during the preceding fiscal year.

South Coast AQMD staff provides technical assistance and project eligibility guidance to the recipients of the AB 2766 Program funds according to the AB 2766 criteria and guidelines established by the CARB. Staff receives, reviews, and evaluates the AB 2766 reports submitted by the participating local governments and consolidates the results into this Annual Report. In addition, H&S Code Section 44244.1 sets forth auditing requirements that are conducted every two years. The audit is conducted by an independent auditor who evaluates whether local governments adhered to program guidelines. Audit

determinations confirming that local government recipients have expended revenues contrary to statute will have the opportunity to refund the program or shall upon required public hearing(s), result in the inappropriate expense amount withheld from future revenue distribution and then redistributed among the remaining local governments. A local government can also request to have future funds withheld without going through a public hearing process. Local governments are encouraged to pre-designate funds for specific projects that may be implemented in the future.

AB 2766 financial and project reporting from local governments occurs cyclically following notification from South Coast AQMD that the program tools are available. As the implementing agency, South Coast AQMD coordinates the update of program resources with CARB to facilitate local government report submittals.

CARB and South Coast AQMD have a Memorandum of Understanding dated July 31, 2019 that enables South Coast AQMD to directly manage the reporting process and submit the relevant data to CARB in a timely fashion. South Coast AQMD's AB 2766 Annual Report is shared with CARB upon completion.

### **III. PROGRAM GUIDANCE**

#### **Purpose**

As directed by the Governing Board in 1998, the South Coast AQMD's AB 2766 staff serves as a resource to local governments by providing guidance in project identification, development, quantification, and reporting. Special emphasis is placed on the selection of cost-effective, quantifiable mobile source emission reduction projects that meet the needs of the local government and that advance the objectives of the AQMP.

An AB 2766 Subvention Fund Program Resource Guide (hereafter, the Resource Guide), developed by the South Coast AQMD, is available to provide assistance in identifying projects that are eligible for AB 2766 funding. The Resource Guide outlines project eligibility requirements, provides program updates, policies, and guidelines to assist local governments that receive AB 2766 Program funds. Project descriptions and examples provided in the Resource Guide are consistent with CARB's Criteria and Guidelines for the Use of Motor Vehicle Registration Fees, which focuses on strategies that directly reduce mobile source emissions.

The Resource Guide was updated in July 2023 to improve clarity, address the availability of cleaner technologies for Light-Duty, Medium-Duty and Heavy-Duty Vehicles (LDVs), and support the direction of CARB's EV goals and requirements. For example, eligible LDVs must be plug-in hybrid electric vehicles or zero emission vehicles starting on July 1, 2024 to be eligible for AB 2766 funding. The AB 2766 Resource Guide can be found at: <http://www.aqmd.gov/docs/default-source/transportation/ab2766-motor-vehicle-subvention-fund-program/ab2766-resource-guide.pdf>.

## **Activities**

South Coast AQMD staff reviews the AB 2766 Program data and collaborates with CARB staff on ways to improve the process for local governments to report their AB 2766-funded project results. South Coast AQMD staff conducts technical training sessions for local government and Councils of Government (COG) representatives to provide an overview of program updates, guidelines, policies, and responds to inquiries related to local projects/programs.

Staff conducted sixteen (16) AB 2766 technical training sessions and held open office hours during January/February 2024, at which 191 representatives participated on behalf of 129 of the 162 local government subvention fund recipients. Training included an overview of the program's authorizing legislation; prior year project reporting; emission reductions and financial summaries; and a detailed review of program guidelines developed by CARB and South Coast AQMD. Expenditure limitations, preferred projects that provide quantifiable, cost-effective emission reductions, common reporting errors, and administrative tips were of key focus during the trainings. Requirements related to the financial administration of AB 2766 dollars were reviewed in detail, with emphasis on fund accounting and auditing guidelines.

During the training sessions, staff guided attendees through project categories and instructed local government representatives on how to identify and calculate emission reductions and cost effectiveness. Training also included detailed instructions on the new South Coast AQMD AB 2766 reporting software which was developed for local governments to submit their subvention fund reports to the South Coast AQMD. During the previous program cycle, local governments were introduced to the new reporting tool called the AB2766 Report Portal, which greatly simplified the uploading process of AB 2766 Annual Report information. The AB 2766 Report Portal allows local governments to easily input data and monitor the status of South Coast AQMD's review. Use of this web-based application is now in its second program cycle and has fostered enhanced AB 2766 Program efficiency, time savings, as well as record retention and accessibility for South Coast AQMD staff and participating local governments.

On an on-going basis, South Coast AQMD staff assists local governments with project/program selection, emission reduction calculations and guidance on use of the Portal system for future project planning. South Coast AQMD staff has received and evaluated the FY 2022-23 Annual Reports submitted by the 162 participating local governments. The results are summarized in the Program Data section of this report.

## **Local Government Coordination**

Local governments may contribute a portion of their AB 2766 Program funds to their respective COGs to pool resources for implementation of eligible projects. In expending these funds, COGs must adhere to the same project eligibility requirements and guidelines as local government recipients when implementing air quality projects funded by the AB 2766 Program. For monitoring purposes, COGs are asked to provide summary reports to their member cities as well as to the South Coast AQMD, including descriptions of AB 2766 projects along with funding amounts. COG summary reports should align with

local government member reporting to South Coast AQMD. Table 1 provides a summary of the projects and programs implemented by COGs using AB 2766 Program funds received from their member cities.

**Table 1**  
**Summary of COG Activities**

COG Name	Expenditure Amount*	Project Description**
Coachella Valley	\$418,548	Regional PM Street Sweeping Program using alternative fuel equipment to sweep approximately 23,178 curb miles to remove roadway dust.
Western Riverside	\$105,001	Clean Cities Coalition activities/outreach promoting emission reductions from motor vehicles through alternative fuel and advanced technology vehicles; AQMP Outreach and Western Riverside County Active Transportation Plan development.
Gateway Cities	\$30,275	Development of the Air Quality/Active Transportation elements of the Gateway Cities Strategic Transportation Plan (STP).

\*Expenditure amounts as reported by COG member cities.

\*\*Project descriptions provided by COG to the COG member cities.

## IV. PROGRAM DATA

### Project Categories

The Resource Guide summarizes CARB’s guidance for the use of the AB 2766 funds and identifies appropriate strategies that, through careful planning and design, will cost effectively and efficiently reduce emissions from mobile sources. The following list identifies eleven AB 2766 Project Categories and provides examples of projects that meet the criteria and guidelines established by CARB:

#### 1. Alternative Fuels/Electric Vehicles<sup>1</sup>

- Purchasing/leasing alternative fuel vehicles (automobiles, vans, shuttles or buses) powered by compressed natural gas, propane, non-diesel hybrids that meet specific CARB certification standards, as well as zero emission fuel cell and battery electric vehicles.
- Projects that assist local governments with fleet conversions or repowering from conventional gas to an alternative fuel engine meeting CARB certification standards.

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<sup>1</sup>AB 2766 funding can be used to assist local governments in their compliance with regulations such as CARB’s Advanced Clean Cars II and Advanced Clean Fleets regulation, as well as South Coast AQMD mobile source fleet rules (e.g., Rule 1191) and Rule 2202.

- Installation of alternative fuel (including hydrogen) and electric charging infrastructure that supports the use of near-zero and/or zero emission vehicles; and, purchasing alternative fuel or electricity for up to three years after vehicle purchase.

## **2. Vehicle Emissions Abatement**

- Purchasing/leasing the cleanest available diesel engines when alternative fuel engines or zero emission technologies are not available and/or repowering of heavy-duty engines with the cleanest available engines.
- Installation of particulate trap retrofits for engines and/or retirement and replacement of dirty off-road engines with newer, cleaner engines.
- Participation in a certified Vehicle Scrapping Program.
- Purchasing/leasing of electric ride-on commercial lawn mowers.

## **3. Land Use**

- Planning, designing, and constructing/installing facilities that discourage and decrease the use of automobiles.
- Providing adequate or expanding existing pedestrian facilities that make it easier for people to walk, bicycle, or use public transit.
- Developing Air Quality Action Plans, Strategic Transportation Plans or an Air Quality Element of a General Plan.
- Funding CEQA related studies that will identify surplus mobile source mitigation measures or project alternatives resulting in reduced emissions or VMT as required by SB 743. However, funding is not to be used to replace funds otherwise available to perform CEQA related activities.

## **4. Public Transportation**

- Introducing, marketing or implementing new or extended transit services or rail feeder operations, and the operations thereof up to 3 years.
- Constructing, installing or enhancing public transportation facilities designed to provide new or extended services or to increase passenger safety.
- Installing equipment that contains public transit information and fare subsidies.
- Providing transit fare discounts and subsidies.

## **5. Traffic Management and Signal Coordination**

- Implementing projects/programs that monitor and control travel conditions.
- Installing corridor signal synchronization systems; design and installation of pedestrian islands, turning lanes, pedestrian traffic controls and/or changeable message signs that reduce idling and improve traffic flow, and/or mobilization of freeway tow truck services.

## **6. Transportation Demand Management (TDM)**

- Implementing projects that reduce the demand for automobile use by encouraging behavioral changes regarding travel modes, i.e., encourage carpooling, vanpooling, biking, walking, use of public transit, telecommuting, or implementation of compressed work week schedules.
- Designing, developing, and implementing programs that focus on reducing trips to special event centers or other attractions.
- Creation and enhancement of Park and Ride facilities.

## **7. Market Based Strategies**

- Developing and implementing incentives and disincentives that encourage behavioral changes resulting in emission reductions such as introduction of user fees or congestion charges to encourage behavioral changes for consumers to use less congesting or less polluting forms of transportation and/or implementation of parking strategies.

## **8. Bicycles**

- Implementing projects that encourage the use of bicycles by employees and residents; bike share and/or purchasing programs, bike loan programs (electric bikes and standard) for police officers, community members, and the general public.
- Designing, developing and/or installing bike lanes, paths and bikeways or establishing new bicycle corridors physically separated from motor vehicle traffic; making bicycle facility enhancements/improvements by installing bicycle lockers, bike signals or bus bike racks.

## **9. PM Reduction Strategies**

- Implementing measures that reduce or prevent deposits of dust and other materials from build-up on roadway surfaces such as paving of dirt roads and shoulders; purchasing/leasing South Coast AQMD Rule 1186.1 compliant street sweepers.

## **10. Public Education**

- Long-term/short-term, routine, regularly scheduled, intermittent or frequent information brochures, videos, printed materials that provide a focused message which targets behavioral changes resulting in mobile source emission reductions and reduced reliance on motor vehicles.
- Marketing of demonstration or pilot projects, coordinating promotional events or programs to educate schools or the public about transportation alternatives, and the relationship between motor vehicles and air pollution.

## **11. Miscellaneous Projects**

- Designing, developing and/or implementing projects or programs that reduce mobile source emissions, but are not specifically listed or identified in the AB 2766 Resource Guide. Projects that result in emission reductions, but use a manual or alternative

CARB-approved methodology to calculate emission reductions. Specific details on the type of project being implemented, cost-effectiveness and emission reductions achieved as well as data/explanation on the CARB-approved methodology used in the calculations/analysis must be provided and deemed acceptable.

**NOTE:** *Research and Development (R&D) projects are allowable AB 2766 expenditures. However, the expenditure(s) must not exceed 10% of the AB 2766 funds received for the reporting cycle. Total funds used for Public Education and CEQA related studies, and R&D funds, must not exceed the 10% expenditure threshold.*

## **Project Funding & Quantification**

A financial summary of funds spent by local governments in the South Coast AQMD region during FY 2022-23 is provided in Table 2, and the financial summary for the last five reporting cycles is shown in Table 3. Local governments can carry over fund balances indefinitely, which allows them the flexibility to accumulate funding for future projects or to secure additional co-funding. In FY 2022-23, local governments spent more subvention funds on mobile source emission reduction projects (\$23.9 million) than the amount received (\$22.5 million), and project spending increased compared to the last reporting cycle (\$17.0 million) as shown in Table 3. The local governments are continuing to pre-designate a larger amount of funds than in previous years which indicates an increased interest in future programs and technology investments.

Tables 2 and 3 show that of the \$66.6 million ending balance reported by local governments in FY 2022-23, approximately \$56.8 million, or 85%, of the ending balance was pre-designated for future projects. This is consistent with the amounts pre-designated in FY 2021-22 (85%). Although there is more than \$66 million in unspent AB 2766 funds available to local governments, a large percentage of these funds have been pre-designated by the local governments for future projects. Local governments are expected to face increased costs for vehicles and equipment and supporting charging/fueling infrastructure in future years as new statewide requirements for zero emission vehicles are implemented.

Table 3 shows that as reported by local governments, the motor vehicle funds that were subvented increased from \$21.1 million in FY 2021-22 to \$22.5 million in this reporting cycle. Local governments spent a higher percentage (106% or \$23.9 million) of the funds on AB 2766 projects compared to the prior reporting cycle (80% or \$17.0 million). With guidance from South Coast AQMD's AB 2766 staff, local governments are continuing to plan and implement clean transportation programs that advance our regional air quality goals.



**Table 2**  
**Motor Vehicle (MV) Funds Financial Summary**  
**(As Reported by Local Governments)**

<b>County</b>	<b>Beginning Balance</b>	<b>MV Fees Received</b>	<b>Project Spending</b>	<b>Ending Balance<sup>2</sup></b>	<b>Pre-designated Funds</b>	<b>Funds Remaining</b>
<b>Los Angeles</b>	\$32,500,655	\$12,559,779	\$12,437,107	\$33,018,914	\$28,828,084	\$4,190,830
<b>Orange</b>	\$16,989,755	\$4,380,024	\$6,122,472	\$15,416,824	\$11,776,541	\$3,640,283
<b>Riverside</b>	\$10,707,080	\$3,289,446	\$3,054,452	\$11,065,620	\$9,654,679	\$1,410,941
<b>San Bernardino</b>	\$7,081,546	\$2,287,594	\$2,296,551	\$7,146,442	\$6,530,116	\$616,326
<b>Totals*</b>	<b>\$67,279,035</b>	<b>\$22,516,842</b>	<b>\$23,910,582</b>	<b>\$66,647,800</b>	<b>\$56,789,420</b>	<b>\$9,858,380</b>

\*Totals may vary due to rounding.

**Table 3**  
**History of Motor Vehicle Funds Financial Summary**

<b>Fiscal Year</b>	<b>Beginning Balance</b>	<b>MV Fees Received</b>	<b>Project Spending</b>	<b>Ending Balance</b>	<b>Pre-designated Funds</b>	<b>Funds Remaining</b>
2018-19	\$60,119,563	\$22,129,237	\$18,961,319	\$64,393,453	\$56,504,964	\$7,888,489
2019-20	\$62,742,224	\$21,505,465	\$24,471,364	\$60,898,314	\$54,451,852	\$6,446,462
2020-21	\$60,159,059	\$22,895,514	\$19,080,855	\$64,143,099	\$54,593,825	\$9,549,274
2021-22	\$64,052,895	\$21,149,454	\$16,983,589	\$67,756,135	\$57,443,415	\$10,312,720
<b>2022-23</b>	<b>\$67,279,035</b>	<b>\$22,516,842</b>	<b>\$23,910,582</b>	<b>\$66,647,800</b>	<b>\$56,789,420</b>	<b>\$9,858,380</b>

Table 4 identifies, by county, the number of projects funded by local governments, as well as the number and percentages of projects with quantified emission reductions achieved during FY 2022-23. Los Angeles County, with the majority of the cities in the South Coast AQMD, funded the largest number of AB 2766 projects in the program (176). Orange County had the second highest number of projects funded (70), followed by Riverside County (57) and San Bernardino (41). For this reporting cycle, Los Angeles County has yielded the highest percentage (74%) of funds for projects with quantifiable emission reductions.

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<sup>2</sup> The Ending Balance represents the Beginning Balance and MV Fees Received, minus Project Spending. Interest Eamed and Administrative Costs are incorporated. Interest Eamed and Administrative Costs are fully detailed in Appendix B.

**Table 4**  
**Local Government Project Reporting and Emission Reduction Quantification**

<b>County</b>	<b>Number of Local Governments Reporting</b>	<b>Number of Projects Funded</b>	<b>Number of Projects with Emission Reductions Quantified</b>	<b>Percent of Projects with Emission Reductions Quantified</b>
<b>Los Angeles</b>	82	176	131	74%
<b>Orange</b>	35	70	44	63%
<b>Riverside</b>	28	57	38	67%
<b>San Bernardino</b>	17	41	29	71%
<b>Totals</b>	<b>162</b>	<b>344</b>	<b>242</b>	<b>70%</b>

Table 5 shows the number of projects with emission reductions quantified over the last five reporting cycles. The FY 2022-23 report shows 242 projects with emission reductions quantified, which is an increase from the 196 projects quantified in FY 2021-22. The percentage of quantifiable projects is higher this year (70%), particularly by expenditures (75%). This is due primarily to an increase in vehicle purchases and traffic signalization projects.

Every year, CARB updates and provides the South Coast AQMD with emission reduction calculation methodologies, along with the corresponding emission factors for most of the transportation projects funded through this program. The annual emission reductions, as well as the cost-effectiveness of the projects, are calculated based on those emission factors and local government reporting of project spending. Emission reductions from several types of projects are difficult to quantify or cannot be quantified, such as electric vehicle charging stations, public education, and research and development, therefore CARB has not adopted methodologies for those projects.

**Table 5**  
**Project Quantification History**

<b>Fiscal Year</b>	<b>Number of Projects</b>	<b>Projects with Emission Reductions Quantified</b>	<b>Percent of Projects Quantified</b>	<b>Percent of Expenditures Quantified</b>
2018-19	368	259	71%	78%
2019-20	371	237	64%	62%
2020-21	313	214	68%	73%
2021-22	315	196	62%	59%
<b>2022-23</b>	<b>344</b>	<b>242</b>	<b>70%</b>	<b>75%</b>

Table 6 shows the FY 2022-23 expenditures made in nine of the eleven AB 2766 project categories. Since there were no projects reported in the Market Based Strategies or Vehicle Emissions Abatement categories, these project categories are not listed in Table 6. There have been no projects in the Market Based Strategies category since FY 2006-07. Table 6 displays expenditures by category, sorted from the highest to the least in local government spending. The two highest spending categories are the

Alternative Fuels/Electric Vehicles and the Transportation Demand Management categories, which together represents 64% or \$15.3million of the \$23.9 million program expenditures. A significant amount of these funds was spent on purchasing or leasing of alternative fuel/electric vehicles, installation of alt-fuel/electric vehicle infrastructure, and implementation of employer-based trip reduction programs.

**Table 6**  
**Expenditures by Project Category**

<b>Project Category</b>	<b>Project Spending*</b>	<b>Percent of Spending*</b>	<b>No. of Projects</b>
Alternative Fuels/Electric Vehicles	\$10,666,245	45%	132
Transportation Demand Management	\$4,647,064	19%	61
Traffic Management	\$3,668,501	15%	44
Bicycles	\$1,434,490	6%	18
PM Reduction Strategies	\$1,036,107	4%	18
Land Use	\$843,535	4%	9
Public Education	\$617,166	3%	16
Public Transportation (Transit & Rail)	\$595,937	2%	18
Miscellaneous Projects	\$401,536	2%	28
<b>Totals</b>	<b>\$23,910,582</b>	<b>100%</b>	<b>344</b>

\* Totals may vary due to rounding.

## **Emission Reductions & Cost-Effectiveness**

Table 7 summarizes, by county, the number of projects funded, project spending, and the emission reductions achieved. Local governments in Los Angeles County reported the majority of project spending, \$12.4 million, and also achieved the majority of annual emission reductions, 52 tons. During FY 2022-23, a total of 101 tons of emissions were reduced in the South Coast AQMD local governments by projects funded with AB 2766 Program funds.

**Table 7**  
**Project Spending and Emissions Reduced**

County	No. of Projects Funded	Project Spending	Emissions Reduced <sup>3</sup> (Tons/Year)				
			ROG	NOx	PM2.5	CO/7	Totals*
Los Angeles	176	\$12,437,107	10	18	7	16	52
Orange	70	\$6,122,472	4	6	2	7	19
Riverside	57	\$3,054,452	5	5	4	8	22
San Bernardino	41	\$2,296,551	2	2	1	3	8
<b>Totals*</b>	<b>344</b>	<b>\$23,910,582</b>	<b>21</b>	<b>31</b>	<b>14</b>	<b>34</b>	<b>101</b>

\* Totals may vary due to rounding.

Table 8 provides emission reduction and cost-effectiveness information<sup>4</sup> for AB 2766 project categories. The table ranks project categories by emissions reduced; and displays the number of projects, number of projects with emission reduction quantified, and the percentage of projects quantified in each category. The last column in Table 8 identifies the total Air Funds cost-effectiveness (dollar per pound) of emissions reduced. The “Air Funds” consist of the AB 2766 Motor Vehicle Fees and, if applicable, funding from the state Carl Moyer Fund Program and the Mobile Source Air Pollution Reduction Review Committee (MSRC) funding pursuant to CARB’s methodology.

In this reporting cycle, the Transportation Demand Management project category represents 75% of all emissions reduced, including a total of 150,616 pounds per year. This is an increase in percentage for this category compared to FY 2021-22, which represented 71% of emission reductions (158,403 pounds). This category includes trip reduction subsidies for employees of reporting local governments that receive AB 2766 funds, including telecommuting and subsidies for residents who meet their city program requirements.

The Traffic Management category accounts for 10% of the emissions reduced, with a total of 20,096 pounds per year. This category includes traffic signal synchronization, signal installation, and software updates. The PM Reduction Strategies category comes in third in terms of emission reductions, representing 7.6% of emissions reduced with a total of 15,165 pounds per year, and includes street sweeping projects.

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<sup>3</sup> Emissions reduced account for total reductions (VOC, NOx, PM<sub>2.5</sub> and CO/7) from Air Fund expenditures. Air Funds consist of the Motor Vehicle Fees and funding from both the state Carl Moyer Program and the AB 2766 Discretionary Fund. See Attachment B: Average Cost-Effectiveness by Project.

<sup>4</sup> Cost Effectiveness for AB 2766 projects are calculated by first amortizing the Air Funds (AB 2766, MSRC, and Moyer funding) then dividing by the total emission reduction of ROG, NOx, PM2.5, and CO/7. Emission factors tables were provided by CARB in November 2020 and draw from EMFAC2017. This method differs from how the Moyer program assess cost effectiveness, and can be found in the “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” handbook published by CARB in May 2005: [https://ww2.arb.ca.gov/sites/default/files/2020-06/Congestion\\_Mitigation\\_Air%20Quality\\_Improvement\\_Program\\_cost-effectiveness\\_methods\\_may2005.pdf](https://ww2.arb.ca.gov/sites/default/files/2020-06/Congestion_Mitigation_Air%20Quality_Improvement_Program_cost-effectiveness_methods_may2005.pdf)

The cost-effectiveness of all project categories, as shown in Table 8, range from \$15.4 - \$710.7 per pound of emissions reduced. The overall total average cost-effectiveness was computed as \$41.5 per pound of emissions reduced. AB 2766 staff are continuing to provide technical support and program outreach, helping local governments to implement cost-effective and quantifiable emission reduction projects that meet immediate agency needs, while working toward achievement of longer-term AQMP objectives. Local governments are also encouraged to seek and create opportunities to coordinate with neighboring cities, jurisdictions, and COGs to implement projects that will result in shared, mutual emission reduction benefits, while potentially pooling costs and resources. Pre-designation of funds for future project implementation is helping Program Administrators better understand the importance of long-term project planning.

**Table 8**  
**Emissions Reduced and Cost-Effectiveness by Project Category**

<b>Project Category</b>	<b>Number of Projects</b>	<b>Number of Projects Quantified</b>	<b>Percent of Projects Quantified</b>	<b>Emissions Reduced<sup>5</sup> (lbs./yr.)</b>	<b>Emissions Reduced<sup>6</sup> (tons/yr.)</b>	<b>Air Fund Cost-Effectiveness<sup>7</sup> (\$/lbs.)</b>
Transportation Demand Management	61	57	93%	150,616	75.3	\$28.08
Traffic Management	44	33	75%	20,096	10.0	\$31.04
PM Reduction Strategies	18	18	100%	15,165	7.6	\$70.43
Alternative Fuels/Electric Vehicles	132	102	77%	12,530	6.3	\$110.47
Public Transportation (Transit & Rail)	18	16	89%	2,430	1.2	\$233.38
Bicycles	18	13	72%	688	0.3	\$710.75
Miscellaneous Projects	28	1	4%	371	0.2	\$15.38
Land Use	9	2	22%	75	0.04	\$68.83
Public Education	16	0	0%	-	-	-
<b>Totals*</b>	<b>344</b>	<b>242</b>	<b>70%</b>	<b>201,971</b>	<b>101.0</b>	<b>\$41.46</b>

\*Totals may vary due to rounding.

The history of the AB 2766 Program’s emission reductions and cost-effectiveness is shown in Table 9. The average cost-effectiveness figure is determined by dividing the Amortized Air Fund dollar amount, which is associated with quantified projects, by the total amount of emission reductions. Emissions calculations are based on the 2022 Emission Factor (EMFAC) modeling tool provided by CARB.

Table 9 shows the history of the AB 2766 Program with regard to emissions reduced and cost-effectiveness after adjusting for inflation.

<sup>5</sup> Emissions reduced account for total reductions (VOC, NOx, PM<sub>2.5</sub> and CO/7) from the state Carl Moyer Program and the AB 2766 Discretionary Fund. See Attachment B: Average Cost-Effectiveness by Project.

<sup>6</sup> Emissions reduced (tons/year) is determined by dividing by 2,000 lbs. Totals may vary slightly due to rounding.

<sup>7</sup> Cost-effectiveness is determined by multiplying default capital recovery factors (amortization by project life and discount rate) by total funds, then dividing those annualized funds by annual emission reductions. See Attachment B: Average Cost-Effectiveness by Project.

**Table 9**  
**History of Emissions Reduced and Cost-Effectiveness**

<b>Fiscal Year</b>	<b>Emissions Reduced* (lbs./yr.)</b>	<b>Emissions Reduced* (tons/yr.)</b>	<b>Cost-Effectiveness** (\$/lb.)</b>	<b>Cost-Effectiveness** (\$/ton)</b>
2018-19	282,377	141	\$33.33	\$66,651
2019-20	263,654	132	\$41.24	\$82,487
2020-21	277,285	139	\$34.49	\$68,972
2021-22	223,023	112	\$32.04	\$64,080
<b>2022-23</b>	<b>201,971</b>	<b>101</b>	<b>\$41.46</b>	<b>\$82,911</b>

\*Emission reductions determined by the EMFAC emissions model in effect for the year specified.

\*\*In 2022 dollars.

Table 10 shows the project subcategories with Motor Vehicles Fee expenditures greater than \$500,000. There are 10 of the 43 subcategories that collectively represent \$20.6 million of the \$23.9 million in project spending for FY 2022-23. Alternative Fuel Vehicle Purchases/Leases, a subcategory of Alternative Fuel Vehicles, had the largest expenditures with \$5.6 million in project spending. Employer-Based Trip Reduction is next at \$3.8 million, followed by Traffic Flow or Signalization at \$2.9 million. \$2.2 million was spent on Electric Vehicle Lease/Purchases, a large increase compared to the \$455,746 spent in the prior fiscal year. Electric Vehicle Infrastructure was also higher at \$1.35 million compared to \$1.1 million in the prior fiscal year. Jurisdictions are preparing for the rapid spread of electric vehicle technologies by building public charging stations at their city halls, public facilities, and shopping centers, as well as dedicated charging stations for their public works fleet.

**Table 10**  
**Project Subcategories with More Than \$500,000 in Expenditures**

<b>Category</b>	<b>Subcategory</b>	<b>Expenditure</b>	<b>No. of Projects</b>
Alternative Fuels/Electric Vehicles	Alternative Fuel Vehicle Purchases/Leases	\$5,572,642	68
Transportation Demand Management	Employer-Based Trip Reduction	\$3,844,462	48
Traffic Management	Traffic Flow or Signalization	\$2,869,958	33
Alternative Fuels/Electric Vehicles	Electric Vehicle Purchases/Leases	\$2,231,588	32
Alternative Fuels/Electric Vehicles	Alternative Fuel Infrastructure	\$1,504,823	3
Alternative Fuels/Electric Vehicles	Electric Vehicle Infrastructure	\$1,350,034	26
PM Reduction Strategies	Road Dust Control	\$1,036,107	18
Bicycles	Bicycle Lanes, Trails, and Bridges	\$905,909	8
Land Use	Plan Elements	\$751,813	5
Public Education	Short Term Public Education	\$580,424	10
<b>Totals*</b>		<b>\$20,647,761</b>	<b>251</b>

\*Totals may vary due to rounding.

## **V. PROGRAM OUTREACH**

The following information summarizes future program outreach goals to be accomplished by South Coast AQMD staff:

### **Local Government Leadership**

- Continue to provide written and electronic notification of fund balances and fund match/leverage opportunities to local government officials and staff.
- Encourage local government policy makers to provide leadership and establish partnerships in the program decision-making process.
- Work directly with cities to implement quantifiable, cost-effective mobile source emission reduction projects. Staff will meet with and maintain an open, ongoing dialogue with city mayors, city managers, and other local government staff, and will support their efforts to educate their elected officials on the value of the AB 2766 Program.
- Collaborate with South Coast AQMD's Legislative, Public Affairs & Media (LPAM) Office and the Mobile Source Air Pollution Reduction Review Committee staff to coordinate outreach activities, align project and policy goals, and maximize fund matching and leveraging opportunities for local governments.
- Lead and contribute to efforts and policy development that will continue to encourage telework practices and remote meeting attendance that have evolved from the COVID-19 pandemic.

### **Local Government Staff**

- Develop new resources or enhance existing program tools that will assist local governments with identifying, monitoring, and reporting eligible AB 2766 projects and programs, such as:
  - 1) Implementing and continuing to develop the web-based reporting process for local government annual report submissions;
  - 2) Updating the Resource Guide to better align with the AQMP and CARB direction;
  - 3) Enhancing Marketing Materials.
- Encourage fund leveraging and pre-designation of funds for future quantifiable project implementation.
- Act as an intermediary between District and city staffs, COG representatives and local government leadership to streamline project and policy development.
- Maintain an outreach presence through meetings with local governments' AB 2766 administrators as a means to:
  - 1) Provide technical guidance on program changes and legal constraints of AB 2766 spending;
  - 2) Provide technical hands-on assistance with calculating, tracking and reporting on projects that will yield quantifiable emission reductions;

- 3) Provide a list of eligible, preferred projects, as well as encourage pre-designating funds for future projects;
  - 4) Provide training on the automated reporting and submittal processes.
- Encourage all AB 2766 administrators to virtually attend the annual AB 2766 training sessions to learn about AB 2766 software submittal procedures, as well as updates, changes and/or modifications to the AB 2766 Program.

### **Councils of Government**

- Coordinate with COG staff to ensure accurate program reporting on project activities funded with AB 2766 funds received from their member cities and counties. Emphasis will continue to be placed on the importance of ensuring that projects funded by COGs adhere to the AB 2766 guidelines and criteria established by CARB.
- Respond to feedback from local governments and their respective COGs on various AB 2766 Program matters, including the annual reporting process, and the use of subvention funds allocated towards COG sponsored projects.
- Host specialized training sessions for COG staff and member governments on project coordination and annual reporting requirements.

### **CARB Collaboration**

- Create and manage the reporting process for South Coast Air District fund recipients with oversight from CARB as outlined in the July 31, 2019 Memorandum of Understanding for the collection of fund expenditures, project implementation, emission reductions, cost effectiveness, and other relevant data.
- Continue to collaborate with CARB to effectively communicate program and financial reports and receive updated emission factors and program direction.
- Continue to collaborate with CARB to align the program with statewide and local emission reduction goals.



**ATTACHMENT A**  
**Participating Local Governments (FY 2022-23)**

## Eligible Local Governments (FY 2022-23)

Los Angeles County	Los Angeles County (cont'd)	Orange County	Riverside County	San Bernardino County
Agoura Hills	Lawndale	Aliso Viejo	Banning	Big Bear Lake
Alhambra	Lomita	Anaheim	Beaumont	Chino
Arcadia	Long Beach	Brea	Calimesa	Chino Hills
Artesia	Los Angeles City	Buena Park	Canyon Lake	Colton
Azusa	Los Angeles County	Costa Mesa	Cathedral City	Fontana
Baldwin Park	Lynwood	Cypress	Coachella	Grand Terrace
Bell	Malibu	Dana Point	Corona	Highland
Bell Gardens	Manhattan Beach	Fountain Valley	Desert Hot Springs	Loma Linda
Bellflower	Maywood	Fullerton	Eastvale	Montclair
Beverly Hills	Monrovia	Garden Grove	Hemet	Ontario
Burbank	Montebello	Huntington Beach	Indian Wells	Rancho Cucamonga
Calabasas	Monterey Park	Irvine	Indio	Redlands
Carson	Norwalk	La Habra	Jurupa Valley	Rialto
Cerritos	Palos Verdes Estates	La Palma	La Quinta	San Bernardino (City)
Claremont	Paramount	Laguna Beach	Lake Elsinore	San Bernardino County
Commerce	Pasadena	Laguna Hills	Menifee	Upland
Compton	Pico Rivera	Laguna Niguel	Moreno Valley	Yucaipa
Covina	Pomona	Laguna Woods	Murrieta	
Cudahy	Rancho Palos Verdes	Lake Forest	Norco	
Culver City	Redondo Beach	Los Alamitos	Palm Desert	
Diamond Bar	Rolling Hills Estates	Mission Viejo	Palm Springs	
Downey	Rosemead	Newport Beach	Perris	
Duarte	San Dimas	Orange (City)	Rancho Mirage	
El Monte	San Fernando	Orange County	Riverside (City)	
El Segundo	San Gabriel	Placentia	Riverside County	
Gardena	San Marino	Rancho Santa Margarita	San Jacinto	
Glendale	Santa Clarita	San Clemente	Temecula	
Glendora	Santa Fe Springs	San Juan Capistrano	Wildomar	
Hawaiian Gardens	Santa Monica	Santa Ana		
Hawthorne	Sierra Madre	Seal Beach		
Hermosa Beach	Signal Hill	Stanton		
Hidden Hills	South El Monte	Tustin		
Huntington Park	South Gate	Villa Park		
Inglewood	South Pasadena	Westminster		
Irwindale	Temple City	Yorba Linda		
La Canada Flintridge	Torrance			
La Habra Heights	Walnut			
La Mirada	West Covina			
La Puente	West Hollywood			
La Verne	Westlake Village			
Lakewood	Whittier			
<b>Total Eligible Governments = 162</b>	<b>Los Angeles = 82</b>	<b>Orange = 35</b>	<b>Riverside = 28</b>	<b>San Bernardino = 17</b>

**ATTACHMENT B**

**FY 2022-23 AB 2766 Subvention Fund Program Report**

## South Coast Local Government Financial Summary of Motor Vehicle Funds

### Fiscal Year 2022 - 2023

County and Local Government	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Funds Pre-Designated for Future Year
<i>Los Angeles</i>								
Agoura Hills	\$140,596	\$26,099	\$1,757	\$168,451	\$99,519	\$0	\$68,932	\$60,000
Alhambra	\$304,688	\$136,395	\$3,314	\$444,397	\$96,510	\$3,956	\$343,931	\$250,000
Arcadia	\$236,602	\$92,800	\$1,104	\$330,506	\$122,444	\$0	\$208,062	\$200,000
Artesia	\$277,360	\$21,419	\$0	\$298,779	\$0	\$0	\$298,779	\$21,419
Azusa	\$356,740	\$81,921	\$7,514	\$446,175	\$11,308	\$0	\$434,867	\$375,000
Baldwin Park	\$199,112	\$93,532	\$2,578	\$295,222	\$189,476	\$0	\$105,746	\$105,000
Bell	\$139,523	\$56,331	-\$3,862	\$191,992	\$0	\$1,238	\$190,755	\$50,000
Bell Gardens	\$0	\$46,658	\$0	\$46,658	\$5,156	\$0	\$41,502	\$34,100
Bellflower	\$344,968	\$102,118	\$12,522	\$459,608	\$138,144	\$0	\$321,464	\$321,464
Beverly Hills	\$280,338	\$53,576	\$4,420	\$338,334	\$25,532	\$0	\$312,802	\$312,802
Burbank	\$452,796	\$139,201	\$243	\$592,239	\$99,325	\$3,198	\$489,716	\$492,917
Calabasas	\$227,938	\$30,264	\$4,434	\$262,635	\$0	\$0	\$262,635	\$100,000
Carson	\$439,562	\$121,923	\$3,712	\$565,197	\$58,503	\$0	\$506,693	\$450,000
Cerritos	\$649,300	\$62,590	\$8,772	\$720,662	\$21,252	\$3,912	\$695,498	\$695,498
Claremont	\$366,164	\$36,573	\$8,155	\$410,892	\$2,059	\$0	\$408,833	\$350,000
Commerce	\$27,273	\$16,184	\$94	\$43,551	\$5,542	\$0	\$38,010	\$38,010
Compton	\$1,047,561	\$124,393	\$3,200	\$1,175,153	\$7,462	\$9,000	\$1,158,691	\$800,000
Covina	\$114,951	\$66,595	\$3,680	\$185,226	\$8,892	\$2,270	\$174,065	\$130,000
Cudahy	\$129,018	\$29,829	\$5,134	\$163,981	\$28,818	\$0	\$135,163	\$100,000
Culver City	\$308,494	\$52,686	\$4,239	\$365,419	\$11,441	\$0	\$353,978	\$213,000
Diamond Bar	\$230,468	\$93,388	\$2,696	\$326,552	\$115,263	\$0	\$211,289	\$211,000
Downey	\$405,857	\$148,617	\$5,092	\$559,566	\$150,490	\$0	\$409,076	\$350,000
Duarte	\$139,598	\$28,062	\$2,490	\$170,150	\$19,315	\$0	\$150,835	\$150,834
El Monte	\$366,354	\$180,483	\$7,940	\$554,776	\$132,934	\$0	\$421,842	\$421,842
El Segundo	\$136,987	\$28,031	\$2,711	\$167,729	\$0	\$0	\$167,729	\$145,828
Gardena	\$98,264	\$98,980	\$1,730	\$198,975	\$72,797	\$3,500	\$122,677	\$125,000
Glendale	\$997,367	\$194,783	\$20,377	\$1,212,527	\$121,766	\$5,654	\$1,085,107	\$864,508
Glendora	\$315,059	\$69,945	\$1,309	\$386,313	\$55,926	\$4,197	\$326,190	\$256,931
Hawaiian Gardens	\$69,038	\$12,736	\$1,145	\$82,919	\$1,274	\$0	\$81,646	\$75,000
Hawthorne	\$180,927	\$114,635	\$378	\$295,939	\$114,635	\$0	\$181,305	\$100,000

## South Coast Local Government Financial Summary of Motor Vehicle Funds

### Fiscal Year 2022 - 2023

County and Local Government	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Funds Pre-Designated for Future Year
Hermosa Beach	\$72,316	\$25,307	-\$3,389	\$94,234	\$3,705	\$0	\$90,529	\$90,529
Hidden Hills	\$7,596	\$2,923	\$211	\$10,730	\$0	\$0	\$10,730	\$5,000
Huntington Park	\$373,387	\$0	\$114	\$373,501	\$0	\$0	\$373,501	\$200,000
Inglewood	\$525,205	\$140,561	\$6,889	\$672,655	\$0	\$6,885	\$665,770	\$500,000
Irwindale	\$5,615	\$1,944	\$99	\$7,658	\$6,000	\$0	\$1,658	\$0
La Canada Flintridge	\$320,600	\$26,700	\$4,850	\$352,150	\$67,924	\$0	\$284,226	\$284,000
La Habra Heights	\$21,553	\$7,384	\$131	\$29,069	\$0	\$0	\$29,069	\$0
La Mirada	\$442,100	\$62,548	\$22,066	\$526,715	\$20,614	\$0	\$506,101	\$60,000
La Puente	\$84,034	\$62,801	\$1,279	\$148,114	\$0	\$124	\$147,991	\$150,600
La Verne	\$605,411	\$42,750	\$6,352	\$654,513	\$178,675	\$0	\$475,838	\$655,229
Lakewood	\$415,793	\$106,761	\$8,826	\$531,380	\$224,725	\$0	\$306,655	\$306,655
Lawndale	\$180,301	\$41,319	\$3,190	\$224,809	\$0	\$0	\$224,809	\$0
Lomita	\$53,049	\$28,363	\$1,126	\$82,538	\$20,000	\$0	\$62,538	\$40,545
Long Beach	\$1,527,273	\$454,480	\$33,415	\$2,015,169	\$19,600	\$2,439	\$1,993,130	\$1,000,000
Los Angeles City	\$5,017,521	\$5,041,990	\$127,589	\$10,187,100	\$6,013,304	\$0	\$4,173,796	\$4,173,796
Los Angeles County	\$4,166,361	\$1,333,064	\$27,202	\$5,526,627	\$1,522,804	\$0	\$4,003,823	\$5,492,080
Lynwood	\$385,983	\$107,246	\$2,070	\$495,299	\$32,498	\$0	\$462,801	\$460,000
Malibu	\$133,941	\$14,106	\$3,991	\$152,038	\$0	\$0	\$152,038	\$152,038
Manhattan Beach	\$181,881	\$57,603	\$831	\$240,315	\$0	\$617	\$239,698	\$181,881
Maywood	\$167,856	\$32,756	\$215	\$200,827	\$0	\$0	\$200,827	\$125,892
Monrovia	\$270,296	\$49,585	\$6,916	\$326,797	\$3,004	\$0	\$323,793	\$336,335
Montebello	\$178,881	\$81,344	\$3,522	\$263,748	\$14,992	\$4,912	\$243,844	\$134,161
Monterey Park	\$377,968	\$79,255	\$9,738	\$466,961	\$40,624	\$0	\$426,337	\$426,337
Norwalk	\$227,049	\$134,177	\$4,868	\$366,094	\$94,095	\$0	\$271,999	\$87,564
Palos Verdes Estates	\$156,109	\$16,000	\$2,793	\$174,902	\$0	\$0	\$174,902	\$0
Paramount	\$409,316	\$69,272	\$3,181	\$481,770	\$397,690	\$4,108	\$79,972	\$79,972
Pasadena	\$112,173	\$230,374	\$2,757	\$345,304	\$42,101	\$0	\$303,203	\$303,203
Pico Rivera	\$454,527	\$77,122	\$7,891	\$539,539	\$35,484	\$0	\$504,055	\$194,661
Pomona	\$277,795	\$197,699	\$7,072	\$482,566	\$389,056	\$8,278	\$85,232	\$85,000
Rancho Palos Verdes	\$137,392	\$68,403	\$1,930	\$207,725	\$171,993	\$0	\$35,732	\$140,000
Redondo Beach	\$222,675	\$91,026	\$0	\$313,701	\$38,222	\$5,453	\$270,027	\$222,675
Rolling Hills Estates	\$140,794	\$10,942	\$2,653	\$154,389	\$10,000	\$0	\$144,389	\$144,389

## South Coast Local Government Financial Summary of Motor Vehicle Funds

### Fiscal Year 2022 - 2023

County and Local Government	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Funds Pre-Designated for Future Year
Rosemead	\$492,291	\$66,282	\$8,453	\$567,026	\$112,754	\$3,922	\$450,349	\$448,794
San Dimas	\$297,967	\$56,530	\$7,289	\$361,786	\$26,091	\$2,826	\$332,869	\$250,000
San Fernando	\$171,856	\$31,344	\$2,779	\$205,978	\$0	\$0	\$205,978	\$171,856
San Gabriel	\$328,921	\$64,415	\$8,116	\$401,452	\$29,236	\$0	\$372,216	\$372,126
San Marino	\$147,691	\$15,765	\$6,715	\$170,171	\$106,790	\$0	\$63,381	\$58,790
Santa Clarita	\$285,522	\$302,074	-\$993	\$586,603	\$24,912	\$3,275	\$558,416	\$558,416
Santa Fe Springs	\$228,209	\$24,768	\$6,044	\$259,021	\$6,262	\$0	\$252,759	\$252,759
Santa Monica	\$811,096	\$121,983	\$4,952	\$938,032	\$75,413	\$7,613	\$855,006	\$766,748
Sierra Madre	\$58,041	\$14,342	\$1,146	\$73,529	\$58,984	\$0	\$14,544	\$14,544
Signal Hill	\$107,353	\$15,309	\$882	\$123,544	\$0	\$0	\$123,544	\$70,855
South El Monte	\$46,421	\$25,963	\$222	\$72,606	\$0	\$0	\$72,606	\$70,000
South Gate	\$431,509	\$154,863	\$9,998	\$596,370	\$185,392	\$6,578	\$404,400	\$299,384
South Pasadena	\$221,810	\$33,200	\$0	\$255,010	\$0	\$0	\$255,010	\$255,010
Temple City	\$38,943	\$47,868	\$597	\$87,408	\$31,206	\$0	\$56,202	\$41,000
Torrance	\$439,457	\$190,123	\$8,516	\$638,096	\$185,580	\$0	\$452,516	\$439,457
Walnut	\$30,995	\$37,295	\$209	\$68,499	\$32,272	\$0	\$36,227	\$36,017
West Covina	\$624,790	\$142,886	\$1	\$767,677	\$419,146	\$400	\$348,132	\$340,000
West Hollywood	\$259,008	\$46,729	\$4,574	\$310,311	\$49,354	\$0	\$260,957	\$260,957
Westlake Village	\$54,724	\$7,935	\$1,300	\$63,959	\$5,427	\$0	\$58,532	\$30,000
Whittier	\$788,400	\$103,553	\$6,161	\$898,114	\$25,397	\$4,278	\$868,440	\$258,677
<b>County Total:</b>	<b>\$32,500,655</b>	<b>\$12,559,779</b>	<b>\$494,217</b>	<b>\$45,554,651</b>	<b>\$12,437,107</b>	<b>\$98,630</b>	<b>\$33,018,914</b>	<b>\$28,828,084</b>
<b>Orange</b>								
Aliso Viejo	\$1,058,367	\$83,418	\$3,956	\$1,145,741	\$0	\$0	\$1,145,741	\$1,145,741
Anaheim	\$427,236	\$450,461	\$10,055	\$887,752	\$480,471	\$2,336	\$404,945	\$370,000
Brea	\$491,443	\$61,874	\$1,921	\$555,238	\$363,478	\$415	\$191,345	\$191,345
Buena Park	\$608,967	\$136,979	\$8,662	\$754,608	\$134,732	\$0	\$619,876	\$608,937
Costa Mesa	\$382,910	\$177,214	\$3,843	\$563,967	\$117,963	\$0	\$446,004	\$445,000
Cypress	\$0	\$65,752	\$0	\$65,752	\$65,752	\$0	\$0	\$0
Dana Point	\$699,693	\$43,486	\$9,616	\$752,795	\$240,000	\$0	\$512,795	\$699,693
Fountain Valley	\$576,682	\$55,803	\$8,033	\$640,517	\$139,199	\$1,173	\$500,146	\$320,000
Fullerton	\$1,044,058	\$137,942	\$12,739	\$1,194,739	\$200,000	\$5,023	\$989,716	\$303,050

## South Coast Local Government Financial Summary of Motor Vehicle Funds

### Fiscal Year 2022 - 2023

County and Local Government	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Funds Pre-Designated for Future Year
Garden Grove	\$509,995	\$225,103	\$8,846	\$743,944	\$195,513	\$2,750	\$545,680	\$409,260
Huntington Beach	\$1,279,377	\$258,862	\$14,737	\$1,552,976	\$421,438	\$4,697	\$1,126,841	\$1,037,743
Irvine	\$533,552	\$498,863	-\$496	\$1,031,919	\$168,067	\$8,846	\$855,006	\$246,700
La Habra	\$214,150	\$81,569	-\$752	\$294,967	\$0	\$0	\$294,967	\$100,000
La Palma	\$220,391	\$20,239	\$2,437	\$243,067	\$0	\$0	\$243,067	\$0
Laguna Beach	\$21,909	\$28,791	\$485	\$51,185	\$30,000	\$0	\$21,185	\$21,185
Laguna Hills	\$259,247	\$40,592	\$5,873	\$305,712	\$110,817	\$0	\$194,895	\$72,181
Laguna Niguel	\$380,749	\$84,900	-\$6,290	\$459,360	\$85,528	\$0	\$373,832	\$287,298
Laguna Woods	\$241,566	\$22,552	\$4,548	\$268,667	\$31,789	\$0	\$236,878	\$10,711
Lake Forest	\$565,902	\$113,411	\$14,478	\$693,791	\$107,173	\$0	\$586,618	\$552,212
Los Alamitos	\$148,361	\$15,673	\$3,087	\$167,121	\$0	\$0	\$167,121	\$0
Mission Viejo	\$443,176	\$122,125	\$8,784	\$574,085	\$0	\$983	\$573,102	\$476,068
Newport Beach	\$1,423,819	\$110,841	\$18,076	\$1,552,736	\$0	\$0	\$1,552,736	\$200,000
Orange City	\$214,298	\$135,823	\$1,966	\$352,087	\$186,130	\$2,428	\$163,529	\$200,000
Orange County	\$415,357	\$175,473	\$10,593	\$601,423	\$133,913	\$413	\$467,097	\$300,000
Placentia	\$202,384	\$67,592	\$3,053	\$273,029	\$966	\$0	\$272,063	\$170,638
Rancho Santa Margarita	\$221,825	\$62,411	\$5,223	\$289,459	\$62,557	\$0	\$226,902	\$64,835
San Clemente	\$86,569	\$81,896	\$206	\$168,671	\$53,842	\$0	\$114,829	\$87,510
San Juan Capistrano	\$381,594	\$57,710	\$5,783	\$445,087	\$54,602	\$0	\$390,485	\$390,485
Santa Ana	\$1,678,310	\$516,168	\$20,375	\$2,214,854	\$1,371,107	\$0	\$843,747	\$1,678,310
Seal Beach	\$39,645	\$32,798	\$641	\$73,084	\$63,738	\$0	\$9,345	\$0
Stanton	\$178,056	\$64,861	\$3,878	\$246,795	\$4,752	\$0	\$242,043	\$233,700
Tustin	\$117,068	\$131,305	\$5,040	\$253,413	\$0	\$0	\$253,413	\$175,000
Villa Park	\$73,127	\$9,527	\$407	\$83,060	\$79,122	\$0	\$3,938	\$3,938
Westminster	\$751,390	\$119,259	\$3,352	\$874,001	\$700,000	\$7,453	\$166,549	\$700,000
Yorba Linda	\$1,098,581	\$88,751	\$12,879	\$1,200,212	\$519,822	\$0	\$680,390	\$275,000
<b>County Total:</b>	<b>\$16,989,755</b>	<b>\$4,380,024</b>	<b>\$206,034</b>	<b>\$21,575,813</b>	<b>\$6,122,472</b>	<b>\$36,518</b>	<b>\$15,416,824</b>	<b>\$11,776,541</b>
<b>Riverside</b>								
Banning	\$440,420	\$31,203	\$4,183	\$475,806	\$191,303	\$201	\$284,301	\$240,000
Beaumont	\$343,995	\$72,194	\$7,277	\$423,465	\$173,008	\$0	\$250,457	\$267,785
Calimesa	\$43,563	\$14,388	\$1,093	\$59,044	\$1,270	\$70	\$57,704	\$57,704

## South Coast Local Government Financial Summary of Motor Vehicle Funds

### Fiscal Year 2022 - 2023

County and Local Government	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Funds Pre-Designated for Future Year
Canyon Lake	\$38,442	\$14,543	\$173	\$53,158	\$0	\$0	\$53,158	\$53,158
Cathedral City	\$257,950	\$68,432	\$5,818	\$332,200	\$51,324	\$0	\$280,876	\$210,239
Coachella	\$77,939	\$55,651	\$1,266	\$134,855	\$41,738	\$0	\$93,117	\$80,000
Corona	\$1,465,941	\$262,688	\$17,270	\$1,745,899	\$22,864	\$553	\$1,722,482	\$1,309,778
Desert Hot Springs	-\$2,862	\$42,993	\$1	\$40,132	\$40,132	\$0	\$0	\$18,000
Eastvale	\$513,467	\$92,310	\$20,803	\$626,580	\$9,231	\$0	\$617,349	\$465,000
Hemet	\$926,261	\$118,337	\$17,329	\$1,061,928	\$681,961	\$0	\$379,967	\$380,000
Indian Wells	\$13,351	\$6,286	-\$2	\$19,635	\$4,075	\$0	\$15,561	\$7,500
Indio	\$234,935	\$117,665	\$1,375	\$353,975	\$88,249	\$2,190	\$263,536	\$200,000
Jurupa Valley	\$540,583	\$139,112	\$7,188	\$686,884	\$248,875	\$0	\$438,009	\$493,667
La Quinta	\$36,984	\$49,977	-\$306	\$86,655	\$37,483	\$0	\$49,172	\$49,800
Lake Elsinore	\$191,949	\$112,439	\$3,642	\$308,030	\$6,000	\$0	\$302,030	\$340,150
Menifee	\$137,156	\$140,753	\$512	\$278,421	\$0	\$2,500	\$275,921	\$175,232
Moreno Valley	\$311,704	\$270,648	\$4,348	\$586,700	\$244,532	\$9,103	\$333,064	\$25,000
Murrieta	\$692,973	\$147,566	\$17,633	\$858,172	\$65,989	\$257	\$791,926	\$791,926
Norco	\$156,398	\$32,158	\$2,657	\$191,212	\$49,261	\$1,500	\$140,451	\$121,662
Palm Desert	\$39,008	\$67,176	\$1,303	\$107,487	\$68,059	\$0	\$39,428	\$40,000
Palm Springs	\$81,595	\$58,606	\$700	\$140,901	\$55,797	\$0	\$85,104	\$80,000
Perris	\$213,981	\$104,139	\$550	\$318,670	\$151,250	\$0	\$167,420	\$167,420
Rancho Mirage	\$94,030	\$22,182	\$342	\$116,555	\$16,637	\$0	\$99,918	\$99,918
Riverside City	\$1,820,044	\$420,707	\$19,592	\$2,260,343	\$289,881	\$1,534	\$1,968,929	\$1,969,000
Riverside County	\$1,458,563	\$526,019	\$2,492	\$1,987,075	\$368,832	\$0	\$1,618,243	\$1,275,000
San Jacinto	\$78,750	\$70,720	\$1,801	\$151,271	\$94,158	\$1,357	\$55,756	\$55,000
Temecula	\$250,531	\$182,197	\$6,371	\$439,099	\$48,044	\$0	\$391,055	\$391,055
Wildomar	\$249,429	\$48,356	\$339	\$298,124	\$4,500	\$2,939	\$290,685	\$290,685
<b>County Total:</b>	<b>\$10,707,080</b>	<b>\$3,289,446</b>	<b>\$145,751</b>	<b>\$14,142,276</b>	<b>\$3,054,452</b>	<b>\$22,203</b>	<b>\$11,065,620</b>	<b>\$9,654,679</b>
<b>San Bernardino</b>								
Big Bear Lake	\$92,501	\$6,654	\$2,384	\$101,539	\$90,000	\$0	\$11,539	\$0
Chino	\$930,014	\$121,442	\$21,749	\$1,073,205	\$109,174	\$0	\$964,031	\$750,000
Chino Hills	\$559,314	\$130,104	\$2,794	\$692,212	\$88,522	\$3,719	\$599,971	\$585,111
Colton	\$224,508	\$70,777	\$10,465	\$305,750	\$0	\$0	\$305,750	\$305,000



**South Coast Local Government Financial Summary of Motor Vehicle Funds**  
**Fiscal Year 2022 - 2023**

County and Local Government	Beginning Balance	Motor Vehicle Fees Received	Interest	Revenue	Project Spending	Admin	Ending Balance	Funds Pre-Designated for Future Year
Fontana	\$1,271,130	\$351,285	\$9,203	\$1,631,618	\$212,921	\$16,420	\$1,402,277	\$1,338,913
Grand Terrace	\$21,694	\$16,944	\$809	\$39,447	\$11,000	\$0	\$28,447	\$28,447
Highland	\$335,552	\$74,644	\$6,161	\$416,356	\$74,625	\$0	\$341,731	\$341,731
Loma Linda	\$12,194	\$41,650	\$282	\$54,126	\$36,564	\$2,091	\$15,470	\$14,814
Montclair	\$224,013	\$49,959	\$1,053	\$275,025	\$49,486	\$0	\$225,539	\$225,000
Ontario	\$1,263,479	\$236,971	\$28,892	\$1,529,342	\$505,138	\$403	\$1,023,801	\$1,023,801
Rancho Cucamonga	\$540,435	\$230,317	\$2,408	\$773,160	\$102,450	\$3,290	\$667,420	\$654,349
Redlands	\$389,969	\$119,218	\$1,039	\$510,226	\$298,715	\$788	\$210,723	\$171,642
Rialto	\$571,147	\$137,225	\$15,290	\$723,662	\$237,481	\$6,940	\$479,242	\$359,431
San Bernardino City	\$352,463	\$217,867	\$9,060	\$579,390	\$21,533	\$732	\$557,125	\$418,500
San Bernardino County	\$28,989	\$306,135	\$18,340	\$353,464	\$311,178	\$19,133	\$23,152	\$23,152
Upland	\$259,023	\$104,468	\$3,970	\$367,461	\$70,707	\$6,529	\$290,224	\$290,224
Yucaipa	\$5,121	\$71,935	\$0	\$77,056	\$77,056	\$0	\$0	\$0
<b>County Total:</b>	<b>\$7,081,546</b>	<b>\$2,287,594</b>	<b>\$133,899</b>	<b>\$9,503,039</b>	<b>\$2,296,551</b>	<b>\$60,046</b>	<b>\$7,146,442</b>	<b>\$6,530,116</b>
<b>Grand Total:</b>	<b>\$67,279,035</b>	<b>\$22,516,842</b>	<b>\$979,901</b>	<b>\$90,775,779</b>	<b>\$23,910,582</b>	<b>\$217,396</b>	<b>\$66,647,800</b>	<b>\$56,789,420</b>
Number of Local Governments:	162							

**Local Government Administrative Costs  
Fiscal Year 2022 - 2023**

Local Government	Administrative Costs
Agoura Hills	\$0
Alhambra	\$3,956
Aliso Viejo	\$0
Anaheim	\$2,336
Arcadia	\$0
Artesia	\$0
Azusa	\$0
Baldwin Park	\$0
Banning	\$201
Beaumont	\$0
Bell	\$1,238
Bell Gardens	\$0
Bellflower	\$0
Beverly Hills	\$0
Big Bear Lake	\$0
Brea	\$415
Buena Park	\$0
Burbank	\$3,198
Calabasas	\$0
Calimesa	\$70
Canyon Lake	\$0
Carson	\$0
Cathedral City	\$0
Cerritos	\$3,912
Chino	\$0
Chino Hills	\$3,719
Claremont	\$0
Coachella	\$0
Colton	\$0
Commerce	\$0
Compton	\$9,000
Corona	\$553
Costa Mesa	\$0
Covina	\$2,270
Cudahy	\$0
Culver City	\$0
Cypress	\$0
Dana Point	\$0
Desert Hot Springs	\$0
Diamond Bar	\$0
Downey	\$0
Duarte	\$0

**Local Government Administrative Costs  
Fiscal Year 2022 - 2023**

Local Government	Administrative Costs
Eastvale	\$0
El Monte	\$0
El Segundo	\$0
Fontana	\$16,420
Fountain Valley	\$1,173
Fullerton	\$5,023
Garden Grove	\$2,750
Gardena	\$3,500
Glendale	\$5,654
Glendora	\$4,197
Grand Terrace	\$0
Hawaiian Gardens	\$0
Hawthorne	\$0
Hemet	\$0
Hermosa Beach	\$0
Hidden Hills	\$0
Highland	\$0
Huntington Beach	\$4,697
Huntington Park	\$0
Indian Wells	\$0
Indio	\$2,190
Inglewood	\$6,885
Irvine	\$8,846
Irwindale	\$0
Jurupa Valley	\$0
La Canada Flintridge	\$0
La Habra	\$0
La Habra Heights	\$0
La Mirada	\$0
La Palma	\$0
La Puente	\$124
La Quinta	\$0
La Verne	\$0
Laguna Beach	\$0
Laguna Hills	\$0
Laguna Niguel	\$0
Laguna Woods	\$0
Lake Elsinore	\$0
Lake Forest	\$0
Lakewood	\$0
Lawndale	\$0
Loma Linda	\$2,091
Lomita	\$0

**Local Government Administrative Costs**  
**Fiscal Year 2022 - 2023**

Local Government	Administrative Costs
Long Beach	\$2,439
Los Alamitos	\$0
Los Angeles City	\$0
Los Angeles County	\$0
Lynwood	\$0
Malibu	\$0
Manhattan Beach	\$617
Maywood	\$0
Menifee	\$2,500
Mission Viejo	\$983
Monrovia	\$0
Montclair	\$0
Montebello	\$4,912
Monterey Park	\$0
Moreno Valley	\$9,103
Murrieta	\$257
Newport Beach	\$0
Norco	\$1,500
Norwalk	\$0
Ontario	\$403
Orange City	\$2,428
Orange County	\$413
Palm Desert	\$0
Palm Springs	\$0
Palos Verdes Estates	\$0
Paramount	\$4,108
Pasadena	\$0
Perris	\$0
Pico Rivera	\$0
Placentia	\$0
Pomona	\$8,278
Rancho Cucamonga	\$3,290
Rancho Mirage	\$0
Rancho Palos Verdes	\$0
Rancho Santa Margarita	\$0
Redlands	\$788
Redondo Beach	\$5,453
Rialto	\$6,940
Riverside City	\$1,534
Riverside County	\$0
Rolling Hills Estates	\$0
Rosemead	\$3,922
San Bernardino City	\$732

**Local Government Administrative Costs  
Fiscal Year 2022 - 2023**

Local Government	Administrative Costs
San Bernardino County	\$19,133
San Clemente	\$0
San Dimas	\$2,826
San Fernando	\$0
San Gabriel	\$0
San Jacinto	\$1,357
San Juan Capistrano	\$0
San Marino	\$0
Santa Ana	\$0
Santa Clarita	\$3,275
Santa Fe Springs	\$0
Santa Monica	\$7,613
Seal Beach	\$0
Sierra Madre	\$0
Signal Hill	\$0
South El Monte	\$0
South Gate	\$6,578
South Pasadena	\$0
Stanton	\$0
Temecula	\$0
Temple City	\$0
Torrance	\$0
Tustin	\$0
Upland	\$6,529
Villa Park	\$0
Walnut	\$0
West Covina	\$400
West Hollywood	\$0
Westlake Village	\$0
Westminster	\$7,453
Whittier	\$4,278
Wildomar	\$2,939
Yorba Linda	\$0
Yucaipa	\$0

**Local Government Projects Funded by Category  
Fiscal Year 2022 - 2023**

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
<b><i>(1) Alternative Fuels/Electric Vehicles</i></b>		
<b>(1a) Alternative Fuel Vehicle Purchases/Leases</b>		
Agoura Hills	2023 Toyota Highlander Hybrid	\$53,389
Alhambra	2022 Ford Escape PHEV	\$51,983
Alhambra	2022 Ford Escape PHEV	\$44,527
Arcadia	CNG-Powered Heavy-Duty Dump Truck	\$110,000
Azusa	Lease of Hybrid Pool Vehicle	\$3,862
Baldwin Park	Fleet Leasing Program	\$25,629
Baldwin Park	Fleet Leasing Program	\$26,446
Baldwin Park	Fleet leasing Program	\$57,140
Baldwin Park	Fleet Leasing Program 15 vehicles	\$78,706
Banning	2023 Kenworth T-380 CNG Chassis Dump Truck	\$188,303
Beaumont	2022 Hyundai Santa Fe Hybrid	\$40,000
Beaumont	Purchase of Ford Maverick Hybrid	\$32,008
Bellflower	2022 Ford F-250 Trucks	\$93,680
Bellflower	2023 F-150 Truck	\$44,464
Brea	CNG Street Sweeper	\$323,978
Buena Park	Hybrid Replacements For 2 City Vehicles	\$67,288
Buena Park	Replace City Manager's Vehicle with 1 Hybrid	\$56,748
Covina	2020 Toyota Prius - Lease	\$7,133
Cudahy	Lease of Hybrid Vehicles	\$28,818
Cypress	Compressed Natural Gas Sewer Cleaning Truck	\$65,752
Duarte	Ford Escape Hybrid Lease	\$6,329
Duarte	Two Honda Hybrid Lease Vehicles	\$12,986
El Monte	Regional PM10 Street Sweeper Contract (2 Vehicles)	\$68,939
Fontana	AFV Rebate Program	\$500
Fontana	AFV Rebate Program	\$500
Fontana	AFV Rebate Program	\$500
Fullerton	Purchase of Four SULEV Vehicles	\$200,000
Gardena	Lease (1) 2019 Hyundai Ioniq Plug-In Hybrid Hatchback	\$6,284
Hemet	One New 2022 Ford Escape Hybrid	\$36,120
Hemet	One New 2023 Ford Maverick Hybrid	\$41,109
Hemet	One New 2023 Freightliner GAPVAX CNG Unit	\$557,291
Hemet	One New 2023 Ford Maverick Hybrid	\$37,441
Jurupa Valley	Vin# 4T3E6RFV5NU086078	\$54,011
Jurupa Valley	VIN# 1FTNF1C83PKD088189	\$44,911
Jurupa Valley	VIN# 5TDBBRCH9NS560189	\$49,911
Jurupa Valley	VIN# 1FMCU0BZ7NUA67512	\$27,565
Jurupa Valley	VIN# 1FMCU08Z5NUA67265	\$27,565
Jurupa Valley	VIN# 1FTNF1C86PKD07585	\$44,911
La Verne	New Vehicles	\$121,843
Laguna Beach	Sally's Fund Senior Mobility Program	\$30,000

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Laguna Hills	Purchase of 2 Ford F-150 Hybrid Trucks	\$110,817
Lakewood	Purchase of 5 new Chevrolet Equinox	\$177,564
Lakewood	purchase of 1 cargo van	\$37,161
Los Angeles City	Purchase of Four 2021 CNG Solid Resources Collection Vehicles	\$812,941
Los Angeles City	Four New Clean Fuel CNG Solid Resources Heavy-Duty Vehicles	\$92,479
Lynwood	Hybrid Pool Vehicle	\$8,699
Montclair	2022 Nissan Rogue	\$34,248
Perris	Purchase of Three Toyota Hybrid Vehicles	\$138,742
Pico Rivera	Lease payments and purchase (2) hybrid vehicles (2019 Toyota Prius L Eco)	\$28,980
Pomona	CNG PB Loader Patch Truck	\$291,366
Pomona	CNG F-250	\$55,881
Rancho Palos Verdes	Purchase SULEV Light Duty Vehicle	\$36,926
Riverside City	Vactor Truck Purchase	\$241,612
Rosemead	Lease Vehicle #504	\$9,666
Rosemead	Lease Vehicle #516	\$5,431
Rosemead	Lease Vehicle #515	\$7,231
Rosemead	Vehicle #84	\$39,389
Rosemead	Lease Vehicle #514	\$5,431
Rosemead	Vehicle #85	\$40,237
Rosemead	Lease Vehicle #511	\$5,368
San Jacinto	Vactor Truck	\$88,158
San Marino	2022 Ford Escape-Community Development Department	\$27,047
San Marino	2022 Ford Escape-Police Detective Vehicle	\$27,025
San Marino	2023 Ford F-150 Police Responder	\$52,717
Temple City	City Fleet Low Emission Vehicles Lease	\$31,206
West Covina	Alternative Fuel Vehicles for Code Enforcement	\$349,952
West Covina	Code Enforcement Vehicle	\$42,368
Westlake Village	Lease of 1 Alternative Fuel Vehicle	\$5,427
	<b>Subcategory Total:</b>	<b>\$5,572,642</b>
<b>(1b) Alternative Fuel Vehicle Conversions</b>		
Long Beach	Existing Vehicle Conversion	\$3,654
	<b>Subcategory Total:</b>	<b>\$3,654</b>
<b>(1c) Alternative Fuel Infrastructure</b>		
Chino Hills	EV Charging Stations	\$17,818
Ontario	CNG Compressor Upgrade	\$492,575
Santa Ana	CNG Station Design-Build	\$994,430
	<b>Subcategory Total:</b>	<b>\$1,504,823</b>
<b>(1d) Electric Vehicle Purchases/Leases</b>		
Beaumont	Police Dept. Motorcycles	\$101,000
Chino Hills	Chevrolet Bolt EV	\$32,679
Fontana	AFV Rebate Program	\$500
Fontana	AFV Rebate Program	\$500
Fontana	AFV Rebate Program	\$500

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Fountain Valley	3 EV Vehicle Purchase	\$139,199
Garden Grove	2022 ZEV Electric Vehicle Purchase	\$5,000
Garden Grove	2023 ZEV Electric Vehicle Purchase (Chevy, Ford, Tesla)	\$27,500
Gardena	Lease (1) 2020 Tesla Model 3 AWD	\$15,855
Grand Terrace	Senior Transportation Program	\$11,000
Huntington Beach	Electric Vehicle purchases	\$133,495
Huntington Beach	Purchase of off road equipment vehicles	\$204,640
Irwindale	2022 Golf Cart - Evolution Turfman 1000	\$6,000
La Mirada	John Deer Gator TE model 2022 electric cart	\$20,614
La Verne	Electric Forklift	\$49,307
Lynwood	1 Gator vehicle for Grounds Division	\$19,798
Norco	Golf Carts for Facilities	\$49,261
Orange City	Electric Vehicles	\$117,566
Orange County	Purchase of Electric Forklift	\$60,730
Orange County	Purchase of Electric Forklift	\$38,183
Paramount	Lease of Electric Vehicles	\$47,234
Rancho Cucamonga	Purchase of 2 Chevrolet Bolt Vehicles	\$49,114
Rancho Cucamonga	Purchase of (1) 2023 Chevrolet Bolt EUV	\$37,069
Rialto	Electric Vehicle Purchase and Lease	\$142,321
Rolling Hills Estates	One Chevrolet Bolt	\$10,000
San Gabriel	Gator Electric Utility Vehicles	\$29,236
Santa Ana	Electric Vehicle Purchases - Light Duty Additions	\$126,667
Santa Ana	Electric Vehicle Purchases - Light Duty Replacement	\$30,958
Sierra Madre	Electric Vehicles	\$58,984
Upland	Two EVs Purchased	\$61,545
Villa Park	Purchase two electric vehicles	\$59,985
West Covina	Electric Forklift	\$25,826
Yorba Linda	Purchase of 10 new EV's	\$519,822
	<b>Subcategory Total:</b>	<b>\$2,232,088</b>
<b>(If) Electric Vehicle Infrastructure</b>		
Agoura Hills	Electric Vehicle Charging Stations	\$46,130
Big Bear Lake	EV Charging Stations	\$90,000
Brea	Electric Vehicle Charging Stations	\$39,500
Chino Hills	Electric Vehicle Charging Station Expansion	\$38,025
Downey	Electric Vehicle Charging Station Phase 3	\$9,070
Fontana	EV Charging Stations	\$104,829
Glendora	EV Chargers	\$35,000
Huntington Beach	Electric Charging Stations	\$64,201
La Canada Flintridge	Ongoing Software Support and Network Plan	\$104
La Verne	Electric Forklift Charger	\$4,785
Laguna Niguel	Electric Vehicle Charging Stations	\$568
Laguna Woods	City Hall Electric Vehicle Charging Infrastructure Project	\$31,789
Los Angeles City	Deployment of EV Charging Stations at Citywide Locations	\$58,242



## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Montclair	Ev Charging Stations	\$15,238
Montebello	Two EV-Arc electric vehicle chargers	\$2,930
Murrieta	Los Alamos Hills Sports Park CIP 22041	\$65,989
Paramount	Electricity for the Electric Vehicles Charging Stations	\$1,650
Paramount	EV Charging Stations	\$348,806
Pico Rivera	City Hall Electric Vehicle Charging Stations (EVCS)	\$6,505
Riverside County	Contribution to Purchase Beam EV Mobile Solar Charger for the Department of Child Support Services	\$87,044
San Dimas	Charging Station Upgrades	\$26,091
San Juan Capistrano	Electric Car Charging Station at Community Center	\$22,465
Santa Ana	Electric Vehicle Charging Stations	\$41,792
South Gate	Electric Vehicle Charging Station	\$185,392
Stanton	New station purchase	\$4,752
Villa Park	Purchase and installation of 2 electric vehicle charging stations	\$19,137
	<b>Subcategory Total:</b>	<b>\$1,350,034</b>
<b>(1g) Mechanic Training, Vehicle Operation</b>		
Monrovia	City of Monrovia Public EV Charging Pilot Program	\$3,004
	<b>Subcategory Total:</b>	<b>\$3,004</b>
	<b>Category Total:</b>	<b>\$10,666,245</b>
<b>(3) Land Use</b>		
<b>(3a) Plan Elements</b>		
Los Angeles City	Transportation & Land Use Planning	\$328,513
Los Angeles City	Multi-Modal Infrastructure Planning	\$328,513
Lynwood	Gateway Cities COG	\$4,000
Santa Ana	Comprehensive General Plan/Land-Use	\$80,452
Whittier	Gateway Cities COGs	\$10,335
	<b>Subcategory Total:</b>	<b>\$751,813</b>
<b>(3c) Facilities (Pedestrian, Mixed Use, etc.)</b>		
Yucaipa	12th and 13th Street Sidewalk Project – Safe Routes to Dunlap Elementary	\$51,412
Yucaipa	Avenue E Sidewalks from 13th Street to Dunlap Channel	\$25,644
	<b>Subcategory Total:</b>	<b>\$77,056</b>
<b>(3d) Land Use Research</b>		
Bell Gardens	Gateway Cities COG I-710 Major Corridor Study	\$4,666
Lakewood	91/605/405 COG Major Corridor Study	\$10,000
	<b>Subcategory Total:</b>	<b>\$14,666</b>
	<b>Category Total:</b>	<b>\$843,535</b>
<b>(4) Public Transportation (Transit &amp; Rail)</b>		
<b>(4a) Public Transportation Facilities</b>		
Fontana	City-Wide Bus Stop Improvements	\$39,632
Redlands	Downtown Redlands Rail Station	\$5,700
	<b>Subcategory Total:</b>	<b>\$45,332</b>
<b>(4c) Transit Operations</b>		
Anaheim	EV Line	\$56,846
Dana Point	Dana Point Trolley Seasonal and Special Event Program	\$240,000

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Placentia	Senior Mobility Program	\$966
San Juan Capistrano	Trolley Program	\$21,488
Seal Beach	Senior Transportation Nutrition Shuttle	\$63,738
<b>Subcategory Total:</b>		<b>\$383,039</b>
<b>(4d) Passenger Fare Subsidies</b>		
Anaheim	Metrolink and OCTA	\$60,102
Azusa	Transit Pass Subsidy	\$2,345
Corona	Corona Cruiser Fare Subsidy	\$1,818
Covina	Commuter Choice	\$1,759
Garden Grove	Transit Subsidy Metrolink & Bus	\$1,870
Glendale	Transit Fare Subsidy	\$29,070
Norwalk	Benefits Program	\$6,531
Riverside City	Riverside Go Transit Bus Pass Subsidy Program	\$48,269
Santa Fe Springs	GO RIO (BUS PASS PROGRAM)	\$6,262
Walnut	Bus Pass Subsidy	\$272
Whittier	GO RIO	\$9,268
<b>Subcategory Total:</b>		<b>\$167,566</b>
<b>Category Total:</b>		<b>\$595,937</b>
<b>(5) Traffic Management</b>		
<b>(5a) Traffic Calming</b>		
Corona	Corona Citywide Sidewalk Gap Closure	\$6,046
Costa Mesa	West 19th Bulb-Outs	\$2,350
Diamond Bar	NTMP/N DEL SOL/HAWKWOOD DR	\$85,539
Long Beach	Citywide 8 to 80 Connections	\$10,440
Long Beach	South ST Quick Build	\$395
Los Angeles City	Neighborhood Traffic Management - Traffic Management & Signal Coordination	\$328,513
San Clemente	Traffic Calming Improvements	\$53,842
<b>Subcategory Total:</b>		<b>\$487,125</b>
<b>(5b) Traffic Flow or Signalization</b>		
Anaheim	Citywide Signal Coordination N807	\$165,358
Costa Mesa	Baker/Placentia/19th/Victoria TSSP	\$113,681
Costa Mesa	Bear Street Traffic Signal Synchronization Project	\$1,932
Highland	Traffic Signal Synchronization	\$74,625
Laguna Niguel	Traffic Signal Coordination	\$84,960
Los Angeles City	W Sunset Blvd	\$133,786
Los Angeles City	S Broadway Ave	\$156,084
Los Angeles City	S Bundy Dr	\$53,090
Los Angeles City	W Olympic Blvd	\$62,115
Los Angeles City	S Vermont Ave	\$148,651
Los Angeles City	S La Brea Ave	\$106,179
Los Angeles City	Venice Blvd	\$57,337
Los Angeles City	E Vernon Ave	\$182,098
Los Angeles City	N Figueroa St Section 1	\$219,791

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Los Angeles City	Wilshire Blvd	\$53,090
Los Angeles City	S Central Ave	\$70,078
Los Angeles City	Crenshaw Blvd	\$88,129
Los Angeles City	Laurel Canyon Blvd	\$104,056
Los Angeles City	S San Pedro St	\$86,536
Los Angeles City	S Fairfax Ave	\$110,427
Los Angeles City	S Hoover St	\$72,202
Los Angeles City	N Figueroa St Section 2	\$90,252
Los Angeles City	De Soto Ave	\$79,635
Los Angeles City	San Pedro St	\$53,090
Los Angeles City	La Tijera Blvd	\$63,177
Los Angeles City	Airport Blvd	\$58,399
Los Angeles City	York Blvd	\$53,621
Los Angeles City	Western Ave	\$186,345
Moreno Valley	Traffic Signal Coordination Program	\$40,690
Pomona	Video detection upgrades	\$27,967
Rancho Santa Margarita	Los Alisos/Melinda Road Signal Equipment Update	\$57,780
Santa Clarita	ITS PH VI (C0054)	\$550
Santa Clarita	ITS PH VII (C0052)	\$14,249
	<b>Subcategory Total:</b>	\$2,869,958
<b>(5c) Alternate Mode Signalization</b>		
Redlands	Audible Pedestrian Heads Traffic Control	\$293,015
	<b>Subcategory Total:</b>	\$293,015
<b>(5d) Traffic Management Research and Development</b>		
Huntington Beach	Traffic Counts	\$2,825
Pomona	Local Roadway Safety Plan	\$10,800
Rancho Santa Margarita	Santa Margarita Parkway Signal Synchronization Project	\$4,777
	<b>Subcategory Total:</b>	\$18,402
	<b>Category Total:</b>	\$3,668,501
<b>(6) Transportation Demand Management</b>		
<b>(6a) Employer-Based Trip Reduction</b>		
Anaheim	Trip Reduction	\$113,986
Arcadia	Rideshare Plus Program	\$12,444
Azusa	Rideshare Financial Incentives	\$5,101
Baldwin Park	Employer Trip Reduction Incentive Program	\$1,554
Bell Gardens	Employee Ride Share Subsidies	\$490
Buena Park	Employee Rideshare Program Incentives	\$10,696
Burbank	Employee Transit Subsidies	\$45,460
Burbank	Employee Rideshare Subsidies	\$53,865
Carson	Breathe Employee Rideshare Program	\$33,524
Cerritos	City Employee Rideshare Trip Rebate Program	\$21,252
Claremont	Employer-Based Trip Reduction Program	\$2,059
Commerce	Employer Based Trip Reduction	\$5,542

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Compton	Employee Transit/Pass Subsidy Program	\$7,462
Downey	Downey Employee "Thumbs Up" Commuting Program	\$139,433
El Monte	Employee Rideshare Program	\$63,995
Fontana	Employee Rideshare Program	\$15,184
Garden Grove	Rideshare Redemption	\$132,320
Glendale	Employer Based Trip Reduction Program	\$83,294
Glendora	Alternative Commute Program	\$20,926
Hermosa Beach	Auto Trip Reduction	\$3,705
Huntington Beach	Employee Rideshare	\$16,278
La Verne	City of La Verne Walk, Bike, Carpool or Public Transit Program	\$2,740
Los Angeles City	Employer's Walk Incentive Program	\$35,756
Los Angeles City	Bikeshare Incentive	\$2,880
Los Angeles City	Employer's Transit Subsidy Program	\$274,939
Los Angeles City	Employer's Carpool Incentive Program	\$95,348
Los Angeles City	Employer's Bike Incentive Program	\$37,110
Los Angeles County	Countywide Rideshare Program	\$1,522,804
Montebello	Employee Rideshare Program	\$12,062
Monterey Park	Employee Rideshare Program	\$40,624
Ontario	Rideshare	\$12,563
Orange City	Trip Reduction Program (TRP)	\$59,407
Orange County	Ride Share	\$35,000
Palm Desert	Rideshare Program	\$1,596
Palm Springs	Employee Rideshare and Low-Carbon Transportation Incentive	\$11,842
Rancho Cucamonga	Rideshare Program	\$10,081
Redondo Beach	Employee Rideshare	\$38,222
Rialto	Employee Rideshare Program	\$80,726
Riverside County	Commuter Service Rideshare Program	\$184,579
San Bernardino City	Rideshare Program	\$21,533
San Bernardino County	ECRP	\$275,071
Santa Ana	Rideshare Program	\$96,808
Santa Clarita	Rideshare Program	\$2,230
Santa Clarita	Monthly Passes	\$960
Torrance	Employee Rideshare	\$185,580
Upland	Rideshare Program	\$9,162
West Hollywood	Alternative Transportation Mode Incentive	\$5,771
Whittier	Rideshare Reward	\$500
	<b>Subcategory Total:</b>	<b>\$3,844,462</b>
<b>(6b) Other Trip Reduction Incentive Programs</b>		
Pasadena	Rideshare program	\$40,161
San Juan Capistrano	Senior Nutritional Transportation Program	\$10,648
Whittier	Bike to Work	\$973
	<b>Subcategory Total:</b>	<b>\$51,782</b>
<b>(6c) Vanpool Programs</b>		

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Anaheim	Vanpool	\$78,046
Los Angeles City	Employer's Vanpool Program	\$94,265
San Bernardino County	SCAQMD Vanpool Program	\$28,404
<b>Subcategory Total:</b>		<b>\$200,715</b>
<b>(6d) Park and Ride Lots</b>		
Irvine	Security Services Provided at Train Station	\$163,377
<b>Subcategory Total:</b>		<b>\$163,377</b>
<b>(6e) Telecommunication</b>		
Diamond Bar	Laptops for Telecommuting	\$29,723
Garden Grove	Telecommunication	\$9,481
Gardena	Purchase of Information Technology (software and hardware) for employees to work from home	\$6,888
<b>Subcategory Total:</b>		<b>\$46,092</b>
<b>(6f) Transportation Management Agencies/Organizations</b>		
Glendale	Transportation Management Agency Services (Go Glendale)	\$8,111
Irvine	Irvine Spectrum TMA	\$4,012
Los Angeles City	Transportation Demand Management/Trip Reduction Programs	\$328,513
<b>Subcategory Total:</b>		<b>\$340,637</b>
<b>Category Total:</b>		<b>\$4,647,064</b>
<b>(8) Bicycles</b>		
<b>(8a) Bicycle Lanes, Trails, and Bridges</b>		
Fontana	Metrolink Station Access Improvements	\$346
Fontana	Alder-Locust-Ramona Safe Routes to School	\$49,930
La Canada Flintridge	Foothill Blvd. Link Project	\$67,820
Rancho Cucamonga	Day Creek Bike Trail	\$6,186
Temecula	Citywide Buffered Bike Lane Striping	\$38,044
West Hollywood	Fountain Ave Bicycle Facilities Project	\$37,883
West Hollywood	Willoughby Pedestrian and Bicycle project	\$5,700
Westminster	Garden Grove complete streets	\$700,000
<b>Subcategory Total:</b>		<b>\$905,909</b>
<b>(8b) Other Bicycle Facilities</b>		
Beverly Hills	Bicycle Racks and Bike Repair Stations	\$25,532
Carson	Bike Related Equipment	\$24,979
Palm Desert	Bicycle Rack Program	\$4,061
Rialto	Facilities for Bikeshare and Pedestrian Access	\$14,434
<b>Subcategory Total:</b>		<b>\$69,007</b>
<b>(8c) Bicycle Usage</b>		
Culver City	CCPD e-Bike Purchase	\$11,441
Garden Grove	Bicycle Purchase Loan Program	\$601
Los Angeles City	Metro Bikeshare	\$407,125
Orange City	Police Bike Team	\$9,158
Perris	E-Bike/Scooter Purchase	\$12,508
<b>Subcategory Total:</b>		<b>\$440,833</b>
<b>(8d) Bicycle Research and Development</b>		

## Local Government Projects Funded by Category Fiscal Year 2022 - 2023

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Garden Grove	Bicycle Corridor Improvement Project	\$18,741
	<b>Subcategory Total:</b>	\$18,741
	<b>Category Total:</b>	\$1,434,490
<b>(9) PM Reduction Strategies</b>		
<b>(9a) Road Dust Control</b>		
Cathedral City	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$51,324
Coachella	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$41,738
Desert Hot Springs	Regional PM10 Sweeping Program Using 3 Sweepers	\$32,245
Desert Hot Springs	Additional Street Sweeping	\$7,887
Hawthorne	Reduction Street Sweeping Project	\$114,635
Indian Wells	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$4,075
Indio	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$88,249
La Quinta	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$37,483
Loma Linda	City Street Sweeping	\$36,564
Lomita	Alternative Fuel Street Sweeper	\$15,000
Moreno Valley	Street Sweeping Program	\$188,842
Norwalk	Cleaner Street Sweeping Contract	\$87,564
Palm Desert	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$50,382
Palm Springs	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$43,955
Rancho Mirage	Regional PM10 Street Sweeping Program using 2 sweepers	\$16,637
Rancho Palos Verdes	Citywide Street Sweeping	\$135,067
Riverside County	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$52,461
Walnut	Street Sweeper with CNG Sweeper	\$32,000
	<b>Subcategory Total:</b>	\$1,036,107
	<b>Category Total:</b>	\$1,036,107
<b>(10) Public Education</b>		
<b>(10a) Short Term Public Education</b>		
Banning	WRCOG emission reduction outreach programs	\$3,000
Calimesa	Clean Cities Coalition	\$1,270
Corona	Western Riverside Council of Governments Clean Cities Coalition	\$15,000
Eastvale	FY22-23 WRCOG Clean Cities Coalition	\$9,231
Hemet	WRCOG Clean Cities Coalition	\$10,000
Los Angeles City	Air Quality Education, Open Streets, and Ciclavia	\$500,000
Palm Desert	SunLine Student Art Contest Sponsorship	\$6,500
Riverside County	WRCOG Clean Cities Coalition Program	\$25,000
San Jacinto	WRCOG Clean Cities Coalition	\$6,000
Santa Clarita	Bike to work week	\$4,423
	<b>Subcategory Total:</b>	\$580,424
<b>(10b) Long Term Public Education</b>		
Anaheim	Rideshare Outreach	\$6,131
Lake Elsinore	WRCOG Clean Cities Coalition Fees FY22/23	\$6,000
Long Beach	Livability Initiative	\$2,640
Long Beach	Community Bike Forum	\$2,471

**Local Government Projects Funded by Category  
Fiscal Year 2022 - 2023**

Project Category & Subcategory	Project Name	Motor Vehicle Expenditure
Moreno Valley	WRCOG Clean Cities Coalition	\$15,000
Wildomar	Clean Cities Coalition	\$4,500
	<b>Subcategory Total:</b>	\$36,742
	<b>Category Total:</b>	\$617,166
<b>(11) Miscellaneous Projects</b>		
<b>(11a) Miscellaneous</b>		
Chino	Vehicle Emissions Credit Purchased	\$5,540
Chino	Brine Disposal Project Completion	\$103,634
Downey	2023 Audit	\$1,987
Gardena	2023 Gardena SCAQMD Rule 2202 Registration Fees	\$43,771
Glendale	Rule 2202 Annual Plan Filing Fee	\$1,291
Hawaiian Gardens	COG Corridor Study	\$1,274
Irvine	Purchase Rule 2202 Filing Fee	\$678
Lake Forest	Signal Maintenance Centracs Software	\$6,704
Lake Forest	Traffic Engineering for Traffic Signal Monitoring	\$41,373
Lake Forest	Los Alisos Blvd Traffic Signal Synchronization Project	\$16,094
Lake Forest	Alton Pkwy Traffic Signal Synchronization Project	\$25,369
Lake Forest	Lake Forest Drive Traffic Signal Synchronization Project	\$1,195
Lake Forest	Portola Pkwy/Santa Margarita Pkwy Traffic Signal Synchronization Project	\$13,600
Lake Forest	Rockfield Blvd Traffic Signal Synchronization Project	\$2,838
Lomita	Viewpoint/OpenGov	\$5,000
Palm Desert	ChargePoint Network Service	\$5,520
Pasadena	Audit Costs	\$1,940
Pomona	Rule 2202 Compliance	\$1,113
Pomona	Audit Services	\$1,930
Riverside County	Rule 2202 Multisite Cluster Registration	\$13,749
Riverside County	AB 2766 Audit	\$6,000
San Bernardino County	Rule 2202 Fees	\$7,704
Santa Clarita	Audit Expenditures	\$2,500
Santa Monica	Telematics	\$75,413
Temecula	Clean Cities Coalition	\$10,000
West Covina	Annual Audit	\$1,000
Whittier	Air Quality Investment Program	\$3,317
Whittier	Eide Bailly LLP	\$1,003
	<b>Subcategory Total:</b>	\$401,536
	<b>Category Total:</b>	\$401,536
	<b>Program Summary:</b>	\$23,910,582

**Percent of Project Expenditures by Project Category  
Fiscal Year 2022 - 2023**

<b>Project Category</b>	<b>Project Expenditure</b>	<b>Percent of Total Project Expenditure</b>	<b>Number of Projects</b>
(1) Alternative Fuels/Electric Vehicles	\$10,666,245	45%	132
(6) Transportation Demand Management	\$4,647,064	19%	61
(5) Traffic Management	\$3,668,501	15%	44
(8) Bicycles	\$1,434,490	6.0%	18
(9) PM Reduction Strategies	\$1,036,107	4.3%	18
(3) Land Use	\$843,535	3.5%	9
(10) Public Education	\$617,166	2.6%	16
(4) Public Transportation (Transit & Rail)	\$595,937	2.5%	18
(11) Miscellaneous Projects	\$401,536	1.7%	28
	<b>\$23,910,582</b>	<b>100%</b>	<b>344</b>



**Summary of Spending by Project Subcategory**  
**Fiscal Year 2022 - 2023**

Category & Subcategory	Expenditure by Subcategory	Number of Projects
(1) Alternative Fuels/Electric Vehicles		
(1a) Alternative Fuel Vehicle Purchases/Leases	\$5,572,642	68
(1b) Alternative Fuel Vehicle Conversions	\$3,654	1
(1c) Alternative Fuel Infrastructure	\$1,504,823	3
(1d) Electric Vehicle Purchases/Leases	\$2,232,088	33
(1f) Electric Vehicle Infrastructure	\$1,350,034	26
(1g) Mechanic Training, Vehicle Operation	\$3,004	1
(2) Vehicle Emissions Abatement		
(3) Land Use		
(3a) Plan Elements	\$751,813	5
(3c) Facilities (Pedestrian, Mixed Use, etc.)	\$77,056	2
(3d) Land Use Research	\$14,666	2
(4) Public Transportation (Transit & Rail)		
(4a) Public Transportation Facilities	\$45,332	2
(4c) Transit Operations	\$383,039	5
(4d) Passenger Fare Subsidies	\$167,566	11
(5) Traffic Management		
(5a) Traffic Calming	\$487,125	7
(5b) Traffic Flow or Signalization	\$2,869,958	33
(5c) Alternate Mode Signalization	\$293,015	1
(5d) Traffic Management Research and Development	\$18,402	3
(6) Transportation Demand Management		
(6a) Employer-Based Trip Reduction	\$3,844,462	48
(6b) Other Trip Reduction Incentive Programs	\$51,782	3
(6c) Vanpool Programs	\$200,715	3
(6d) Park and Ride Lots	\$163,377	1
(6e) Telecommunication	\$46,092	3
(6f) Transportation Management Agencies/Organizations	\$340,637	3
(8) Bicycles		
(8a) Bicycle Lanes, Trails, and Bridges	\$905,909	8
(8b) Other Bicycle Facilities	\$69,007	4
(8c) Bicycle Usage	\$440,833	5
(8d) Bicycle Research and Development	\$18,741	1
(9) PM Reduction Strategies		
(9a) Road Dust Control	\$1,036,107	18
(10) Public Education		
(10a) Short Term Public Education	\$580,424	10
(10b) Long Term Public Education	\$36,742	6
(11) Miscellaneous Projects		
(11a) Miscellaneous	\$401,536	28
<b>Grand Total:</b>	<b>\$23,910,582</b>	<b>344</b>

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Agoura Hills	2023 Toyota Highlander Hybrid	\$53,389	\$0	\$0	\$0	\$0
Agoura Hills	Electric Vehicle Charging Stations	\$46,130	\$0	\$0	\$0	\$5,075
Alhambra	2022 Ford Escape PHEV	\$51,983	\$0	\$0	\$0	\$0
Alhambra	2022 Ford Escape PHEV	\$44,527	\$0	\$0	\$0	\$0
Anaheim	Rideshare Outreach	\$6,131	\$0	\$0	\$0	\$692
Anaheim	EV Line	\$56,846	\$0	\$0	\$0	\$6,419
Anaheim	Metrolink and OCTA	\$60,102	\$0	\$0	\$0	\$11,322
Anaheim	Citywide Signal Coordination N807	\$165,358	\$0	\$0	\$0	\$0
Anaheim	Trip Reduction	\$113,986	\$0	\$0	\$0	\$12,899
Anaheim	Vanpool	\$78,046	\$0	\$0	\$0	\$13,457
Arcadia	CNG-Powered Heavy-Duty Dump Truck	\$110,000	\$0	\$0	\$0	\$113,789
Arcadia	Rideshare Plus Program	\$12,444	\$0	\$0	\$0	\$0
Azusa	Lease of Hybrid Pool Vehicle	\$3,862	\$0	\$0	\$0	\$0
Azusa	Transit Pass Subsidy	\$2,345	\$0	\$0	\$0	\$0
Azusa	Rideshare Financial Incentives	\$5,101	\$0	\$0	\$0	\$0
Baldwin Park	Fleet Leasing Program	\$25,629	\$0	\$0	\$0	\$0
Baldwin Park	Fleet Leasing Program	\$26,446	\$0	\$0	\$0	\$0
Baldwin Park	Fleet leasing Program	\$57,140	\$0	\$0	\$0	\$0
Baldwin Park	Fleet Leasing Program 15 vehicles	\$78,706	\$0	\$0	\$0	\$0
Baldwin Park	Employer Trip Reduction Incentive Program	\$1,554	\$0	\$0	\$0	\$0
Banning	2023 Kenworth T-380 CNG Chassis Dump Truck	\$188,303	\$0	\$0	\$0	\$30,552
Banning	WRCOG emission reduction outreach programs	\$3,000	\$0	\$0	\$0	\$0
Beaumont	2022 Hyundai Santa Fe Hybrid	\$40,000	\$0	\$0	\$0	\$0
Beaumont	Purchase of Ford Maverick Hybrid	\$32,008	\$0	\$0	\$0	\$0
Beaumont	Police Dept. Motorcycles	\$101,000	\$0	\$0	\$0	\$0
Bell Gardens	Gateway Cities COG I-710 Major Corridor Study	\$4,666	\$0	\$0	\$0	\$0
Bell Gardens	Employee Ride Share Subsidies	\$490	\$0	\$0	\$0	\$0
Bellflower	2022 Ford F-250 Trucks	\$93,680	\$0	\$0	\$0	\$0
Bellflower	2023 F-150 Truck	\$44,464	\$0	\$0	\$0	\$0
Beverly Hills	Bicycle Racks and Bike Repair Stations	\$25,532	\$0	\$0	\$0	\$0
Big Bear Lake	EV Charging Stations	\$90,000	\$0	\$0	\$0	\$20,458

**Project Funding Sources  
Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Brea	CNG Street Sweeper	\$323,978	\$0	\$0	\$0	\$0
Brea	Electric Vehicle Charging Stations	\$39,500	\$56,500	\$0	\$0	\$38,400
Buena Park	Hybrid Replacements For 2 City Vehicles	\$67,288	\$0	\$0	\$0	\$0
Buena Park	Replace City Manager's Vehicle with 1 Hybrid	\$56,748	\$0	\$0	\$0	\$0
Buena Park	Employee Rideshare Program Incentives	\$10,696	\$0	\$0	\$0	\$0
Burbank	Employee Transit Subsidies	\$45,460	\$0	\$0	\$0	\$0
Burbank	Employee Rideshare Subsidies	\$53,865	\$0	\$0	\$0	\$0
Calimesa	Clean Cities Coalition	\$1,270	\$0	\$0	\$0	\$0
Carson	Breathe Employee Rideshare Program	\$33,524	\$0	\$0	\$0	\$0
Carson	Bike Related Equipment	\$24,979	\$0	\$0	\$0	\$0
Cathedral City	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$51,324	\$0	\$0	\$0	\$0
Cerritos	City Employee Rideshare Trip Rebate Program	\$21,252	\$0	\$0	\$0	\$0
Chino	Vehicle Emissions Credit Purchased	\$5,540	\$0	\$0	\$0	\$0
Chino	Brine Disposal Project Completion	\$103,634	\$0	\$0	\$0	\$0
Chino Hills	EV Charging Stations	\$17,818	\$0	\$0	\$0	\$0
Chino Hills	Chevrolet Bolt EV	\$32,679	\$0	\$0	\$0	\$0
Chino Hills	Electric Vehicle Charging Station Expansion	\$38,025	\$0	\$0	\$0	\$0
Claremont	Employer-Based Trip Reduction Program	\$2,059	\$0	\$0	\$0	\$0
Coachella	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$41,738	\$0	\$0	\$0	\$0
Commerce	Employer Based Trip Reduction	\$5,542	\$0	\$0	\$0	\$0
Compton	Employee Transit/Pass Subsidy Program	\$7,462	\$0	\$0	\$0	\$0
Corona	Western Riverside Council of Governments Clean Cities Coalition	\$15,000	\$0	\$0	\$0	\$0
Corona	Corona Cruiser Fare Subsidy	\$1,818	\$0	\$0	\$0	\$0
Corona	Corona Citywide Sidewalk Gap Closure	\$6,046	\$0	\$0	\$0	\$0
Costa Mesa	West 19th Bulb-Outs	\$2,350	\$0	\$0	\$0	\$0
Costa Mesa	Baker/Placentia/19th/Victoria TSSP	\$113,681	\$0	\$0	\$0	\$0
Costa Mesa	Bear Street Traffic Signal Synchronization Project	\$1,932	\$0	\$0	\$0	\$0
Covina	2020 Toyota Prius - Lease	\$7,133	\$0	\$0	\$0	\$0
Covina	Commuter Choice	\$1,759	\$0	\$0	\$0	\$0
Cudahy	Lease of Hybrid Vehicles	\$28,818	\$0	\$0	\$0	\$0
Culver City	CCPD e-Bike Purchase	\$11,441	\$0	\$0	\$0	\$0
Cypress	Compressed Natural Gas Sewer Cleaning Truck	\$65,752	\$0	\$0	\$0	\$0

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Dana Point	Dana Point Trolley Seasonal and Special Event Program	\$240,000	\$0	\$0	\$0	\$0
Desert Hot Springs	Regional PM10 Sweeping Program Using 3 Sweepers	\$32,245	\$0	\$0	\$0	\$0
Desert Hot Springs	Additional Street Sweeping	\$7,887	\$0	\$0	\$0	\$15,090
Diamond Bar	NTMP/N DEL SOL/HAWKWOOD DR	\$85,539	\$0	\$0	\$0	\$0
Diamond Bar	Laptops for Telecommuting	\$29,723	\$0	\$0	\$0	\$0
Downey	Electric Vehicle Charging Station Phase 3	\$9,070	\$0	\$0	\$0	\$0
Downey	2023 Audit	\$1,987	\$0	\$0	\$0	\$0
Downey	Downey Employee "Thumbs Up" Commuting Program	\$139,433	\$0	\$0	\$0	\$0
Duarte	Ford Escape Hybrid Lease	\$6,329	\$0	\$0	\$0	\$0
Duarte	Two Honda Hybrid Lease Vehicles	\$12,986	\$0	\$0	\$0	\$0
Eastvale	FY22-23 WRCOG Clean Cities Coalition	\$9,231	\$0	\$0	\$0	\$769
El Monte	Regional PM10 Street Sweeper Contract (2 Vehicles)	\$68,939	\$0	\$0	\$0	\$0
El Monte	Employee Rideshare Program	\$63,995	\$0	\$0	\$0	\$0
Fontana	AFV Rebate Program	\$500	\$0	\$0	\$0	\$0
Fontana	AFV Rebate Program	\$500	\$0	\$0	\$0	\$0
Fontana	AFV Rebate Program	\$500	\$0	\$0	\$0	\$0
Fontana	AFV Rebate Program	\$500	\$0	\$0	\$0	\$0
Fontana	AFV Rebate Program	\$500	\$0	\$0	\$0	\$0
Fontana	AFV Rebate Program	\$500	\$0	\$0	\$0	\$0
Fontana	EV Charging Stations	\$104,829	\$268,164	\$0	\$0	\$0
Fontana	City-Wide Bus Stop Improvements	\$39,632	\$0	\$0	\$0	\$31,193
Fontana	Employee Rideshare Program	\$15,184	\$0	\$0	\$0	\$0
Fontana	Metrolink Station Access Improvements	\$346	\$0	\$0	\$0	\$0
Fontana	Alder-Locust-Ramona Safe Routes to School	\$49,930	\$0	\$0	\$0	\$411,025
Fountain Valley	3 EV Vehicle Purchase	\$139,199	\$0	\$0	\$0	\$0
Fullerton	Purchase of Four SULEV Vehicles	\$200,000	\$0	\$0	\$0	\$0
Garden Grove	2022 ZEV Electric Vehicle Purchase	\$5,000	\$0	\$0	\$0	\$0
Garden Grove	2023 ZEV Electric Vehicle Purchase (Chevy, Ford, Tesla)	\$27,500	\$0	\$0	\$0	\$0
Garden Grove	Transit Subsidy Metrolink & Bus	\$1,870	\$0	\$0	\$0	\$0
Garden Grove	Rideshare Redemption	\$132,320	\$0	\$0	\$0	\$0
Garden Grove	Telecommunication	\$9,481	\$0	\$0	\$0	\$0
Garden Grove	Bicycle Purchase Loan Program	\$601	\$0	\$0	\$0	\$0

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Garden Grove	Bicycle Corridor Improvement Project	\$18,741	\$0	\$0	\$0	\$0
Gardena	Lease (1) 2019 Hyundai Ioniq Plug-In Hybrid Hatchback	\$6,284	\$0	\$0	\$0	\$0
Gardena	Lease (1) 2020 Tesla Model 3 AWD	\$15,855	\$0	\$0	\$0	\$0
Gardena	2023 Gardena SCAQMD Rule 2202 Registration Fees	\$43,771	\$0	\$0	\$0	\$0
Gardena	Purchase of Information Technology (software and hardware) for employees to work from home	\$6,888	\$0	\$0	\$0	\$0
Glendale	Rule 2202 Annual Plan Filing Fee	\$1,291	\$0	\$0	\$0	\$0
Glendale	Transit Fare Subsidy	\$29,070	\$0	\$0	\$0	\$0
Glendale	Employer Based Trip Reduction Program	\$83,294	\$0	\$0	\$0	\$0
Glendale	Transportation Management Agency Services (Go Glendale)	\$8,111	\$0	\$0	\$0	\$0
Glendora	EV Chargers	\$35,000	\$0	\$107,776	\$0	\$104,328
Glendora	Alternative Commute Program	\$20,926	\$0	\$0	\$0	\$0
Grand Terrace	Senior Transportation Program	\$11,000	\$0	\$0	\$0	\$0
Hawaiian Gardens	COG Corridor Study	\$1,274	\$0	\$0	\$0	\$0
Hawthorne	Reduction Street Sweeping Project	\$114,635	\$0	\$0	\$0	\$0
Hemet	One New 2022 Ford Escape Hybrid	\$36,120	\$0	\$0	\$0	\$0
Hemet	One New 2023 Ford Maverick Hybrid	\$41,109	\$0	\$0	\$0	\$0
Hemet	One New 2023 Freightliner GAPVAX CNG Unit	\$557,291	\$0	\$0	\$0	\$0
Hemet	One New 2023 Ford Maverick Hybrid	\$37,441	\$0	\$0	\$0	\$0
Hemet	WRCOG Clean Cities Coalition	\$10,000	\$0	\$0	\$0	\$0
Hermosa Beach	Auto Trip Reduction	\$3,705	\$0	\$0	\$0	\$0
Highland	Traffic Signal Synchronization	\$74,625	\$0	\$0	\$0	\$0
Huntington Beach	Electric Vehicle purchases	\$133,495	\$0	\$0	\$0	\$0
Huntington Beach	Purchase of off road equipment vehicles	\$204,640	\$0	\$0	\$0	\$0
Huntington Beach	Electric Charging Stations	\$64,201	\$0	\$0	\$0	\$0
Huntington Beach	Traffic Counts	\$2,825	\$0	\$0	\$0	\$0
Huntington Beach	Employee Rideshare	\$16,278	\$0	\$0	\$0	\$0
Indian Wells	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$4,075	\$0	\$0	\$0	\$0
Indio	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$88,249	\$0	\$0	\$0	\$0
Irvine	Purchase Rule 2202 Filing Fee	\$678	\$0	\$0	\$0	\$0
Irvine	Security Services Provided at Train Station	\$163,377	\$0	\$0	\$0	\$0
Irvine	Irvine Spectrum TMA	\$4,012	\$0	\$0	\$0	\$0

**Project Funding Sources  
Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Irwindale	2022 Golf Cart - Evolution Turfman 1000	\$6,000	\$0	\$0	\$0	\$8,128
Jurupa Valley	Vin# 4T3E6RFV5NU086078	\$54,011	\$0	\$0	\$0	\$0
Jurupa Valley	VIN# 1FTNF1C83PKD088189	\$44,911	\$0	\$0	\$0	\$0
Jurupa Valley	VIN# 5TDBBRCH9NS560189	\$49,911	\$0	\$0	\$0	\$0
Jurupa Valley	VIN# 1FMCU0BZ7NUA67512	\$27,565	\$0	\$0	\$0	\$0
Jurupa Valley	VIN# 1FMCU08Z5NUA67265	\$27,565	\$0	\$0	\$0	\$0
Jurupa Valley	VIN# 1FTNF1C86PKD07585	\$44,911	\$0	\$0	\$0	\$0
La Canada Flintridge	Ongoing Software Support and Network Plan	\$104	\$0	\$0	\$0	\$0
La Canada Flintridge	Foothill Blvd. Link Project	\$67,820	\$0	\$0	\$0	\$0
La Mirada	John Deer Gator TE model 2022 electric cart	\$20,614	\$0	\$0	\$0	\$0
La Quinta	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$37,483	\$0	\$0	\$0	\$0
La Verne	New Vehicles	\$121,843	\$0	\$0	\$0	\$0
La Verne	Electric Forklift	\$49,307	\$0	\$0	\$0	\$0
La Verne	Electric Forklift Charger	\$4,785	\$0	\$0	\$0	\$0
La Verne	City of La Verne Walk, Bike, Carpool or Public Transit Program	\$2,740	\$0	\$0	\$0	\$0
Laguna Beach	Sally's Fund Senior Mobility Program	\$30,000	\$0	\$0	\$0	\$0
Laguna Hills	Purchase of 2 Ford F-150 Hybrid Trucks	\$110,817	\$0	\$0	\$0	\$0
Laguna Niguel	Electric Vehicle Charging Stations	\$568	\$0	\$0	\$0	\$75,100
Laguna Niguel	Traffic Signal Coordination	\$84,960	\$0	\$0	\$0	\$0
Laguna Woods	City Hall Electric Vehicle Charging Infrastructure Project	\$31,789	\$50,000	\$0	\$0	\$0
Lake Elsinore	WRCOG Clean Cities Coalition Fees FY22/23	\$6,000	\$0	\$0	\$0	\$0
Lake Forest	Signal Maintenance Centracs Software	\$6,704	\$0	\$0	\$0	\$0
Lake Forest	Traffic Engineering for Traffic Signal Monitoring	\$41,373	\$0	\$0	\$0	\$0
Lake Forest	Los Alisos Blvd Traffic Signal Synchronization Project	\$16,094	\$0	\$0	\$0	\$0
Lake Forest	Alton Pkwy Traffic Signal Synchronization Project	\$25,369	\$0	\$0	\$0	\$0
Lake Forest	Lake Forest Drive Traffic Signal Synchronization Project	\$1,195	\$0	\$0	\$0	\$0
Lake Forest	Portola Pkwy/Santa Margarita Pkwy Traffic Signal Synchronization Project	\$13,600	\$0	\$0	\$0	\$0
Lake Forest	Rockfield Blvd Traffic Signal Synchronization Project	\$2,838	\$0	\$0	\$0	\$0
Lakewood	Purchase of 5 new Chevrolet Equinox	\$177,564	\$0	\$0	\$0	\$0
Lakewood	purchase of 1 cargo van	\$37,161	\$0	\$0	\$0	\$0
Lakewood	91/605/405 COG Major Corridor Study	\$10,000	\$0	\$0	\$0	\$0

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Loma Linda	City Street Sweeping	\$36,564	\$0	\$0	\$0	\$0
Lomita	Viewpoint/OpenGov	\$5,000	\$0	\$0	\$0	\$0
Lomita	Alternative Fuel Street Sweeper	\$15,000	\$0	\$0	\$0	\$0
Long Beach	Existing Vehicle Conversion	\$3,654	\$10,000	\$0	\$0	\$0
Long Beach	Livability Initiative	\$2,640	\$0	\$0	\$0	\$0
Long Beach	Community Bike Forum	\$2,471	\$0	\$0	\$0	\$0
Long Beach	Citywide 8 to 80 Connections	\$10,440	\$0	\$0	\$0	\$0
Long Beach	South ST Quick Build	\$395	\$0	\$0	\$0	\$0
Los Angeles City	Purchase of Four 2021 CNG Solid Resources Collection Vehicles	\$812,941	\$0	\$0	\$0	\$781,860
Los Angeles City	Four New Clean Fuel CNG Solid Resources Heavy-Duty Vehicles	\$92,479	\$0	\$0	\$0	\$1,549,912
Los Angeles City	Deployment of EV Charging Stations at Citywide Locations	\$58,242	\$0	\$0	\$0	\$0
Los Angeles City	Air Quality Education, Open Streets, and Ciclavia	\$500,000	\$0	\$0	\$0	\$0
Los Angeles City	Transportation & Land Use Planning	\$328,513	\$0	\$0	\$0	\$0
Los Angeles City	Multi-Modal Infrastructure Planning	\$328,513	\$0	\$0	\$0	\$0
Los Angeles City	Neighborhood Traffic Management - Traffic Management & Signal Coordination	\$328,513	\$0	\$0	\$0	\$0
Los Angeles City	W Sunset Blvd	\$133,786	\$0	\$0	\$0	\$0
Los Angeles City	S Broadway Ave	\$156,084	\$0	\$0	\$0	\$0
Los Angeles City	S Bundy Dr	\$53,090	\$0	\$0	\$0	\$0
Los Angeles City	W Olympic Blvd	\$62,115	\$0	\$0	\$0	\$0
Los Angeles City	S Vermont Ave	\$148,651	\$0	\$0	\$0	\$0
Los Angeles City	S La Brea Ave	\$106,179	\$0	\$0	\$0	\$0
Los Angeles City	Venice Blvd	\$57,337	\$0	\$0	\$0	\$0
Los Angeles City	E Vernon Ave	\$182,098	\$0	\$0	\$0	\$0
Los Angeles City	N Figueroa St Section 1	\$219,791	\$0	\$0	\$0	\$0
Los Angeles City	Wilshire Blvd	\$53,090	\$0	\$0	\$0	\$0
Los Angeles City	S Central Ave	\$70,078	\$0	\$0	\$0	\$0
Los Angeles City	Crenshaw Blvd	\$88,129	\$0	\$0	\$0	\$0
Los Angeles City	Laurel Canyon Blvd	\$104,056	\$0	\$0	\$0	\$0
Los Angeles City	S San Pedro St	\$86,536	\$0	\$0	\$0	\$0
Los Angeles City	S Fairfax Ave	\$110,427	\$0	\$0	\$0	\$0
Los Angeles City	S Hoover St	\$72,202	\$0	\$0	\$0	\$0

**Project Funding Sources  
Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Los Angeles City	N Figueroa St Section 2	\$90,252	\$0	\$0	\$0	\$0
Los Angeles City	De Soto Ave	\$79,635	\$0	\$0	\$0	\$0
Los Angeles City	San Pedro St	\$53,090	\$0	\$0	\$0	\$0
Los Angeles City	La Tijera Blvd	\$63,177	\$0	\$0	\$0	\$0
Los Angeles City	Airport Blvd	\$58,399	\$0	\$0	\$0	\$0
Los Angeles City	York Blvd	\$53,621	\$0	\$0	\$0	\$0
Los Angeles City	Western Ave	\$186,345	\$0	\$0	\$0	\$0
Los Angeles City	Employer's Walk Incentive Program	\$35,756	\$0	\$0	\$0	\$38,250
Los Angeles City	Bikeshare Incentive	\$2,880	\$0	\$0	\$0	\$0
Los Angeles City	Employer's Transit Subsidy Program	\$274,939	\$0	\$0	\$0	\$610,870
Los Angeles City	Employer's Carpool Incentive Program	\$95,348	\$0	\$0	\$0	\$0
Los Angeles City	Employer's Bike Incentive Program	\$37,110	\$0	\$0	\$0	\$39,900
Los Angeles City	Employer's Vanpool Program	\$94,265	\$0	\$0	\$0	\$0
Los Angeles City	Transportation Demand Management/Trip Reduction Programs	\$328,513	\$0	\$0	\$0	\$0
Los Angeles City	Metro Bikeshare	\$407,125	\$0	\$0	\$0	\$0
Los Angeles County	Countywide Rideshare Program	\$1,522,804	\$0	\$0	\$0	\$0
Lynwood	Hybrid Pool Vehicle	\$8,699	\$0	\$0	\$0	\$632
Lynwood	1 Gator vehicle for Grounds Division	\$19,798	\$0	\$0	\$0	\$0
Lynwood	Gateway Cities COG	\$4,000	\$0	\$0	\$0	\$0
Monrovia	City of Monrovia Public EV Charging Pilot Program	\$3,004	\$0	\$0	\$0	\$0
Montclair	2022 Nissan Rogue	\$34,248	\$0	\$0	\$0	\$0
Montclair	Ev Charging Stations	\$15,238	\$0	\$0	\$0	\$0
Montebello	Two EV-Arc electric vehicle chargers	\$2,930	\$0	\$0	\$0	\$0
Montebello	Employee Rideshare Program	\$12,062	\$0	\$0	\$0	\$0
Monterey Park	Employee Rideshare Program	\$40,624	\$0	\$0	\$0	\$0
Moreno Valley	WRCOG Clean Cities Coalition	\$15,000	\$0	\$0	\$0	\$0
Moreno Valley	Traffic Signal Coordination Program	\$40,690	\$0	\$0	\$0	\$0
Moreno Valley	Street Sweeping Program	\$188,842	\$0	\$0	\$0	\$0
Murrieta	Los Alamos Hills Sports Park CIP 22041	\$65,989	\$0	\$0	\$0	\$0
Norco	Golf Carts for Facilities	\$49,261	\$0	\$0	\$0	\$0
Norwalk	Benefits Program	\$6,531	\$0	\$0	\$0	\$0
Norwalk	Cleaner Street Sweeping Contract	\$87,564	\$0	\$0	\$0	\$1,195,436



**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Ontario	CNG Compressor Upgrade	\$492,575	\$0	\$0	\$0	\$0
Ontario	Rideshare	\$12,563	\$0	\$0	\$0	\$0
Orange City	Electric Vehicles	\$117,566	\$0	\$0	\$0	\$0
Orange City	Trip Reduction Program (TRP)	\$59,407	\$0	\$0	\$0	\$0
Orange City	Police Bike Team	\$9,158	\$0	\$0	\$0	\$0
Orange County	Purchase of Electric Forklift	\$60,730	\$0	\$0	\$0	\$0
Orange County	Purchase of Electric Forklift	\$38,183	\$0	\$0	\$0	\$0
Orange County	Ride Share	\$35,000	\$0	\$0	\$0	\$0
Palm Desert	SunLine Student Art Contest Sponsorship	\$6,500	\$0	\$0	\$0	\$0
Palm Desert	ChargePoint Network Service	\$5,520	\$0	\$0	\$0	\$0
Palm Desert	Rideshare Program	\$1,596	\$0	\$0	\$0	\$0
Palm Desert	Bicycle Rack Program	\$4,061	\$0	\$0	\$0	\$0
Palm Desert	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$50,382	\$0	\$0	\$0	\$0
Palm Springs	Employee Rideshare and Low-Carbon Transportation Incentive	\$11,842	\$0	\$0	\$0	\$0
Palm Springs	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$43,955	\$0	\$0	\$0	\$0
Paramount	Lease of Electric Vehicles	\$47,234	\$0	\$0	\$0	\$0
Paramount	Electricity for the Electric Vehicles Charging Stations	\$1,650	\$0	\$0	\$0	\$0
Paramount	EV Charging Stations	\$348,806	\$0	\$0	\$0	\$0
Pasadena	Audit Costs	\$1,940	\$0	\$0	\$0	\$0
Pasadena	Rideshare program	\$40,161	\$0	\$0	\$0	\$0
Perris	Purchase of Three Toyota Hybrid Vehicles	\$138,742	\$0	\$0	\$0	\$0
Perris	E-Bike/Scooter Purchase	\$12,508	\$0	\$0	\$0	\$0
Pico Rivera	Lease payments and purchase (2) hybrid vehicles (2019 Toyota Prius L Eco)	\$28,980	\$0	\$0	\$0	\$0
Pico Rivera	City Hall Electric Vehicle Charging Stations (EVCS)	\$6,505	\$0	\$0	\$0	\$0
Placentia	Senior Mobility Program	\$966	\$0	\$0	\$0	\$3,984
Pomona	CNG PB Loader Patch Truck	\$291,366	\$0	\$0	\$0	\$0
Pomona	CNG F-250	\$55,881	\$0	\$0	\$0	\$0
Pomona	Rule 2202 Compliance	\$1,113	\$0	\$0	\$0	\$0
Pomona	Audit Services	\$1,930	\$0	\$0	\$0	\$0
Pomona	Video detection upgrades	\$27,967	\$0	\$0	\$0	\$0
Pomona	Local Roadway Safety Plan	\$10,800	\$0	\$0	\$0	\$0

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Rancho Cucamonga	Purchase of 2 Chevrolet Bolt Vehicles	\$49,114	\$20,000	\$0	\$0	\$0
Rancho Cucamonga	Purchase of (1) 2023 Chevrolet Bolt EUV	\$37,069	\$0	\$0	\$0	\$0
Rancho Cucamonga	Rideshare Program	\$10,081	\$0	\$0	\$0	\$0
Rancho Cucamonga	Day Creek Bike Trail	\$6,186	\$0	\$0	\$0	\$11,555
Rancho Mirage	Regional PM10 Street Sweeping Program using 2 sweepers	\$16,637	\$0	\$0	\$0	\$0
Rancho Palos Verdes	Purchase SULEV Light Duty Vehicle	\$36,926	\$0	\$0	\$0	\$0
Rancho Palos Verdes	Citywide Street Sweeping	\$135,067	\$0	\$0	\$0	\$111,111
Rancho Santa Margarita	Los Alisos/Melinda Road Signal Equipment Update	\$57,780	\$0	\$0	\$0	\$0
Rancho Santa Margarita	Santa Margarita Parkway Signal Synchronization Project	\$4,777	\$0	\$0	\$0	\$720,000
Redlands	Downtown Redlands Rail Station	\$5,700	\$0	\$0	\$0	\$0
Redlands	Audible Pedestrian Heads Traffic Control	\$293,015	\$0	\$0	\$0	\$233,300
Redondo Beach	Employee Rideshare	\$38,222	\$0	\$0	\$0	\$0
Rialto	Electric Vehicle Purchase and Lease	\$142,321	\$81,516	\$0	\$0	\$0
Rialto	Employee Rideshare Program	\$80,726	\$0	\$0	\$0	\$0
Rialto	Facilities for Bikeshare and Pedestrian Access	\$14,434	\$0	\$0	\$0	\$0
Riverside City	Vactor Truck Purchase	\$241,612	\$0	\$0	\$0	\$241,612
Riverside City	Riverside Go Transit Bus Pass Subsidy Program	\$48,269	\$0	\$0	\$0	\$0
Riverside County	Contribution to Purchase Beam EV Mobile Solar Charger for the Department of Child Support Services	\$87,044	\$0	\$0	\$0	\$0
Riverside County	WRCOG Clean Cities Coalition Program	\$25,000	\$0	\$0	\$0	\$0
Riverside County	Rule 2202 Multisite Cluster Registration	\$13,749	\$0	\$0	\$0	\$0
Riverside County	AB 2766 Audit	\$6,000	\$0	\$0	\$0	\$0
Riverside County	Commuter Service Rideshare Program	\$184,579	\$0	\$0	\$0	\$0
Riverside County	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$52,461	\$0	\$0	\$0	\$0
Rolling Hills Estates	One Chevrolet Bolt	\$10,000	\$0	\$0	\$0	\$22,930
Rosemead	Lease Vehicle #504	\$9,666	\$0	\$0	\$0	\$0
Rosemead	Lease Vehicle #516	\$5,431	\$0	\$0	\$0	\$0
Rosemead	Lease Vehicle #515	\$7,231	\$0	\$0	\$0	\$0
Rosemead	Vehicle #84	\$39,389	\$0	\$0	\$0	\$0
Rosemead	Lease Vehicle #514	\$5,431	\$0	\$0	\$0	\$0
Rosemead	Vehicle #85	\$40,237	\$0	\$0	\$0	\$0
Rosemead	Lease Vehicle #511	\$5,368	\$0	\$0	\$0	\$0

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
San Bernardino City	Rideshare Program	\$21,533	\$0	\$0	\$0	\$0
San Bernardino County	Rule 2202 Fees	\$7,704	\$0	\$0	\$0	\$0
San Bernardino County	ECRP	\$275,071	\$0	\$0	\$0	\$0
San Bernardino County	SCAQMD Vanpool Program	\$28,404	\$0	\$0	\$0	\$0
San Clemente	Traffic Calming Improvements	\$53,842	\$0	\$0	\$0	\$0
San Dimas	Charging Station Upgrades	\$26,091	\$0	\$0	\$0	\$0
San Gabriel	Gator Electric Utility Vehicles	\$29,236	\$0	\$0	\$0	\$0
San Jacinto	Vactor Truck	\$88,158	\$0	\$0	\$0	\$21,360
San Jacinto	WRCOG Clean Cities Coalition	\$6,000	\$0	\$0	\$0	\$0
San Juan Capistrano	Electric Car Charging Station at Community Center	\$22,465	\$0	\$0	\$0	\$0
San Juan Capistrano	Trolley Program	\$21,488	\$0	\$0	\$0	\$214,780
San Juan Capistrano	Senior Nutritional Transportation Program	\$10,648	\$0	\$0	\$0	\$51,208
San Marino	2022 Ford Escape-Community Development Department	\$27,047	\$0	\$0	\$0	\$0
San Marino	2022 Ford Escape-Police Detective Vehicle	\$27,025	\$0	\$0	\$0	\$0
San Marino	2023 Ford F-150 Police Responder	\$52,717	\$0	\$0	\$0	\$0
Santa Ana	CNG Station Design-Build	\$994,430	\$0	\$0	\$0	\$0
Santa Ana	Electric Vehicle Purchases - Light Duty Additions	\$126,667	\$0	\$0	\$0	\$0
Santa Ana	Electric Vehicle Purchases - Light Duty Replacement	\$30,958	\$0	\$0	\$0	\$0
Santa Ana	Electric Vehicle Charging Stations	\$41,792	\$17,500	\$0	\$0	\$0
Santa Ana	Comprehensive General Plan/Land-Use	\$80,452	\$0	\$0	\$0	\$0
Santa Ana	Rideshare Program	\$96,808	\$0	\$0	\$0	\$0
Santa Clarita	Bike to work week	\$4,423	\$0	\$0	\$0	\$0
Santa Clarita	Audit Expenditures	\$2,500	\$0	\$0	\$0	\$0
Santa Clarita	ITS PH VI (C0054)	\$550	\$0	\$0	\$0	\$32,489
Santa Clarita	ITS PH VII (C0052)	\$14,249	\$0	\$0	\$0	\$87,768
Santa Clarita	Rideshare Program	\$2,230	\$0	\$0	\$0	\$0
Santa Clarita	Monthly Passes	\$960	\$0	\$0	\$0	\$0
Santa Fe Springs	GO RIO (BUS PASS PROGRAM)	\$6,262	\$0	\$0	\$0	\$0
Santa Monica	Telematics	\$75,413	\$0	\$0	\$0	\$0
Seal Beach	Senior Transportation Nutrition Shuttle	\$63,738	\$0	\$0	\$0	\$0
Sierra Madre	Electric Vehicles	\$58,984	\$0	\$0	\$0	\$0
South Gate	Electric Vehicle Charging Station	\$185,392	\$0	\$0	\$0	\$63,750

**Project Funding Sources**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	MSRC	Moyer	CMAQ	CoFunding
Stanton	New station purchase	\$4,752	\$0	\$0	\$0	\$0
Temecula	Clean Cities Coalition	\$10,000	\$0	\$0	\$0	\$0
Temecula	Citywide Buffered Bike Lane Striping	\$38,044	\$0	\$0	\$0	\$0
Temple City	City Fleet Low Emission Vehicles Lease	\$31,206	\$0	\$0	\$0	\$0
Torrance	Employee Rideshare	\$185,580	\$0	\$0	\$0	\$0
Upland	Two EVs Purchased	\$61,545	\$0	\$0	\$0	\$0
Upland	Rideshare Program	\$9,162	\$0	\$0	\$0	\$0
Villa Park	Purchase two electric vehicles	\$59,985	\$0	\$0	\$0	\$0
Villa Park	Purchase and installation of 2 electric vehicle charging stations	\$19,137	\$0	\$0	\$0	\$0
Walnut	Bus Pass Subsidy	\$272	\$0	\$0	\$0	\$0
Walnut	Street Sweeper with CNG Sweeper	\$32,000	\$0	\$0	\$0	\$0
West Covina	Alternative Fuel Vehicles for Code Enforcement	\$349,952	\$0	\$0	\$0	\$0
West Covina	Code Enforcement Vehicle	\$42,368	\$0	\$0	\$0	\$0
West Covina	Electric Forklift	\$25,826	\$0	\$0	\$0	\$0
West Covina	Annual Audit	\$1,000	\$0	\$0	\$0	\$0
West Hollywood	Alternative Transportation Mode Incentive	\$5,771	\$0	\$0	\$0	\$0
West Hollywood	Fountain Ave Bicycle Facilities Project	\$37,883	\$0	\$0	\$0	\$22,067
West Hollywood	Willoughby Pedestrian and Bicycle project	\$5,700	\$0	\$0	\$0	\$15,335
Westlake Village	Lease of 1 Alternative Fuel Vehicle	\$5,427	\$0	\$0	\$0	\$0
Westminster	Garden Grove complete streets	\$700,000	\$0	\$0	\$0	\$5,054,375
Whittier	Air Quality Investment Program	\$3,317	\$0	\$0	\$0	\$0
Whittier	Eide Bailly LLP	\$1,003	\$0	\$0	\$0	\$0
Whittier	Gateway Cities COGs	\$10,335	\$0	\$0	\$0	\$0
Whittier	GO RIO	\$9,268	\$0	\$0	\$0	\$0
Whittier	Rideshare Reward	\$500	\$0	\$0	\$0	\$0
Whittier	Bike to Work	\$973	\$0	\$0	\$0	\$0
Wildomar	Clean Cities Coalition	\$4,500	\$0	\$0	\$0	\$1,500
Yorba Linda	Purchase of 10 new EV's	\$519,822	\$0	\$0	\$0	\$0
Yucaipa	12th and 13th Street Sidewalk Project – Safe Routes to Dunlap Elementary	\$51,412	\$0	\$0	\$0	\$0
Yucaipa	Avenue E Sidewalks from 13th Street to Dunlap Channel	\$25,644	\$0	\$0	\$0	\$0
<b>Totals:</b>		<b>\$23,910,582</b>	<b>\$503,680</b>	<b>\$107,776</b>	<b>\$0</b>	<b>\$12,024,681</b>

**Range of Cost-Effectiveness by Subcategory**  
**Fiscal Year 2022 - 2023**

<b>Subcategory</b>	<b>Lowest (ROG + NOx + PM)</b>	<b>Highest</b>	<b>Lowest (ROG + NOx + PM + CO/7)</b>	<b>Highest</b>
(1a) Alternative Fuel Vehicle Purchases/Leases	\$9.21	\$46,639.68	\$9.21	\$15,337.88
(1b) Alternative Fuel Vehicle Conversions	\$601.90	\$601.90	\$414.40	\$414.40
(1d) Electric Vehicle Purchases/Leases	\$5.56	\$16,381.43	\$5.27	\$4,708.20
(3c) Facilities (Pedestrian, Mixed Use, etc.)	\$92.59	\$127.45	\$56.27	\$77.46
(4c) Transit Operations	\$157.76	\$22,756.11	\$105.63	\$1,763.10
(4d) Passenger Fare Subsidies	\$34.87	\$758.03	\$21.42	\$453.57
(5b) Traffic Flow or Signalization	\$0.07	\$396.52	\$0.05	\$296.29
(6a) Employer-Based Trip Reduction	\$2.88	\$5,443.06	\$1.68	\$3,183.05
(6b) Other Trip Reduction Incentive Programs	\$21.95	\$1,952.66	\$12.83	\$1,132.55
(6c) Vanpool Programs	\$51.41	\$666.63	\$38.42	\$511.63
(6e) Telecommunication	\$1.79	\$258.36	\$1.05	\$150.89
(8a) Bicycle Lanes, Trails, and Bridges	\$0.66	\$1,298.54	\$0.40	\$787.68
(8c) Bicycle Usage	\$651.35	\$5,436.20	\$232.92	\$1,943.99
(9a) Road Dust Control	\$16.42	\$168.96	\$16.15	\$168.38
(11a) Miscellaneous	\$28.11	\$28.11	\$15.38	\$15.38

Cost-effectiveness is based on MVFees + MSRC + Moyer funding.

**Average Cost-Effectiveness by Project  
Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM+CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
<b>(1) Alternative Fuels/Electric Vehicles</b>					
<b>(1a) Alternative Fuel Vehicle Purchases/Leases</b>					
Agoura Hills	2023 Toyota Highlander Hybrid	\$53,389	\$7,606	4	\$2,162.92
Alhambra	2022 Ford Escape PHEV	\$51,983	\$7,405	2	\$4,387.40
Alhambra	2022 Ford Escape PHEV	\$44,527	\$6,343	2	\$3,758.12
Arcadia	CNG-Powered Heavy-Duty Dump Truck	\$110,000	\$12,902	1,401	\$9.21
Azusa	Lease of Hybrid Pool Vehicle	\$3,862	\$3,978	2	\$1,860.60
Baldwin Park	Fleet Leasing Program	\$25,629	\$26,398	3	\$7,820.07
Baldwin Park	Fleet Leasing Program	\$26,446	\$27,239	12	\$2,327.06
Baldwin Park	Fleet leasing Program	\$57,140	\$58,854	6	\$10,460.82
Baldwin Park	Fleet Leasing Program 15 vehicles	\$78,706	\$81,067	17	\$4,803.00
Banning	2023 Kenworth T-380 CNG Chassis Dump Truck	\$188,303	\$22,075	40	\$554.69
Beaumont	2022 Hyundai Santa Fe Hybrid	\$40,000	\$5,698	1	\$4,051.24
Beaumont	Purchase of Ford Maverick Hybrid	\$32,008	\$4,560	1	\$3,241.84
Bellflower	2022 Ford F-250 Trucks	\$93,680	\$10,982	2	\$4,801.06
Bellflower	2023 F-150 Truck	\$44,464	\$5,213	1	\$7,411.80
Brea	CNG Street Sweeper	\$323,978	\$37,981	316	\$120.35
Buena Park	Hybrid Replacements For 2 City Vehicles	\$67,288	\$7,888	1	\$8,011.74
Buena Park	Replace City Manager's Vehicle with 1 Hybrid	\$56,748	\$6,653	2	\$3,378.39
Covina	2020 Toyota Prius – Lease	\$7,133	\$7,347	3	\$2,611.60
Cudahy	Lease of Hybrid Vehicles	\$28,818	\$29,683	3	\$9,592.34
Cypress	Compressed Natural Gas Sewer Cleaning Truck	\$65,752	\$7,708	59	\$129.89
Duarte	Ford Escape Hybrid Lease	\$6,329	\$6,518	1	\$4,930.16
Duarte	Two Honda Hybrid Lease Vehicles	\$12,986	\$13,376	2	\$6,792.60
El Monte	Regional PM10 Street Sweeper Contract (2 Vehicles)	\$68,939	\$70,989	3,946	\$17.99
Fontana	AFV Rebate Program	\$500	\$59	2	\$34.73
Fontana	AFV Rebate Program	\$500	\$59	2	\$34.73

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM +CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
Fontana	AFV Rebate Program	\$500	\$59	2	\$34.73
Fullerton	Purchase of Four SULEV Vehicles	\$200,000	\$28,491	14	\$2,018.74
Gardena	Lease (1) 2019 Hyundai Ioniq Plug-In Hybrid Hatchback	\$6,284	\$6,473	0	\$15,337.88
Hemet	One New 2022 Ford Escape Hybrid	\$36,120	\$4,234	1	\$3,541.73
Hemet	One New 2023 Ford Maverick Hybrid	\$41,109	\$4,819	1	\$4,030.91
Hemet	One New 2023 Freightliner GAPVAX CNG Unit	\$557,291	\$55,987	231	\$241.86
Hemet	One New 2023 Ford Maverick Hybrid	\$37,441	\$4,389	1	\$3,671.25
Jurupa Valley	Vin# 4T3E6RFV5NU086078	\$54,011	\$7,694	6	\$1,215.62
Jurupa Valley	VIN# 1FTNF1C83PKD088189	\$44,911	\$6,398	6	\$1,020.79
Jurupa Valley	VIN# 5TDBBRCH9NS560189	\$49,911	\$7,110	6	\$1,123.35
Jurupa Valley	VIN# 1FMCU0BZ7NUA67512	\$27,565	\$3,927	4	\$879.86
Jurupa Valley	VIN# 1FMCU08Z5NUA67265	\$27,565	\$3,927	5	\$723.45
Jurupa Valley	VIN# 1FTNF1C86PKD07585	\$44,911	\$6,398	9	\$701.63
La Verne	New Vehicles	\$121,843	\$14,284	2	\$8,462.64
Laguna Beach	Sally's Fund Senior Mobility Program	\$30,000	\$4,274	2	\$2,430.75
Laguna Hills	Purchase of 2 Ford F-150 Hybrid Trucks	\$110,817	\$15,787	3	\$5,611.85
Lakewood	Purchase of 5 new Chevrolet Equinox	\$177,564	\$25,295	7	\$3,596.77
Lakewood	purchase of 1 cargo van	\$37,161	\$5,294	4	\$1,447.20
Los Angeles City	Purchase of Four 2021 CNG Solid Resources Collection Vehicles	\$812,941	\$95,315	2,863	\$33.29
Los Angeles City	Four New Clean Fuel CNG Solid Resources Heavy-Duty Vehicles	\$92,479	\$10,845	972	\$11.16
Lynwood	Hybrid Pool Vehicle	\$8,699	\$8,961	3	\$3,266.92
Montclair	2022 Nissan Rogue	\$34,248	\$2,869	4	\$790.25
Perris	Purchase of Three Toyota Hybrid Vehicles	\$138,742	\$19,765	14	\$1,405.20
Pico Rivera	Lease payments and purchase (2) hybrid vehicles (2019 Toyota Prius L Eco)	\$28,980	\$7,796	1	\$6,912.17
Pomona	CNG PB Loader Patch Truck	\$291,366	\$29,271	175	\$166.99
Pomona	CNG F-250	\$55,881	\$6,551	4	\$1,678.94
Rancho Palos Verdes	Purchase SULEV Light Duty Vehicle	\$36,926	\$8,063	7	\$1,173.72
Riverside City	Vactor Truck Purchase	\$241,612	\$28,324	102	\$277.16
Rosemead	Lease Vehicle #504	\$9,666	\$1,377	2	\$815.85

**Average Cost-Effectiveness by Project  
Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM+CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
Rosemead	Lease Vehicle #516	\$5,431	\$774	1	\$916.82
Rosemead	Lease Vehicle #515	\$7,231	\$1,030	3	\$366.19
Rosemead	Vehicle #84	\$39,389	\$5,611	1	\$4,432.61
Rosemead	Lease Vehicle #514	\$5,431	\$774	1	\$561.32
Rosemead	Vehicle #85	\$40,237	\$5,732	1	\$4,528.04
Rosemead	Lease Vehicle #511	\$5,368	\$765	1	\$543.72
San Jacinto	Vactor Truck	\$88,158	\$11,322	55	\$207.03
San Marino	2022 Ford Escape-Community Development Department	\$27,047	\$4,342	1	\$6,858.83
San Marino	2022 Ford Escape-Police Detective Vehicle	\$27,025	\$4,338	1	\$6,853.28
San Marino	2023 Ford F-150 Police Responder	\$52,717	\$8,462	1	\$13,368.44
Temple City	City Fleet Low Emission Vehicles Lease	\$31,206	\$32,142	8	\$4,231.83
West Covina	Alternative Fuel Vehicles for Code Enforcement	\$349,952	\$49,853	10	\$4,898.43
West Covina	Code Enforcement Vehicle	\$42,368	\$6,036	2	\$3,065.05
Westlake Village	Lease of 1 Alternative Fuel Vehicle	\$5,427	\$5,590	1	\$4,031.34
<b>Subcategory Total:</b>		\$5,572,642	\$1,029,328	10,369	\$99.27
<b>(1b) Alternative Fuel Vehicle Conversions</b>					
Long Beach	Existing Vehicle Conversion	\$3,654	\$1,601	4	\$414.40
<b>Subcategory Total:</b>		\$3,654	\$1,601	4	\$414.40
<b>(1d) Electric Vehicle Purchases/Leases</b>					
Beaumont	Police Dept. Motorcycles	\$101,000	\$11,840	19	\$638.42
Chino Hills	Chevrolet Bolt EV	\$32,679	\$3,283	2	\$1,770.17
Fontana	AFV Rebate Program	\$500	\$59	11	\$5.27
Fontana	AFV Rebate Program	\$500	\$59	11	\$5.27
Fontana	AFV Rebate Program	\$500	\$59	11	\$5.27
Fountain Valley	3 EV Vehicle Purchase	\$139,199	\$16,318	6	\$2,550.36
Garden Grove	2022 ZEV Electric Vehicle Purchase	\$5,000	\$586	11	\$52.24
Garden Grove	2023 ZEV Electric Vehicle Purchase (Chevy, Ford, Tesla)	\$27,500	\$3,224	113	\$28.44
Gardena	Lease (1) 2020 Tesla Model 3 AWD	\$15,855	\$16,331	5	\$3,522.21
Grand Terrace	Senior Transportation Program	\$11,000	\$800	6	\$133.75



**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM +CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
Huntington Beach	Electric Vehicle purchases	\$133,495	\$15,650	5	\$3,074.58
Huntington Beach	Purchase of off road equipment vehicles	\$204,640	\$23,990	60	\$399.66
Irwindale	2022 Golf Cart - Evolution Turfman 1000	\$6,000	\$703	71	\$9.95
La Mirada	John Deer Gator TE model 2022 electric cart	\$20,614	\$2,417	41	\$59.65
La Verne	Electric Forklift	\$49,307	\$5,780	51	\$113.61
Lynwood	1 Gator vehicle for Grounds Division	\$19,798	\$2,320	417	\$5.56
Norco	Golf Carts for Facilities	\$49,261	\$5,775	424	\$13.62
Orange City	Electric Vehicles	\$117,566	\$13,782	19	\$743.13
Orange County	Purchase of Electric Forklift	\$60,730	\$7,119	23	\$310.96
Orange County	Purchase of Electric Forklift	\$38,183	\$4,476	31	\$143.90
Paramount	Lease of Electric Vehicles	\$47,234	\$48,651	59	\$819.76
Rancho Cucamonga	Purchase of 2 Chevrolet Bolt Vehicles	\$49,114	\$8,102	19	\$436.87
Rancho Cucamonga	Purchase of (1) 2023 Chevrolet Bolt EUV	\$37,069	\$4,346	9	\$468.62
Rialto	Electric Vehicle Purchase and Lease	\$142,321	\$26,240	11	\$2,358.12
Rolling Hills Estates	One Chevrolet Bolt	\$10,000	\$1,172	2	\$505.68
San Gabriel	Gator Electric Utility Vehicles	\$29,236	\$3,430	490	\$7.00
Santa Ana	Electric Vehicle Purchases - Light Duty Additions	\$126,667	\$18,045	19	\$972.95
Santa Ana	Electric Vehicle Purchases - Light Duty Replacement	\$30,958	\$4,410	5	\$951.17
Sierra Madre	Electric Vehicles	\$58,984	\$6,915	5	\$1,491.36
Upland	Two EVs Purchased	\$61,545	\$7,215	9	\$778.05
Villa Park	Purchase two electric vehicles	\$59,985	\$13,098	3	\$4,708.20
West Covina	Electric Forklift	\$25,826	\$3,028	52	\$58.63
Yorba Linda	Purchase of 10 new EV's	\$519,822	\$74,052	139	\$532.38
	<b>Subcategory Total:</b>	\$2,232,088	\$353,276	2,158	\$163.74
	<b>Category Total:</b>	\$7,808,384	\$1,384,204	12,530	\$110.47
<b>(3c) Facilities (Pedestrian, Mixed Use, etc.)</b>					
Yucaipa	12th and 13th Street Sidewalk Project – Safe Routes to Dunlap Elementary	\$51,412	\$3,456	45	\$77.46
Yucaipa	Avenue E Sidewalks from 13th Street to Dunlap Channel	\$25,644	\$1,724	31	\$56.27

**Average Cost-Effectiveness by Project  
Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM +CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
	<b>Subcategory Total:</b>	\$77,056	\$5,180	75	\$68.83
	<b>Category Total:</b>	\$77,056	\$5,180	75	\$68.83
<b>(4) Public Transportation (Transit &amp; Rail)</b>					
<b>(4c) Transit Operations</b>					
Anaheim	EV Line	\$56,846	\$58,552	155	\$376.83
Dana Point	Dana Point Trolley Seasonal and Special Event Program	\$240,000	\$247,200	143	\$1,732.03
Placentia	Senior Mobility Program	\$966	\$995	9	\$105.63
San Juan Capistrano	Trolley Program	\$21,488	\$22,133	36	\$608.06
Seal Beach	Senior Transportation Nutrition Shuttle	\$63,738	\$65,650	37	\$1,763.10
	<b>Subcategory Total:</b>	\$383,039	\$394,529	381	\$1,035.09
<b>(4d) Passenger Fare Subsidies</b>					
Anaheim	Metrolink and OCTA	\$60,102	\$61,905	525	\$117.86
Azusa	Transit Pass Subsidy	\$2,345	\$2,415	7	\$329.82
Corona	Corona Cruiser Fare Subsidy	\$1,818	\$1,872	87	\$21.42
Covina	Commuter Choice	\$1,759	\$1,812	4	\$453.57
Garden Grove	Transit Subsidy Metrolink & Bus	\$1,870	\$1,926	15	\$125.79
Glendale	Transit Fare Subsidy	\$29,070	\$29,941	133	\$224.87
Norwalk	Benefits Program	\$6,531	\$6,727	69	\$98.13
Riverside City	Riverside Go Transit Bus Pass Subsidy Program	\$48,269	\$49,718	909	\$54.69
Santa Fe Springs	GO RIO (BUS PASS PROGRAM)	\$6,262	\$6,451	91	\$70.77
Walnut	Bus Pass Subsidy	\$272	\$280	8	\$35.07
Whittier	GO RIO	\$9,268	\$9,547	200	\$47.80
	<b>Subcategory Total:</b>	\$167,566	\$172,595	2,049	\$84.24
	<b>Category Total:</b>	\$550,606	\$567,124	2,430	\$233.38
<b>(5) Traffic Management</b>					
<b>(5b) Traffic Flow or Signalization</b>					
Anaheim	Citywide Signal Coordination N807	\$165,358	\$36,105	1,020	\$35.39

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM +CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
Costa Mesa	Baker/Placentia/19th/Victoria TSSP	\$113,681	\$24,815	1,663	\$14.92
Costa Mesa	Bear Street Traffic Signal Synchronization Project	\$1,932	\$428	1,426	\$0.30
Highland	Traffic Signal Synchronization	\$74,625	\$16,295	866	\$18.82
Laguna Niguel	Traffic Signal Coordination	\$84,960	\$18,547	5,655	\$3.28
Los Angeles City	W Sunset Blvd	\$133,786	\$29,213	225	\$129.63
Los Angeles City	S Broadway Ave	\$156,084	\$34,082	115	\$296.29
Los Angeles City	S Bundy Dr	\$53,090	\$11,592	166	\$69.66
Los Angeles City	W Olympic Blvd	\$62,115	\$13,562	355	\$38.18
Los Angeles City	S Vermont Ave	\$148,651	\$32,459	313	\$103.58
Los Angeles City	S La Brea Ave	\$106,179	\$23,185	251	\$92.21
Los Angeles City	Venice Blvd	\$57,337	\$12,520	119	\$105.34
Los Angeles City	E Vernon Ave	\$182,098	\$39,760	418	\$95.19
Los Angeles City	N Figueroa St Section 1	\$219,791	\$47,993	296	\$162.09
Los Angeles City	Wilshire Blvd	\$53,090	\$11,592	101	\$114.80
Los Angeles City	S Central Ave	\$70,078	\$15,302	125	\$122.56
Los Angeles City	Crenshaw Blvd	\$88,129	\$19,243	149	\$129.22
Los Angeles City	Laurel Canyon Blvd	\$104,056	\$22,720	246	\$92.32
Los Angeles City	S San Pedro St	\$86,536	\$18,896	99	\$190.32
Los Angeles City	S Fairfax Ave	\$110,427	\$24,111	197	\$122.57
Los Angeles City	S Hoover St	\$72,202	\$15,766	154	\$102.59
Los Angeles City	N Figueroa St Section 2	\$90,252	\$19,707	145	\$135.64
Los Angeles City	De Soto Ave	\$79,635	\$17,389	82	\$210.98
Los Angeles City	San Pedro St	\$53,090	\$11,592	73	\$158.69
Los Angeles City	La Tijera Blvd	\$63,177	\$13,795	175	\$78.94
Los Angeles City	Airport Blvd	\$58,399	\$12,752	142	\$89.61
Los Angeles City	York Blvd	\$53,621	\$11,708	139	\$84.39
Los Angeles City	Western Ave	\$186,345	\$40,690	193	\$210.64
Moreno Valley	Traffic Signal Coordination Program	\$40,690	\$8,887	626	\$14.19
Pomona	Video detection upgrades	\$27,967	\$3,279	50	\$65.12

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM +CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
Rancho Santa Margarita	Los Alisos/Melinda Road Signal Equipment Update	\$57,780	\$12,618	373	\$33.87
Santa Clarita	ITS PH VI (C0054)	\$550	\$115	2,309	\$0.05
Santa Clarita	ITS PH VII (C0052)	\$14,249	\$3,107	1,827	\$1.70
	<b>Subcategory Total:</b>	\$2,869,958	\$623,826	20,096	\$31.04
	<b>Category Total:</b>	\$2,869,958	\$623,826	20,096	\$31.04
<b>(6) Transportation Demand Management</b>					
<b>(6a) Employer-Based Trip Reduction</b>					
Anaheim	Trip Reduction	\$113,986	\$117,412	1,205	\$97.41
Arcadia	Rideshare Plus Program	\$12,444	\$12,817	68	\$188.21
Azusa	Rideshare Financial Incentives	\$5,101	\$5,254	56	\$93.74
Baldwin Park	Employer Trip Reduction Incentive Program	\$1,554	\$1,601	78	\$20.43
Bell Gardens	Employee Ride Share Subsidies	\$490	\$505	4	\$139.57
Buena Park	Employee Rideshare Program Incentives	\$10,696	\$11,017	145	\$76.17
Burbank	Employee Transit Subsidies	\$45,460	\$46,822	210	\$222.98
Burbank	Employee Rideshare Subsidies	\$53,865	\$55,482	434	\$127.92
Carson	Breathe Employee Rideshare Program	\$33,524	\$34,530	11	\$3,183.05
Cerritos	City Employee Rideshare Trip Rebate Program	\$21,252	\$21,890	146	\$149.47
Claremont	Employer-Based Trip Reduction Program	\$2,059	\$2,121	5	\$439.87
Commerce	Employer Based Trip Reduction	\$5,542	\$5,708	59	\$96.64
Compton	Employee Transit/Pass Subsidy Program	\$7,462	\$7,686	76	\$101.74
Downey	Downey Employee "Thumbs Up" Commuting Program	\$139,433	\$143,616	215	\$667.51
El Monte	Employee Rideshare Program	\$63,995	\$65,915	133	\$494.90
Fontana	Employee Rideshare Program	\$15,184	\$15,640	30	\$529.62
Garden Grove	Rideshare Redemption	\$132,320	\$136,289	81	\$1,675.14
Glendale	Employer Based Trip Reduction Program	\$83,294	\$85,794	3,508	\$24.46
Glendora	Alternative Commute Program	\$20,926	\$21,553	97	\$222.13
Hermosa Beach	Auto Trip Reduction	\$3,705	\$3,816	8	\$452.29
Huntington Beach	Employee Rideshare	\$16,278	\$16,765	186	\$90.32

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM +CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
La Verne	City of La Verne Walk, Bike, Carpool or Public Transit Program	\$2,740	\$2,822	146	\$19.35
Los Angeles City	Employer's Walk Incentive Program	\$35,756	\$36,828	153	\$240.06
Los Angeles City	Bikeshare Incentive	\$2,880	\$2,966	15	\$195.31
Los Angeles City	Employer's Transit Subsidy Program	\$274,939	\$283,162	6,740	\$42.01
Los Angeles City	Employer's Carpool Incentive Program	\$95,348	\$98,208	998	\$98.41
Los Angeles City	Employer's Bike Incentive Program	\$37,110	\$38,223	320	\$119.62
Los Angeles County	Countywide Rideshare Program	\$1,522,804	\$1,568,676	51,771	\$30.30
Montebello	Employee Rideshare Program	\$12,062	\$12,424	134	\$92.53
Monterey Park	Employee Rideshare Program	\$40,624	\$41,843	43	\$964.30
Ontario	Rideshare	\$12,563	\$12,941	415	\$31.21
Orange City	Trip Reduction Program (TRP)	\$59,407	\$61,188	81	\$752.07
Orange County	Ride Share	\$35,000	\$35,977	21,415	\$1.68
Palm Desert	Rideshare Program	\$1,596	\$1,644	55	\$29.97
Palm Springs	Employee Rideshare and Low-Carbon Transportation Incentive	\$11,842	\$12,198	174	\$69.96
Rancho Cucamonga	Rideshare Program	\$10,081	\$10,383	37	\$282.44
Redondo Beach	Employee Rideshare	\$38,222	\$39,365	669	\$58.82
Rialto	Employee Rideshare Program	\$80,726	\$83,148	171	\$485.80
Riverside County	Commuter Service Rideshare Program	\$184,579	\$190,192	37,513	\$5.07
San Bernardino City	Rideshare Program	\$21,533	\$22,179	72	\$306.68
San Bernardino County	ECRP	\$275,071	\$283,268	13,934	\$20.33
Santa Ana	Rideshare Program	\$96,808	\$99,712	66	\$1,501.92
Santa Clarita	Rideshare Program	\$2,230	\$2,296	306	\$7.50
Santa Clarita	Monthly Passes	\$960	\$989	75	\$13.23
Torrance	Employee Rideshare	\$185,580	\$191,149	337	\$567.96
Upland	Rideshare Program	\$9,162	\$9,437	49	\$190.96
West Hollywood	Alternative Transportation Mode Incentive	\$5,771	\$5,944	22	\$266.29
Whittier	Rideshare Reward	\$500	\$515	66	\$7.77
<b>Subcategory Total:</b>		<b>\$3,844,462</b>	<b>\$3,959,912</b>	<b>142,534</b>	<b>\$27.78</b>

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM+CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
<b>(6b) Other Trip Reduction Incentive Programs</b>					
Pasadena	Rideshare program	\$40,161	\$41,352	3,223	\$12.83
San Juan Capistrano	Senior Nutritional Transportation Program	\$10,648	\$10,968	18	\$607.65
Whittier	Bike to Work	\$973	\$1,002	1	\$1,132.55
<b>Subcategory Total:</b>		\$51,782	\$53,322	3,242	\$16.45
<b>(6c) Vanpool Programs</b>					
Anaheim	Vanpool	\$78,046	\$80,387	157	\$511.63
Los Angeles City	Employer's Vanpool Program	\$94,265	\$97,087	2,527	\$38.42
San Bernardino County	SCAQMD Vanpool Program	\$28,404	\$29,256	101	\$289.21
<b>Subcategory Total:</b>		\$200,715	\$206,731	2,785	\$74.22
<b>(6e) Telecommunication</b>					
Diamond Bar	Laptops for Telecommuting	\$29,723	\$6,490	43	\$150.89
Garden Grove	Telecommunication	\$9,481	\$2,079	1,980	\$1.05
Gardena	Purchase of Information Technology (software and hardware) for employees to work from home	\$6,888	\$1,504	32	\$47.55
<b>Subcategory Total:</b>		\$46,092	\$10,074	2,055	\$4.90
<b>Category Total:</b>		\$4,143,051	\$4,230,038	150,616	\$28.08
<b>(8) Bicycles</b>					
<b>(8a) Bicycle Lanes, Trails, and Bridges</b>					
Fontana	Metrolink Station Access Improvements	\$346	\$29	72	\$0.40
Fontana	Alder-Locust-Ramona Safe Routes to School	\$49,930	\$3,356	41	\$81.72
La Canada Flintridge	Foothill Blvd. Link Project	\$67,820	\$4,559	36	\$126.74
Rancho Cucamonga	Day Creek Bike Trail	\$6,186	\$725	12	\$58.94
Temecula	Citywide Buffered Bike Lane Striping	\$38,044	\$3,187	64	\$49.77
West Hollywood	Fountain Ave Bicycle Facilities Project	\$37,883	\$3,173	102	\$31.01
West Hollywood	Willoughby Pedestrian and Bicycle project	\$5,700	\$668	10	\$69.36
Westminster	Garden Grove complete streets	\$700,000	\$47,051	60	\$787.68

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM+CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
<b>Subcategory Total:</b>		\$905,909	\$62,747	397	\$158.17
<b>(8c) Bicycle Usage</b>					
Culver City	CCPD e-Bike Purchase	\$11,441	\$2,498	3	\$758.94
Garden Grove	Bicycle Purchase Loan Program	\$601	\$619	1	\$979.32
Los Angeles City	Metro Bikeshare	\$407,125	\$419,338	280	\$1,499.87
Orange City	Police Bike Team	\$9,158	\$2,000	1	\$1,943.99
Perris	E-Bike/Scooter Purchase	\$12,508	\$1,466	6	\$232.92
<b>Subcategory Total:</b>		\$440,833	\$425,921	291	\$1,464.50
<b>Category Total:</b>		\$1,346,742	\$488,669	688	\$710.75
<b>(9) PM Reduction Strategies</b>					
<b>(9a) Road Dust Control</b>					
Cathedral City	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$51,324	\$52,865	319	\$165.98
Coachella	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$41,738	\$42,990	259	\$166.24
Desert Hot Springs	Regional PM10 Sweeping Program Using 3 Sweepers	\$32,245	\$33,213	201	\$165.18
Desert Hot Springs	Additional Street Sweeping	\$7,887	\$8,124	179	\$45.39
Hawthorne	Reduction Street Sweeping Project	\$114,635	\$118,079	2,363	\$49.96
Indian Wells	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$4,075	\$4,197	28	\$147.46
Indio	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$88,249	\$90,897	549	\$165.64
La Quinta	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$37,483	\$38,608	232	\$166.27
Loma Linda	City Street Sweeping	\$36,564	\$37,661	300	\$125.56
Lomita	Alternative Fuel Street Sweeper	\$15,000	\$15,449	488	\$31.65
Moreno Valley	Street Sweeping Program	\$188,842	\$194,510	1,230	\$158.10
Norwalk	Cleaner Street Sweeping Contract	\$87,564	\$90,206	5,586	\$16.15
Palm Desert	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$50,382	\$52,737	313	\$168.38
Palm Springs	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$43,955	\$45,273	274	\$165.00
Rancho Mirage	Regional PM10 Street Sweeping Program using 2 sweepers	\$16,637	\$17,135	104	\$164.40
Rancho Palos Verdes	Citywide Street Sweeping	\$135,067	\$139,119	1,475	\$94.29
Riverside County	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$52,461	\$54,034	334	\$161.61

**Average Cost-Effectiveness by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	MV Fees	Amortized Air Funds	Emission Reductions (ROG+NOx+PM+CO/7) (lbs./yr)	Cost Effectiveness (\$/lbs.)
Walnut	Street Sweeper with CNG Sweeper	\$32,000	\$32,963	929	\$35.48
	<b>Subcategory Total:</b>	\$1,036,107	\$1,068,058	15,165	\$70.43
	<b>Category Total:</b>	\$1,036,107	\$1,068,058	15,165	\$70.43
<b>(11) Miscellaneous Projects</b>					
<b>(11a) Miscellaneous</b>					
Chino	Vehicle Emissions Credit Purchased	\$5,540	\$5,706	371	\$15.38
	<b>Subcategory Total:</b>	\$5,540	\$5,706	371	\$15.38
	<b>Category Total:</b>	\$5,540	\$5,706	371	\$15.38
	<b>Program Summary:</b>	\$17,837,443	\$8,372,804	201,971	\$41.46



**Cost-Effectiveness of Funding by Project  
Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
<b>(1) Alternative Fuels/Electric Vehicles</b>					
<b>(1a) Alternative Fuel Vehicle Purchases/Leases</b>					
Agoura Hills	2023 Toyota Highlander Hybrid	\$6,577	\$6,577	\$2,163	\$2,163
Alhambra	2022 Ford Escape PHEV	\$13,341	\$13,341	\$4,387	\$4,387
Alhambra	2022 Ford Escape PHEV	\$11,428	\$11,428	\$3,758	\$3,758
Arcadia	CNG-Powered Heavy-Duty Dump Truck	\$9	\$19	\$9	\$19
Azusa	Lease of Hybrid Pool Vehicle	\$5,658	\$5,658	\$1,861	\$1,861
Baldwin Park	Fleet Leasing Program	\$23,779	\$23,779	\$7,820	\$7,820
Baldwin Park	Fleet Leasing Program	\$3,435	\$3,435	\$2,327	\$2,327
Baldwin Park	Fleet leasing Program	\$31,809	\$31,809	\$10,461	\$10,461
Baldwin Park	Fleet Leasing Program 15 vehicles	\$14,605	\$14,605	\$4,803	\$4,803
Banning	2023 Kenworth T-380 CNG Chassis Dump Truck	\$567	\$659	\$555	\$645
Beaumont	2022 Hyundai Santa Fe Hybrid	\$12,319	\$12,319	\$4,051	\$4,051
Beaumont	Purchase of Ford Maverick Hybrid	\$9,858	\$9,858	\$3,242	\$3,242
Bellflower	2022 Ford F-250 Trucks	\$7,087	\$7,087	\$4,801	\$4,801
Bellflower	2023 F-150 Truck	\$22,538	\$22,538	\$7,412	\$7,412
Brea	CNG Street Sweeper	\$121	\$121	\$120	\$120
Buena Park	Hybrid Replacements For 2 City Vehicles	\$24,362	\$24,362	\$8,012	\$8,012
Buena Park	Replace City Manager's Vehicle with 1 Hybrid	\$10,273	\$10,273	\$3,378	\$3,378
Covina	2020 Toyota Prius - Lease	\$7,941	\$7,941	\$2,612	\$2,612
Cudahy	Lease of Hybrid Vehicles	\$29,169	\$29,169	\$9,592	\$9,592
Cypress	Compressed Natural Gas Sewer Cleaning Truck	\$135	\$135	\$130	\$130
Duarte	Ford Escape Hybrid Lease	\$14,992	\$14,992	\$4,930	\$4,930
Duarte	Two Honda Hybrid Lease Vehicles	\$20,655	\$20,655	\$6,793	\$6,793
El Monte	Regional PM10 Street Sweeper Contract (2 Vehicles)	\$18	\$18	\$18	\$18
Fontana	AFV Rebate Program	\$106	\$106	\$35	\$35

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Fontana	AFV Rebate Program	\$106	\$106	\$35	\$35
Fontana	AFV Rebate Program	\$106	\$106	\$35	\$35
Fullerton	Purchase of Four SULEV Vehicles	\$6,139	\$6,139	\$2,019	\$2,019
Gardena	Lease (1) 2019 Hyundai Ioniq Plug-In Hybrid Hatchback	\$46,640	\$46,640	\$15,338	\$15,338
Hemet	One New 2022 Ford Escape Hybrid	\$10,770	\$10,770	\$3,542	\$3,542
Hemet	One New 2023 Ford Maverick Hybrid	\$12,257	\$12,257	\$4,031	\$4,031
Hemet	One New 2023 Freightliner GAPVAX CNG Unit	\$249	\$249	\$242	\$242
Hemet	One New 2023 Ford Maverick Hybrid	\$11,164	\$11,164	\$3,671	\$3,671
Jurupa Valley	Vin# 4T3E6RFV5NU086078	\$3,696	\$3,696	\$1,216	\$1,216
Jurupa Valley	VIN# 1FTNF1C83PKD088189	\$3,104	\$3,104	\$1,021	\$1,021
Jurupa Valley	VIN# 5TDBBRCH9NS560189	\$3,416	\$3,416	\$1,123	\$1,123
Jurupa Valley	VIN# 1FMCU0BZ7NUA67512	\$2,676	\$2,676	\$880	\$880
Jurupa Valley	VIN# 1FMCU08Z5NUA67265	\$2,200	\$2,200	\$723	\$723
Jurupa Valley	VIN# 1FTNF1C86PKD07585	\$2,134	\$2,134	\$702	\$702
La Verne	New Vehicles	\$25,733	\$25,733	\$8,463	\$8,463
Laguna Beach	Sally's Fund Senior Mobility Program	\$7,391	\$7,391	\$2,431	\$2,431
Laguna Hills	Purchase of 2 Ford F-150 Hybrid Trucks	\$17,065	\$17,065	\$5,612	\$5,612
Lakewood	Purchase of 5 new Chevrolet Equinox	\$10,937	\$10,937	\$3,597	\$3,597
Lakewood	purchase of 1 cargo van	\$2,136	\$2,136	\$1,447	\$1,447
Los Angeles City	Purchase of Four 2021 CNG Solid Resources Collection Vehicles	\$34	\$67	\$33	\$65
Los Angeles City	Four New Clean Fuel CNG Solid Resources Heavy-Duty Vehicles	\$11	\$202	\$11	\$198
Lynwood	Hybrid Pool Vehicle	\$9,934	\$10,656	\$3,267	\$3,504
Montclair	2022 Nissan Rogue	\$2,403	\$2,403	\$790	\$790
Perris	Purchase of Three Toyota Hybrid Vehicles	\$4,273	\$4,273	\$1,405	\$1,405
Pico Rivera	Lease payments and purchase (2) hybrid vehicles (2019 Toyota Prius L Eco)	\$21,019	\$21,019	\$6,912	\$6,912
Pomona	CNG PB Loader Patch Truck	\$170	\$170	\$167	\$167
Pomona	CNG F-250	\$2,478	\$2,478	\$1,679	\$1,679
Rancho Palos Verdes	Purchase SULEV Light Duty Vehicle	\$3,569	\$3,569	\$1,174	\$1,174

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Riverside City	Vactor Truck Purchase	\$280	\$561	\$277	\$554
Rosemead	Lease Vehicle #504	\$2,481	\$2,481	\$816	\$816
Rosemead	Lease Vehicle #516	\$2,788	\$2,788	\$917	\$917
Rosemead	Lease Vehicle #515	\$1,114	\$1,114	\$366	\$366
Rosemead	Vehicle #84	\$13,479	\$13,479	\$4,433	\$4,433
Rosemead	Lease Vehicle #514	\$1,707	\$1,707	\$561	\$561
Rosemead	Vehicle #85	\$13,769	\$13,769	\$4,528	\$4,528
Rosemead	Lease Vehicle #511	\$1,653	\$1,653	\$544	\$544
San Jacinto	Vactor Truck	\$211	\$262	\$207	\$257
San Marino	2022 Ford Escape-Community Development Department	\$20,856	\$20,856	\$6,859	\$6,859
San Marino	2022 Ford Escape-Police Detective Vehicle	\$20,840	\$20,840	\$6,853	\$6,853
San Marino	2023 Ford F-150 Police Responder	\$40,651	\$40,651	\$13,368	\$13,368
Temple City	City Fleet Low Emission Vehicles Lease	\$12,868	\$12,868	\$4,232	\$4,232
West Covina	Alternative Fuel Vehicles for Code Enforcement	\$14,895	\$14,895	\$4,898	\$4,898
West Covina	Code Enforcement Vehicle	\$9,320	\$9,320	\$3,065	\$3,065
Westlake Village	Lease of 1 Alternative Fuel Vehicle	\$12,259	\$12,259	\$4,031	\$4,031
<b>(1b) Alternative Fuel Vehicle Conversions</b>					
Long Beach	Existing Vehicle Conversion	\$602	\$602	\$414	\$414
<b>(1d) Electric Vehicle Purchases/Leases</b>					
Beaumont	Police Dept. Motorcycles	\$2,221	\$2,221	\$638	\$638
Chino Hills	Chevrolet Bolt EV	\$6,159	\$6,159	\$1,770	\$1,770
Fontana	AFV Rebate Program	\$18	\$18	\$5	\$5
Fontana	AFV Rebate Program	\$18	\$18	\$5	\$5
Fontana	AFV Rebate Program	\$18	\$18	\$5	\$5
Fountain Valley	3 EV Vehicle Purchase	\$8,874	\$8,874	\$2,550	\$2,550
Garden Grove	2022 ZEV Electric Vehicle Purchase	\$182	\$182	\$52	\$52
Garden Grove	2023 ZEV Electric Vehicle Purchase (Chevy, Ford, Tesla)	\$99	\$99	\$28	\$28
Gardena	Lease (1) 2020 Tesla Model 3 AWD	\$12,255	\$12,255	\$3,522	\$3,522
Grand Terrace	Senior Transportation Program	\$349	\$349	\$134	\$134

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Huntington Beach	Electric Vehicle purchases	\$10,697	\$10,697	\$3,075	\$3,075
Huntington Beach	Purchase of off road equipment vehicles	\$400	\$400	\$400	\$400
Irwindale	2022 Golf Cart - Evolution Turfman 1000	\$10	\$23	\$10	\$23
La Mirada	John Deer Gator TE model 2022 electric cart	\$60	\$60	\$60	\$60
La Verne	Electric Forklift	\$114	\$114	\$114	\$114
Lynwood	1 Gator vehicle for Grounds Division	\$6	\$6	\$6	\$6
Norco	Golf Carts for Facilities	\$14	\$14	\$14	\$14
Orange City	Electric Vehicles	\$2,586	\$2,586	\$743	\$743
Orange County	Purchase of Electric Forklift	\$311	\$311	\$311	\$311
Orange County	Purchase of Electric Forklift	\$144	\$144	\$144	\$144
Paramount	Lease of Electric Vehicles	\$2,852	\$2,852	\$820	\$820
Rancho Cucamonga	Purchase of 2 Chevrolet Bolt Vehicles	\$1,520	\$1,520	\$437	\$437
Rancho Cucamonga	Purchase of (1) 2023 Chevrolet Bolt EUV	\$1,631	\$1,631	\$469	\$469
Rialto	Electric Vehicle Purchase and Lease	\$8,205	\$8,205	\$2,358	\$2,358
Rolling Hills Estates	One Chevrolet Bolt	\$1,759	\$5,794	\$506	\$1,665
San Gabriel	Gator Electric Utility Vehicles	\$7	\$7	\$7	\$7
Santa Ana	Electric Vehicle Purchases - Light Duty Additions	\$3,385	\$3,385	\$973	\$973
Santa Ana	Electric Vehicle Purchases - Light Duty Replacement	\$3,309	\$3,309	\$951	\$951
Sierra Madre	Electric Vehicles	\$5,189	\$5,189	\$1,491	\$1,491
Upland	Two EVs Purchased	\$2,707	\$2,707	\$778	\$778
Villa Park	Purchase two electric vehicles	\$16,381	\$16,381	\$4,708	\$4,708
West Covina	Electric Forklift	\$59	\$59	\$59	\$59
Yucaipa	Avenue E Sidewalks from 13th Street to Dunlap Channel	\$93	\$93	\$56	\$56
<b>(3c) Facilities (Pedestrian, Mixed Use, etc.)</b>					
Yucaipa	12th and 13th Street Sidewalk Project – Safe Routes to Dunlap Elementary	\$127	\$127	\$77	\$77
Yucaipa	Avenue E Sidewalks from 13th Street to Dunlap Channel	\$93	\$93	\$56	\$56
<b>(4) Public Transportation (Transit &amp; Rail)</b>					
<b>(4c) Transit Operations</b>					

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Anaheim	EV Line	\$652	\$726	\$377	\$419
Dana Point	Dana Point Trolley Seasonal and Special Event Program	\$22,756	\$22,756	\$1,732	\$1,732
Placentia	Senior Mobility Program	\$158	\$808	\$106	\$541
San Juan Capistrano	Trolley Program	\$784	\$8,621	\$608	\$6,686
Seal Beach	Senior Transportation Nutrition Shuttle	\$2,564	\$2,564	\$1,763	\$1,763
<b>(4d) Passenger Fare Subsidies</b>					
Anaheim	Metrolink and OCTA	\$201	\$239	\$118	\$140
Azusa	Transit Pass Subsidy	\$551	\$551	\$330	\$330
Corona	Corona Cruiser Fare Subsidy	\$35	\$35	\$21	\$21
Covina	Commuter Choice	\$758	\$758	\$454	\$454
Garden Grove	Transit Subsidy Metrolink & Bus	\$210	\$210	\$126	\$126
Glendale	Transit Fare Subsidy	\$376	\$376	\$225	\$225
Norwalk	Benefits Program	\$168	\$168	\$98	\$98
Riverside City	Riverside Go Transit Bus Pass Subsidy Program	\$91	\$91	\$55	\$55
Santa Fe Springs	GO RIO (BUS PASS PROGRAM)	\$117	\$117	\$71	\$71
Walnut	Bus Pass Subsidy	\$59	\$59	\$35	\$35
Whittier	GO RIO	\$80	\$80	\$48	\$48
<b>(5) Traffic Management</b>					
<b>(5b) Traffic Flow or Signalization</b>					
Anaheim	Citywide Signal Coordination N807	\$44	\$44	\$35	\$35
Costa Mesa	Baker/Placentia/19th/Victoria TSSP	\$19	\$19	\$15	\$15
Costa Mesa	Bear Street Traffic Signal Synchronization Project	\$0	\$0	\$0	\$0
Highland	Traffic Signal Synchronization	\$24	\$24	\$19	\$19
Laguna Niguel	Traffic Signal Coordination	\$4	\$4	\$3	\$3
Los Angeles City	W Sunset Blvd	\$164	\$164	\$130	\$130
Los Angeles City	S Broadway Ave	\$392	\$392	\$296	\$296
Los Angeles City	S Bundy Dr	\$93	\$93	\$70	\$70
Los Angeles City	W Olympic Blvd	\$49	\$49	\$38	\$38
Los Angeles City	S Vermont Ave	\$132	\$132	\$104	\$104

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Los Angeles City	S La Brea Ave	\$119	\$119	\$92	\$92
Los Angeles City	Venice Blvd	\$132	\$132	\$105	\$105
Los Angeles City	E Vernon Ave	\$122	\$122	\$95	\$95
Los Angeles City	N Figueroa St Section 1	\$205	\$205	\$162	\$162
Los Angeles City	Wilshire Blvd	\$145	\$145	\$115	\$115
Los Angeles City	S Central Ave	\$153	\$153	\$123	\$123
Los Angeles City	Crenshaw Blvd	\$185	\$185	\$129	\$129
Los Angeles City	Laurel Canyon Blvd	\$123	\$123	\$92	\$92
Los Angeles City	S San Pedro St	\$252	\$252	\$190	\$190
Los Angeles City	S Fairfax Ave	\$156	\$156	\$123	\$123
Los Angeles City	S Hoover St	\$129	\$129	\$103	\$103
Los Angeles City	N Figueroa St Section 2	\$181	\$181	\$136	\$136
Los Angeles City	De Soto Ave	\$397	\$397	\$211	\$211
Los Angeles City	San Pedro St	\$200	\$200	\$159	\$159
Los Angeles City	La Tijera Blvd	\$109	\$109	\$79	\$79
Los Angeles City	Airport Blvd	\$115	\$115	\$90	\$90
Los Angeles City	York Blvd	\$109	\$109	\$84	\$84
Los Angeles City	Western Ave	\$334	\$334	\$211	\$211
Moreno Valley	Traffic Signal Coordination Program	\$22	\$22	\$14	\$14
Pomona	Video detection upgrades	\$86	\$86	\$65	\$65
Rancho Santa Margarita	Los Alisos/Melinda Road Signal Equipment Update	\$44	\$44	\$34	\$34
Santa Clarita	ITS PH VI (C0054)	\$0	\$4	\$0	\$3
Santa Clarita	ITS PH VII (C0052)	\$2	\$15	\$2	\$12
<b>(6) Transportation Demand Management</b>					
<b>(6a) Employer-Based Trip Reduction</b>					
Anaheim	Trip Reduction	\$167	\$185	\$97	\$108
Arcadia	Rideshare Plus Program	\$322	\$322	\$188	\$188
Azusa	Rideshare Financial Incentives	\$160	\$160	\$94	\$94
Baldwin Park	Employer Trip Reduction Incentive Program	\$35	\$35	\$20	\$20

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Bell Gardens	Employee Ride Share Subsidies	\$239	\$239	\$140	\$140
Buena Park	Employee Rideshare Program Incentives	\$130	\$130	\$76	\$76
Burbank	Employee Transit Subsidies	\$382	\$382	\$223	\$223
Burbank	Employee Rideshare Subsidies	\$219	\$219	\$128	\$128
Carson	Breathe Employee Rideshare Program	\$5,443	\$5,443	\$3,183	\$3,183
Cerritos	City Employee Rideshare Trip Rebate Program	\$256	\$256	\$149	\$149
Claremont	Employer-Based Trip Reduction Program	\$752	\$752	\$440	\$440
Commerce	Employer Based Trip Reduction	\$165	\$165	\$97	\$97
Compton	Employee Transit/Pass Subsidy Program	\$174	\$174	\$102	\$102
Downey	Downey Employee "Thumbs Up" Commuting Program	\$1,141	\$1,141	\$668	\$668
El Monte	Employee Rideshare Program	\$846	\$846	\$495	\$495
Fontana	Employee Rideshare Program	\$906	\$906	\$530	\$530
Garden Grove	Rideshare Redemption	\$2,865	\$2,865	\$1,675	\$1,675
Glendale	Employer Based Trip Reduction Program	\$42	\$42	\$24	\$24
Glendora	Alternative Commute Program	\$380	\$380	\$222	\$222
Hermosa Beach	Auto Trip Reduction	\$773	\$773	\$452	\$452
Huntington Beach	Employee Rideshare	\$154	\$154	\$90	\$90
La Verne	City of La Verne Walk, Bike, Carpool or Public Transit Program	\$33	\$33	\$19	\$19
Los Angeles City	Employer's Walk Incentive Program	\$421	\$871	\$240	\$497
Los Angeles City	Bikeshare Incentive	\$339	\$339	\$195	\$195
Los Angeles City	Employer's Transit Subsidy Program	\$73	\$234	\$42	\$135
Los Angeles City	Employer's Carpool Incentive Program	\$168	\$168	\$98	\$98
Los Angeles City	Employer's Bike Incentive Program	\$207	\$429	\$120	\$248
Los Angeles County	Countywide Rideshare Program	\$52	\$52	\$30	\$30
Montebello	Employee Rideshare Program	\$158	\$158	\$93	\$93
Monterey Park	Employee Rideshare Program	\$1,649	\$1,649	\$964	\$964
Ontario	Rideshare	\$53	\$53	\$31	\$31
Orange City	Trip Reduction Program (TRP)	\$1,286	\$1,286	\$752	\$752
Orange County	Ride Share	\$3	\$3	\$2	\$2

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Palm Desert	Rideshare Program	\$51	\$51	\$30	\$30
Palm Springs	Employee Rideshare and Low-Carbon Transportation Incentive	\$120	\$120	\$70	\$70
Rancho Cucamonga	Rideshare Program	\$483	\$483	\$282	\$282
Redondo Beach	Employee Rideshare	\$101	\$101	\$59	\$59
Rialto	Employee Rideshare Program	\$831	\$831	\$486	\$486
Riverside County	Commuter Service Rideshare Program	\$9	\$9	\$5	\$5
San Bernardino City	Rideshare Program	\$524	\$524	\$307	\$307
San Bernardino County	ECRP	\$35	\$35	\$20	\$20
Santa Ana	Rideshare Program	\$2,568	\$2,568	\$1,502	\$1,502
Santa Clarita	Rideshare Program	\$13	\$13	\$8	\$8
Santa Clarita	Monthly Passes	\$23	\$23	\$13	\$13
Torrance	Employee Rideshare	\$974	\$974	\$568	\$568
Upland	Rideshare Program	\$327	\$327	\$191	\$191
West Hollywood	Alternative Transportation Mode Incentive	\$456	\$456	\$266	\$266
Whittier	Rideshare Reward	\$13	\$13	\$8	\$8
<b>(6b) Other Trip Reduction Incentive Programs</b>					
Pasadena	Rideshare program	\$22	\$22	\$13	\$13
San Juan Capistrano	Senior Nutritional Transportation Program	\$1,043	\$6,057	\$608	\$3,530
Whittier	Bike to Work	\$1,953	\$1,953	\$1,133	\$1,133
<b>(6c) Vanpool Programs</b>					
Anaheim	Vanpool	\$667	\$782	\$512	\$600
Los Angeles City	Employer's Vanpool Program	\$51	\$51	\$38	\$38
San Bernardino County	SCAQMD Vanpool Program	\$412	\$412	\$289	\$289
<b>(6e) Telecommunication</b>					
Diamond Bar	Laptops for Telecommuting	\$258	\$258	\$151	\$151
Garden Grove	Telecommunication	\$2	\$2	\$1	\$1
Gardena	Purchase of Information Technology (software and hardware) for employees to work from home	\$81	\$81	\$48	\$48

**(8) Bicycles**



**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
<b>(8a) Bicycle Lanes, Trails, and Bridges</b>					
Fontana	Metrolink Station Access Improvements	\$1	\$1	\$0	\$0
Fontana	Alder-Locust-Ramona Safe Routes to School	\$135	\$1,244	\$82	\$754
La Canada Flintridge	Foothill Blvd. Link Project	\$210	\$210	\$127	\$127
Rancho Cucamonga	Day Creek Bike Trail	\$95	\$271	\$59	\$169
Temecula	Citywide Buffered Bike Lane Striping	\$81	\$81	\$50	\$50
West Hollywood	Fountain Ave Bicycle Facilities Project	\$50	\$79	\$31	\$49
West Hollywood	Willoughby Pedestrian and Bicycle project	\$110	\$407	\$69	\$256
West Hollywood	Fountain Ave Bicycle Facilities Project	\$50	\$79	\$31	\$49
West Hollywood	Willoughby Pedestrian and Bicycle project	\$110	\$407	\$69	\$256
Westminster	Garden Grove complete streets	\$1,299	\$10,675	\$788	\$6,475
<b>(8c) Bicycle Usage</b>					
Culver City	CCPD e-Bike Purchase	\$2,122	\$2,122	\$759	\$759
Garden Grove	Bicycle Purchase Loan Program	\$1,645	\$1,645	\$979	\$979
Los Angeles City	Metro Bikeshare	\$2,327	\$2,327	\$1,500	\$1,500
Orange City	Police Bike Team	\$5,436	\$5,436	\$1,944	\$1,944
Perris	E-Bike/Scooter Purchase	\$651	\$651	\$233	\$233
<b>(9) PM Reduction Strategies</b>					
<b>(9a) Road Dust Control</b>					
Cathedral City	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$169	\$169	\$166	\$166
Coachella	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$169	\$169	\$166	\$166
Desert Hot Springs	Regional PM10 Sweeping Program Using 3 Sweepers	\$168	\$168	\$165	\$165
Desert Hot Springs	Additional Street Sweeping	\$46	\$133	\$45	\$132
Hawthorne	Reduction Street Sweeping Project	\$51	\$51	\$50	\$50
Indian Wells	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$150	\$150	\$147	\$147
Indio	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$168	\$168	\$166	\$166
La Quinta	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$169	\$169	\$166	\$166
Loma Linda	City Street Sweeping	\$127	\$127	\$126	\$126
Lomita	Alternative Fuel Street Sweeper	\$32	\$32	\$32	\$32

**Cost-Effectiveness of Funding by Project**  
**Fiscal Year 2022 - 2023**

Local Government	Project Name	Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5		Cost-Effectiveness (\$/lb) Based on ROG + NOx + PM2.5 + CO/7	
		Air Funds	ALL Funds	Air Funds	ALL Funds
Moreno Valley	Street Sweeping Program	\$159	\$159	\$158	\$158
Norwalk	Cleaner Street Sweeping Contract	\$16	\$241	\$16	\$237
Palm Desert	Regional PM10 Street Sweeping Program Using 2 Sweepers	\$168	\$168	\$168	\$168
Palm Springs	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$168	\$168	\$165	\$165
Rancho Mirage	Regional PM10 Street Sweeping Program using 2 sweepers	\$167	\$167	\$164	\$164
Rancho Palos Verdes	Citywide Street Sweeping	\$95	\$173	\$94	\$172
Riverside County	Regional PM10 Street Sweeping Program Using 3 Sweepers	\$164	\$164	\$162	\$162
Walnut	Street Sweeper with CNG Sweeper	\$36	\$36	\$35	\$35
<b><i>(11) Miscellaneous Projects</i></b>					
<b>(11a) Miscellaneous</b>					
Chino	Vehicle Emissions Credit Purchased	\$28	\$28	\$15	\$15

**Summary of Projects that Reported Cost-Effectiveness  
Fiscal Year 2022 - 2023**

<b>Motor Vehicle Fees</b>	\$17,837,443
<b>Air Funds (MV Fees + MSRC + Moyer)</b>	\$17,448,960
<b>Amortized Air Funds</b>	\$8,372,804
<b>Emission Reductions (lbs per year)</b> (ROG + NO <sub>x</sub> + PM <sub>2.5</sub> + CO/7)	201,971
<b>Average Cost-Effectiveness (dollars per lb)</b>	\$41.46

This report includes only projects with cost-effectiveness greater than zero.

Cost-effectiveness is amortized Air Funds (MV Fees + MSRC + Moyer dollars) divided by ROG + NO<sub>x</sub> + PM<sub>2.5</sub> + CO/7.



1

**WAIRE Program:**

**Purpose**

- Reduce NOx and Diesel PM from mobile sources associated with warehouses
  - Regional and local benefit

**Applicability**

- Applies to owners and operators of warehouses greater than or equal to 100,000 square feet
  - Limited exemptions

2

2

## Overview

- Rule 2305 is in 3<sup>rd</sup> year of implementation
- WAIRE Program is an innovative rule and is continuing to grow and evolve
- Overall, warehouses that have submitted reports in WAIRE Program are over-complying (earning more Points than required)
- WAIRE Program phase-in is continuing and compliance is improving
- WAIRE Program is reducing emissions, and facilitating new actions and business models to support zero emissions technology

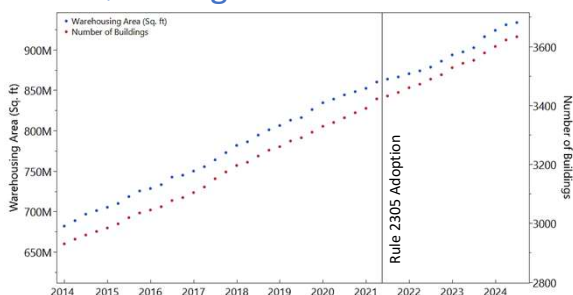


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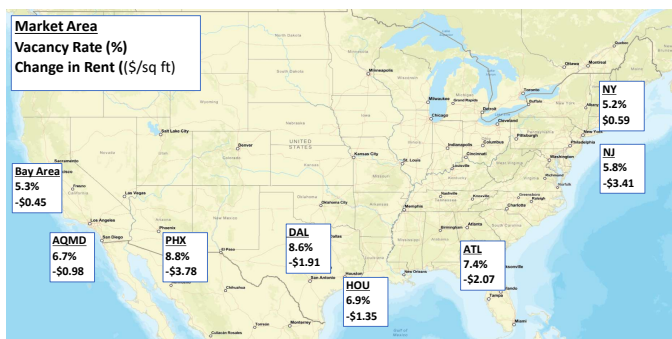
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## Industry Growth\*

Warehousing Continues to Grow in South Coast AQMD Region...



\*Data from CoStar

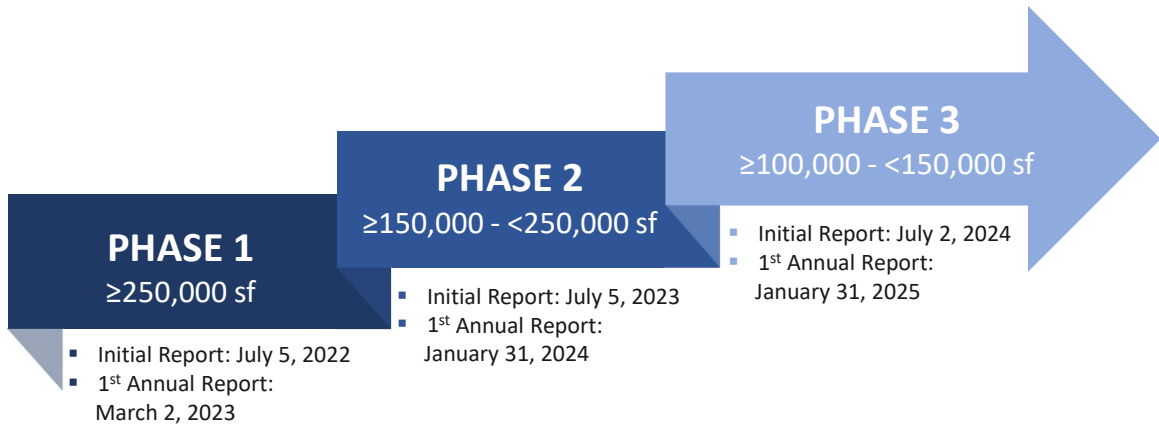


...National Industrial Real Estate Markets Adjusting to Post-Pandemic Economy (lower rents, higher vacancies)

4

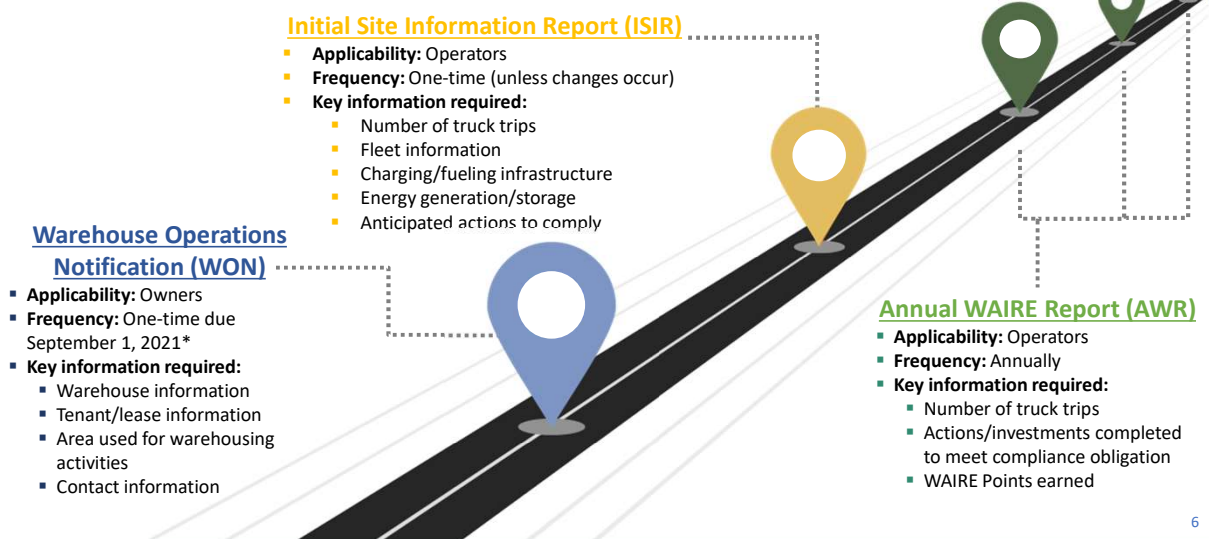
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# WAIRE Program Phase-In Schedule



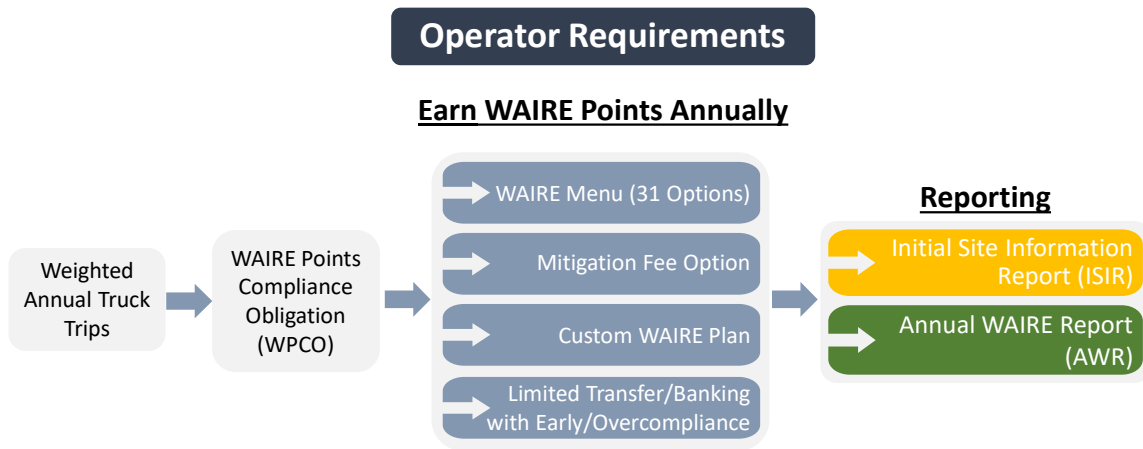
sf = square feet

# Required Reports



\* A new report is required if any changes occur.

# WAIRE Program – How Does It Work?

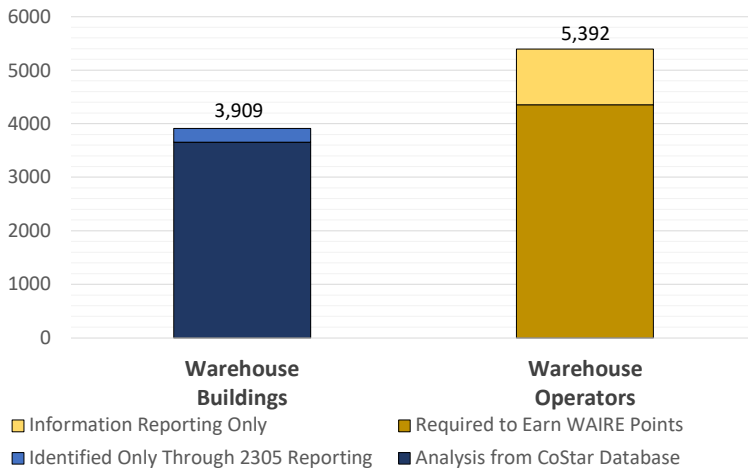


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7

# WAIRE Program Warehousing Universe\*

Universe of Warehouse Buildings and Operators Subject to Rule 2305



- More operators than buildings due to multi-tenant buildings
- Existing permitting universe is about 28,000 (typically non-warehouses)
  - WAIRE results in one-time 33% increase in facilities
  - Ongoing increase about 15%

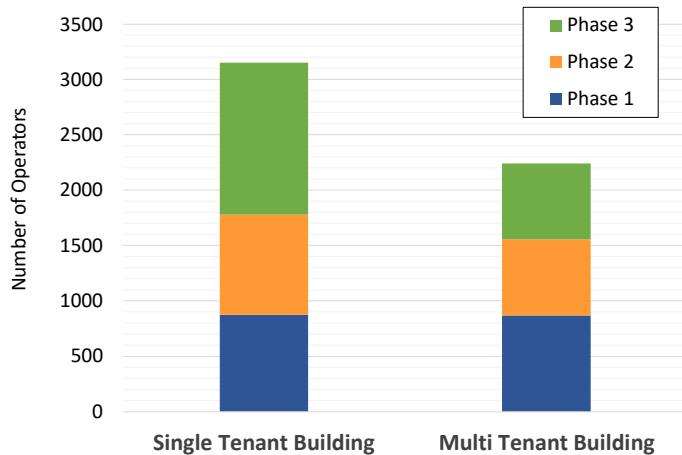
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\*Estimated

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## WAIRE Program Data

Potential Operators by Building Tenancy

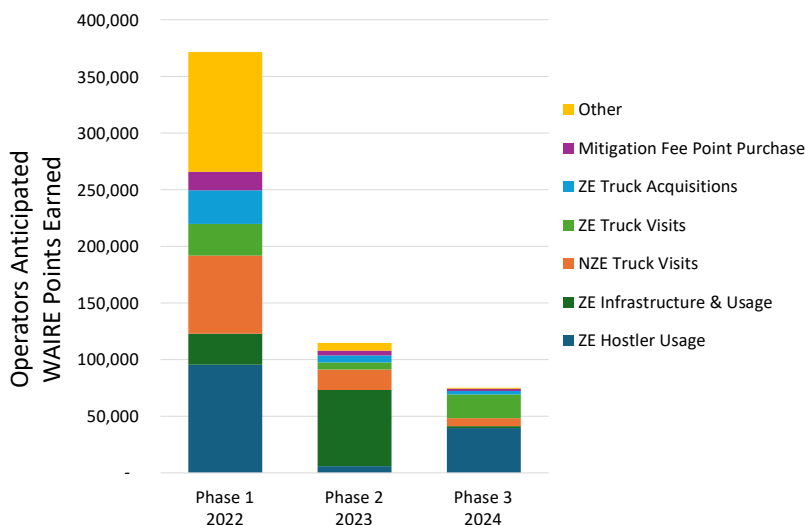


- Almost 5,400 operators subject to Rule 2305
- Industry is dynamic, and leases are commonly only a few years in duration
- Significant staff effort required for program implementation
  - Reporting software
  - Data management
  - Report auditing

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## Initial Site Information Report (ISIR) Results



- ISIR one-time reports are only for facility planning purposes
- Lower Point totals for Phases 2 and 3 reflect lower reporting rates
- Options selected in ISIRs indicate facilities planned to take advantage of flexibility in rule
  - Mitigation fees are rarely selected

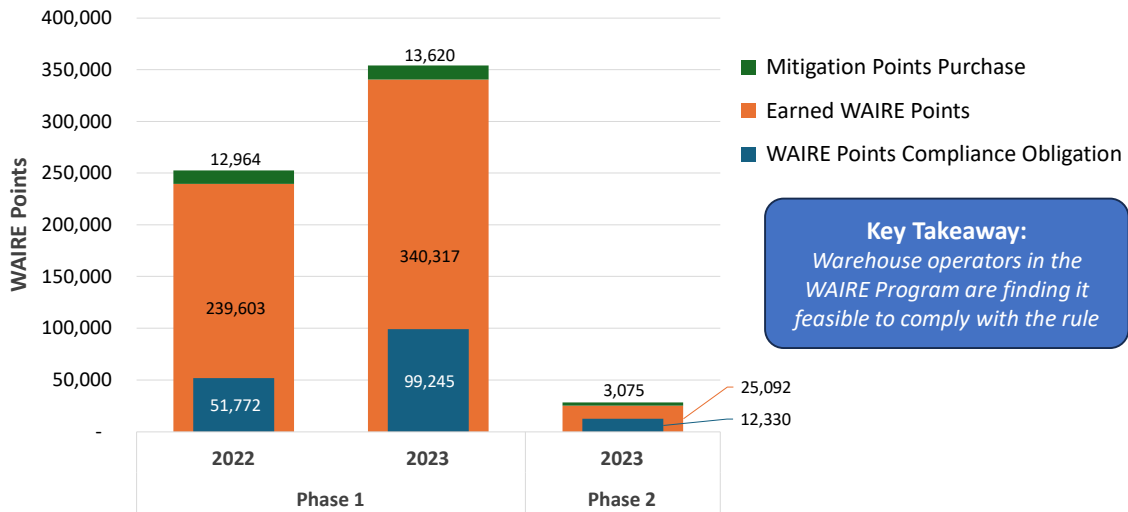
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\*Results based on reported information; subject to audit by South Coast AQMD.

10



## Annual WAIRE Report (AWR) Results: WAIRE Points Earned vs Compliance Obligation



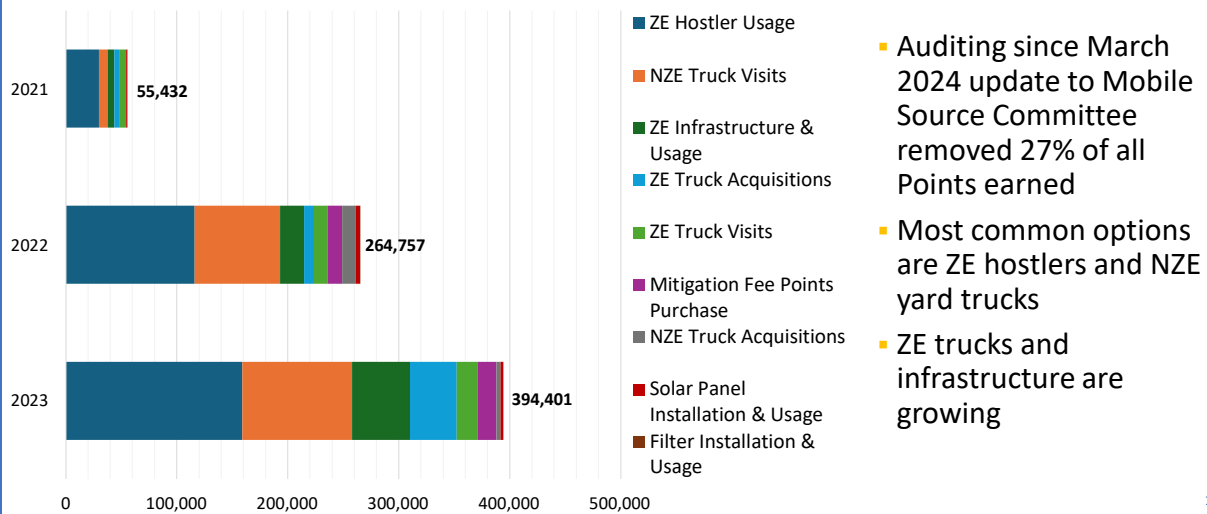
**Key Takeaway:**  
Warehouse operators in the WAIRE Program are finding it feasible to comply with the rule

\*Audits are continuing

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## Total WAIRE Points Earned By Year

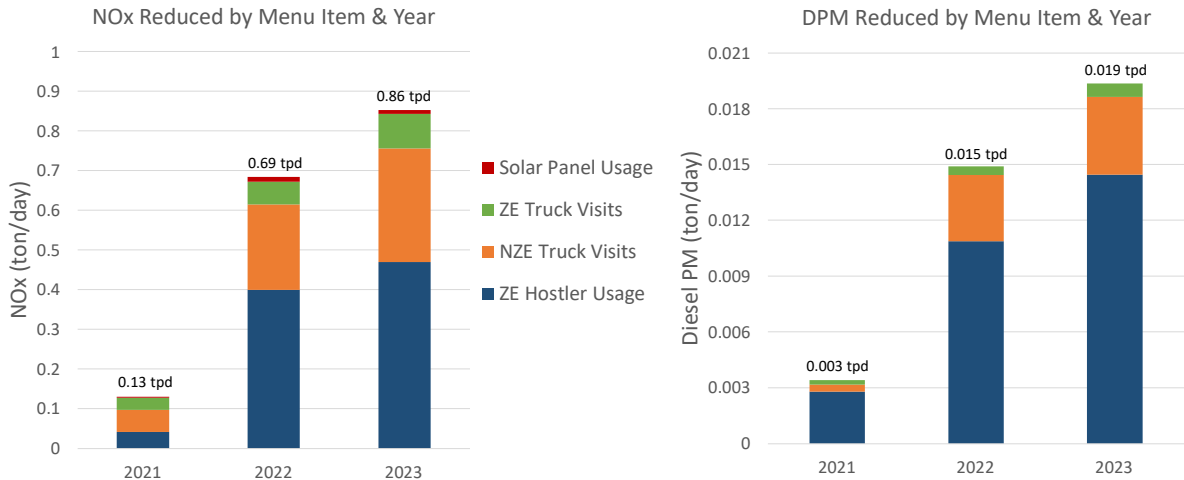


- Auditing since March 2024 update to Mobile Source Committee removed 27% of all Points earned
- Most common options are ZE hostlers and NZE yard trucks
- ZE trucks and infrastructure are growing

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## Emission Reductions From Reported Actions



These estimates have been updated based on staff audits since March 2024 Mobile Source Committee

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## ZEV & Infrastructure Since Rule Adoption

Results based on reported information; subject to audit by South Coast AQMD.

WAIRE Menu Category	Instances Reported	Count of Facilities
ZE Infrastructure Energization	339 units	98
Charger Usage	23 GWh	180
Hydrogen Dispensed*	119,350 kg	4
ZE Class 2b-3 Truck Acquisitions	389 units	16
ZE Class 2b-3 Truck Visits	128,448 visits	47
ZE Class 4-7 Truck Acquisitions	53 units	9
ZE Class 4-7 Truck Visits	23,539 visits	61
ZE Class 8 Truck Acquisitions	172 units	25
ZE Class 8 Truck Visits	238,942 visits	199
ZE Hostler Acquisitions	203 units	109
ZE Hostler Usage	1,045,471 hours	142

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## New Business Models for Zero Emissions: Custom WAIRE Plan Example



- Prologis and Maersk partnered to develop an offsite location to charge trucks going to their warehouses
  - 96 fast chargers
  - 24 linear generators (site is currently off-grid)
- Installation approved as first Custom WAIRE Plan\*

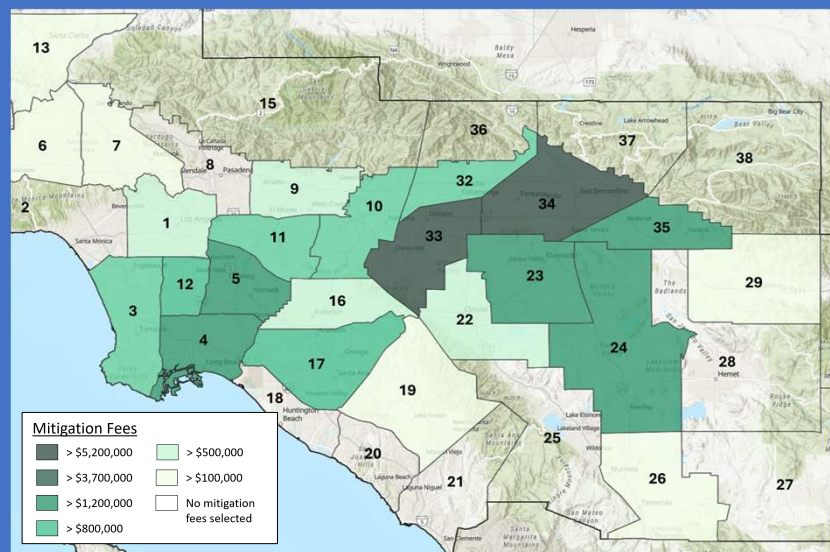
\*<https://www.aqmd.gov/home/rules-compliance/compliance/waire-program/custom-waire-plans>

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## WAIRE Mitigation Fee Program

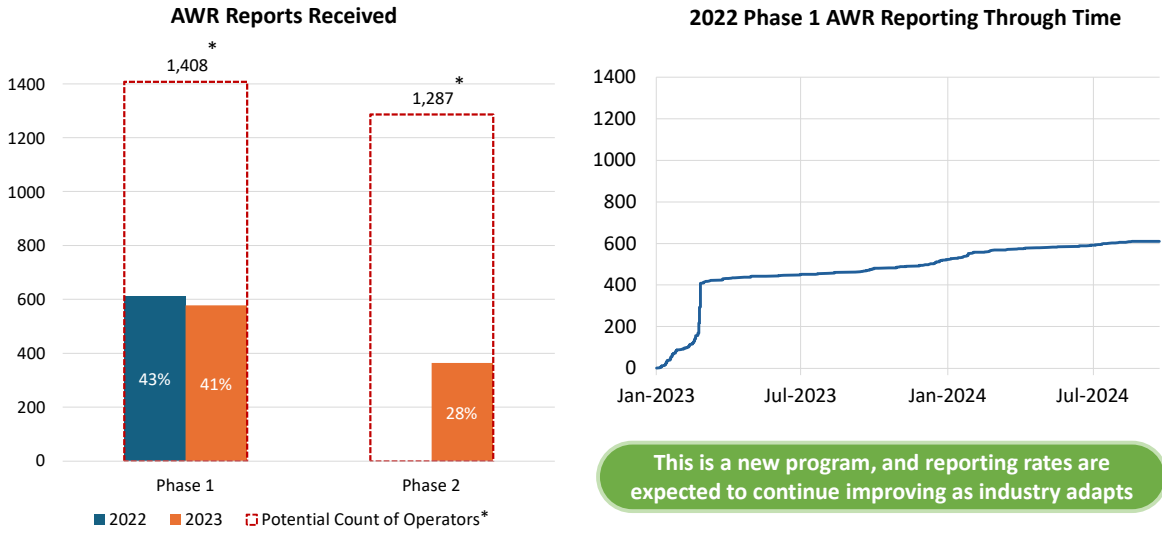
- About 4% of all WAIRE Points earned
  - \$29.7 million reported to date
- WAIRE Mitigation Program will reduce emissions in communities near warehouses that paid the fees
  - Near-zero and zero emission trucks
  - ZEV infrastructure
- Solicitations and project awards subject to approval by Governing Board following public process
  - Will coincide with upcoming Climate Pollution Reduction Grant or other upcoming funding program public processes



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# Reporting Progress



\* Potential count may change as more reporting becomes available

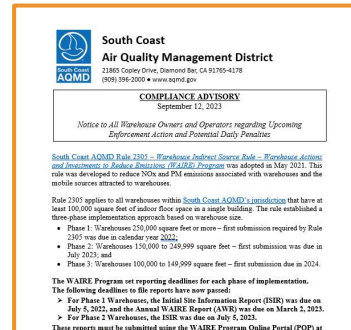
# Outreach Statistics Since Rule Adoption



- 21,875+ compliance advisory mailers sent to warehouse facility owners and operators
- 10,300+ calls and emails to WAIRE Program Hotline (909) 396-3140 and [waire-program@aqmd.gov](mailto:waire-program@aqmd.gov)
- 73,700+ visits to [www.aqmd.gov/waire](http://www.aqmd.gov/waire)
- 7,700+ views of training videos (outside of webinars)
- 140+ in-person and virtual webinar presentations
- 83,800+ informational emails sent about WAIRE Program resources
- 3,400+ warehouse operators visited in-person (as of October 9, 2024)

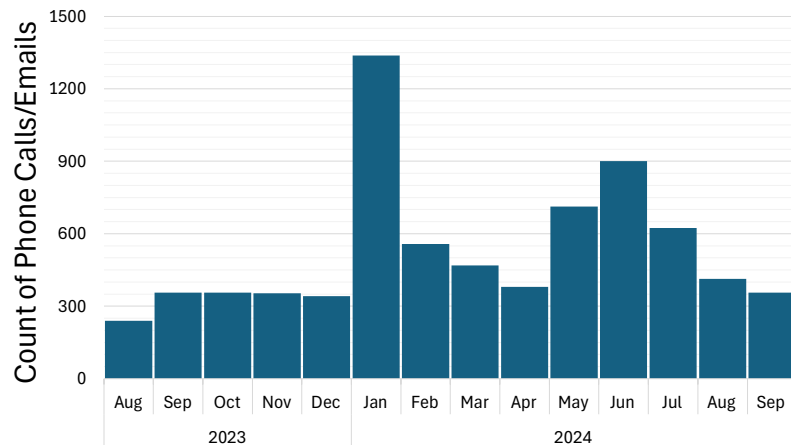
# Recent Compliance and Enforcement Activities

- In September 2023, Compliance Advisory sent out to over 5,000 addresses
- Approximately 377 NOVs issued (failure to submit ISIR and/or AWR reports) in 4 waves
  - Wave 1: 109 NOVs (86% now submitted reports/no reports due)
  - Wave 2: 103 NOVs (29% now submitted reports/no reports due)
  - Wave 3: 63 NOVs (Issued August 2024)
  - Wave 4: 102 NOVs (Mailed last week)
- Next Steps:
  - Continue enforcement efforts
  - Continue providing compliance assistance and resolution of NOVs
  - Evaluate whether additional resources are needed long-term for enforcement efforts



## Compliance Assistance Process

Monthly Correspondences with External Stakeholders (August 2023 -September 2024)



# UPDATE ON EXTERNAL ACTIONS AFFECTING WAIRE PROGRAM

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## U.S. EPA Approval of Rule 2305 into the SIP

- U.S. EPA took final action approving Rule 2305 into the SIP
- Effective October 11, 2024
- Final approval relied in part on court decision on Rule 2305 from December 2023
- Approved as “SIP strengthening measure”
- U.S. EPA identified some minor deficiencies in rule that prevent using it directly for attainment demonstrations – this was expected

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**73568** Federal Register / Vol. 89, No. 176 / Wednesday, September 11, 2024 / Rules and Regulations

downstream clinical genetic tests that impact the bioinformatics software change on the whole exome sequencing constituent system genetic data output so they may implement appropriate corresponding actions.

Dated: September 6, 2024.

**Lauren K. Kohl,**  
Associate Commissioner for Policy.  
[FR Doc. 2024-18550 Filed 9-10-24; 8:45 am]  
BILLING CODE 4950-01-P

**DEPARTMENT OF THE TREASURY**  
Internal Revenue Service

**26 CFR Part 1**  
**Income Taxes**  
*CFR Correction*

This rule is being published by the Office of the Federal Register to correct an editorial or technical error that appeared in the most recent annual revision of the Code of Federal Regulations.

In Title 26 of the Code of Federal Regulations, Part 1 (§§ 1.410 to 1.440), revised as of April 1, 2024, in section 1.4305(b)(2)-1, remove paragraph (ii) immediately following paragraph (b)(2). [FR Doc. 2024-18755 Filed 9-10-24; 8:45 am]  
BILLING CODE 0098-10-P

**ENVIRONMENTAL PROTECTION AGENCY**  
**40 CFR Part 52**  
**(EPA-R09-OAR-2023-0494; FRL-11442-02-09)**

**Air Plan Approval; California: South Coast Air Quality Management District**

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Final rule.

**SUMMARY:** The Environmental Protection Agency (EPA) is taking final action on a revision to the South Coast Air Quality Management District (SCAQMD or “the District”) portion of the California State Implementation Plan (SIP). This revision concerns the regulation of emissions of oxides of nitrogen (NO<sub>x</sub>) and particulate matter (PM) associated with warehouses as indirect sources that attract or may attract mobile source emissions. The EPA is approving SCAQMD Rule 2305, “Warehouse Indirect Source Rule—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program,” to regulate these emission sources under the Clean Air Act (CAA or “the Act”) as a SIP strengthening.

**DATES:** This rule is effective October 11, 2024.

**ADDRESSES:** The EPA has established a docket for this action under Docket ID No. EPA-R09-OAR-2023-0494. All documents in the docket are listed on the <https://www.regulations.gov> website. Although listed in the index, some information is not publicly available, e.g., Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the internet and will be publicly available only in hard copy form. Publicly available docket materials are available through <https://www.regulations.gov>, or please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section for additional availability information. If you need assistance in a language other than English or if you are a person with a disability who needs a reasonable accommodation at no cost to you, please contact the person identified in the **FOR FURTHER INFORMATION CONTACT** section.

**FOR FURTHER INFORMATION CONTACT:** La Kenya Evans-Hopper, EPA Region IX, 75 Hawthorne St., San Francisco, CA 94105; phone: (415) 972-3245; email: [evanshopper.lakenya@epa.gov](mailto:evanshopper.lakenya@epa.gov).

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III. EPA Action  
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V. Summary and Executive Order Reviews

**I. Proposed Action**

On October 12, 2023 (88 FR 70616) (“proposed rule”), the EPA proposed to approve SCAQMD Rule 2305 as a revision to the SCAQMD portion of the California SIP. Table 1 lists the SCAQMD rule addressed by the proposed rule with the dates that it was adopted by the SCAQMD and submitted by the California Air Resources Board (CARB).

# AB 98 (Carrillo)

Assembly Bill No. 98

CHAPTER 931

An act to add Section 65302.02 to, and to add Chapter 2.8 (commencing with Section 65098) to Division 1 of Title 7 of, the Government Code, and to add Sections 40458.5 and 40522.7 to the Health and Safety Code, relating to land use.

[ Approved by Governor September 29, 2024. Filed with Secretary of State September 29, 2024. ]

- 1) Cities/counties must update General Plans to include truck routes
  - a. Attorney general may impose fines for non-compliance and penalties go to air districts
- 2) New building design standards, including truck route planning
- 3) South Coast AQMD must conduct air monitoring and modeling study to evaluate impact of air pollution on sensitive receptors
  - a. Interim report due to Legislature by January 2028, final report by January 2033
  - b. Subject to appropriation
- 4) South Coast AQMD must establish a public process to receive community input on how Warehouse ISR violation penalties are spent
  - a. Governing Board retains authority for how funds ultimately used

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## Next Steps

- 1) Continue enforcement efforts (Phase 1 & 2 non-reporters)
- 2) Outreach to Phase 3 owners and operators
- 3) Continue to review/audit reported information (Phases 1 & 2)
- 4) Continue to update WAIRE POP reporting software
- 5) Make WAIRE Program data publicly available (F.I.N.D.)

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

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**2<sup>nd</sup> Annual Report for the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program**

**October 2024**

**Executive Officer**

Wayne Nastri

**Deputy Executive Officer**

**Planning, Rule Development & Implementation**

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**Assistant Deputy Executive Officer**

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Reviewers:	Barbara Baird, J.D.	Chief Deputy Counsel
	Mary Reichert, J.D.	Senior Deputy District Counsel



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

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Senator (Ret.)  
Senate Rules Committee Appointee

Vice Chair: MICHAEL A. CACCIOTTI  
Councilmember, South Pasadena  
Cities of Los Angeles County/Eastern Region

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Supervisor, Fourth District  
County of San Bernardino

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Cities of Riverside County Representative

LARRY MCCALLON  
Mayor Pro Tem, Highland  
Cities of San Bernardino County

HOLLY J. MITCHELL  
Supervisor, Second District  
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VERONICA PADILLA-CAMPOS  
Speaker of the Assembly Appointee

V. MANUEL PEREZ  
Supervisor, Fourth District  
County of Riverside

NITHYA RAMAN  
Councilmember, Fourth District  
City of Los Angeles Representative

CARLOS RODRIGUEZ  
Councilmember, Yorba Linda  
Cities of Orange County

JOSÉ LUIS SOLACHE  
Mayor, Lynwood  
Cities of Los Angeles County/Western Region

DONALD P. WAGNER  
Supervisor, Third District  
County of Orange

EXECUTIVE OFFICER:  
WAYNE NASTRI

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# Executive Summary

## Introduction

The South Coast Air Quality Management District (South Coast AQMD) is the regional air quality regulatory agency for all of Orange County and large portions of Los Angeles, Riverside, and San Bernardino counties including portions of both the Salton Sea Air Basin (SSAB) and the Mojave Desert Air Basin (MDAB). The South Coast AQMD has the authority to adopt and implement rules and regulations that control emissions from indirect and areawide sources to meet air quality standards within its jurisdiction. Based on this authority, the 2016 Air Quality Management Plan (AQMP) committed South Coast AQMD to develop local Facility Based Mobile Source Measures, including Control Measure MOB-03 – Emission Reductions at Warehouse Distribution Centers. On May 7, 2021, the South Coast AQMD Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Rule 316 – Fees for Rule 2305 to satisfy this AQMP commitment and reduce regional and local emissions of nitrogen oxides (NO<sub>x</sub>) and diesel particulate matter (DPM). The mitigation actions required by the rule will assist in meeting state and federal ambient air quality standards for ozone and fine particulate matter and improve public health, especially in communities that are located near warehouses.

South Coast AQMD Rule 2305 includes a menu-based points system requiring warehouse operators to earn a specified number of points annually to facilitate local and regional emission reductions associated with warehouses subject to the rule, and the mobile sources attracted to these warehouses. Rule 2305 applies to both operators and owners of warehouses greater than or equal to 100,000 square feet of indoor floor space within a single building that may be used for warehousing activities. Through the implementation of Rule 2305, warehouse facility owners and operators will be phased in to the program over a 3-year period based on warehouse size,<sup>1</sup> with the stringency increasing over a 3-year period once a warehouse is in the program.

## Purpose

This 2nd WAIRE Program Annual Report is prepared pursuant to South Coast AQMD's May 7, 2021, Governing Board Resolution No. 21-9. Each subsequent annual report will include updates on the status of rule implementation based on WAIRE Program activities that occurred since the previous annual report. This annual report will provide information on rule implementation activities, including outreach, reporting, mitigation fee program, enforcement, program results and other rule-related activities, including updates on development and/or enhancement of the WAIRE Program Online Portal (POP). The annual report will also identify the anticipated next steps for Rule 2305 implementation for the following year. This 2nd WAIRE Program Annual Report provides an overview of the WAIRE Program's implementation from rule adoption on May 7, 2021 through August 31, 2024.

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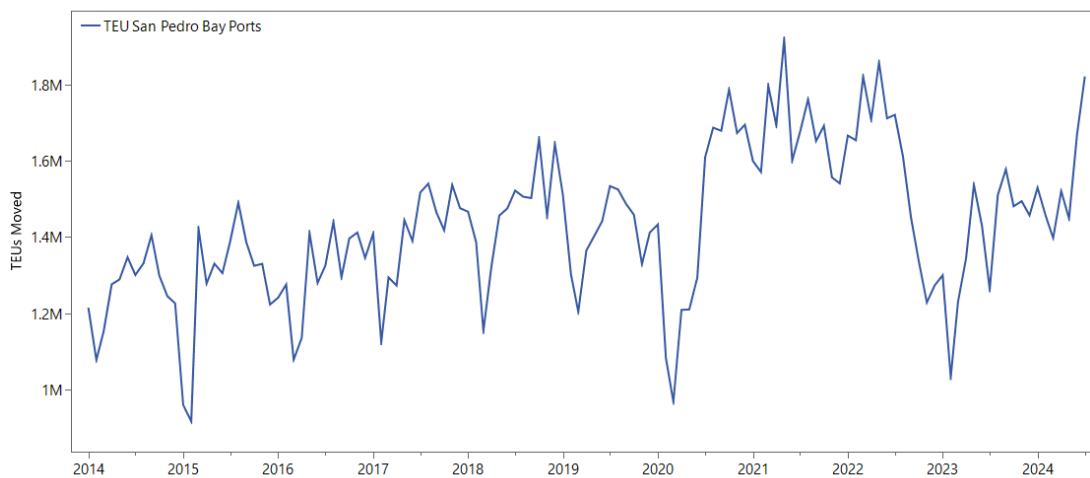
<sup>1</sup> Pursuant to Rule 2305(c)(33), “warehouse size” means the indoor floor space, measured in square feet, of an individual warehouse building that may be used for warehousing activities. There may be scenarios where the building’s “warehouse size” does not equal the total square feet within the building.

# WAIRE Program Implementation Update

## Goods Movement Industry in South Coast AQMD

The South Coast AQMD covers approximately 10,743 square miles and is home to the nation's largest marine ports, the ports of Los Angeles and Long Beach, which serve as the entry point for over a third of all cargo imported to the nation.<sup>2</sup> The goods movement sector has grown rapidly in recent years as reflected by the number of cargo containers handled by the San Pedro Bay ports (**Figure 1**). In 2023, about 25% of the goods movement through the ports was transported by train via the Alameda Corridor.<sup>3</sup> The remaining approximately 75% of goods<sup>4,5</sup> were transported by trucks, often visiting major warehouse facilities in the region.

**Figure 1:** San Pedro Bay Ports Twenty Equivalent Units (TEU) Throughput



A recent analysis of the warehousing sector within the South Coast AQMD's jurisdictional area from 2014 to 2024 reveals that the adoption and implementation of Rules 2305 and 316 had minimal impact on warehousing demand. This outcome is consistent with the Final Socioeconomic Impact Analysis for Rule 2305.<sup>6</sup> In the last 10 years, the total inventory of warehousing space increased by 41% to 933 million square feet (**Figure 2**) warehouse rental prices increased by 164% to \$16.3 per square foot in Q2 2024 (

**Figure 3**). In the last two years, post pandemic changes in consumer spending, record deliveries of new buildings, and other factors have increased the availability of warehouse's space. As a result, the vacancy rate climbed back from its all-time low in Q2 of 2022 to 6.7% in Q2 2024. Consequently, the rental prices that rapidly increased during the pandemic have seen a recent moderate decrease (

**Figure 3**). These same changes in the aftermath of the pandemic have affected major warehousing markets similarly across the entire country. Major warehousing markets such as Dallas, Phoenix, and Atlanta have experienced a rise in vacancy rates and a decline in rental prices, as illustrated in **Figure 4**.

<sup>2</sup> <https://data.bts.gov/stories/s/Port-Data-Catalog/6kur-q9xk>

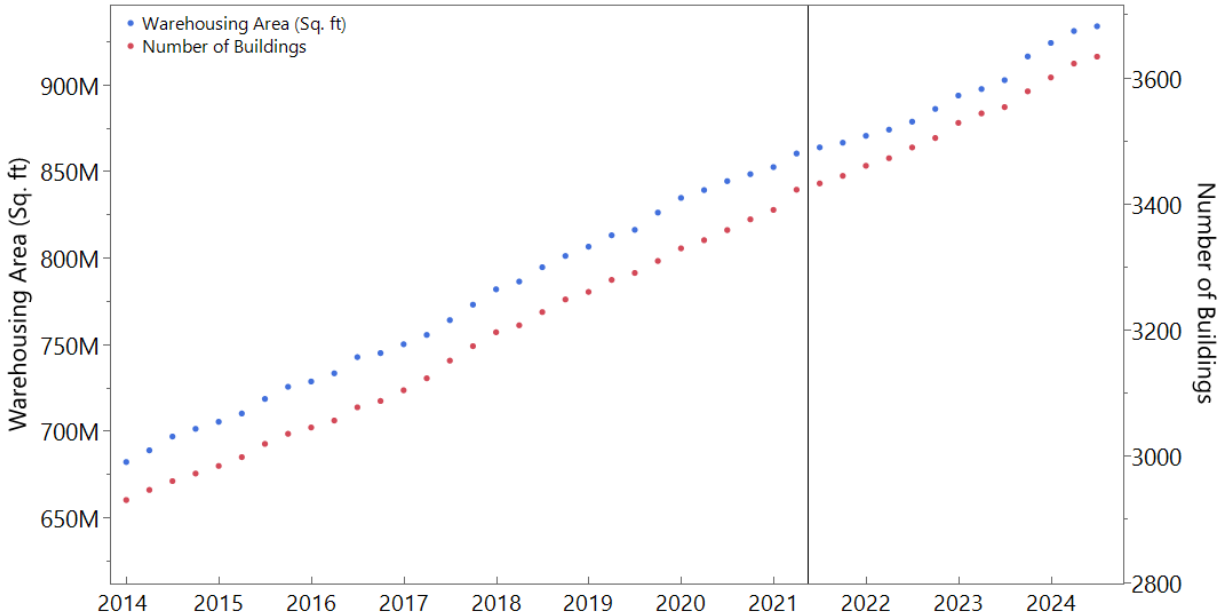
<sup>3</sup> [https://www.acta.org/wp-content/uploads/2022/07/Train\\_Counts.pdf](https://www.acta.org/wp-content/uploads/2022/07/Train_Counts.pdf)

<sup>4</sup> <https://polb.com/business/port-statistics/#yearly-teus>

<sup>5</sup> <https://www.portoflosangeles.org/business/statistics/container-statistics>

<sup>6</sup> <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf>

**Figure 2:** Total Warehousing Area and Number of Warehouses in South Coast AQMD area. The vertical black line represents Rule 2305's adoption date (May 7, 2021)



**Figure 3:** Vacancy Rate (%) and Rental Price (\$/sq ft) in the South Coast Air Basin (SCAB) area, from 2014 to 2024. The vertical black line represents Rule 2305's adoption date (May 7, 2021)

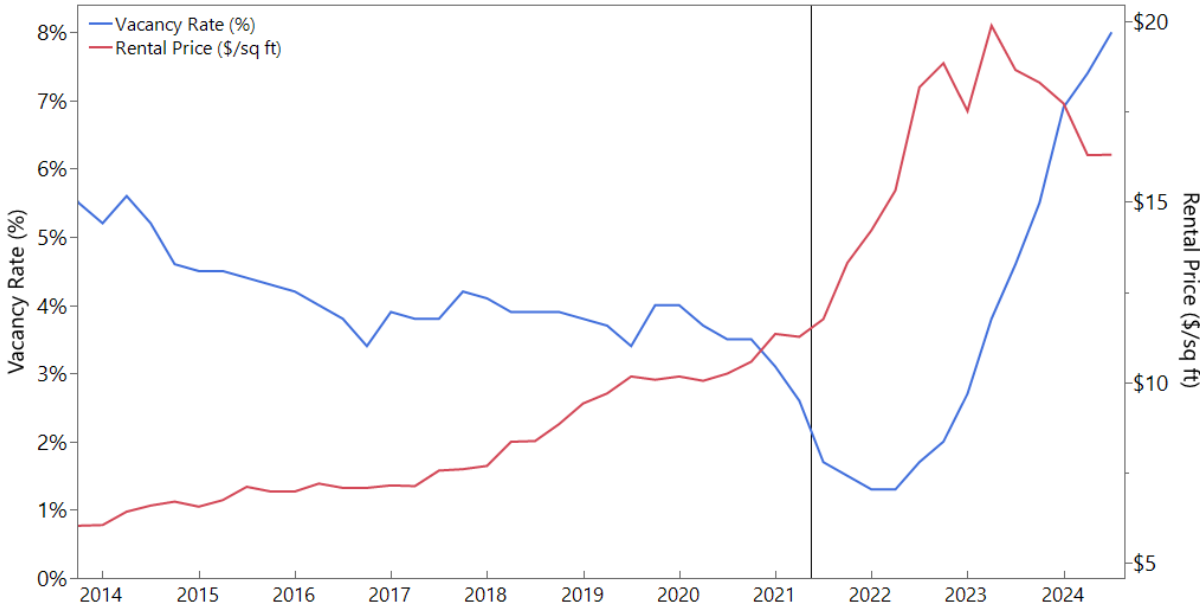
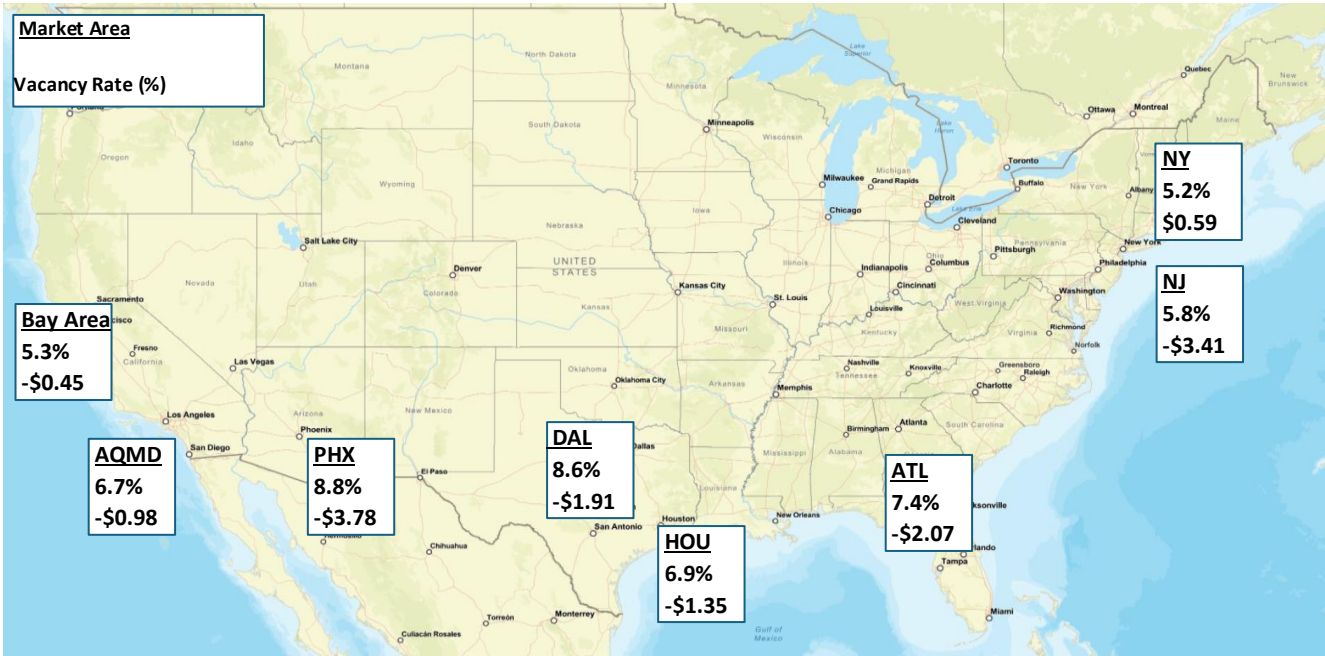




Figure 4: Vacancy Rate (%) and Change in Rent (\$/sq ft) between Q2 2022 and Q2 2024



### Warehouse Population Potentially Subject to the WAIRE Program

The population of warehouses potentially subject to the WAIRE Program in Appendix C: Warehouse Population Methodology of the Final Staff Report<sup>7</sup> was based on a snapshot in time. At the time of rule adoption, South Coast AQMD staff estimated that approximately 3,320 warehouses may be subject to Rule 2305 requirements.<sup>8</sup> However, not all these warehouses were expected to be required to earn WAIRE Points if they did not conduct “warehousing activities” as defined in Rule 2305. For example, recording studios, manufacturing, and retail facilities are typically not considered warehousing activities for the purpose of the rule. These larger buildings may still be subject to limited reporting including the reporting of basic facility information.

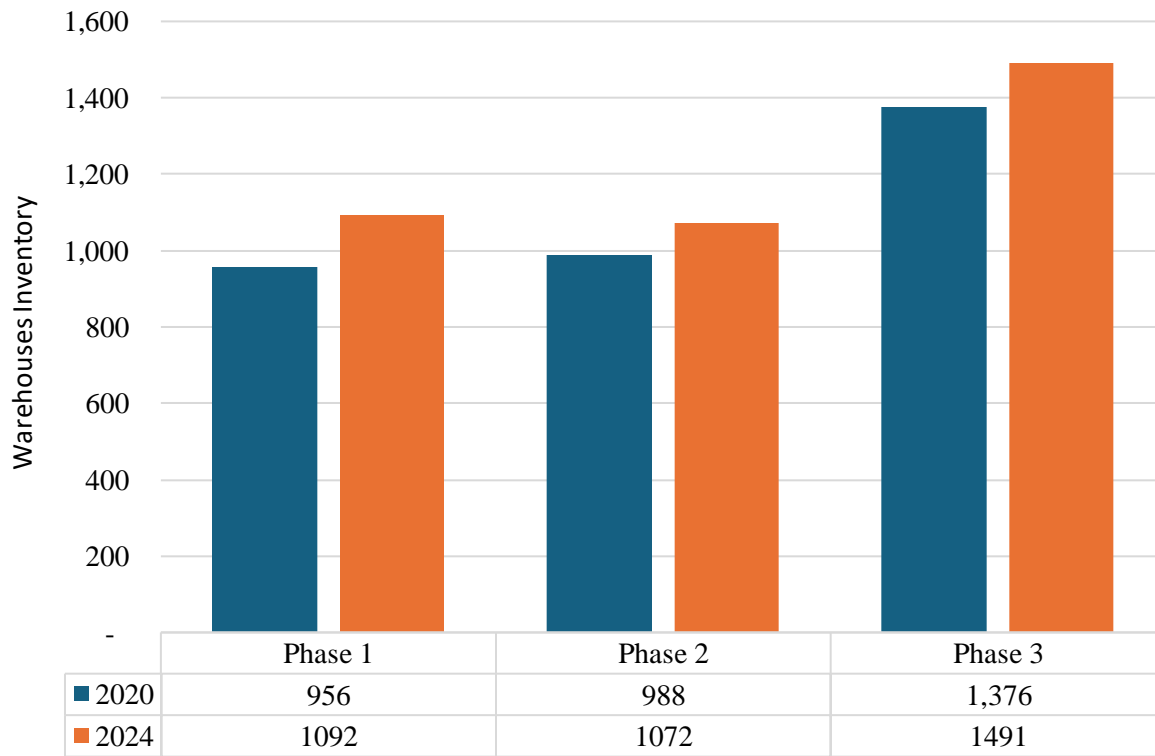
Recognizing that the number of warehouses has continued to increase since rule adoption (see **Figure 5**), South Coast AQMD staff updated its previous estimate of the potential warehouse universe subject to Rule 2305 for this 2<sup>nd</sup> WAIRE Program Annual Report. Based on August 2024 CoStar data, the potential warehouse inventory increased in all three warehouse phases since rule adoption (**Figure 5**).<sup>9</sup> Additional were identified as potentially subject to Rule 2305 requirements, increasing the population to 3,655 warehouses. **Figure 6** identifies the locations of the warehouses potentially subject to Rule 2305. The potential implementation phase of each warehouse is color-coded in this figure.

<sup>7</sup> Rule 2305 Governing Board package and Final Staff Report, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf>.

<sup>8</sup> The data and the methodology that led to this estimation are described in detail in Appendix C of the Final Staff Report.

<sup>9</sup> The phase of rule implementation is based on the warehouse size in square feet.

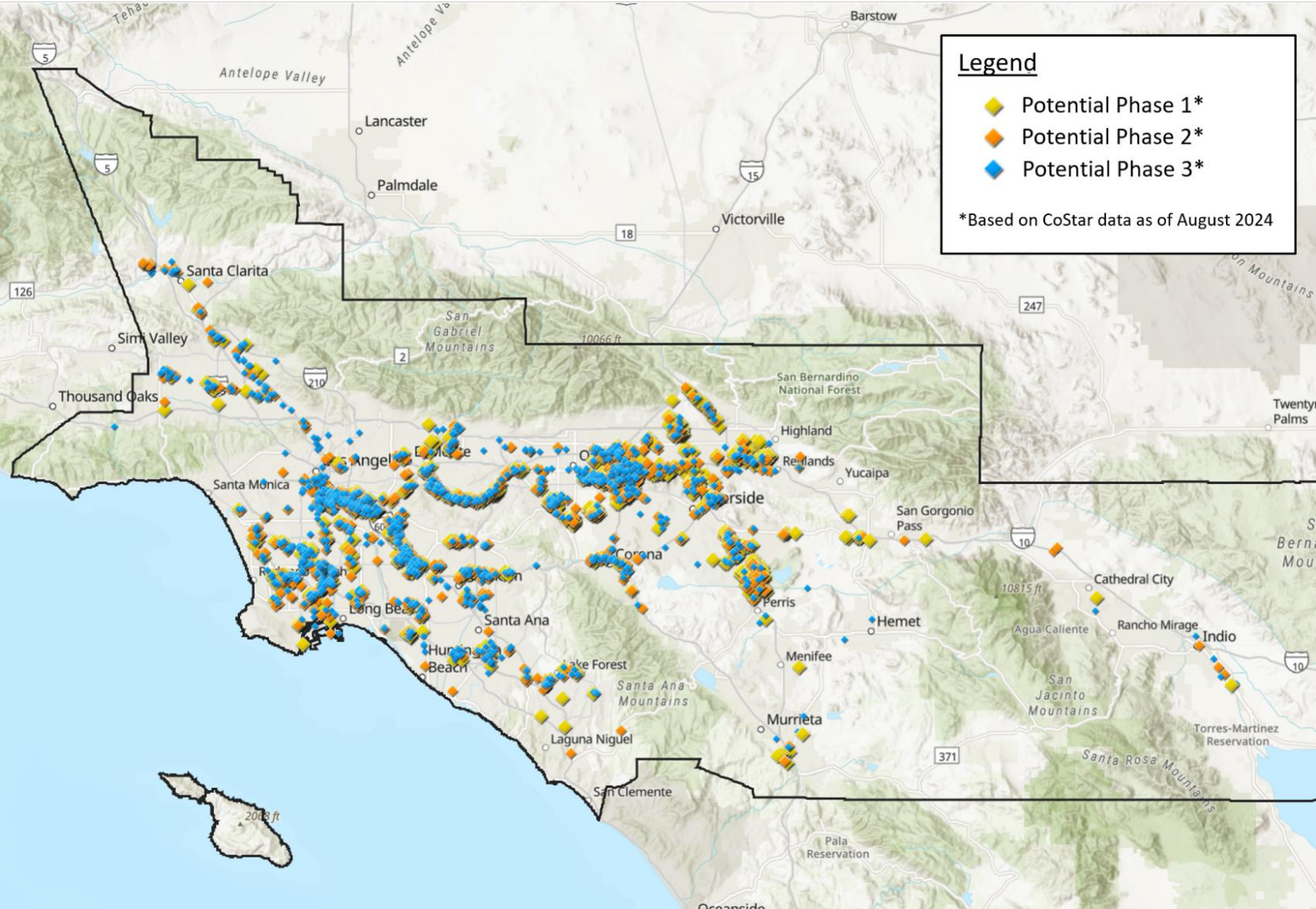
**Figure 5:** Potential Warehouse Buildings in 2020 vs 2024 Subject to Rule 2305 by Phase (as identified in CoStar)



**Table 1:** Potential Universe of Warehouse Buildings Based on CoStar and R2305 Reporting

	Phase 1 (≥250,000 sf)	Phase 2 (≥150,000 - <250,000 sf)	Phase 3 (≥100,000 - <150,000 sf)	Total
CoStar Potential Universe	1,092	1,072	1,491	3,655
Additional Buildings Reported	94	65	95	254
<b>Total Potential Universe</b>	<b>1,186</b>	<b>1,137</b>	<b>1,586</b>	<b>3,909</b>

Figure 6: Potential Warehouse Locations Subject to Rule 2305



## WAIRE Program Reporting Overview

Warehouse facility owners and operators subject to Rule 2305 are required to submit reports to South Coast AQMD to provide details on their applicable warehouse operations and compliance. **Table 2** provides an overview of the reporting requirements for Rule 2305.

**Table 2:** Rule 2305 Reporting Overview

		Warehouse Facility Owners	Warehouse Operators		Warehouse Operators	
Phase	Warehouse Size (Square Feet)	Warehouse Operations Notification (WON) * Due Date	Initial Site Information Report (ISIR) (One-Time)		Annual WAIRE Report (AWR)	
			Reporting Period	1 <sup>st</sup> Due Date	1 <sup>st</sup> Compliance Period	1 <sup>st</sup> Due Date***
1	≥250,000	September 1, 2021**	Previous 12 Months and Anticipated for AWR	July 1, 2022	January 1, 2022 – December 31, 2022	January 31, 2023
2	≥ 150,000 - <250,000		Previous 12 Months and Anticipated for AWR	July 1, 2023	January 1, 2023 – December 31, 2023	January 31, 2024
3	≥100,000 - <150,000		Previous 12 Months and Anticipated for AWR	July 1, 2024	January 1, 2024 – December 31, 2024	January 31, 2025

\*Warehouse Operations Notification is the only required reporting obligation for warehouse facility owners subject to Rule 2305, see Rule 2305(d)(7)(A).

\*\*Or within 14 days of operator change or 30 days after renovation that changes the square footage.

\*\*\*If the warehouse operator vacates the warehouse during the compliance period, the AWR is due the date the operator leaves.

## Warehouse Operations Notification (WON)

Warehouse facility owners subject to Rule 2305 are required to submit a Warehouse Operations Notification (WON). The WON requirement applies to warehouse facility owners (or landowners) of warehouse buildings with greater than or equal to 100,000 square feet of indoor floor space in a single building. The due date for submitting the WON to the South Coast AQMD was September 1, 2021.<sup>10</sup> A WON must be submitted by the warehouse facility owner, or an authorized official of the warehouse facility owner, through the WAIRE Program Online Portal (POP) reporting system.<sup>11</sup> The applicable

<sup>10</sup> Rule 2305 sets forth requirements for warehouse facility owners to submit updated WON reports in a timely manner if warehouse operators change, if renovations occur and certificates of occupancy are provided, or if a formal request is made by South Coast AQMD. See Rule 2305(e)(1).

<sup>11</sup> WAIRE Program Online Portal (POP), <https://xapp.aqmd.gov/isr>.

administrative/filing fee<sup>12</sup> was required at the same time as the WON submittal to be deemed a complete submittal.

Information required in the WON includes, but is not limited to, the following:

- Warehouse location and building size,
- Name and contact information of warehouse owner(s) and lessee(s),
- Start and end dates of each lease, square footage used by each lessee, and square footage usable for warehousing activities by each lessee.

By August 31, 2024, approximately 1,074 WONs were received, covering a total of 2,383 warehouses.<sup>13</sup> This represents about 61% of the warehouse population potentially subject to Rule 2305 based on CoStar (August 2024) and the additional buildings identified in reports submitted to the WAIRE Program. The submitted WON reports include warehouses that vary by county and by phase, which is based on warehouse size, as depicted in **Figure 7** and

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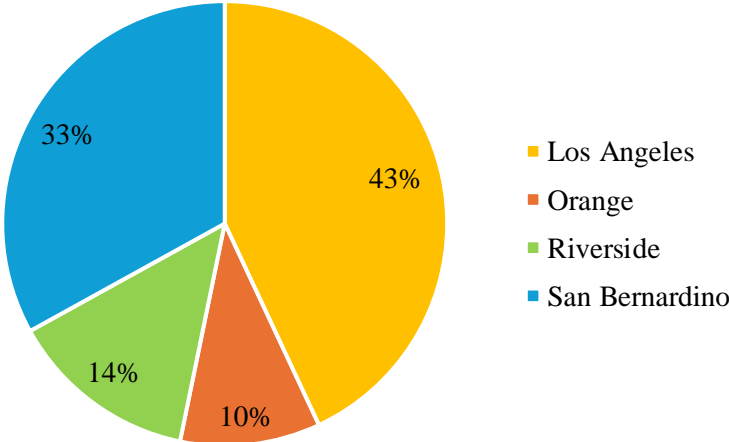
<sup>12</sup> There is an administrative fee for the WON filing pursuant to Rule 316(d) due at the time of submittal. Warehouse facility owners submitting a WON for a warehouse with less than 100,000 square feet of floor area dedicated to warehousing activities are exempt from the reporting fee pursuant to Rule 316(h)(1).

<sup>13</sup> A single report submittal may include multiple warehouse facilities.

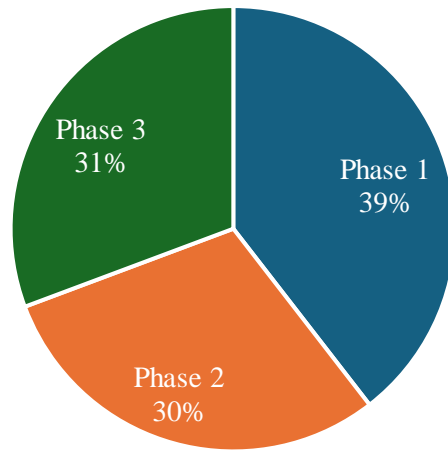


**Figure 8**, respectively. The majority of warehouses include one tenant, however there are many warehouses with multiple tenants. The distribution of tenancy of the 2,383 warehouses can be found in **Figure 9**.

**Figure 7:** Warehouse Operations Notification Reports Received by County

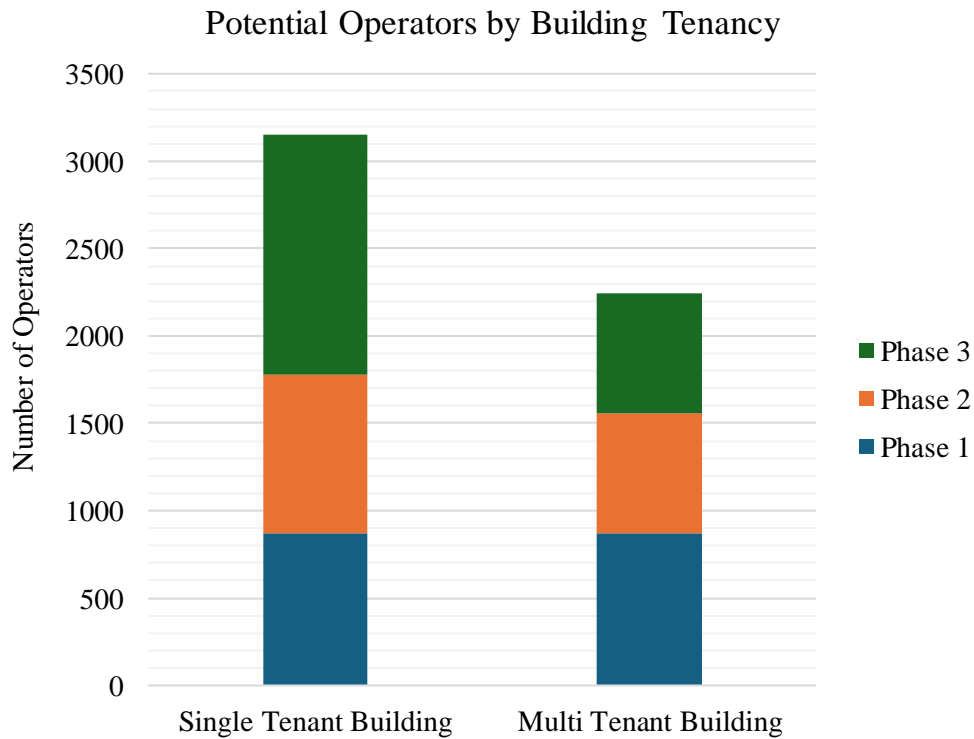


**Figure 8:** Warehouse Operations Notification Reports Received by Phase



South Coast AQMD plans to continue conducting targeted outreach to the remaining warehouse facility owners that have not submitted a WON. Additional compliance and enforcement actions will be pursued as well to ensure reporting is completed from all applicable facilities as required by the rule.

**Figure 9:** Single vs Multi-Tenant Warehouses According to WONs Received

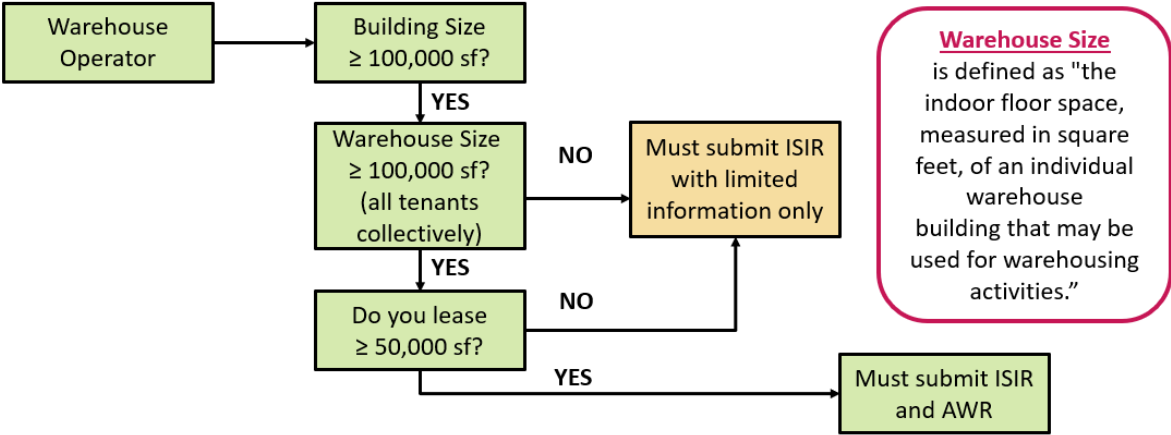


### Initial Site Information Report (ISIR)

Warehouse operators<sup>14</sup> are required to submit an Initial Site Information Report (ISIR).<sup>15</sup> There are cases where a warehouse operator may not be fully applicable to the WAIRE Program and would only need to submit an ISIR with limited information<sup>16</sup>. See

Figure 10 below for an explanation of WAIRE Program applicability for warehouse operators.

Figure 10: Simplified Flow Chart for Warehouse Operators’ Applicability



Information required in the ISIR includes, but is not limited to the following:

- The total indoor floor square footage of the applicable warehouse building and the amount of space the warehouse operator leases that may be used for warehousing activities,<sup>17</sup>
- Truck trip data including truck trips from the previous 12-month period and an estimate of the number of truck trips that will be reported during the applicable period for their upcoming Annual WAIRE Report (AWR),<sup>18</sup>
- Fleet information (owned and/or leased), including on-road trucks or tractors and yard trucks used at the facility,
- Any onsite charging or alternative fueling stations,
- Any onsite alternative energy generation or energy storage equipment, and

<sup>14</sup> Warehouse operators may include, but are not limited to, warehouse facility owners or third-party logistics companies that serve as operators.

<sup>15</sup> There is an administrative fee for the ISIR filing pursuant to Rule 316(d) due at the time of submittal. This fee increases annually. Warehouse operators who lease less than 50,000 square feet of a warehouse for warehousing activities and for which Rule 2305(e)(2)(A)(ii) applies are not required to pay the ISIR filing fee described in Rule 316(d).

<sup>16</sup> See Rule 2305(b) and Rule 2305(e)(2)(A)

<sup>17</sup> Warehousing activities is defined in Rule 2305(c)(33). Vacant areas that may be used for warehousing activities (e.g., empty storage racks, open floor space designed for warehousing, drive paths for pallet jacks or forklifts used in warehousing activities) must be included in the square footage calculation. Information listed in the bullet points following this one is not required if a warehouse operator that does not meet conditions (2) and/or (3), per Rule 2305(e)(2)(A).

<sup>18</sup> This estimate could just be an extrapolation of the data reported above for the previous 12-month period or could include an estimate based on expected business through the end of the compliance period.



- Anticipated actions and/or investments the warehouse operator anticipates using to comply with the WAIRE Points Compliance Obligation (WPCO) for the reported compliance period (e.g., WAIRE Menu actions, a Custom WAIRE Plan, transferred WAIRE Points, and/or mitigation fees).

The ISIR due dates have passed for warehouse operators in all three phases<sup>19</sup> of WAIRE Program implementation. The Phase 1 ISIR was due July 5, 2022; the Phase 2 ISIR was due July 5, 2023; and the Phase 3 ISIR was due July 2, 2024. Warehouse operators of new warehouse operations that are subject to Rule 2305 must submit an ISIR by July 1 of their first compliance period.<sup>20</sup> **Table 3** lists the total number of ISIRs received by South Coast AQMD as of August 31, 2024.

**Table 3: ISIRs Received by Phase<sup>21</sup>**

Submittal Date	Phase 1 (≥250,000 sf)	Phase 2 (≥150,000 - <250,000 sf)	Phase 3 (≥100,000 - <150,000 sf)	Total
On or Before Due Date	195	183	500	878
After Due Date	510	285	157	952
<b>Total</b>	<b>707</b>	<b>481</b>	<b>642</b>	<b>1,830</b>
Minimum Number of ISIRs Expected*	1,743	1,593	2,056	5,392

\*The minimum number of ISIRs expected is based on the operators identified in the WONs received and the nonreporting warehouses identified using CoStar 2024 data, which assumes one tenant per building.

For additional details related to the ISIRs, see Appendix A. **Figure A-1** shows a comparison of ISIRs received and the potential universe subject to Rule 2305 by phase, including the additional buildings identified in the WONs.

Out of 1,830 ISIRs received, 354 ISIRs were submitted with limited information as allowed by Rule 2305(e)(2)(A)(i) and (ii) or were otherwise exempt from Rule 2305. These warehouse operators were required to only submit limited information in the ISIR including basic information about the warehouse (i.e., warehouse size and the square footage that may be used for warehousing activities within their operational control) and contact information. These operators are not required to earn WAIRE Points or submit Annual WAIRE Reports (AWRs). South Coast AQMD staff will continue outreach to ensure all rule requirements are being met, including accurately reporting applicability requirements.<sup>22</sup> Staff began pursuing additional compliance and enforcement actions in 2023 to ensure reporting is completed from all applicable facilities as required by the rule (see WAIRE Program Enforcement and WAIRE Program Outreach & Implementation Efforts of this report for more details). Please see Appendix A of this report for more information related to the ISIRs. As stated in the WAIRE Implementation Guidelines, a portion of the ISIR is intended to be a planning exercise to assist the warehouse operators and South Coast AQMD in identifying the anticipated mechanisms that will be used for compliance. **Figure 11** provides an overview of the anticipated WAIRE Menu actions and mitigation fee points identified by the 1,476 ISIRs submitted by warehouse operators across three phases.<sup>23</sup> These reports show that a total of 561,102 WAIRE Points were anticipated to be earned by these warehouse operators in their first year of implementation. The

<sup>19</sup> The phase of a warehouse operation is based on the warehouse size. Please see **Table 1**.

<sup>20</sup> Pursuant to Rule 2305(d)(7)(B).

<sup>21</sup> Subject to final auditing by South Coast AQMD.

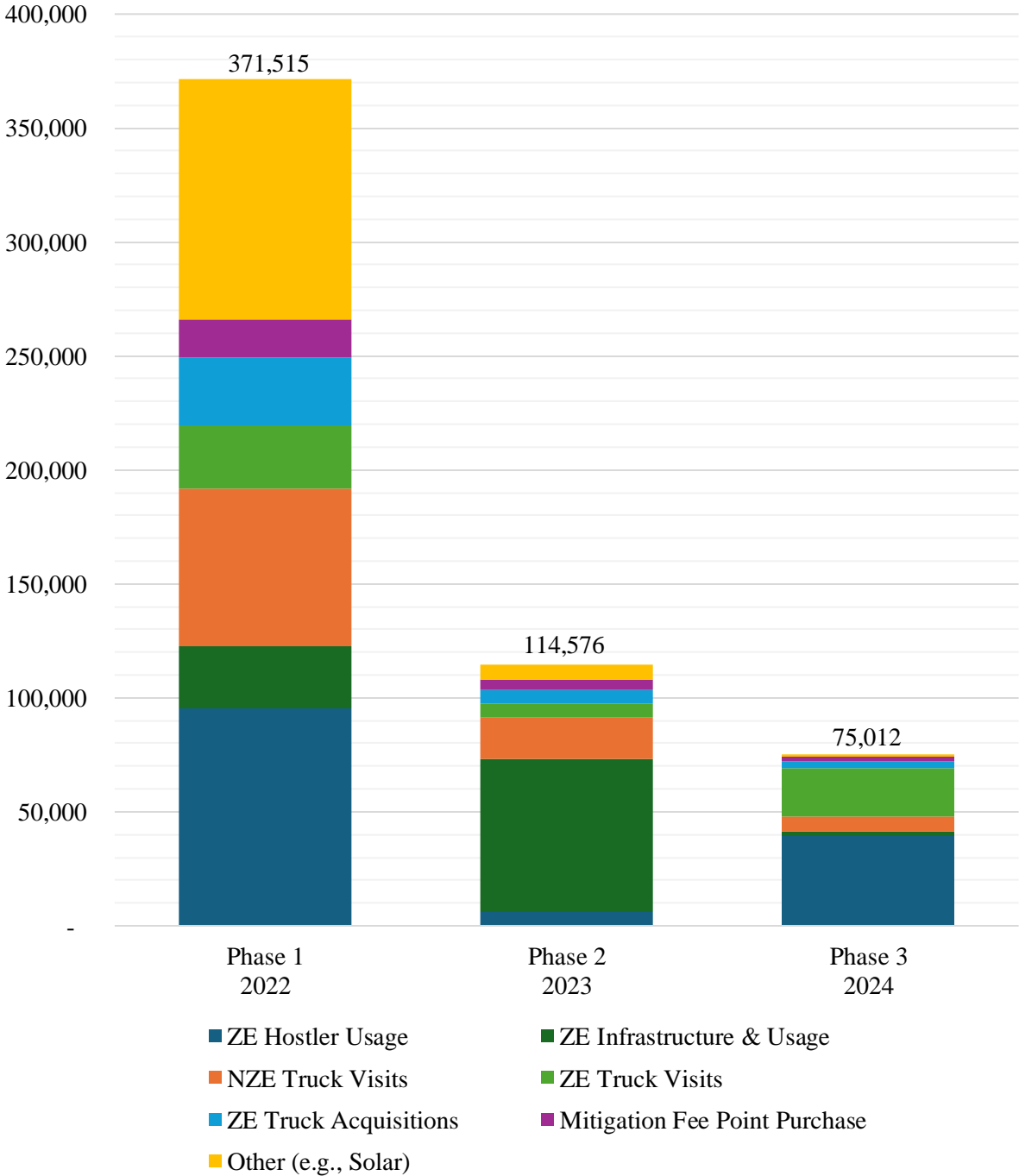
<sup>22</sup> Subject to final auditing by South Coast AQMD.

<sup>23</sup> This excludes ISIRs with limited reporting requirements, as those ISIRs are not required to earn WAIRE Points. Subject to final auditing by South Coast AQMD.

anticipated aggregate WPCO for ISIRs received is approximately 81,698 Points. Operators that completed an ISIR anticipated they would earn nearly seven times the required WPCO. This indicates that compliance with Rule 2305 was anticipated to be feasible by these warehouse operators.

A complete list of the anticipated WAIRE Points to be earned by each WAIRE Menu action is provided in Appendix A. In addition to taking actions from the WAIRE Menu, the operators anticipated earning about 4% of all WAIRE Points through payment of mitigation fees, totaling about \$22.6 million.

**Figure 11:** Total Anticipated WAIRE Points and WAIRE Menu Actions as Identified in the Initial Site Information Reports



## Annual WAIRE Report (AWR)

Warehouse operators fully applicable to the WAIRE Program must submit Annual WAIRE Reports (AWRs).<sup>24</sup> AWRs may also be submitted by a warehouse facility owner if they chose to voluntarily earn WAIRE Points at an applicable warehouse location.<sup>25</sup> AWRs must be submitted by January 31 following the compliance period when the WAIRE Points were earned. If a warehouse operator vacates a warehouse before the AWR due date in any compliance period, they must submit an AWR no later than the date they vacate the warehouse.

Key information in each AWR includes the following:

- The number of truck trips entering/exiting the warehouse site for the compliance period, including the number of truck trips based on the truck weight classification grouping (Class 2b-7 and Class 8).
- Details showing how WAIRE Points were earned to satisfy the WPCO including:
  - Each WAIRE Menu action, and/or
  - Actions in an approved Custom WAIRE Plan, and/or
  - WAIRE Points transferred from another site or banked from a previous year, and/or
  - Mitigation fees (see "WAIRE Mitigation Fee Program" for more details).
- Key metrics for each type of action the WAIRE Points were earned.<sup>26</sup>

Warehouse operators in Phase 1 were required to submit their first AWR by January 2023. Phase 2 operators were required to submit their first AWR by January 2024. Phase 3 operators will be required to submit their first AWR by January 31, 2025 for the 2024 Compliance Period. Once a warehouse operator begins reporting AWRs, they are required to submit a new AWR every year until Rule 2305 sunsets.

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<sup>24</sup> There is an administrative fee for the AWR filing pursuant to Rule 316(d) due at the time of submittal. This fee increases annually. See Rule 2305(b) and (d)(1).

<sup>25</sup> Pursuant to Rule 2305(d)(6)(C), warehouse facility owners may transfer earned WAIRE Points to a warehouse operator at the warehouse facility at which the WAIRE Points were earned.

<sup>26</sup> See Table 3 – WAIRE Menu of Rule 2305.

**Table 4** lists the total number of AWRs received by South Coast AQMD as of August 31, 2024, including a breakdown by phase and compliance period. **Table 4** also shows the estimated number of AWRs that is expected based on the potential universe.

**Table 4: AWRs Received by Phase and Compliance Period** <sup>27</sup>

Phase	Compliance Period		
	2022	2023	Total
Phase 1	612	578	1,190
Phase 2	-	366	366
<b>Total</b>	<b>612</b>	<b>944</b>	<b>1,556</b>
Estimated Number of AWRs Expected*	1,408	2,694	4,102

\*The estimated number of AWRs expected is based on the operators identified in the WONs received and CoStar 2024 data, which assumes one tenant per building. These numbers exclude those operators that are not required to earn WAIRE Points.

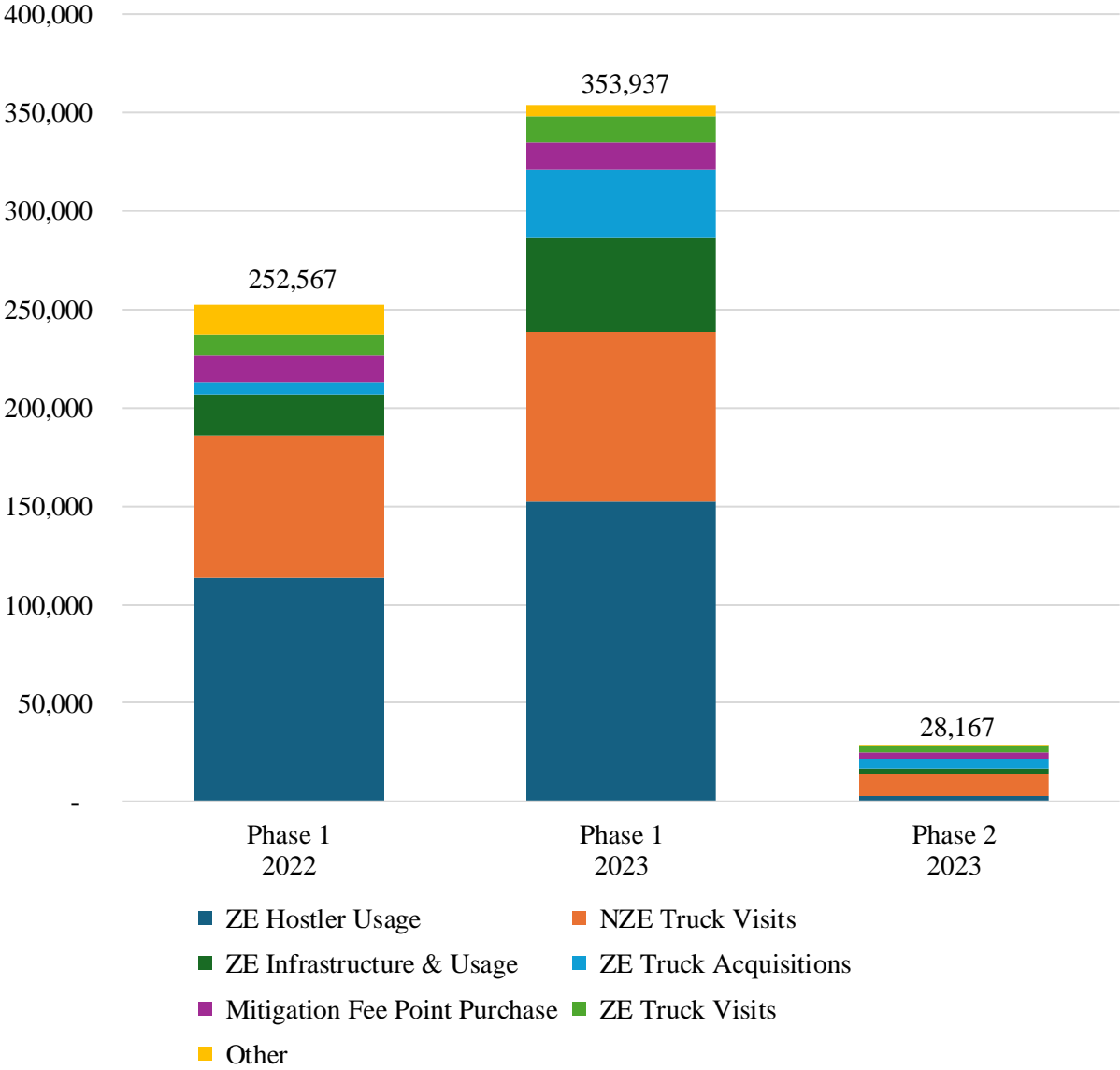
The warehouse operators who submitted an AWR reported earning a total of about 634,671 WAIRE Points across all options in the first two compliance periods of the program, exceeding the total WAIRE Points Compliance Obligation (WPCO) of about 163,347 WAIRE Points reported by these entities. The reported WPCO is based on the total annual truck trips in 1,556 AWRs submitted by 1,008 warehouse operators over the first two compliance periods. Total earned WAIRE Points are nearly four times higher than the total reported WPCO in the first two compliance periods for those submitting AWRs.<sup>28</sup> The analysis in the staff report for Rule 2305 anticipated that the total WPCO across all warehouse operators in the first two compliance periods would be 457,273. The total earned WAIRE Points from operators who submitted AWRs is 1.4 times more than the total anticipated from all warehouses.

In March 2024, staff presented an update on the WAIRE Program to South Coast AQMD’s Mobile Source Committee which included preliminary results from the Annual WAIRE Reports for the 2023 compliance period. During this presentation, staff noted an anomaly in the WAIRE Points earned from solar panel installation and usage and indicated an audit would be done to see if the points were mis-reported. Staff also found outliers in the usage data for ZE yard hostlers operated by a warehouse operator at multiple locations. Staff conducted audits of these Annual WAIRE Reports and found there were reporting errors made by the warehouse operators for these Menu actions. Staff obtained the records to verify that the actions were completed as reported but the annual metric was entered into the online reporting system erroneously. Staff has corrected these items for the 2023 compliance period as shown in the following figures, including **Figures 12, 13, 18 and 19**.

<sup>27</sup> These totals do not include voluntary AWRs submitted by warehouse facility owners, nor warehouse operators who submitted an early action AWR prior to their first AWR due date. Also, Table 3 totals (AWRs) are expected to be less than Table 2 totals (ISIRs) as some operators only report basic information in an ISIR and are not required to earn WAIRE Points.

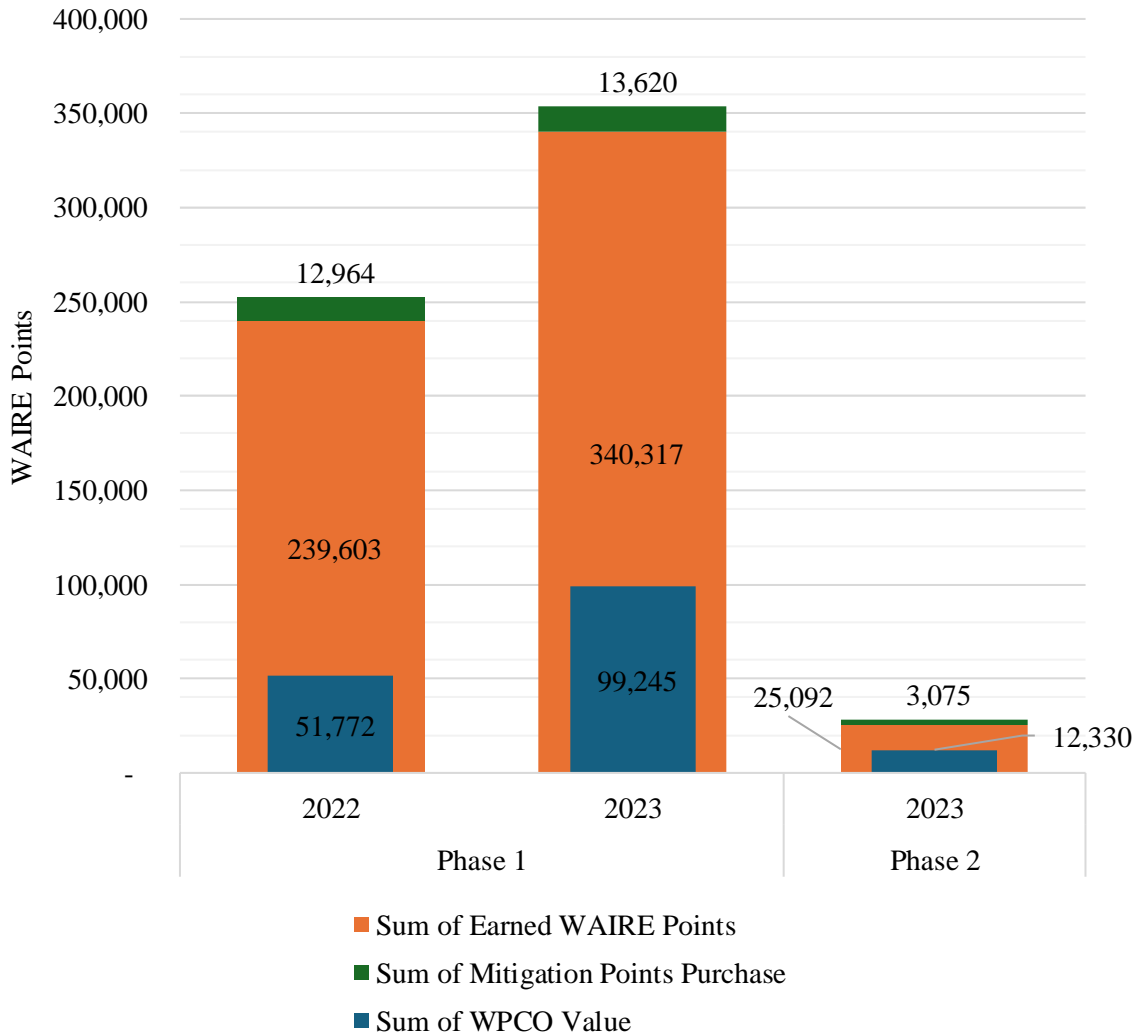
<sup>28</sup> WAIRE Points earned in excess of the warehouse operator’s WPCO in one compliance period may be banked for use in any of the next three compliance periods, after which they expire. Excess WAIRE Points earned for one warehouse may also be transferred to another of that operator’s warehouses during that compliance period.

**Figure 12:** Total WAIRE Points Earned by Phase and Compliance Period by Warehouse Operators Who Submitted an AWR<sup>29</sup>



<sup>29</sup> Subject to final auditing by South Coast AQMD.

**Figure 13:** WPCO, Earned WAIRE Points, and Mitigation Fee Points by Phase and Compliance Period for Operators Who Submitted an AWR<sup>30</sup>



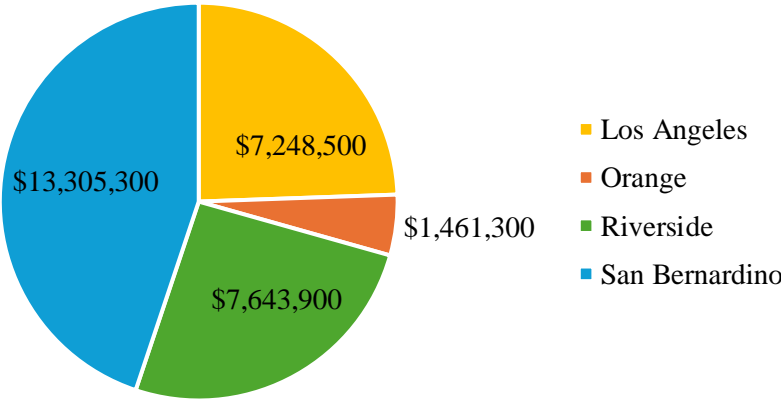
**Figure 12** provides an overview of the WAIRE Menu actions and Mitigation Fee Points selected by warehouse operators who submitted the AWRs. Zero Emission (ZE) hostler usage (i.e., yard tractors that move trailers and containers around warehouse facilities) accounts for about 42% of the reported total WAIRE Points earned across the two compliance periods. Additional major categories were NZE Truck Visits (~27%) and ZE Infrastructure & Usage (~11%).<sup>31</sup> A complete list of all the WAIRE Points by category are provided in Appendix B. **Figure 13** shows a comparison of the total WPCO compared to the total number of earned WAIRE Points and Mitigation Fee Points broken down by Phase and Compliance Period.

<sup>30</sup> Subject to final auditing by South Coast AQMD.

<sup>31</sup> Subject to final auditing by South Coast AQMD.



**Figure 14:** Mitigation Fee Points Purchased in the 2022-2023 Compliance Periods



In lieu of earning points from the WAIRE Menu or through a Custom WAIRE Plan, warehouse operators can choose to earn WAIRE Points by paying a mitigation fee at \$1,000 per WAIRE Point.<sup>32</sup> Mitigation fees paid by warehouse operators in each county are shown **Figure 14**. The warehouse operators reported approximately \$29.7 million in mitigation fees, which accounts for approximately 5% of the total WAIRE Points earned through the AWRs across the first two compliance periods.

### Custom WAIRE Plans Applications

The WAIRE Program allows the submission of Custom WAIRE Plans (CWPs) for innovative actions not listed in the WAIRE Menu. In 2023, staff evaluated eight CWP applications from eight facilities, ultimately approving three. The three approved plans were submitted by Maersk Warehousing & Distribution Services USA LLC (Maersk) and enable Maersk, in partnership with Prologis, to earn WAIRE Points for the construction and installation of 96 electric vehicle (EV) charging ports at an offsite yard (also known as the "Denker Yard") located in Torrance, CA. Figure 15 shows the EV charging ports installed at the Denker Yard and the zero emission, battery-electric trucks operated by Maersk plugged into the charging stations. The approved CWPs are available on the WAIRE Program website at [webpage](#).

**Figure 15:** Class-8 EV truck charging at Denker Yard



<sup>32</sup> Pursuant to Rule 316, there is also a 6.25% administrative fee associated with the mitigation fee.

## Early Action Annual WAIRE Reports (AWR)

Rule 2305(d)(6)(B)(iii) allows a warehouse owner or operator to voluntarily submit an Early Action AWR prior to their first compliance period. A warehouse operator may earn WAIRE Points prior to their first compliance period and these WAIRE Points may be banked up to three years after the warehouse operator's first compliance period. Early Action AWRs follow all the requirements of AWRs, except Early Action AWRs do not require truck trip information or WPCO reporting since they are filed prior to the initial compliance period. All Early Action AWRs must be submitted at the end of the compliance period when the WAIRE Points were earned through the WAIRE POP reporting system.

**Table 5** shows a breakdown of all the Early Action AWRs received. The 2023 Compliance Period was the last year that Early Action AWRs were accepted from warehouse operators as operators of all phases are now required to submit an AWR every year.

**Table 5:** Early Action AWRs Received by Phase and Compliance Period <sup>33</sup>

Phase	Compliance Period			Total
	2021	2022	2023	
Phase 1	74	-	-	74
Phase 2	13	53	1	67
Phase 3	13	24	24	61
<b>Total</b>	<b>100</b>	<b>77</b>	<b>25</b>	<b>202</b>

Overall, 82 companies submitted Early Action AWRs for 170 locations, comprising of 202 total reports over three compliance periods. These early action reports included about 79,918 earned WAIRE Points. These WAIRE Points are in addition to the 634,671 total earned Points in regular AWRs.

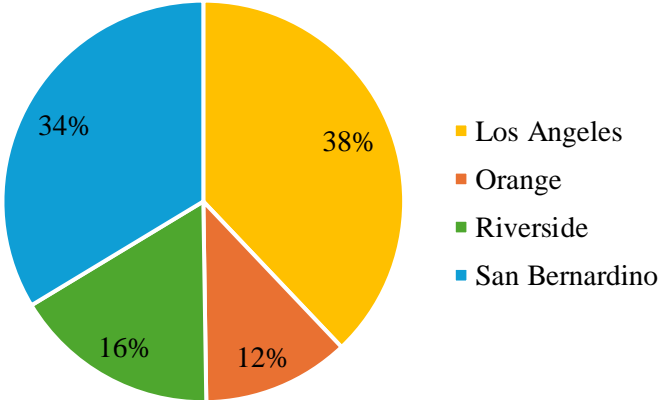
Most of the WAIRE Menu actions were implemented by Phase 1 warehouses, followed by Phase 2 and Phase 3 warehouses. South Coast AQMD conducted desktop audits of the 109 reports submitted to verify that the WAIRE menu items selected were implemented after rule adoption. In addition to ensuring compliant activity, in instances where there are multiple warehouses that have provided incorrect information, South Coast AQMD staff has updated the Frequently Asked Questions document to provide more clarity (e.g., clarifying the definition of “warehouse size”).<sup>34</sup> **Figure 16** shows the reports received as Early Action AWRs by county.

**Figure 17** provides an overview of the WAIRE Menu items selected as early actions. A complete list of all the menu actions reported by category is provided in Appendix C.

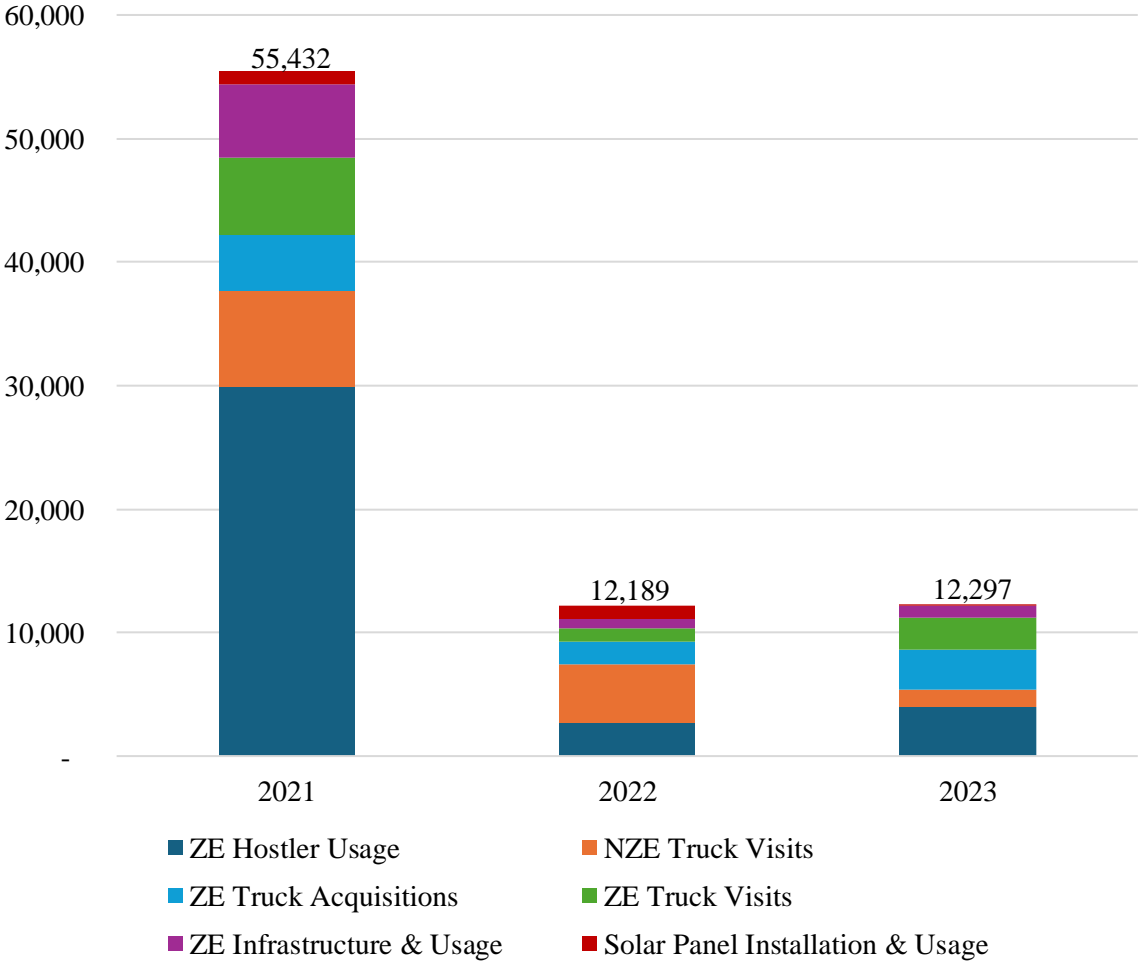
<sup>33</sup> Subject to final auditing by South Coast AQMD.

<sup>34</sup> Frequently Asked Questions document, [https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/r2305\\_faqs.pdf?sfvrsn=20](https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/r2305_faqs.pdf?sfvrsn=20)

**Figure 16:** Early Action AWR Submittals by County for the 2021-2023 Compliance Periods



**Figure 17:** WAIRE Points Earned as Reported in Early Action AWRs by Compliance Period



## Administrative Fees

Rule 316 establishes the administrative fees for Rule 2305 to recover the costs associated with implementation of the WAIRE Program. South Coast AQMD staff estimate, based on the potential warehouse universe shown in **Table 1**, that the administrative fee revenues should include a total of approximately \$2.1 million for the submittal of WONs, ISIRs and AWRs by the warehouse owners and operators<sup>35</sup>. As of August 31, 2024, South Coast AQMD has received approximately \$1 million in revenue based on the Rule 316 fee schedule. The revenue pursuant to Rule 316 is expected to increase as the reporting/compliance rates continue to improve. Please see Appendix D: Estimate of Filing Fees from WAIRE Program Reporting for additional details.

## Emission Reductions

The AWRs received document the actions and/or investments that were completed by warehouse operators to comply with the rule. The following actions completed by warehouse operators can be directly associated with emission reduction: Solar Panel Usage, NZE Truck Visits, ZE Truck Visits, and ZE Hostler Usage. Other actions completed by warehouse operators can help to facilitate emission reductions, such as: H<sub>2</sub> Station Usage, Charger Usage, and TRU Plug Usage. The methodology and data used to calculate the emission reductions associated with the WAIRE Menu actions are described in detail in Rules 2305 & Rule 316 Final Staff Report.<sup>36</sup>

Warehouse operators who select these action items are required to report key metrics associated with each action in their annual WAIRE Report. For example, a warehouse operator that has a solar panel system installed on its roof can report the solar system usage and the annual amount of solar energy that it generated in kilowatt-hours (kWh).

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<sup>35</sup> Excluding Phase 3 AWRs, which are due January 31, 2025.

<sup>36</sup> Rule 2305 Governing Board package and Final Staff Report, <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf>

**Table 6** includes the detailed accounting of key metrics for actions that can be directly associated with emission reductions (for a complete list of the reported metrics see Table A-2). Based on the AWRs and EAWRs received, the NOx and DPM emission reductions from NZE/ZE Truck Visits, Solar Panel Usage and ZE Hostler Usage reached 0.86 and 0.02 tons per day (tpd) in 2023, respectively. The reported metric units<sup>37</sup> over the last three compliance periods show a strong adoption and implementation of actions that contribute to emission reductions (**Figure 18** and **Figure 19**) The reported metrics of using zero emission charging or fueling infrastructure have also demonstrated strong adoption (

**Table 7**).

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<sup>37</sup> This information was reported by warehouse operators and may be subject to final auditing by South Coast AQMD.

**Table 6:** Total Level of Activity as Reported by Warehouse Operators – Truck Visits and Usage

Menu Item	Metric Reported	Total Reported Activity per Compliance Period		
		2021	2022	2023
NZE Class 4-7 Truck Visits	Visits	1	101,502	184,195
NZE Class 8 Truck Visits	Visits	68,227	639,723	808,839
Solar Panel Usage	kWh	2,990,972	98,303,457	85,481,168
ZE Class 2b-3 Truck Visits	Visits	111	20,109	108,228
ZE Class 4-7 Truck Visits	Visits	-	6,818	16,721
ZE Class 8 Truck Visits	Visits	44,374	81,681	112,888
ZE Hostler Usage	Hours of Usage	102,549	398,775	544,147

**Table 7:** Total Level of Activity as Reported by Warehouse Operators – Zero Emission Charging/Fueling Usage

Menu Item	Metric reported	Total Reported Activity per Compliance Period		
		2021	2022	2023
Charger Usage	kWh	849,972	5,070,619	17,034,552
H2 Station Usage	Kg H <sub>2</sub>	-	11,541	107,808
TRU Plug Usage	kWh	-	36,986	1,521,270

Figure 18: NOx Emission Reductions from Reported Actions (tpd)

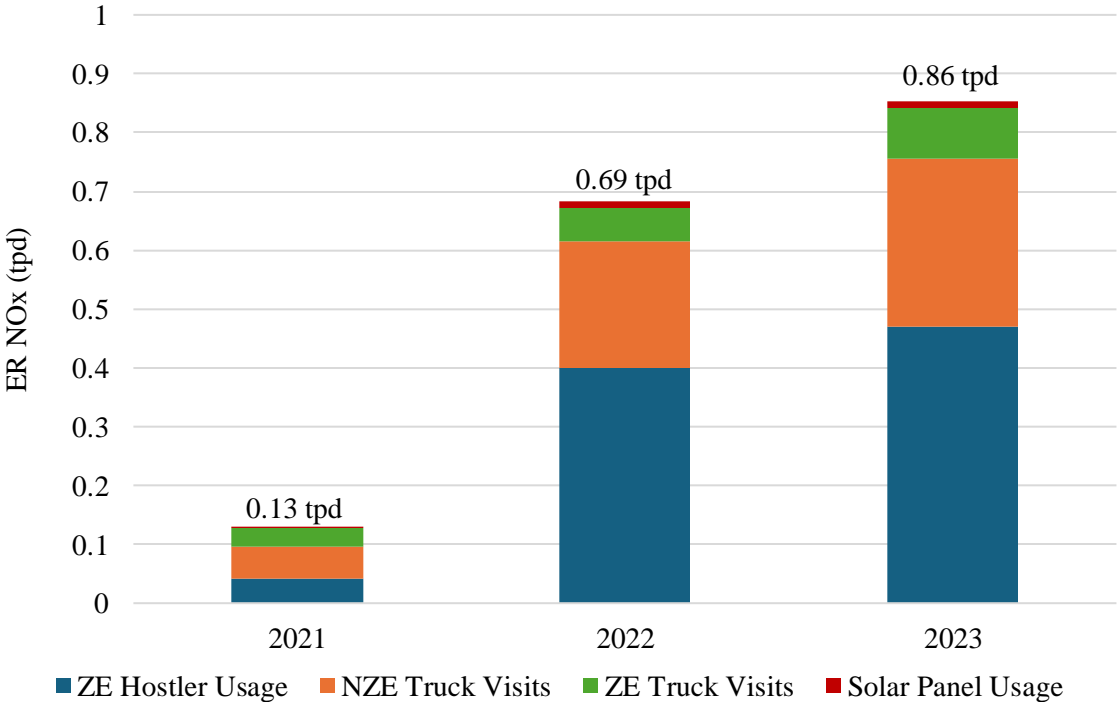
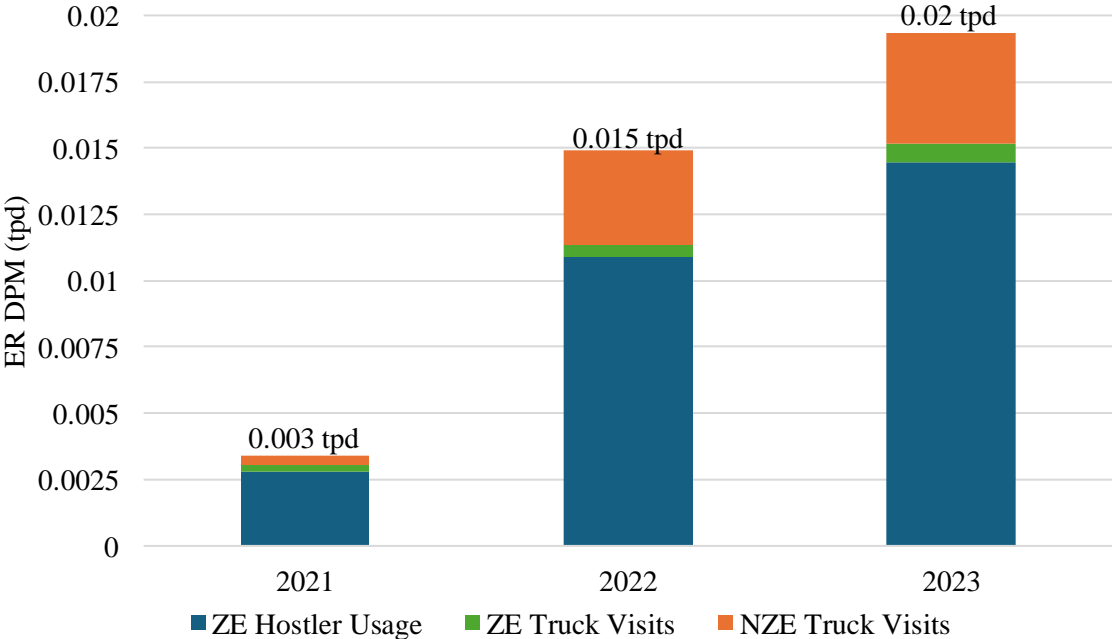


Figure 19: DPM Emission Reductions from Reported Actions (tpd)



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## WAIRE Mitigation Fee Program

In the Governing Board Resolution adopting Rule 2305, staff was directed to develop a WAIRE Mitigation Program with the funds generated from mitigation fee payments from Rules 2305 and 316.<sup>38</sup> Rule 2305 may generate funds to the WAIRE Mitigation Fee Program if a warehouse operator opts to offset their WAIRE Points Compliance Obligation (WPCO) by purchasing mitigation fee points through their Annual WAIRE Report (AWR) submittal. Rule 316 generates revenue through administrative fees that warehouse operators must pay to support South Coast AQMD Rule 2305's compliance activities, including implementation of the WAIRE Mitigation Program.

As of August 31, 2024, a total of \$29,659,000 million in mitigation fees have been reported for both compliance periods. Of this amount, \$26,615,100 has been fully paid. About \$3 million in mitigation fees have not yet been paid. The \$29.7 million in mitigation fees reported include about \$12,964,000 in mitigation fees by Phase 1 operators for the 2022 compliance period and \$16,695,000 in mitigation fees by Phase 1 and 2 operators for the 2023 compliance period.<sup>39</sup> Additional mitigation fees are expected to be reported for the 2024 compliance period as all three phases of warehouses are required to submit AWRs by January 31, 2025. In addition, the stringency of Rule 2305 continues to increase during the first five years of the WAIRE Program when some warehouse operators are expected to pay mitigation fees.

Mitigation fees paid by warehouse operators are compiled and tracked according to the Source Receptor Area (SRA), as shown in **Figure 20**, and county in which they are located. The WAIRE Mitigation Program will fund projects that achieve and/or facilitate emission reductions in the same SRAs and counties in which the mitigation fees were paid. If sufficient projects are not identified in each individual SRA relative to the available funding, funds may be directed either to an adjacent SRA in the same county or held for a subsequent funding cycle.

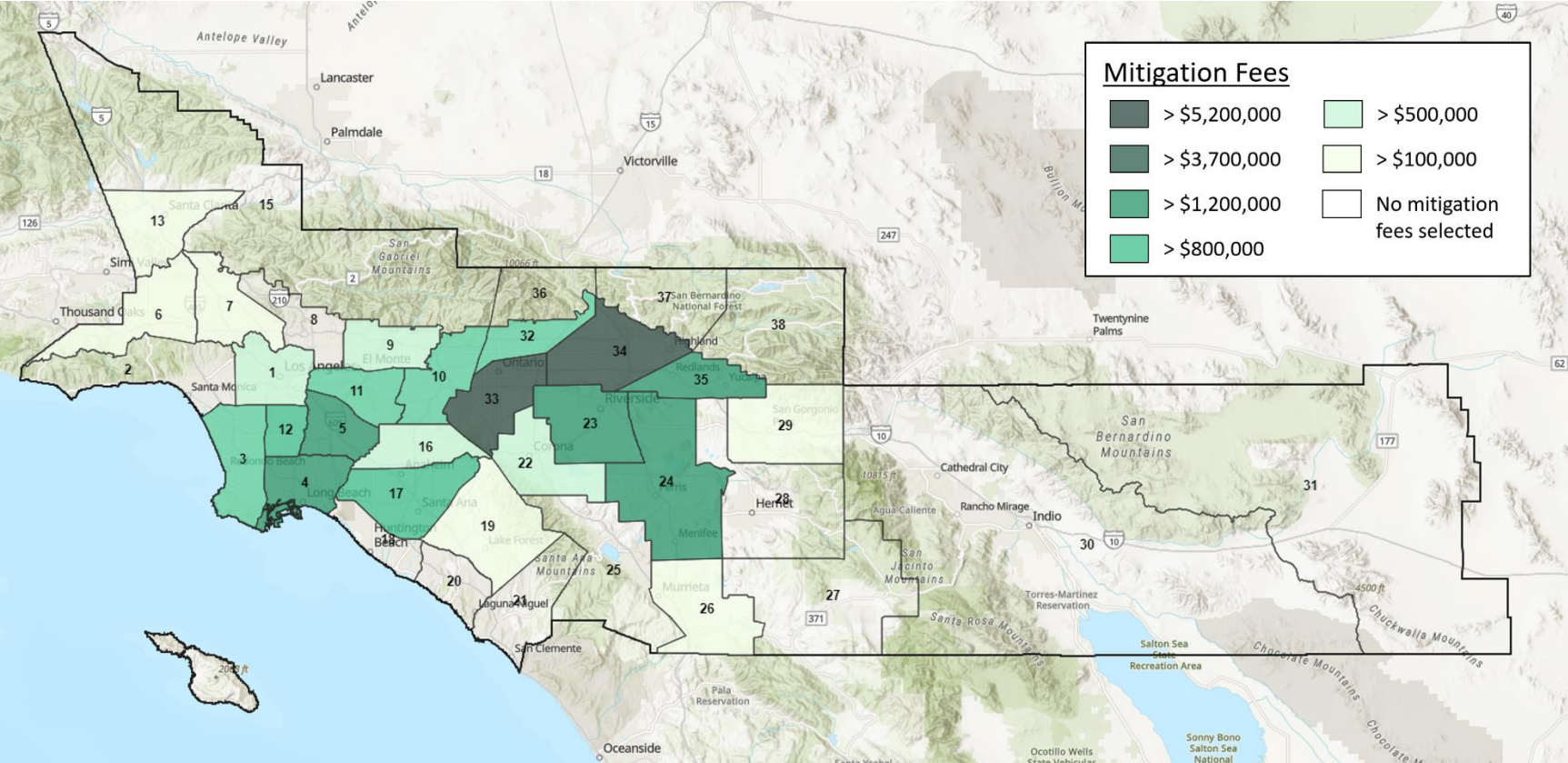
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<sup>38</sup> <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf>

<sup>39</sup> Total amount may vary after amendments are finalized and/or refunds are issued. Subject to final auditing by South Coast AQMD.



Figure 20: Total Mitigation Fees Collected by Source Receptor Area



Prior to WAIRE Mitigation Program solicitations and awards, public outreach will be conducted to potential stakeholders, including but not limited to: community groups, local governments, and small businesses. Proposed solicitations and project awards will be presented at future Technology Committee meetings and to the Governing Board on an annual basis. South Coast AQMD's recently received a \$500 million Climate Pollution Reduction Grant (CPRG) from U.S. Environmental Protection Agency (U.S. EPA) that includes a significant component for zero emissions infrastructure, as well as dedicated community involvement. Staff anticipates aligning public processes and implementation efforts for the WAIRE Mitigation Program with the upcoming solicitations for the CPRG Grant and/or other applicable funding programs in early 2025.

Additionally, consistent with Rule 2305's and Rule 316's Governing Board Resolution, South Coast AQMD shall also ensure that:

- Funding from the WAIRE Mitigation Fee Program may be combined with other incentive funding programs, if allowed by the other funding program(s); and
- Any recipients of WAIRE Mitigation Fee Program funds for projects that involve construction work must use a skilled and trained workforce as defined in Public Contract Code section 2601 to perform such work; and
- Any recipients of WAIRE Mitigation Fee Program funds for projects that involve the installation of electric vehicle infrastructure shall: 1) be installed by a contractor with the appropriate license classification, as determined by the Contractors' Contractors' State License Board, and at least one electrician on each crew, at any given time, holds an Electric Vehicle Infrastructure Training Program certification, and 2) meet a requirement that at least 25 percent of the total electricians working on an electric vehicle infrastructure project installing a charging port supplying 25 kW or more, at any given time, hold Electric Vehicle Infrastructure Training Program certification, consistent with the Public Utilities Code section 740.20; and
- Any recipients of WAIRE Mitigation Fee Program incentives or funding for the installation of ZE charging or fueling infrastructure for on-road vehicles that are not yard trucks must make the stations available for public use; and
- Consistent with existing South Coast AQMD funding programs, any recipients of WAIRE Mitigation Fee Program incentives shall disclose any labor violations in the three years prior to receiving funding and during the life of the funded project.

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## WAIRE Program Enforcement

A key component of WAIRE Program implementation is ensuring that applicable warehouses are aware of and in compliance with the requirements of Rule 2305 and Rule 316. South Coast AQMD staff conducted significant outreach to notify the warehousing industry of compliance requirements for the WAIRE Program. The *WAIRE Implementation Guidelines*<sup>40</sup> provide an initial overview of the compliance program anticipated at the time of rule adoption. South Coast AQMD will periodically conduct both desk and field audits to verify compliance with the WAIRE Program. An overview of the main requirements for Rule 2305 was provided in the *WAIRE Program Reporting Overview* section of this report. Rule 316 was developed as a companion rule to support South Coast AQMD's administration and enforcement of the WAIRE Program.

Throughout rule development and in the WAIRE Program's first three years of implementation, South Coast AQMD conducted significant outreach to identify warehouses that are subject to the rule. The outreach efforts have included, but are not limited to, field visits, mailing hardcopy fliers about the program, hosting webinars, participating in stakeholder webinars, developing online WAIRE Training Videos, presenting requested topics to stakeholders, sending informational emails through eNewsletter Pro, and fielding calls and emails to the WAIRE Program Hotline (909-396-3140) and Helpdesk ([waire-program@aqmd.gov](mailto:waire-program@aqmd.gov)). For detailed information on the outreach efforts conducted, please refer to the *WAIRE Program Outreach & Implementation Efforts* section of this report.

As of August 31, 2024, South Coast AQMD inspectors have visited over 2,323 warehouse locations to provide outreach material. Through mid-October 2024, staff identified over 350 facilities that submitted late reports or failed to submit. As a result, the Office of Compliance and Enforcement issued over 350 Notices of Violation (NOVs). Staff will continue to identify non-compliant facilities and take the appropriate enforcement actions.

South Coast AQMD staff is continuing to conduct desk audits of the reported information in AWRs. Audits are also ongoing for reported information in the WONs. The audits are conducted to verify reported information and assure that the warehouse facility owners and operators are following recordkeeping requirements.<sup>41</sup> Audits will also be conducted to verify exemptions claimed through report submittals, and that AWRs filed late accurately report their actions. As with other compliance activities conducted by South Coast AQMD, inspectors may conduct unannounced site visits to see how a facility operates and to verify WAIRE Menu items implemented through the WAIRE Program. If inspectors observe a potential violation, a Notice to Comply (NC) may be issued to request information or to order the facility to take corrective action. If noncompliance with air quality rules is identified, however, a NOV may be issued to inform a business that it is out of compliance with specific South Coast AQMD rule requirements or permit conditions. NOVs are referred to the South Coast AQMD Office of General Counsel for settlement negotiations and can result in civil penalties. If no settlement is reached, a civil lawsuit may ultimately be filed in superior court.<sup>42</sup>

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<sup>40</sup> <https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/waire-implementation-guidelines.pdf>

<sup>41</sup> Rule 2305 requires that all records used to demonstrate compliance with all reporting requirements shall be maintained by warehouse operators (or owners if applicable) for a period of no less than seven years and made available to South Coast AQMD upon request during normal business hours to determine compliance.

<sup>42</sup> More information can be found on the South Coast AQMD website:  
<https://www.aqmd.gov/nav/about/authority/enforcement>.

## WAIRE Program Outreach & Implementation Efforts

As part of the adopting Resolution for Rule 2305 and Rule 316, the South Coast AQMD Governing Board directed South Coast AQMD staff to conduct outreach to applicable warehouse facility owners and operators to provide training and guidance on how to comply with Rule 2305 with emphasis on warehouse operators that are small businesses. The WAIRE Program Hotline (909-396-3140) and Helpdesk email inbox ([waire-program@aqmd.gov](mailto:waire-program@aqmd.gov)) were established to directly assist regulated entities with WAIRE Program questions and information about the Program, especially regarding rule applicability and reporting requirements. The hotline and email address were also used to provide outreach, compliance assistance, and schedule individual facility consultations. Since rule adoption, South Coast AQMD has responded to over 10,300 calls and emails to the WAIRE Program Hotline and Helpdesk.

Staff developed guidance resources to assist warehouse facility owners and operators in submitting the reports as required by Rule 2305, and to provide information to the public about rule compliance options. As part of the outreach plan, South Coast AQMD staff setup the Rule 2305 WAIRE Program Compliance Website ([www.aqmd.gov/waire](http://www.aqmd.gov/waire)), which went live in June 2021. There have been over 73,700 visits to the website since it went live. This website was designed to provide a central hub for all web-based resources to assist warehouse facility owners and operators subject to the rule requirements by providing online access to compliance guidance documents and program resources such as the:

- WAIRE Implementation Guidelines,
- WAIRE Training Videos,
- Approved Custom WAIRE Plans,
- Compliance and Enforcement Activity
- Frequently Asked Questions (FAQs) document,
- WAIRE User Calculator, and
- WAIRE upcoming compliance due dates.

In addition, to public virtual outreach efforts, over 21,875 compliance advisory mailers were sent to all warehouse facility owners and operators that may be potentially subject to Rule 2305. As part of the compliance initiative, in 2024, South Coast AQMD inspectors have visited over 2,323 warehouse locations to provide outreach material. South Coast AQMD has also sent over 83,800 informational emails about WAIRE Program resources, conducted over 140 in person and virtual webinar presentations to warehouse facility owners/operators, elected/appointed officials, community/environmental organizations, consultants, AB 617 Community Steering Committees<sup>43</sup>, various trade associations, and chambers of commerce.

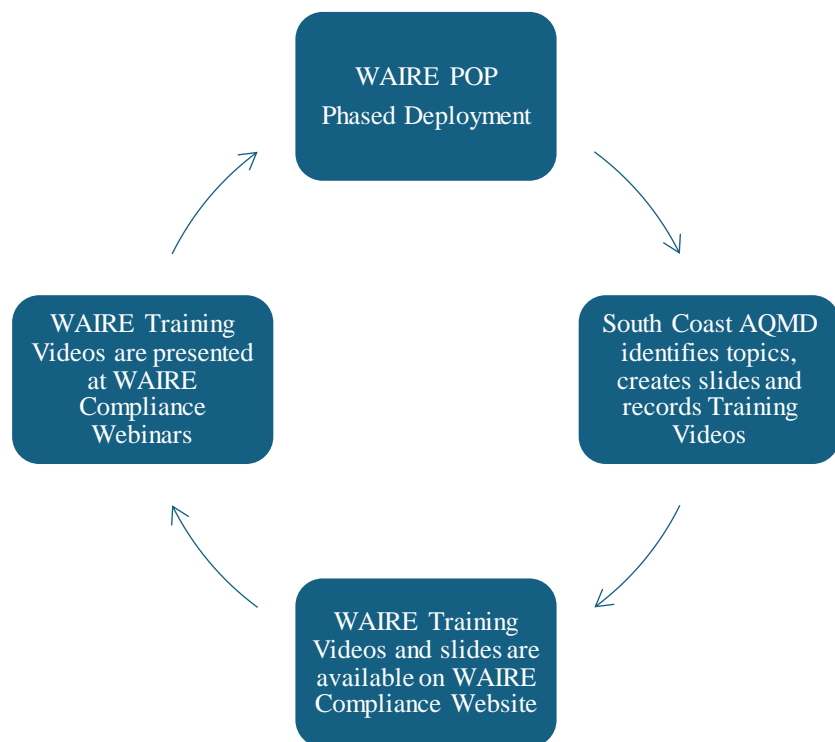
Since rule adoption, a series of WAIRE Compliance Program Training Webinars were presented by South Coast AQMD to provide compliance assistance for Rule 2305. The goals of the WAIRE Compliance Program Training Webinars are to educate and provide guidance resources about Rule 2305 and to facilitate a successful Questions-and-Answers session that is of interest to all stakeholders. South Coast AQMD has hosted 7 WAIRE Compliance Program Training Webinars to provide stakeholders the space to clarify questions related to Training Videos released to the public and provide feedback regarding future

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<sup>43</sup> For additional information regarding the Rule 2305's applicability to AB 617, please refer to Appendix E in this report.

enhancements. Staff have also recorded 11 Compliance Training Videos<sup>44</sup> with detailed information to provide guidance on how to comply with Rule 2305, such as counting truck trips, early action WAIRE Points, and instructions for the different reports required by the rule, in 5-to-15-minute segments. The Compliance Training Videos also provide a step-by-step tutorial in how to navigate and submit reports on the WAIRE POP reporting system<sup>45</sup>. The Compliance Training Videos were uploaded on the WAIRE Program Compliance website so users may view these trainings at their own convenience. As of August 31, 2024, there have been over 7,700 views of the Compliance Training Videos outside of webinars. **Figure 21** represents a simplified diagram of the WAIRE Compliance Training Video developmental process.

**Figure 21:** Workflow for WAIRE POP Phased Deployment and Compliance Training Video Deployment



South Coast AQMD staff continued to work with Legislative, Public Affairs & Media Office staff to reach out to new and existing warehouse facility operators and owners on the requirements of Rule 2305, increase awareness of their obligations and the steps that can be made to meet them. South Coast AQMD staff is currently utilizing data from the WON reporting to conduct outreach to Phase 1, 2, and 3 warehouse operators to provide compliance assistance and advise of Rule 2305 requirements, including tracking truck trips and earning WAIRE Points for the 2022, 2023, and 2024 compliance periods.

<sup>44</sup> There are currently eleven Compliance Training Videos available online (<https://www.aqmd.gov/home/rules-compliance/compliance/waire-program/training-videos>) on the following topics: WAIRE Program Overview, Truck Trips Counting for WPCO, Early Action Opportunities to Earn WAIRE Points, Overview of WON, WON Spreadsheet Template, WAIRE POP for WONS, Early Action AWR, Overview of ISIR, WAIRE POP for ISIR, Overview of AWR, and WAIRE POP for AWR. More videos are currently under development and will be released in conjunction with future enhancements to the WAIRE POP reporting system as they are deployed to the external users.

<sup>45</sup> For additional information regarding the WAIRE POP reporting system, please refer to Appendix F in this report.



## Key Recent Developments Related to Rule 2305

There have been some key developments related to Rule 2305 since the previous Annual Report in January 2023. These include conclusion of litigation against South Coast AQMD against adoption of Rule 2305, approval of Rule 2305 into the State Implementation Plan by U.S. EPA, and enactment of AB 98 (Carrillo).

### Rule 2305 Litigation

In 2021, the California Trucking Association (CTA) and Airlines for America (A4A) brought forward a lawsuit alleging that Rule 2305 was preempted by the Clean Air Act, the Airline Deregulation Act, and the Federal Aviation Administration Authorization Act. In addition, they also claimed under state law that the mitigation fee in Rule 2305 should be considered a tax rather than an in-lieu fee under state law. In December 2023 the court granted summary judgment to South Coast AQMD<sup>46</sup> and denied the plaintiffs' claims.<sup>47</sup> In a separate order the Court also dismissed CTA's and A4A's remaining State law claims. Neither CTA nor A4A filed a notice of appeal.<sup>48</sup>

### Approval Into State Implementation Plan

In September 2024, the U.S. EPA published its final rule approving Rule 2305 into the State Implementation Plan (SIP) as a SIP-strengthening measure (89 FR 73568). As confirmed by the Court in the CTA litigation, Rule 2305 had already been fully enforceable by South Coast AQMD under state law ever since it was adopted in May 2021. By approving Rule 2305 into the SIP, it now also becomes federally enforceable by U.S. EPA and citizens pursuant to Clean Air Act section 304.

### Recent State Legislation

In September 2024, the governor signed into law AB 98 that establishes many new requirements related to new warehouse developments. Key components of the bill include:

- Prohibiting cities and counties from approving new or expanded logistics uses unless they meet specified standards;
  - These standards include actions like installing ZE charging infrastructure and solar panels among other energy efficiency measures. These standards should not inhibit implementation of Rule 2305 as WAIRE Points cannot be earned only if they are required by regulations from U.S. EPA, CARB, or South Coast AQMD (see Rule 2305 (d)(3)). First, AB 98 is a statute, and second, these actions would likely be completed before a warehouse operator would occupy the warehouse and be required to earn WAIRE Points.
- Requiring South Coast AQMD to establish a process for receiving community input on how any penalties assessed and collected for violations of Rule 2305. South Coast AQMD must ensure a wide range of community groups are included in the process and that groups represent the geographic areas where there are high numbers of warehouse facilities.

<sup>46</sup> Intervenor defendants defending Rule 2305 included the State of California, CARB, East Yard Communities for Environmental Justice, the Peoples' Collective for Environmental Justice, the Sierra Club, the Natural Resources Defense Council, Communities for a Better Environment, and the Environmental Defense Fund.

<sup>47</sup> California Trucking Association v. South Coast Air Quality Management District, C.D. Cal., Case #21-cv-06341

<sup>48</sup> CTA v. SCAQMD, Order Re Joint Stipulation and Consent Motion to Dismiss with Prejudice (Dkt. 166), Dkt. 167, January 18, 2024.

- Requiring South Coast AQMD, upon an appropriation for this express purpose, to deploy mobile air monitoring systems within Riverside and San Bernardino Counties near warehouses. South Coast AQMD must then use this data to conduct a modeling analysis to evaluate the impact of warehouse air pollution on sensitive receptors.
- Requiring cities and counties to update their circulation elements to include truck routes by January 1, 2028;
  - AB 98 also allows the state Attorney General to impose a \$50,000 fine every six months if the required updates have not been made (penalties are returned to the air district in which the fine was imposed to be used for the district's efforts to improve air quality).

## Next Steps

The first three years of implementation for the WAIRE Program were primarily focused on program development, outreach, and providing technical support and compliance assistance for warehouse facility owners and operators subject to Rule 2305. Development of the WAIRE POP reporting system was and continues to be a significant undertaking to design, program, test, and deliver a user-friendly and robust software reporting tool for warehouse facility owners and operators subject to Rule 2305. South Coast AQMD staff also focused on outreach and developing implementation guidelines and compliance assistance resources and materials to provide technical support for the approximate 3,909 warehouses that are potentially subject to Rule 2305. Staff will continue to reach out to warehouses potentially subject to Rule 2305, focusing on upcoming Phase 3 and will continue pursuing compliance and enforcement action as necessary for non-reporting warehouses.

South Coast AQMD plans to focus on the following WAIRE Program activities in the next iteration of this report:

- Continue to identify non-compliant facilities and take the appropriate enforcement actions,
- Continue to provide compliance assistance to entities as part of NOV resolution,
- Deploy WAIRE POP reporting system AWR amendment feature for users,
- Update WAIRE Implementation Guidelines (e.g., AWR amendment process, campus-style groupings),
- Continue conducting desk audits of submitted reports, and
- Make WAIRE Program data publicly available via Facility Information Detail (F.I.N.D.)<sup>49</sup>.

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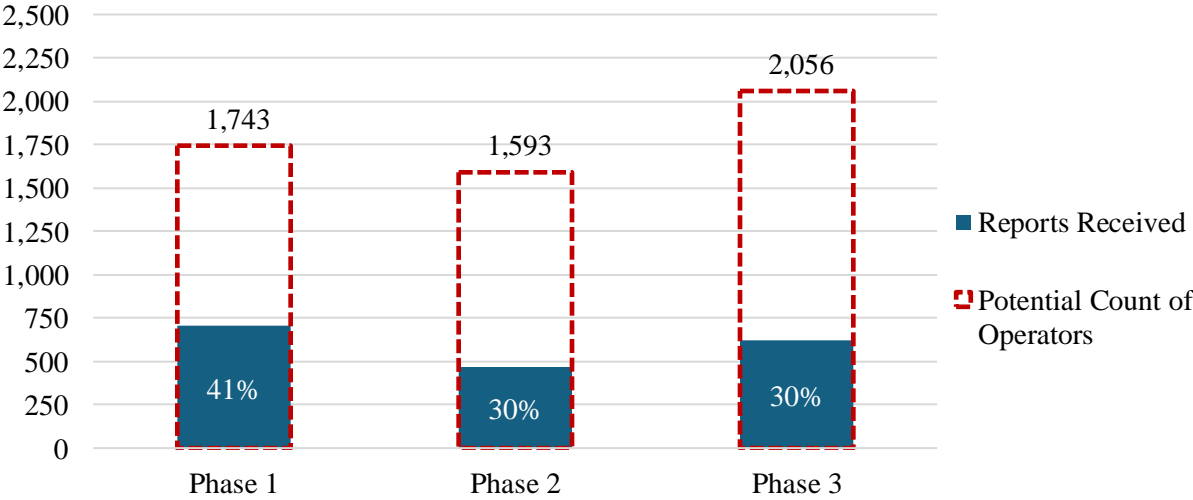
<sup>49</sup> South Coast AQMD has hosted three working group meetings regarding public access to WAIRE Program data. Attendees provided feedback, which staff plans to address in the future implementation of Rule 2305.

# Appendix A: Initial Site Information Report (ISIR) WAIRE Menu Items Anticipated

Figures A-1 and A-2 include information about the ISIRs including the number of reports received versus the potential universe of operators subject to Rule 2305 (Figure A-1) and a breakdown of the ISIRs received and potential number of operators by county (Figure A-2).

Table A-1 provides a complete list of the anticipated WAIRE Points to be earned by warehouse operators as reported in Initial Site Information Reports (ISIRs) received through August 2024. This table also includes the number of times, or occurrences<sup>50</sup>, a WAIRE menu action was selected in those ISIRs. Mitigation fee points are also listed in the table, although they are not part of Table 3 – WAIRE Menu in Rule 2305.

Figure A-1: Initial Site Information Reports Received and the Potential Operators Subject to Rule 2305 by Phase<sup>51</sup>

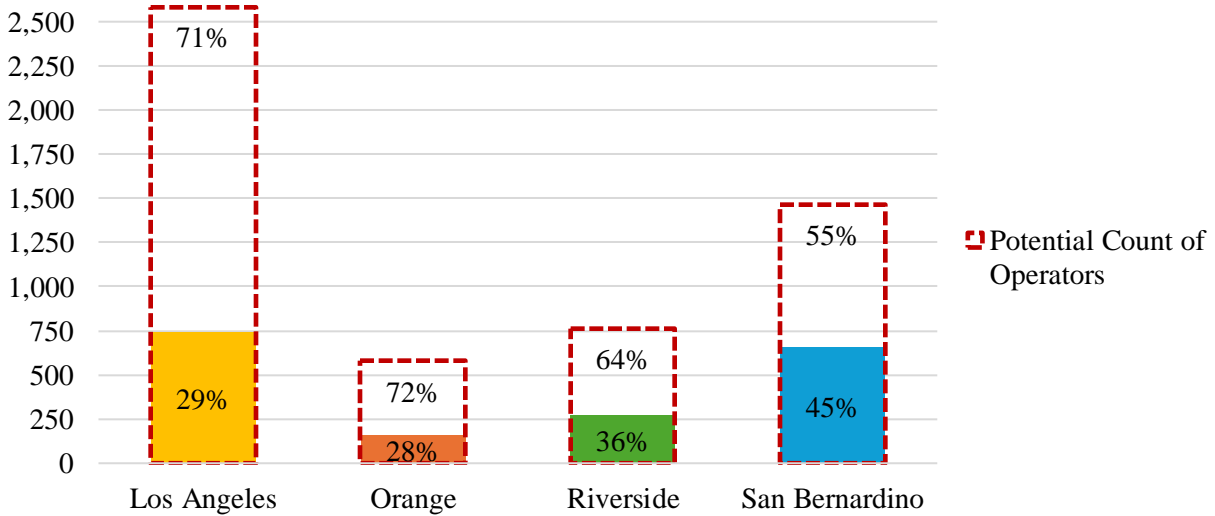


<sup>50</sup> These occurrences may differ from menu option to menu option. For example, the number of occurrences that corresponds to “Finalize 19.2- 350 kW charger project” reflects the number of individual chargers, or EVSE, that are anticipated to complete final energization or permit sign off in the 2022 compliance period.

<sup>51</sup> Includes all submitted reports, paid and pending payment. Please see Appendix D: Estimate of Administrative Fees from WAIRE Program Reporting for more information regarding report payments.



**Figure A-2:** Initial Site Information Reports Received and Potential Operators Subject to Rule 2305 by County



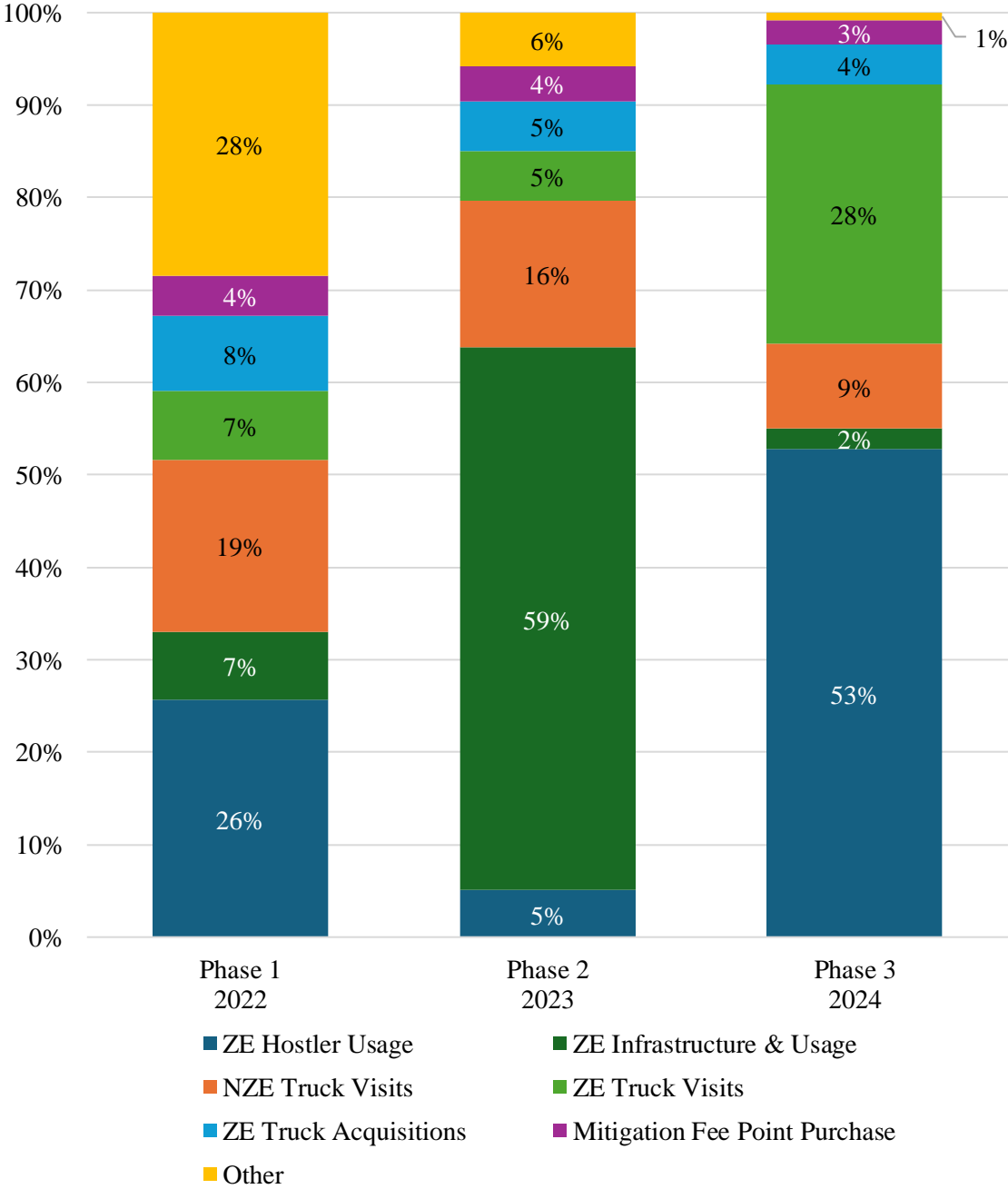
**Table A-1:** Anticipated WAIRE Menu Items as Reported in the ISIRs

WAIRE Menu Item Name	WAIRE Points	Occurrence <sup>50</sup>
<b>ZE Hostler Usage</b>		
ZE Hostler Usage	140,964	109
<b>Solar Panel Installation &amp; Usage</b>		
Carport Solar Panel Installations	190	1
Rooftop Solar Panel Installations	108,914	29
Solar Panel Usage	1,844	83
<b>ZE Infrastructure &amp; Usage</b>		
150-350 kW EVSE Acquisition	5,782	15
19.2-50 kW EVSE Acquisition	624	19
51-149 kW EVSE Acquisition	867	15
Begin Construction on 19.2-350 kW charger project	639	43
Begin Construction on TRU Plug project	3,110	11
Begin Construction on up to 19.2 kW charger project	420	28
Charger Usage	2,700	133
Finalize 19.2-350 kW charger project	4,838	29
Finalize TRU Plug project	3,444	2
Finalize up to 19.2 kW charger project	480	20
H2 Station Installations	5,860	5
H2 Station Usage	84	3
TRU Plug Acquisition	1,686	6
TRU Plug Usage	64,949	16

WAIRE Menu Item Name	WAIRE Points	Occurrence <sup>50</sup>
Up to 19.2 kW EVSE Acquisition	750	34
<b>NZE Truck Visits</b>		
NZE Class 4-7 Truck Visits	5,862	58
NZE Class 8 Truck Visits	88,295	158
<b>ZE Truck Visits</b>		
ZE Class 2b-3 Truck Visits	444	29
ZE Class 4-7 Truck Visits	369	30
ZE Class 8 Truck Visits	54,026	168
<b>ZE Truck Acquisitions</b>		
ZE Class 2b-3 Truck Acquisitions	392	13
ZE Class 4-7 Truck Acquisitions	680	5
ZE Class 8 Truck Acquisitions	17,640	30
ZE Hostler Acquisitions	20,661	88
<b>Mitigation Fee Points Purchase</b>		
Mitigation Fee Points Purchase	22,605	470
<b>NZE Truck Acquisitions</b>		
NZE Class 4-7 Truck Acquisitions	312	1
NZE Class 8 Truck Acquisitions	1,045	1
<b>Filter Installation &amp; Usage</b>		
Filter Purchases	33.5	3
Filter System Installations	552	10
<b>Custom Plan</b>		
Custom Plan	41.9	2

**Figure A-3** identifies the percentage of each WAIRE Menu action and mitigation fee points that were anticipated to be used for Rule 2305 compliance by the operators that submitted an ISIR. As shown in this figure, a variety of WAIRE Menu actions were anticipated to be selected by warehouse operators to comply with the rule, and mitigation fee points represent a very small percentage of the total WAIRE points that were anticipated for compliance.

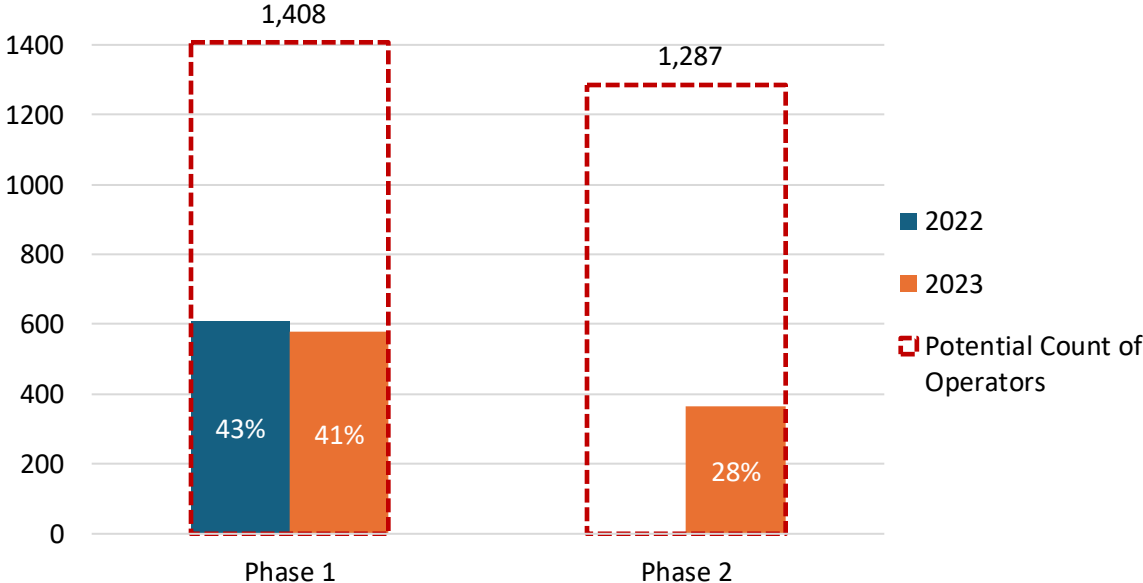
**Figure A-3:** Total Anticipated WAIRE Points Menu Items and Mitigation Fees (Normalized)



# Appendix B: Annual WAIRE Report (AWR) WAIRE Menu Items Implemented

**Figure A-4** identifies the number of Annual WAIRE Reports (AWRs) that were received by compliance period. This figure also shows the potential universe of operators that are subject to AWR reporting. **Table A-2** provides a complete list of all WAIRE Points earned by WAIRE menu action, as reported in the AWRs received through August 2024. This table also includes the number of times, or occurrence<sup>52</sup>, a WAIRE Menu action category was selected in those AWRs. Mitigation points are also listed in the table, although they are not part of **Table 3: WAIRE Menu in Rule 2305**.

**Figure A-4:** AWRs Received out of Potential Universe of Warehouses Subject to Rule 2305 by Phase



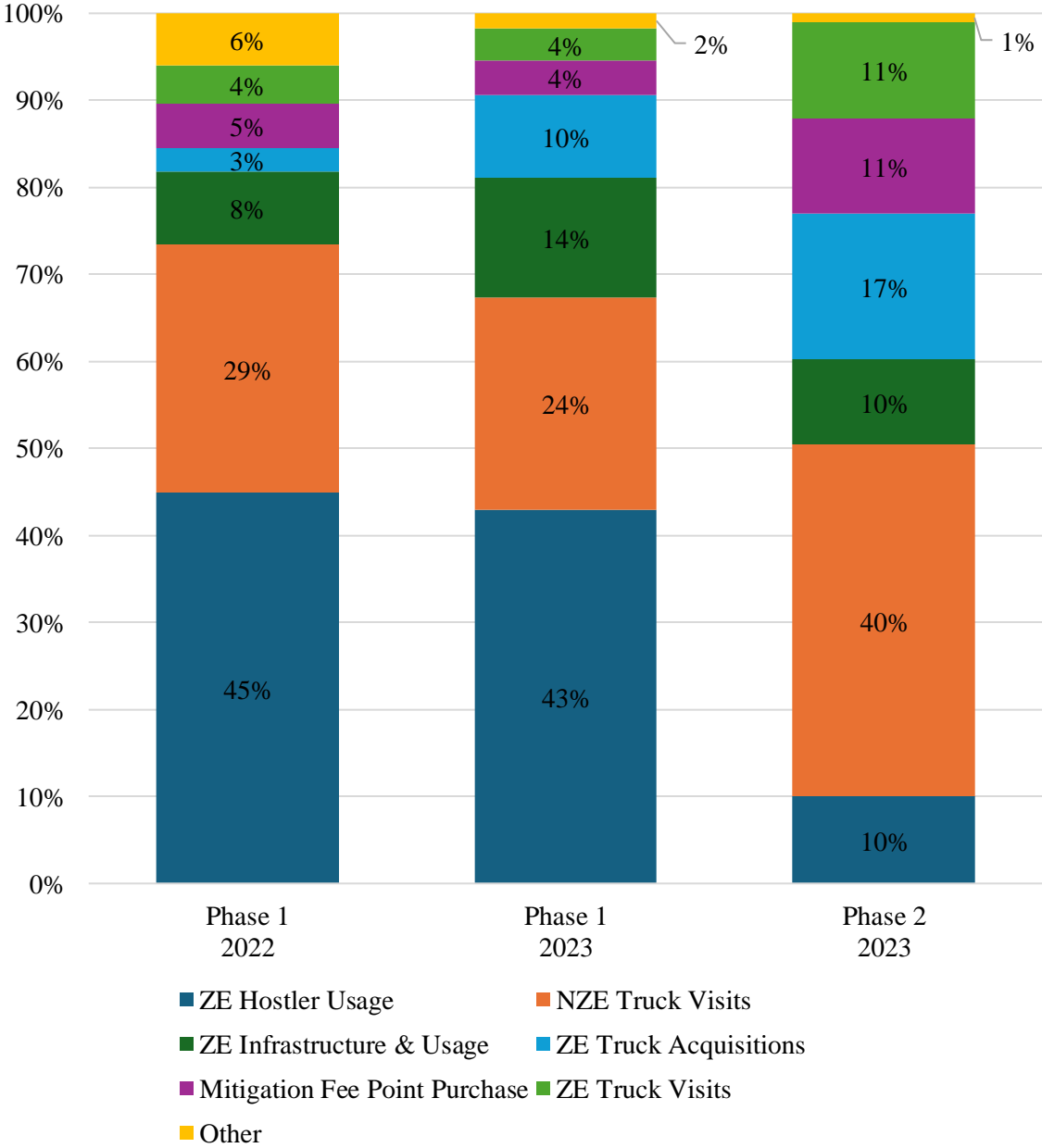
**Table A-2:** AWR WAIRE Menu Actions Implemented

WAIRE Menu Item Name	WAIRE Points	Occurrence <sup>51</sup>
<b>ZE Hostler Usage</b>		
ZE Hostler Usage	268,263	211
<b>NZE Truck Visits</b>		
NZE Class 4-7 Truck Visits	9,175	119
NZE Class 8 Truck Visits	160,846	277
<b>ZE Infrastructure &amp; Usage</b>		
Charger Usage	4,795	248
H2 Station Usage	828	4
TRU Plug Usage	2,033	15
150-350 kW EVSE Acquisition	9,322	79

<sup>52</sup> These occurrences may differ from menu option to menu option. For example, the number of occurrences that corresponds to “Finalize 19.2- 350 kW charger project” reflects the number of individual chargers, or EVSE, that are anticipated to complete final energization or permit sign off in the 2022 compliance period.

<b>WAIRE Menu Item Name</b>	<b>WAIRE Points</b>	<b>Occurrence<sup>51</sup></b>
19.2-50 kW EVSE Acquisition	2,184	84
51-149 kW EVSE Acquisition	6,273	123
Begin Construction on 19.2-350 kW charger project	1,395	155
Begin Construction on TRU Plug project	2,735	7
Begin Construction on up to 19.2 kW charger project	365	73
Finalize 19.2-350 kW charger project	8,260	140
Finalize TRU Plug project	3,766	5
Finalize up to 19.2 kW charger project	475	95
H2 Station Installations	27,284	2
TRU Plug Acquisition	1,650	8
Up to 19.2 kW EVSE Acquisition	655	131
<b>ZE Truck Acquisitions</b>		
ZE Class 2b-3 Truck Acquisitions	194	15
ZE Class 4-7 Truck Acquisitions	3,057	53
ZE Class 8 Truck Acquisitions	17,868	167
ZE Hostler Acquisitions	24,563	171
<b>Mitigation Fee Points Purchase</b>		
Mitigation Fee Points Purchase	29,659	549
<b>ZE Truck Visits</b>		
ZE Class 2b-3 Truck Visits	301	47
ZE Class 4-7 Truck Visits	767	82
ZE Class 8 Truck Visits	26,447	266
<b>NZE Truck Acquisitions</b>		
NZE Class 4-7 Truck Acquisitions	6,058	233
NZE Class 8 Truck Acquisitions	10,051	183
<b>Solar Panel Installation &amp; Usage</b>		
Carport Solar Panel Installations	144	2
Rooftop Solar Panel Installations	3,789	16
Solar Panel Usage	1,011	110
<b>Filter Installation &amp; Usage</b>		
Filter Purchases	51	2
Filter System Installations	409	4

**Figure A-5: Total Earned WAIRE Points Menu Items and Mitigation Fees (Normalized)**



## Appendix C: Early Action Annual WAIRE Report (AWR)

### WAIRE Menu Items Implemented

This table provides a complete list of all the reported WAIRE Points earned by WAIRE menu item name, or category, reported in the Early Action Annual WAIRE Reports (AWRs) received from rule adoption through the 2023 compliance period (from May 7, 2021, to December 31, 2023). This table also includes the number of times, or occurrence,<sup>53</sup> a category was selected in those Early Action AWRs.

**Table A-3: Early Action AWR WAIRE Menu Items Implemented**

WAIRE Menu Item Name	WAIRE Points	Occurrence <sup>51</sup>
<b>ZE Hostler Usage</b>		
ZE Hostler Usage	36,546	36
<b>NZE Truck Visits</b>		
NZE Class 8 Truck Visits	13,689	91
NZE Class 4-7 Truck Visits	219	6
<b>ZE Truck Visits</b>		
ZE Class 8 Truck Visits	6,940	41
ZE Class 2b-3 Truck Visits	2,866	13
ZE Class 4-7 Truck Visits	7	1
<b>ZE Truck Acquisitions</b>		
ZE Hostler Acquisitions	5,664	10
ZE Class 2b-3 Truck Acquisitions	3,554	12
ZE Class 8 Truck Acquisitions	475	4
<b>ZE Infrastructure &amp; Usage</b>		
Finalize 19.2-350 kW charger project	5,723	8
Charger Usage	1,048	46
Begin Construction on 19.2-350 kW charger project	207	10
19.2-50 kW EVSE Acquisition	182	4
51-149 kW EVSE Acquisition	153	3
150-350 kW EVSE Acquisition	118	1
Begin Construction on up to 19.2 kW charger project	105	4
Up to 19.2 kW EVSE Acquisition	90	2
H2 Station Installations	58	1
TRU Plug Usage	41	1
Finalize up to 19.2 kW charger project	10	1
H2 Station Usage	6	1
<b>Solar Panel Installation &amp; Usage</b>		

<sup>53</sup> These occurrences may differ from menu option to menu option. For example, the number of occurrences that corresponds to “Finalize 19.2- 350 kW charger project” reflects the number of individual chargers, or EVSE, that completed the final energization or permit sign off in the 2021 compliance period.

WAIRE Menu Item Name	WAIRE Points	Occurrence <sup>51</sup>
Rooftop Solar Panel Installations	1,900	8
Solar Panel Usage	242	35
Carport Solar Panel Installations	76	1

Figure A-6: Early Action AWR WAIRE Menu Items by County

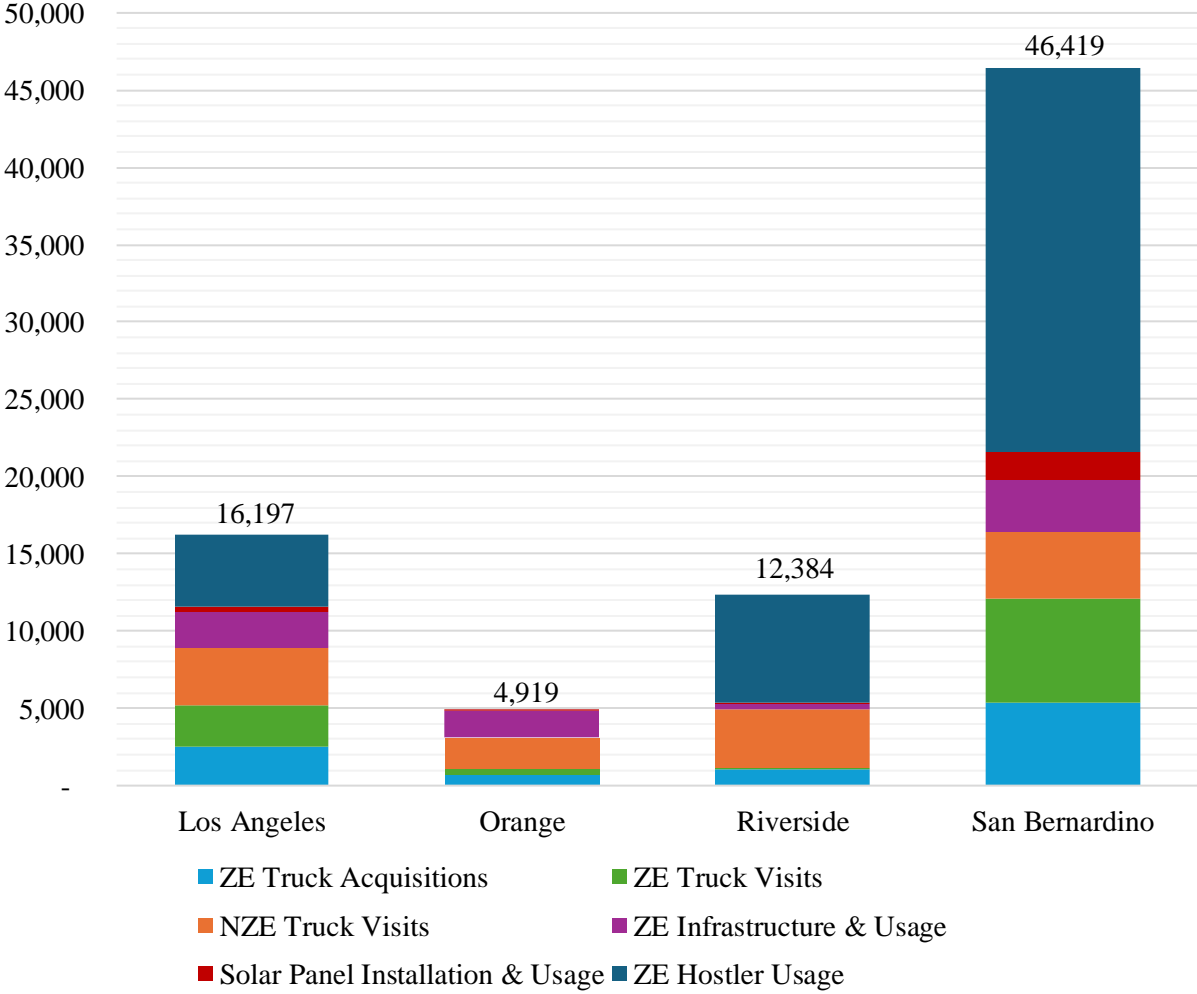
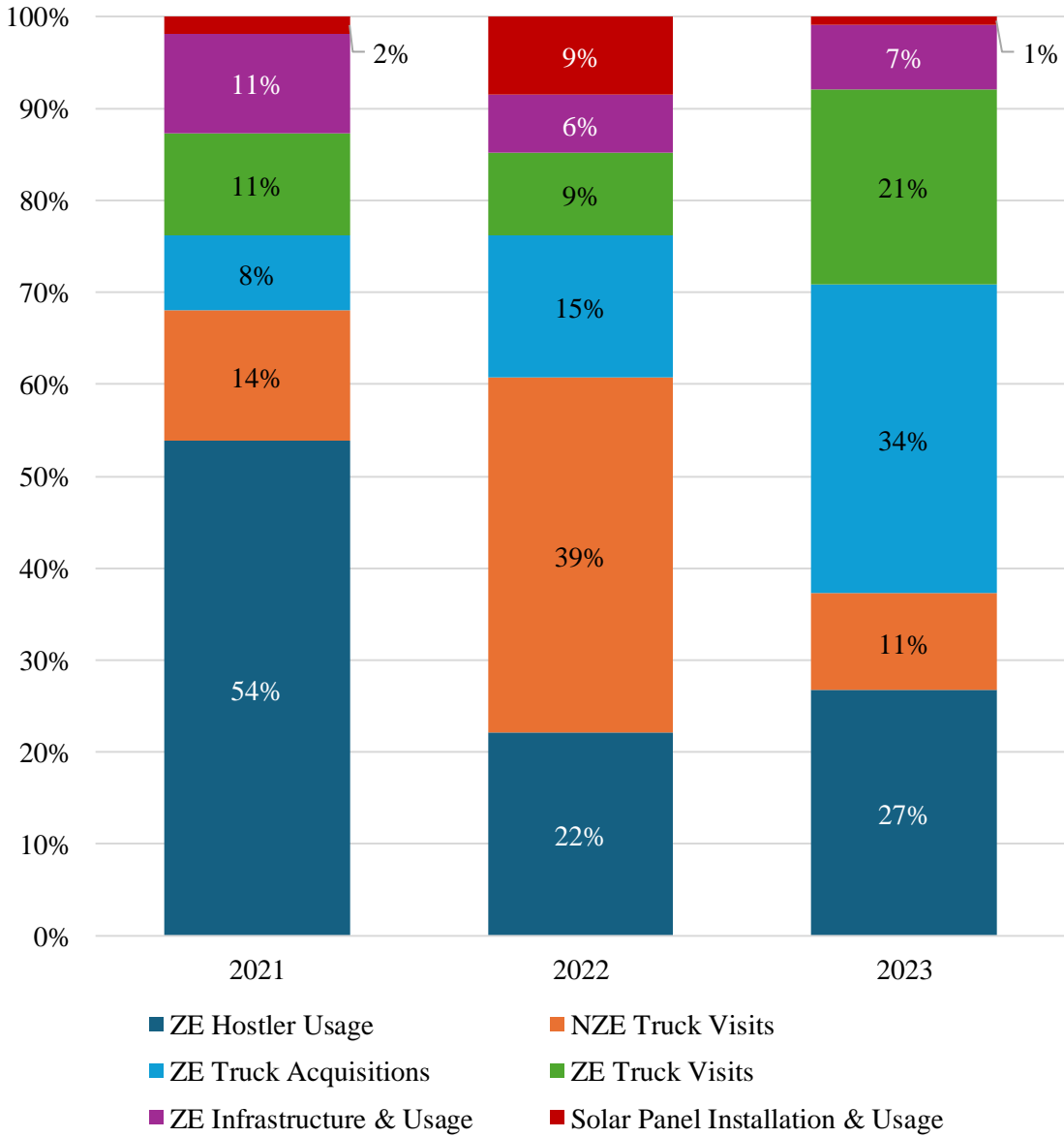




Figure A-7: Early Action AWR WAIRE Menu Items Compliance Period (Normalized)



## Appendix D: Estimate of Administrative Fees from WAIRE Program Reporting

Per Rule 316, WONs, ISIRs, and AWRs require a filing fee to be paid per report submitted, excluding some exceptions detailed below. Please see **Table D-1** for estimates of filing fees collected from WONs, ISIRs, and AWRs<sup>54</sup> as of August 31, 2024, respectively.<sup>55</sup>

**Table D-1:** Estimate of Filing Fees Paid

Report	Total Filing Fees Paid
WONs	\$79,127.29
ISIRs	\$232,390.44
AWRs	\$684,399.78

Rule 316 also requires administrative fees to be collected for Custom WAIRE Plan application evaluations and mitigation fees. A 6.25% administrative fee is collected of the mitigation fee paid by the warehouse owner or operator. As of August 31, 2024, approximately \$1.6 million has been paid in Mitigation Fee Program administrative fees.

<sup>54</sup> AWRs includes Early Action AWRs. Phase 3 AWRs are not included, as their due date is January 31, 2025.

<sup>55</sup> Subject to final auditing by South Coast AQMD.

# Appendix E: Warehouse Indirect Source Rule (ISR) Implementation in Assembly Bill 617 (AB 617) Communities

## Introduction

Assembly Bill 617 (AB 617)<sup>56</sup> is a 2017 California law that addresses disproportionate impacts of air pollution in environmental justice communities. Since AB 617's first year of implementation in 2018, South Coast AQMD has designated six communities for participation in the program:

- Year 1 Communities (2018)
  - East Los Angeles, Boyle Heights, West Commerce (ELABHWC)
  - San Bernardino, Muscoy (SBM)
  - Wilmington, Carson, West Long Beach (WCWLB)<sup>57</sup>
- Year 2 Communities (2019)
  - Eastern Coachella Valley (ECV)
  - Southeast Los Angeles (SELA)
- Year 3 Community (2021)
  - South Los Angeles (SLA)

AB 617 requires South Coast AQMD to work with each community to develop and adopt a Community Emissions Reduction Plan (CERP) one year from designation. To achieve this goal, each community established a Community Steering Committee (CSC), comprised of people who may live, work, own businesses, or attend school within the community, to lead the CERP development process in partnership with South Coast AQMD and the California Air Resources Board (CARB). Through the CERP development process, the CSC identified air quality priorities and worked with various entities (e.g., regulatory agencies, local organizations) to develop exposure and/or emission reduction measures to address those air quality priorities.

All six of the AB 617 communities within South Coast AQMD's jurisdiction identified impacts from neighborhood truck traffic or diesel mobile sources<sup>58</sup> as an air quality priority for their respective communities due to the impact from these sources on a day-to-day basis. For example, the community of WCWLB is home to the Port of Long Beach and Port of Los Angeles (Ports). The Ports serve as a gateway for the world's markets through the movement of goods. These goods are transported to and from the Ports by ships, trains, and heavy-duty trucks. Trucks travel along freeways that pass through the AB 617-designated communities and often travel near and through local neighborhoods to reach their destinations thus exposing residents to harmful air pollutants.

NO<sub>x</sub> is the primary pollutant that needs to be reduced to meet federal and state air quality standards, and mobile sources associated with goods movement make up about 52 percent of all NO<sub>x</sub> emissions in the

<sup>56</sup> California Health and Safety Code Section 44391.2

<sup>57</sup> Wilmington, Carson, West Long Beach Community Emissions Reduction Plan, <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/wilmington/cerp/final-cerp-wcwlb.pdf>

<sup>58</sup> AB 617 related air quality priorities include neighborhood and freeway traffic from trucks and automobiles, neighborhood truck traffic, diesel mobile sources, truck traffic and freeways, and mobile sources.

South Coast Air Basin. Trucks are the largest source of NO<sub>x</sub> emissions in the air basin and associated with warehouses. Truck activity is focused at warehouses, which as the Socioeconomic Impact Assessment identifies, are disproportionately located in disadvantaged communities.<sup>59</sup> The population within 0.5-mile of a large warehouse has a population-weighted average CalEnviroScreen 3.0 (CES 3.0) Score of 46.6 (85th percentile statewide), while the South Coast AQMD jurisdiction has a population weighted average CES 3.0 Score of 33.9 (67th percentile statewide). The Final Socioeconomic Impact Assessment for Rule 2305 and Rule 316 identified that risks posed from PM<sub>2.5</sub> and diesel particulate matter (DPM) are also higher for populations located within 0.5-mile of warehousing facilities.

Public health benefits to disadvantaged communities were identified as part of the analysis for the benefits of Rule 2305 and Rule 316 at the time of adoption. Public health is on the forefront of the minds of the community members participating in the AB 617 program. Community groups often come to South Coast AQMD as a data source for emissions information. South Coast AQMD anticipates that community groups affiliated with AB 617 or other environmental justice efforts will seek data related to the WAIRE Program implementation. South Coast AQMD plans to release WAIRE Program-related data through its Facility Information Detail (F.I.N.D.) tool. South Coast AQMD is actively working with District Counsel and Information Management to determine how F.I.N.D. may be updated to support such data inquiries.

**Figure A-8** through **Figure A-13** provide a visual representation of potential warehouse locations subject to Rule 2305 that are within each AB 617 designated community within South Coast AQMD's jurisdiction.

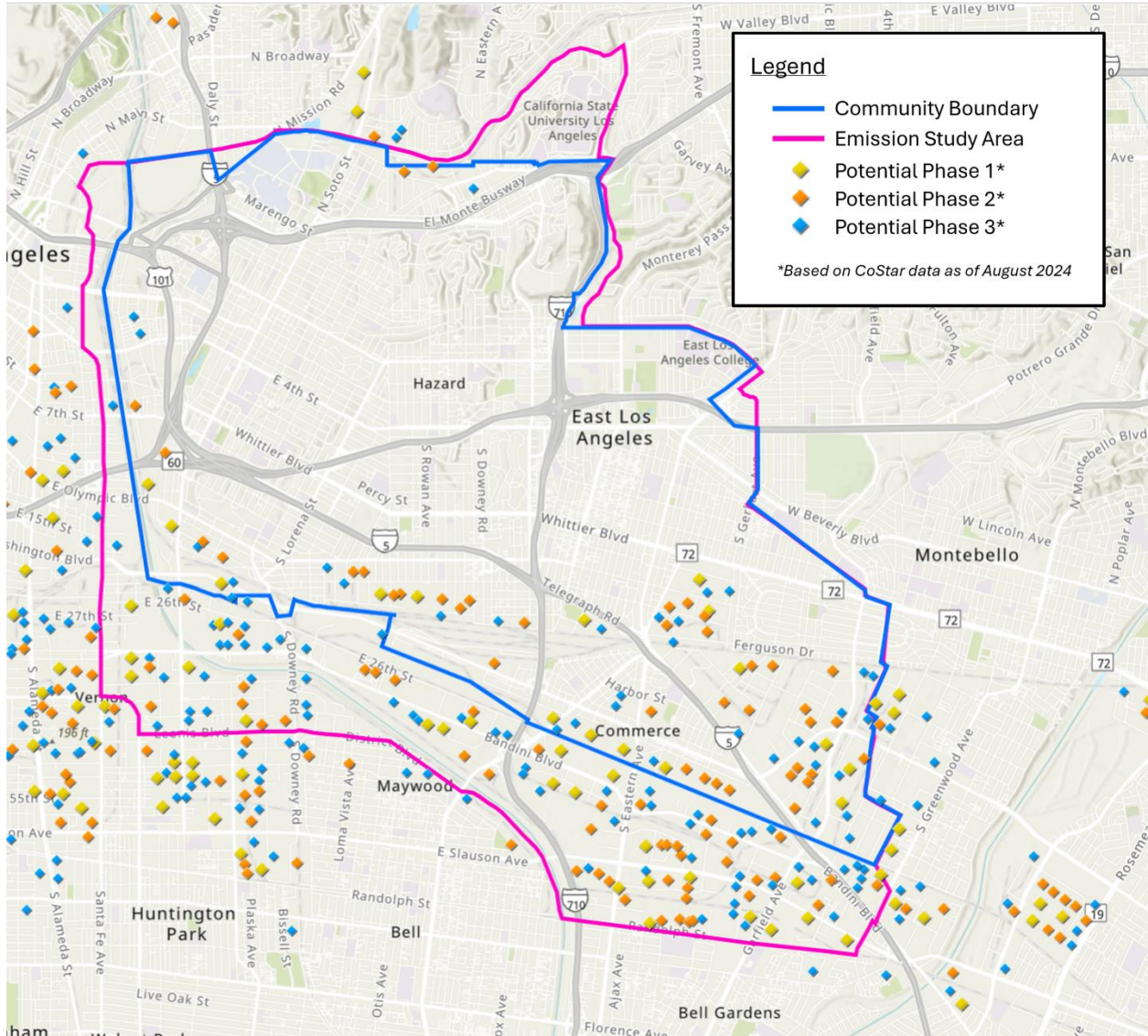
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<sup>59</sup> The Socioeconomic Impact Assessment is Attachment K of the Rule 2305 and Rule 316 Governing Board package (<http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf>).

## Year 1 Communities

### East Los Angeles, Boyle Heights, West Commerce (ELABHWC)

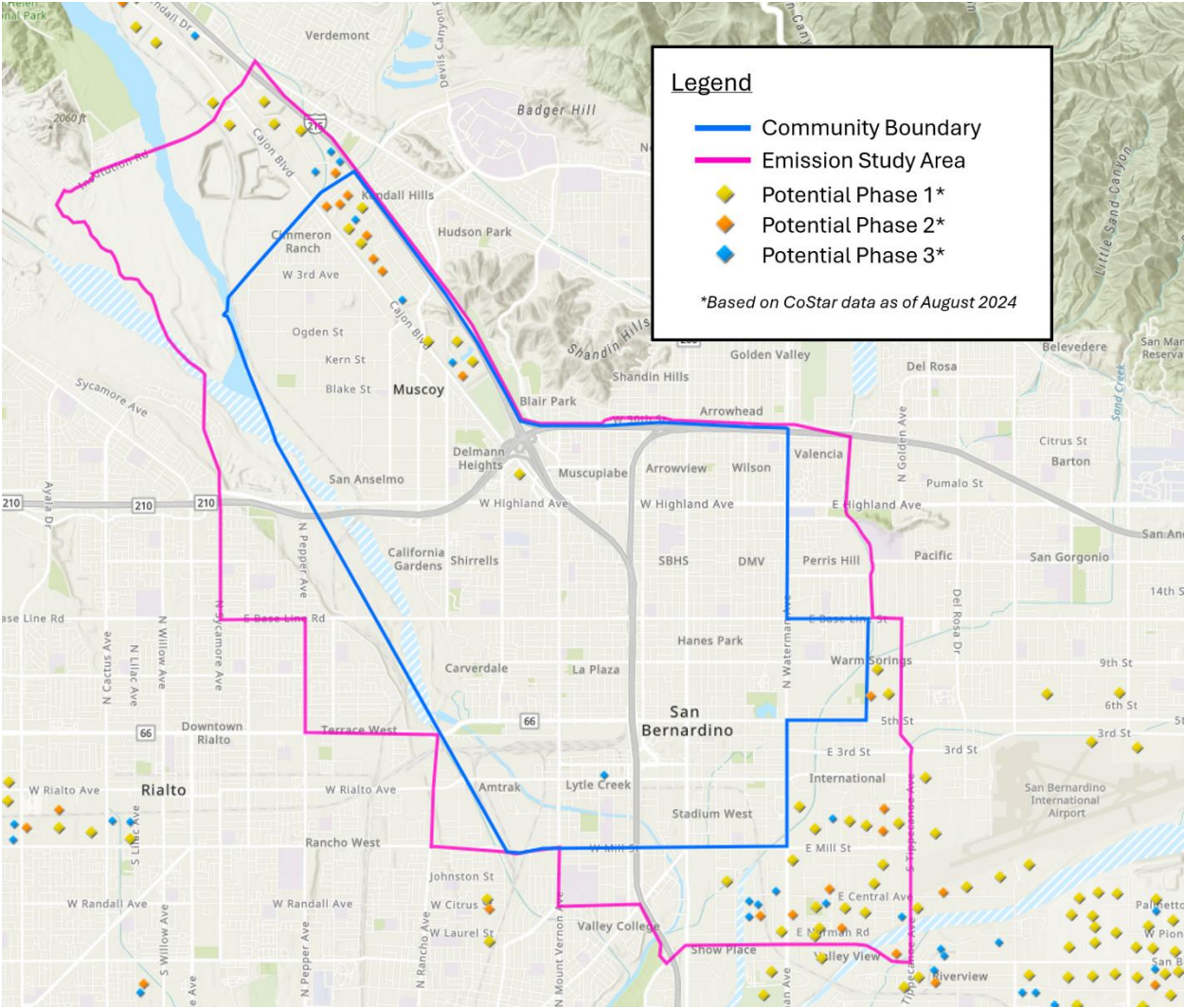
**Figure A-8:** Potential Warehouses Subject to Rule 2305 Located in East Los Angeles, Boyle Heights, West Commerce (ELABHWC) by Phase





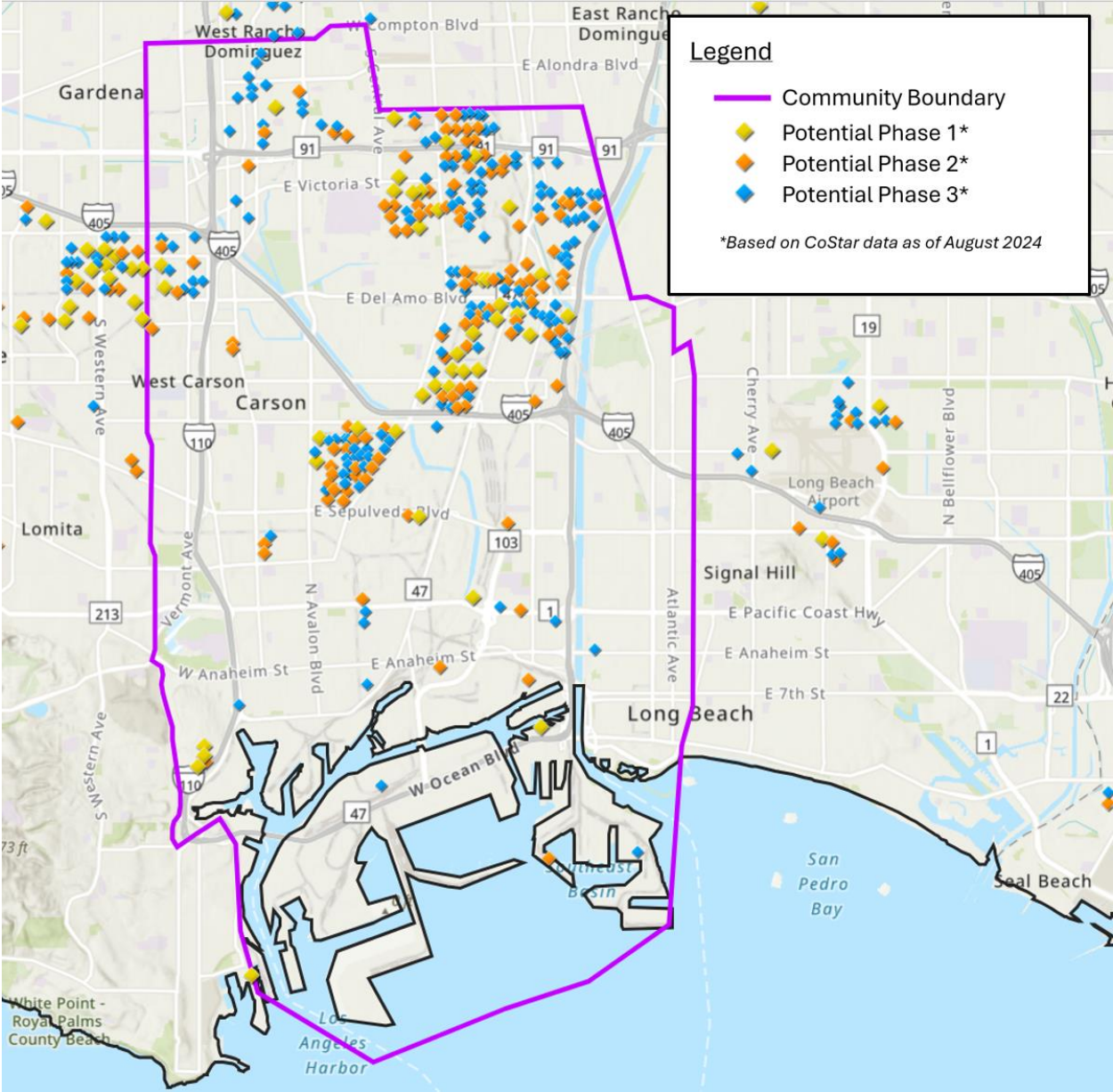
### San Bernardino, Muscoy (SBM)

**Figure A-9:** Potential Warehouses Subject to Rule 2305 Located within San Bernardino, Muscoy (SBM) by Phase



### Wilmington, Carson, West Long Beach (WCWLB)

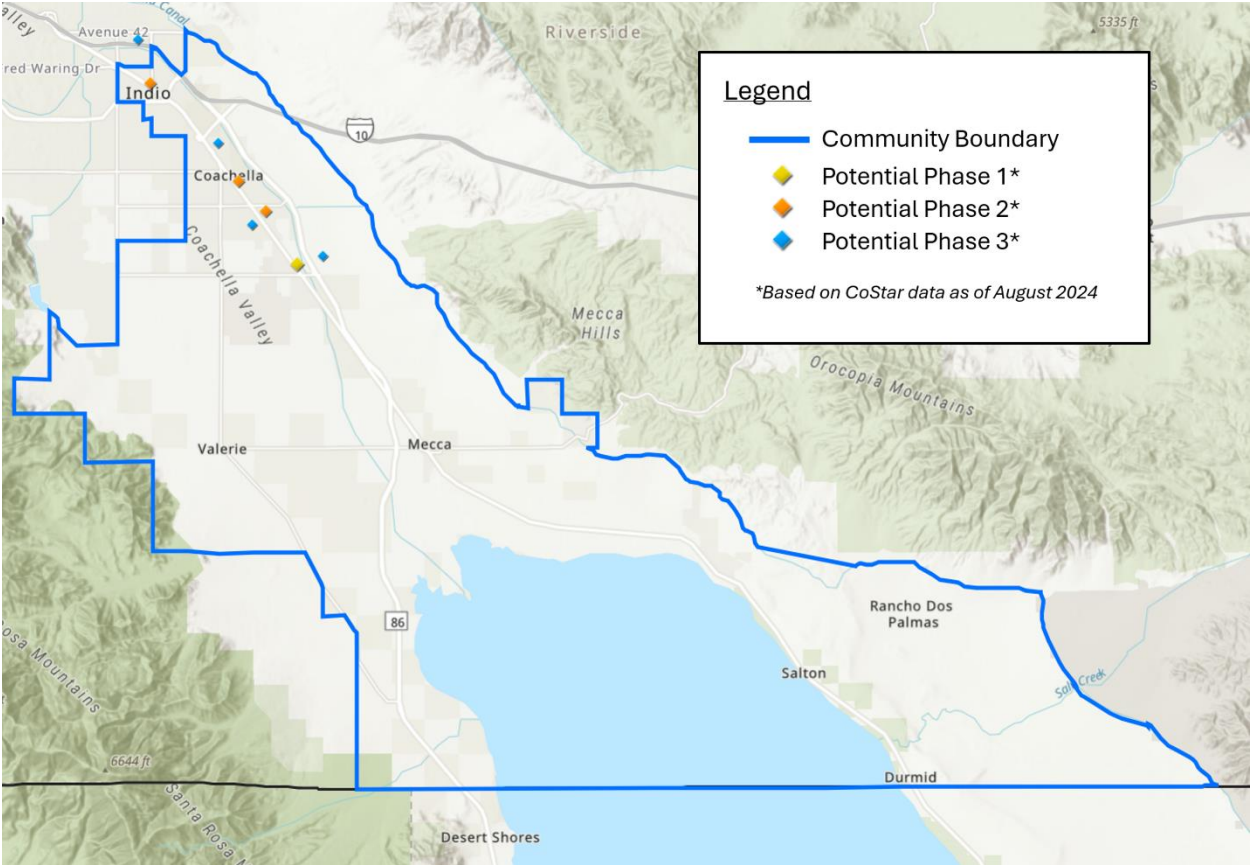
**Figure A-10:** Potential Warehouses Subject to Rule 2305 Located within Wilmington, Carson, West Long Beach (WCWLB) by Phase



## Year 2 Communities

### Eastern Coachella Valley (ECV)

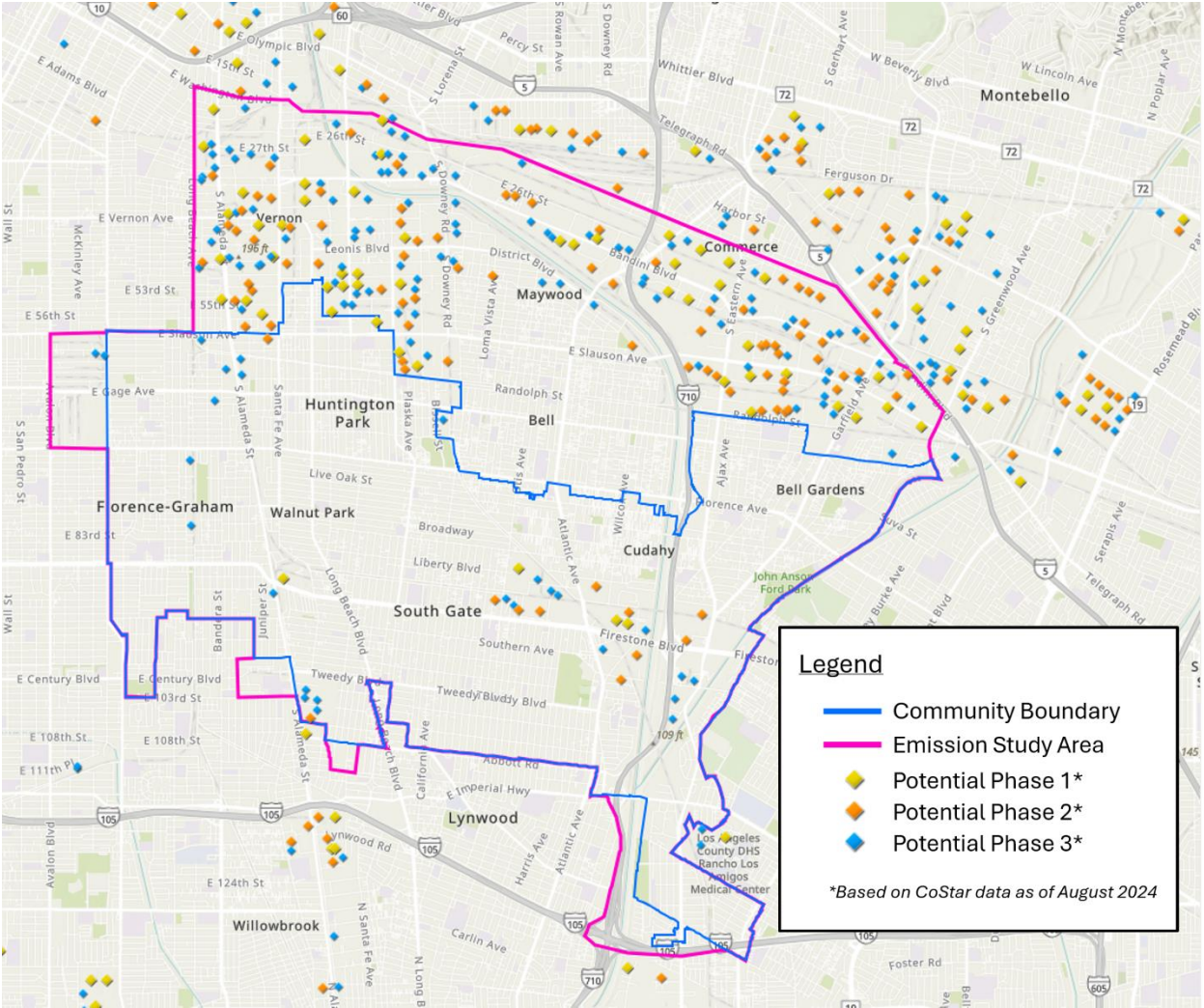
**Figure A-11:** Potential Warehouses Subject to Rule 2305 Located within Eastern Coachella Valley (ECV) by Phase





### Southeast Los Angeles (SELA)

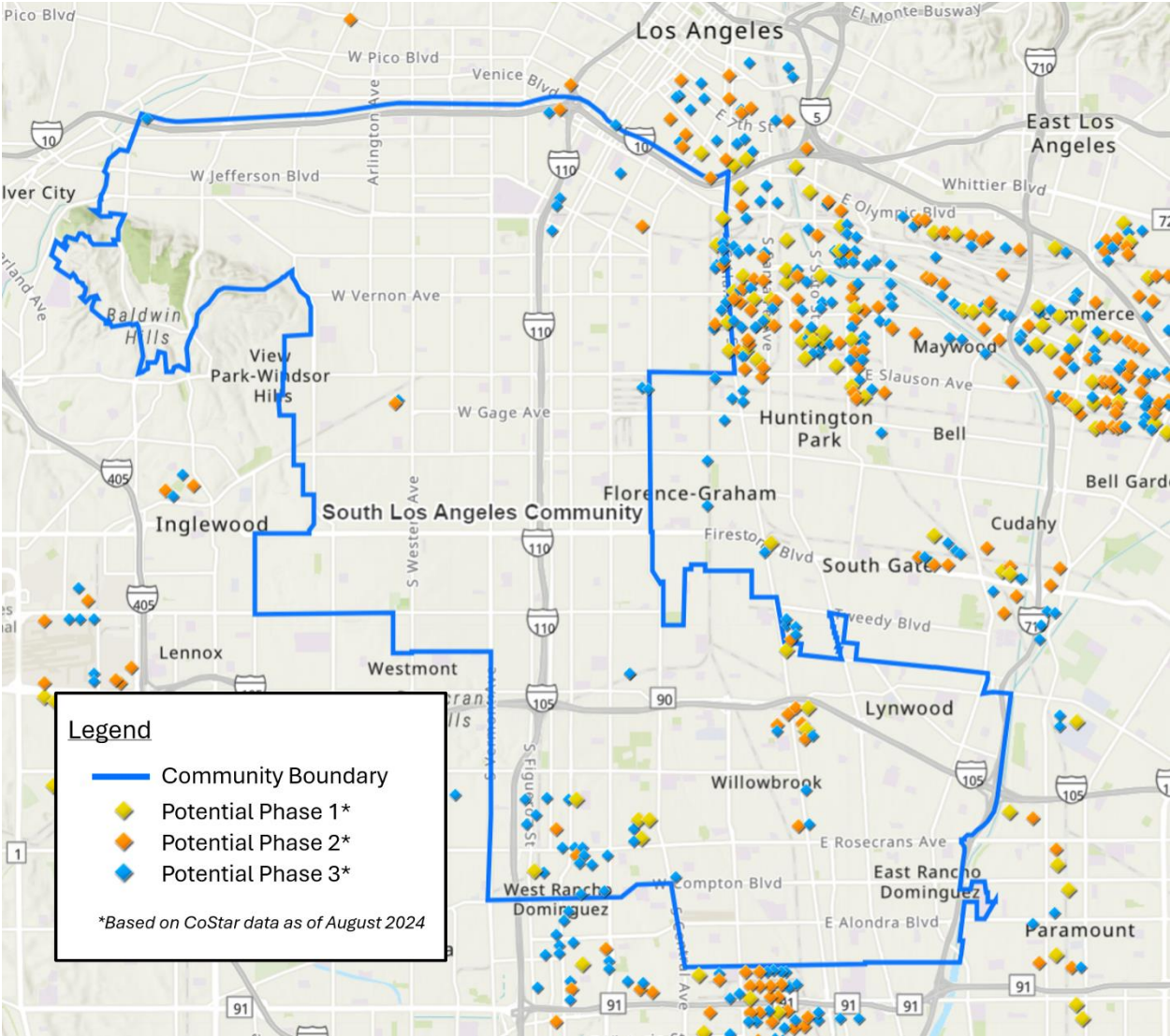
**Figure A-12:** Potential Warehouses Subject to Rule 2305 Located within Southeast Los Angeles (SELA) by Phase



# Year 3 Community

## South Los Angeles (SLA)

**Figure A-13:** Potential Warehouses Subject to Rule 2305 Located within South Los Angeles (SLA) by Phase



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## Appendix F: WAIRE Program Online Portal (POP)

As part of the Resolution for Rule 2305 and Rule 316, the South Coast AQMD Governing Board directed South Coast AQMD staff to develop an online portal for regulated entities to submit required reports as required by Rule 2305. Rule 2305 requires all reporting be submitted by an authorized official of either the warehouse operator, or warehouse facility owner if the WAIRE Points are earned by the warehouse facility owner, through the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program Online Portal (POP), or WAIRE POP reporting system. After Governing Board adoption in May 2021, South Coast AQMD staff from Planning, Rule Development, and Implementation and Information Management began developing WAIRE POP to support warehouse facility owners and operators comply with the reporting requirements set forth by Rule 2305.

### Development & Deployment

Following the adoption of Rule 2305 in May 2021, South Coast AQMD began working with a South Coast AQMD contractor, AgreeYa Solutions, Inc., in the development and design of the WAIRE POP reporting system that warehouse facility owners and operators would use to submit their Rule 2305 compliance reports. The web application was developed to provide South Coast AQMD the ability to track warehouse facility owner or operator activities recorded through the various reporting requirements set forth by the rule, such as those related to implementing, acquiring, or using near zero emissions (NZE) and/or zero emissions (ZE) on-road trucks, ZE cargo handling equipment, ZE charging/fueling infrastructure, solar panels, or air filtration systems installed or replaced at residences, schools, daycares, hospitals, or community centers. This development also included a test version of the WAIRE POP reporting system that was rolled out to the Stage environment for testing and evaluation internally by South Coast AQMD. The purpose of the testing environment was to verify through extensive staff testing that all sections of WAIRE POP were working correctly and efficiently within the whole system prior to releasing WAIRE POP for external users.

WAIRE POP was first deployed in August 2021 to allow warehouse facility owners to submit the Warehouse Operations Notification (WON) by the September 1, 2021 deadline set forth by Rule 2305. Since then, several phases of the WAIRE POP reporting system were developed and tested extensively by internal staff and the contractor. Each build phase was then deployed to the production environment for external users to submit their Rule 2305 required reports.

To date, the project has been separated into four major phases:

- Phase 1 was split into two sub-phases. Phase 1.1 was to develop a publicly available web portal where warehouse facility owners can register, submit, and pay for their WON report. Phase 1.2 was to develop a mechanism for South Coast AQMD staff to process report data into the WAIRE POP database.
- Phase 2 of the WAIRE POP development included adding new features allowing external users the ability to file AWRs and ISIRs through the WAIRE POP reporting system.
- Phase 3, including Phase 3.1 through 3.5: The sub-phases of Phase 3 were focused on enhancing WAIRE POP in a variety of ways, including but not limited to: addressing existing bugs and user interface fixes, adding WAIRE POP logic to ensure fields are entered correctly, correcting WAIRE POP logic for ISIR submittals to allow users to select the compliance period for the report, correcting WAIRE POP logic to determine phase by the warehousing activities field rather than building size to align with the rule, updating the logic within the AWR report



- builder to deduct WAIRE Points claimed in the order in which the user added options to offset the WPCO, correcting WAIRE Point expiration dates, allowing warehouse facility owners to file AWRs to voluntarily earn WAIRE Points, allowing staff to create transfer groups pursuant to the rule, and initial scope development for campus-style reporting.
- Phase 4, consisting of Phases 4.1, 4.2, 4.2.1, 4.3, 4.3.1, and 4.4: The sub-phases of Phase 4 were focused on enhancing WAIRE POP in a variety of ways, including but not limited to: high priority enhancement tasks identified by staff, enhancing backend data management for internal staff, adding logic for truck trip entries to improve accuracy in reporting, allowing multiple facility IDs to be created at the same address for warehouse operators who lease the same building, correcting language to facilitate user filings to prevent reports submittals for the incorrect compliance period, correcting WAIRE Point expiration dates and transferring of WAIRE Points to ensure they are aligned with the rule, correcting WAIRE Menu calculations for TRU plugs, developing and deploying an option to flag the report if the user is offsetting their WPCO by claiming a late action,<sup>60</sup> enhancing WAIRE POP to automatically display new compliance periods as options without needing staff deployment or disabling the system, allowing users to submit a report for a partial year (< 12 months) in the compliance period, adding logic to prevent mitigation fees to be paid when WPCO is less than 10, and the extensive scope development and testing for submitting AWR amendments with internal and external features<sup>61</sup>.

## Future WAIRE POP Enhancements

As more users utilize the WAIRE POP reporting system, staff will continue to assess and prioritize potential enhancements to the web application that may provide a more user-friendly experience or facilitate improved internal data management for staff analysis. The proposed enhancements are discussed internally based on WAIRE Program resources and user needs. Notable anticipated upcoming enhancements include campus-style reporting and an AWR amendment feature.

Once the AWR amendment feature is deployed, South Coast AQMD is considering the following features or enhancements to WAIRE POP:

- Updating WON excel template to require field entries,
- Updating backend reporting framework to support external campus-style report submittals,
- Enhancements to the WAIRE POP relational database structure to facilitate making data publicly available on F.I.N.D. or via bulk data download,
- Enhanced database logic to validate approved Custom WAIRE Plans,
- ISIR and early action AWR Amendments,
- Facility ID validation against existing South Coast AQMD CLASS database,
- Various updates to web application pages to provide clearer direction,
- Additional high priority enhancement tasks identified by staff as needed, and
- Internal user tools/features.

<sup>60</sup> For additional context, see the Frequently Asked Questions document ([http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/r2305\\_faqs.pdf](http://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/r2305_faqs.pdf)).

<sup>61</sup> The AWR Amendment feature will be deployed prior to January 1, 2025.



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

## Rule 2202 Summary Status Report

Activity for January 1, 2024 – September 30, 2024

Employee Commute Reduction Program (ECRP)	
# of Submittals:	173

Emission Reduction Strategies (ERS)	
# of Submittals:	175

Air Quality Investment Program (AQIP) Exclusively		
County	# of Facilities	\$ Amount
Los Angeles	36	\$ 160,419
Orange	2	\$ 31,075
Riverside	0	\$ 0
San Bernardino	0	\$ 0
<b>TOTAL:</b>	<b>38</b>	<b>\$ 191,494</b>

ECRP w/AQIP Combination		
County	# of Facilities	\$ Amount
Los Angeles	0	\$ 0
Orange	0	\$ 0
Riverside	0	\$ 0
San Bernardino	0	\$ 0
<b>TOTAL:</b>	<b>0</b>	<b>\$ 0</b>

### Total Active Sites as of September 30, 2024

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
484	10	11	505	100	720	1,325
36.5%	0.7%	0.8%	38.0%	7.6%	54.4%	100% <sup>4</sup>

### Total Peak Window Employees as of September 30, 2024

ECRP (AVR Surveys)			TOTAL Submittals w/Surveys	AQIP	ERS	TOTAL
ECRP <sup>1</sup>	AQIP <sup>2</sup>	ERS <sup>3</sup>				
380,030	3,203	1,774	385,007	13,562	281,677	680,246
55.9%	0.5%	0.3%	56.7%	2.0%	41.3%	100% <sup>4</sup>

- Notes:**
1. ECRP Compliance Option.
  2. ECRP Offset (combines ECRP w/AQIP). AQIP funds are used to supplement the ECRP AVR survey shortfall.
  3. ERS with Employee Survey to get Trip Reduction credits. Emission/Trip Reduction Strategies are used to supplement the ECRP AVR survey shortfall.
  4. Totals may vary slightly due to rounding.

**Draft Version**

BOARD MEETING DATE: November 1, 2024

AGENDA NO.

REPORT: Intergovernmental Review of Environmental Documents and CEQA Lead Agency Projects

SYNOPSIS: This report provides a listing of environmental documents prepared by other public agencies seeking review by South Coast AQMD between September 1, 2024 and September 30, 2024, and proposed projects for which South Coast AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, October 18, 2024, Reviewed

RECOMMENDED ACTION:  
Receive and file.

Wayne Natri  
Executive Officer

SR:MK:BR:SW:ET

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**Background**

The California Environmental Quality Act (CEQA) Statute and Guidelines require public agencies, when acting in their lead agency role, to provide an opportunity for other public agencies and members of the public to review and comment on the analysis in environmental documents prepared for proposed projects. A lead agency is when a public agency has the greatest responsibility for supervising or approving a proposed project and is responsible for the preparation of the appropriate CEQA document.

Each month, South Coast AQMD receives environmental documents, which include CEQA documents, for proposed projects that could adversely affect air quality. South Coast AQMD fulfills its intergovernmental review responsibilities, in a manner that is consistent with the Board’s 1997 Environmental Justice Guiding Principles and Environmental Justice Initiative #4, by reviewing and commenting on the adequacy of the air quality analysis in the environmental documents prepared by other lead agencies.

The status of these intergovernmental review activities is provided in this report in two sections: 1) Attachment A lists all of the environmental documents prepared by other public agencies seeking review by South Coast AQMD that were received during the reporting period; and 2) Attachment B lists the active projects for which South Coast AQMD has reviewed or is continuing to conduct a review of the environmental documents prepared by other public agencies. Further, as required by the Board's October 2002 Environmental Justice Program Enhancements for fiscal year (FY) 2002-03, each attachment includes notes for proposed projects which indicate when South Coast AQMD has been contacted regarding potential air quality-related environmental justice concerns. The attachments also identify for each proposed project, as applicable: 1) the dates of the public comment period and the public hearing date; 2) whether staff provided written comments to a lead agency and the location where the comment letter may be accessed on South Coast AQMD's website; and 3) whether staff testified at a hearing.

In addition, the South Coast AQMD will act as lead agency for a proposed project and prepare a CEQA document when: 1) air permits are needed; 2) potentially significant adverse impacts have been identified; and 3) the South Coast AQMD has primary discretionary authority over the approvals. Attachment C lists the proposed air permit projects for which South Coast AQMD is lead agency under CEQA.

**Attachment A – Log of Environmental Documents Prepared by Other Public Agencies and Status of Review, and Attachment B – Log of Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies**

Attachment A contains a list of all environmental documents prepared by other public agencies seeking review by South Coast AQMD that were received pursuant to CEQA or other regulatory requirements. Attachment B provides a list of active projects, which were identified in previous months' reports, and which South Coast AQMD staff is continuing to evaluate or prepare comments relative to the environmental documents prepared by other public agencies. The following table provides statistics on the status of review<sup>1</sup> of environmental documents for the current reporting period for Attachments A and B combined<sup>2</sup>:

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<sup>1</sup> 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.

<sup>2</sup> 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>.

<b>Statistics for Reporting Period from September 1, 2024 to September 30, 2024</b>	
<b>Attachment A:</b> Environmental Documents Prepared by Other Public Agencies and Status of Review	72
<b>Attachment B:</b> Active Projects with Continued Review of Environmental Documents Prepared by Other Public Agencies (which were previously identified in the July and August 2024 report)	16
<b>Total Environmental Documents Listed in Attachments A &amp; B</b>	<b>88</b>
<i>Comment letters sent</i>	<i>13</i>
<i>Environmental documents reviewed, but no comments were made</i>	<i>60</i>
<i>Environmental documents currently undergoing review</i>	<i>15</i>

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

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

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



<http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies>. Staff will continue compiling tables of mitigation measures for other emission sources such as ground support equipment.

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

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

Attachment C of this report summarizes the proposed air permit projects for which South Coast AQMD is lead agency and is currently preparing or has prepared environmental documentation pursuant to CEQA. As noted in Attachment C, South Coast AQMD is lead agency for four air permit projects during September 2024.

### **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**  
**September 1, 2024 to September 30, 2024**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b><i>Industrial and Commercial</i></b> <b>LAC240911-13</b> World Oil Tank Installation Project#	The project consists of constructing two 25,000-barrel crude oil storage tanks on six acres. The project is located at 1405 Pier C Street near the northwest corner of Pico Avenue and Pier C Street within Port of Long Beach in the designated AB 617 Wilmington, Carson, West Long Beach community. Reference LAC231025-10, LAC230131-01, LAC211014-02 and LAC201007-01  Comment Period: N/A <span style="float: right;">Public Hearing: 9/23/2024</span>	Notice of Availability of a Final Environmental Impact Report and Application Summary Report / Other	Port of Long Beach	Document reviewed - No comments sent
<b><i>Industrial and Commercial</i></b> <b>RVC240910-06</b> Orbis Beaumont Heights - PP2024-0022, PM2024-0001 (TPM38954), PLAN2024-0026, PLAN2024-2027, and PLAN2024-2028	The project consists of requesting approval for a General Plan Amendment (PLAN2024-0026) from Urban Village, High Density Residential, Rural Residential 40 and Open Space to Industrial; Pre- Zone (PLAN2024-2027) the subject properties to Manufacturing; a Tentative Parcel Map 38954 (PM2024-0001) to subdivide 382.29 acres into eight numbered parcels and seven lettered lots; a Plot Plan (PP2024-0022) to construct four industrial buildings totaling 5,275,306 square feet; and an annexation of 383.74 acres into to the City of Beaumont. The project is located east of Beaumont Avenue (Highway 79) and approximately 2,800 feet south of First Street. Reference RVC240507-01  Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/june-2024/rvc240507-01-nop-beaumont-heights-business-centre-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/june-2024/rvc240507-01-nop-beaumont-heights-business-centre-project.pdf</a> .  Comment Period: N/A <span style="float: right;">Public Hearing: 9/12/2024</span>	Other	City of Beaumont	Document reviewed - No comments sent

Key:  
 # = Project has potential environmental justice concerns due to the nature and/or location of the project.  
 LAC = Los Angeles County, ORC = Orange County, RVC = Riverside County, SBC = San Bernardino County, and ALL = All counties within the 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 OF REVIEW**  
**September 1, 2024 to September 30, 2024**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b><i>Waste and Water-related</i></b> <b>LAC240903-03</b> Headworks Site Development Project	The project consists of developing three facilities: a Water Quality Laboratory (WQL), a Direct Potable Reuse (DPR) Demonstration Facility, and a public park (Headworks Restoration Park). The project is located at 6001 West Forest Lawn Drive, within the existing Headworks Spreading Grounds (HWSG) property. Reference LAC240501-01  Staff previously provided comments on the Notice of Intent to Adopt a Mitigated Negative Declaration for the project, which can be accessed at: <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/may-2024/lac240501-01-mnd-headworks-site-development-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/may-2024/lac240501-01-mnd-headworks-site-development-project.pdf</a> .  Comment Period: N/A Public Hearing: N/A	Response to Comments	Los Angeles Department of Water and Power	Document reviewed - No comments sent
<b><i>Waste and Water-related</i></b> <b>LAC240904-10</b> College Ready Middle Academy #4 (Former Carmelo Auto Sales Inc.)#	The project consists of environmental investigations and cleanup activities for College Ready Middle Academy #4 school due to findings of Volatile Organic Compounds (VOCs), primarily total petroleum hydrocarbons (TPHs), tetrachloroethylene (PCE), and lead on the 0.14-acre site. The project is located at 9701 South Main Street, Los Angeles, CA 90003 and is within the designated AB 617 South Los Angeles community.  Comment Period: N/A Public Hearing: N/A	Community Survey	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
<b><i>Waste and Water-related</i></b> <b>LAC240910-08</b> Draft Hazardous Waste Operation and Post-Closure Permits for Ecobat Resources California, Inc. (formerly Quemetco, Inc.)	The project consists of two draft permits for the battery-recycling facility Ecobat Resources California, Inc. (Ecobat), that would impose stricter standards and increase financial assurance funding to protect public health and the environment in Los Angeles County. The first draft permit, the proposed renewal of the facility's "Operating Permit," has a five-year term and includes several mandatory conditions to protect the surrounding area and the environment. The second draft permit, the "Post-Closure Permit" is required to ensure that Ecobat will continue monitoring groundwater around two closed areas onsite for at least 13 more years. The project is located at 720 South Seventh Avenue near the northeast corner of South Seventh Avenue and Salt Lake Avenue in the City of Industry. Reference LAC240724-05, LAC231101-18, LAC231011-07, LAC230606-03, LAC230418-08, LAC220621-11, LAC220301-09, LAC211001-05, LAC210907-04, LAC210907-03, LAC210427-09, LAC210223-04, LAC210114-07, LAC191115-02, and LAC180726-06  Comment Period: 7/16/2024 - 11/18/2024 Public Hearing: 10/23/2024	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent

**Key:**

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

LAC = Los Angeles County, ORC = Orange County, RVC = Riverside County, SBC = San Bernardino County, and ALL = All counties within the 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 OF REVIEW**  
**September 1, 2024 to September 30, 2024**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <b>LAC240918-11</b> Industrial Service Oil Company#	The project consists of requesting a Class 1 Permit Modification for an oil and hazardous waste recycling facility to update the contingency plan as follows: change typographical errors throughout; update the facility contact information; replacement with functionally equivalent equipment, upgrade, or relocate emergency equipment listed. The project is located at 1700 South Soto Street near the northeast corner of South Soto Street and East Washington Boulevard in Los Angeles within the designated AB 617 East Los Angeles, Boyle Heights, West Commerce community. Reference LAC230719-15 and LAC230221-09  Staff previously provided comments on the Permit Modification for the project, which can be accessed at: <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/august-2023/LAC230719-15.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/august-2023/LAC230719-15.pdf</a> .  Comment Period: N/A Public Hearing: N/A	Permit Modification	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
<i>Waste and Water-related</i> <b>ORC240904-11</b> Increase in Maximum Daily Operations at Prima Deshecha Landfill	The project consists of increasing the permitted daily maximum tonnage of waste received at the Landfill from 4,000 tons per day (TPD) to 8,000 TPD and allowing 36 operational emergency days on which the 8,000 TPD limit could be exceeded on 1,530 acres. The project is located at 32250 Avenida La Pata near the southeast corner of Avenida La Pata and Stallion Ridge in San Juan Capistrano. Reference ORC230927-11  Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/october-2023/ORC230927-11.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/october-2023/ORC230927-11.pdf</a> .  Comment Period: N/A Public Hearing: N/A	Preliminary Review	County of Orange Waste & Recycling	Under review, may submit comments
<i>Waste and Water-related</i> <b>ORC240904-12</b> FRB Flare Facility Master Plan	The project consists of improving and upgrading the existing Flare Facility at the County's Frank R. Bowerman (FRB) Landfill to ensure the landfill meets or exceeds all legal and regulatory requirements. The project consists of replacing existing Flares 1 through 5 with new flares (ultra-low nitrogen oxide [NOx] flares), installing a new Flare 7 (ultra-low NOx flare), and installing associated hydrogen sulfide (H2S) removal vessels, which will require additional electrical power. The project is located at 11002 Bee Canyon Access Road near the southeast corner of Bee Canyon Access Road and State Route 241 within the City of Irvine on approximately 2.3 acres.  Comment Period: N/A Public Hearing: N/A	Preliminary Review	County of Orange Waste & Recycling	Under review, may submit comments

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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 OF REVIEW**  
**September 1, 2024 to September 30, 2024**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <b>ORC240918-06</b> Ascon Landfill Site	The project consists of consolidating approximately 150,000 cubic yards of contaminated soil, adding odor control technologies and work procedures to control odors during work, and installing an engineered cover (cap) made up of geomembrane at the Ascon Landfill Site. The project is located at 21641 Magnolia Street near the southeast corner of Magnolia Street and Hamilton Avenue in Huntington Beach. Reference ORC230823-12 and ORC230516-03  Comment Period: N/A Public Hearing: 10/10/2024	Other	Department of Toxic Substances Control (DTSC)	Document reviewed - No comments sent
<i>Waste and Water-related</i> <b>RVC240910-04</b> Salton Sea Management Program Update - September 2024#	The project consists of providing a September 2024 update on the Salton Sea Management Program: 1) Listed potential future opportunities with added funding and capacity, to address community needs while implementing restoration projects, 2) Commissioned the Salton Sea Community Needs and Recommended Actions Report to Better World Group Advisors, 3) SSMP Team and Better World Group reviewed and analyzed all public comments, and the Reports were updated to reflect the feedback and recommendations received and 4) SSMP Community Meetings are set for September 26 and October 10. The project is bounded by Mecca to the north, State Route 111 to the east, State Route 78 to the south, and State Route 86 to the west, within the designated AB 617 Eastern Coachella Valley community. Reference RVC240423-01, RVC240326-06, RVC240321-02, and RVC230103-09  Comment Period: N/A Public Hearing: 9/26/2024	Other	California Natural Resources Agency	Document reviewed - No comments sent

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**ATTACHMENT A**  
**ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OF REVIEW**  
**September 1, 2024 to September 30, 2024**

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Retail</b> <b>SBC240906-01</b> 1100 Foothill Boulevard Self Storage Project	The project consists of constructing an approximately 75,377 square foot self-storage facility on 5.14 acres. Specific project features include Building A (2-story, 45,910 square feet), Building B (1-story, 10,129 square feet), Building C (1-story, 8,482 square feet), Building D (1-story, 4,601 square feet), Building E (1-story, 6,255 square feet) and two shared driveways connected to Foothill Boulevard and Larch Avenue. The project is located approximately 340 feet north of Foothill Boulevard and west of Larch Avenue (APN: 0128-571-26).  Comment Period: 9/9/2024- 10/8/2024 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Rialto	Document reviewed - No comments sent
<b>Retail</b> <b>SBC240918-12</b> PROJ-2023-00095	The project consists of requesting a Minor Use Permit to construct a new 2,000 square foot office building and a 1,200 square foot metal canopy for the use of truck dispatching/hauling. The project is located at 13494 Arrow Boulevard, Fontana, CA 92335 (APN: 0229-082-28).  Comment Period: N/A Public Hearing: N/A	Site Plan	County of San Bernardino	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b> <b>LAC240904-02</b> Norwalk Entertainment District-Civic Center Specific Plan	The project consists of constructing 56 residential units on 13.2 acres. The project is located on the southeast corner of Imperial Highway and Norwalk Boulevard. Reference LAC220701-01 and LAC220208-07  Comment Period: N/A Public Hearing: N/A	Notice of Finding of No Significant Impact and Notice of Intent to Request Release of Funds	City of Norwalk	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b> <b>LAC240904-08</b> Barrera Hacienda Heights	The project consists of subdividing a 12.35-acre site to create ten single-family residential lots that range from 43,889 square feet to 92,959 square feet. The project is located at 2027 Vallecito Drive and 2342 Via Cielo in Hacienda Heights (APNs: 8221-015-004, 8221-015-052, and 8221-015-053).  Comment Period: 9/6/2024- 10/8/2024 Public Hearing: 10/9/2024	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Los Angeles	Document reviewed - No comments sent

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**Project Notes:**

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**ATTACHMENT A**  
**ENVIRONMENTAL DOCUMENTS PREPARED BY OTHER PUBLIC AGENCIES AND STATUS OF REVIEW**  
**September 1, 2024 to September 30, 2024**

SOUTH COAST AQMD LOG-IN NUMBER	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
PROJECT TITLE				
<i>General Land Use (residential, etc.)</i> <b>ORC240918-08</b> Dale Townhomes Project	The project consists of requesting: 1) a General Plan Amendment (GP-23-1) to amend the existing General Plan Land Use designation from Commercial to High Density Residential; 2) a Zone Change (Z-23-1) to amend the existing zoning district from CS (Commercial Shopping) Mixed Use Overlay-45 to RM-20 (Medium-Density Multifamily Residential) Mixed Use Overlay-45; 3) a Tentative Tract Map (TT-24-1) to subdivide an existing parcel of approximately 3.82 acres into a single lot for condominium purposes; and 4) a Conditional Use Permit (CU-24-1) to review and permit the proposed 93 unit townhomes residential development and associated on-site improvements. The project is located at 8030 Dale Avenue (APN: 070-501-01). Reference ORC240724-07  Comment Period: N/A Public Hearing: 9/24/2024	Other	City of Buena Park	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>ORC240918-10</b> Housing Element Rezone Project	The project consists of rezoning five sites identified in the City's General Plan Housing Element. The five sites include: Housing Element Sites 1A, 1B, and 2 -Tustin Legacy Specific Plan Amendment (SPA-2024-0002); State Clearinghouse Number: 1994071005, Housing Element Site 17 - Enderle Center Rezone Project (GPA-2024-0001, CA-2024-0003 and ZC-2024-0001); State Clearinghouse Number: 2024020747, and Housing Element Site 1B - The Market Place Rezone Project (GPA-2024-0001 and SPA-2024-0001); State Clearinghouse Number: 2024020969. Sites 1A and 1B are the undeveloped areas of Neighborhoods D and Site 2 is the undeveloped areas of Neighborhood G. Neighborhood D is bounded by Valencia Avenue to the north, Tustin Ranch Road to the east, Barranca Parkway to the south, and Armstrong Avenue to the west. Neighborhood G is bounded by Edinger Avenue to the north, Jamboree Road to the east, Warner Avenue to the south, and Tustin Ranch Road to the west. Site 17 is bounded by 17th Street to the north, Enderle Center Drive and the eastern property line of properties fronting Enderle Center Drive to the east, Vandenberg Lane to the south, and State Route 55 including properties west of Yorba Street to the west. Site 18 is bounded by Myford Road to the northwest, Bryan Avenue to the northeast, Jamboree Road to the southeast, and Interstate 5 to the southwest.  Comment Period: N/A Public Hearing: 9/24/2024	Other	City of Tustin	Document reviewed - No comments sent

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

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Warehouse &amp; Distribution Centers</b> <b>LAC240801-04</b> Intex Corporate Office and Fulfillment Center#	The project consists of constructing a 517,437 square foot warehouse on 26.47 acres. The project also includes the development of 570 parking stalls and 174 loading/trailer parking spaces. The project is located at 4000 Via Oro Avenue on the northeast corner of West Carson Street and Via Oro Avenue (Los Angeles County Assessor's ID Numbers: 7310-015-034, 7310-015-019, and 7310-015-023) within the designated AB 617 Wilmington, Carson, and West Long Beach community . Reference LAC230418-06  Staff previously provided comments on the Notice of Preparation for the project, which can be accessed at: <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/may-2023/LAC230418-06.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2023/may-2023/LAC230418-06.pdf</a> .  <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/lac240801-04-draft-eir-intex-corporate-office-and-fulfillment-center-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/lac240801-04-draft-eir-intex-corporate-office-and-fulfillment-center-project.pdf</a> Comment Period: 7/30/2024 - 9/27/2024 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Long Beach	Comment letter sent 9/27/2024
<b>Warehouse &amp; Distribution Centers</b> <b>RVC240719-04</b> Cajalco Commerce Center – Foundation General Plan Amendment No.240005, Change of Zone No. 2200062, Plot Plan No. 220050, and Tentative Parcel Map No. 38601	The project consists of constructing a 1,003,510 square feet warehouse on 44.66 acres and a public park on 13.33 acres. The warehouse is located north of Rider Street, east of Decker Road, south of Cajalco Road, and west of Seaton Avenue. The public park is located both east and west of Decker Road, approximately 185 feet south of the warehouse building. The 64.97 acres Project Site and up to approximately 21.82 acres of off-site Project-related disturbance areas are located within the western region of unincorporated Riverside County within the Mead Valley Area Plan (MVAP). Reference RVC230719-04 and RVC230712-02  <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240719-04-draft-eir-cajalco-commerce-center-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240719-04-draft-eir-cajalco-commerce-center-project.pdf</a> Comment Period: 7/19/2024 - 9/3/2024 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	County of Riverside	Comment letter sent 9/3/2024
<b>Industrial and Commercial</b> <b>LAC240821-07</b> ENV-2023-6757: 9000 Airport Boulevard	The project consists of demolishing 37,860 square feet of existing commercial/industrial floor area uses and associated surface parking areas and developing up to 435,390 square feet of industrial uses on approximately 18 acres. The project includes two options: Option 1 would develop one building comprised of up to 435,390 and Option 2 would develop three buildings comprised of up to 410,056 square feet of industrial floor area. The project would include truck trailer parking spaces and vehicle parking spaces under Option 1, and vehicle parking spaces under Option 2. The project is bounded by West Interceptor Street to the north, residential uses and surface parking to the east, West Arbor Vitae Street to the south, and South Airport Boulevard to the west. The project is located within the Westchester–Playa del Rey Community Plan area.  <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/lac240821-07-nop-env-2023-6757-eir-9000-airport-boulevard-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/lac240821-07-nop-env-2023-6757-eir-9000-airport-boulevard-project.pdf</a> Comment Period: 8/21/2024 - 9/20/2024 Public Hearing: N/A	Notice of Preparation of an Environmental Impact Report	City of Los Angeles	Comment letter sent 9/20/2024

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

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <b>RVC240828-08</b> Well 25 Project	The project consists of constructing and operating a new groundwater well, a raw water pipeline, and a new water treatment facility on 1.1 acres. Well 25 is proposed to be approximately 16 inches in diameter and drilled to a depth of approximately 200 feet below ground surface with a target production capacity of 1,500 gallons per minute (gpm). Well 25 would be equipped with a 75 to 150 horsepower (hp) electric motor. Well 25 is located on Mission Boulevard near the intersection of Mission Boulevard and Daly Avenue. The Raw Water Pipeline Alignment would extend approximately 2,640 linear feet from the wellhead at Well 25, along Mission Boulevard, Daly Avenue, and 34th Street and terminate at the new treatment facility. The new treatment facility would be constructed at either: 1) the Potential Thompson Expansion Site; (ii) the Leland J. Thompson Facility, or (iii) the Laverne Mahnke Manganese Treatment Facility. <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240828-08-mnd-well-25-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240828-08-mnd-well-25-project.pdf</a> Comment Period: 8/28/2024 - 9/26/2024 Public Hearing: 10/17/2024	Notice of Intent to Adopt a Mitigated Negative Declaration	Rubidoux Community Services District (RCSD)	Comment letter sent 9/26/2024
<i>Waste and Water-related</i> <b>SBC240822-01</b> East Valley Water District Well No. 129 Project	The project consists of installing a new well on a less than one acre portion of an approximately 2.37-acre parcel to generate 25 to 150 acre-feet per month of potable groundwater. The project would include the following features: the new well (wellhead); an 8-inch diameter pipeline connecting to the existing onsite piping; a 4-foot diameter reinforced concrete pipe (RCP) that extends 2-feet above grade and 16-inch RCP drain line; chlorine and orthophosphate dosing systems; a 55-foot by 20-foot Concrete Masonry Unit block building with a standing seam metal roof enclosing the wellhead, discharge header, Permit to Work header, electrical equipment, and chemical facilities. The project is located northwest of the intersection of Calle Del Rio Street and Vista Clara Street, and south of Oak Creek in the City of Highland (APN: 121-038-110). <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/sbc240822-01-mnd-east-valley-water-district-well-no-129-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/sbc240822-01-mnd-east-valley-water-district-well-no-129-project.pdf</a> Comment Period: 8/26/2024 - 9/25/2024 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	East Valley Water District	Comment letter sent 9/24/2024

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

SOUTH COAST AQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Utilities</b> <b>RVC240814-05</b> Sapphire Solar Project - Conditional Use Permit No. 220035, Public Use Permit No. 220002, and Development Agreement No. 2200018	The project consists of requesting approval to entitle, construct, operate, maintain, and decommission an up to 117-megawatt (MW) solar photovoltaic (PV) electricity generating station and up to 117 MW battery energy storage system, a generation tie (gen-tie) line, and two access roads. The project is located on approximately 1,123 acres, of which approximately 1,082 acres is located on private lands and approximately 41 acres is located on land administered by the United States Department of Interior, Bureau of Land Management (BLM). The approximately 41 acres area on BLM-administered lands would be limited to two Linear Facility Routes, which would include one 230-kilovolt (kV) gen-tie line, two access roads, and one collector line route. The approximately 1,082 acres of private land would be limited to the project's solar site, which would include up to 117 MW of PV solar generation and up to 117 MW of battery storage. The Project would interconnect with the Southern California Edison (SCE) 230-kV Red Bluff Substation via line tap on the existing Desert Harvest generation-tie line located on lands administered by the BLM. The project is located approximately three miles north of Desert Center, 3.5 miles north of Interstate 10, and approximately 40 miles west of the City of Blythe.  <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240814-05-deir-sapphire-solar-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240814-05-deir-sapphire-solar-project.pdf</a> Comment Period: 8/12/2024 - 9/26/2024 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	County of Riverside	Comment letter sent 9/24/2024
<b>Retail</b> <b>LAC240801-15</b> Pacific Place Project#	The project consists of constructing a 206,756 square foot self-storage building with 551 rentable RV parking stalls and 41 automobile parking stalls on 14.20 acres. The project is located at 3701 Pacific Place near the northwest corner of North Pacific Place and Ambeco Road within the designated AB 617 Wilmington, Carson, West Long Beach community. Reference LAC230607-01  <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/lac240801-15-draft-eir-pacific-place-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/lac240801-15-draft-eir-pacific-place-project.pdf</a> Comment Period: 7/31/2024 - 9/30/2024 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Long Beach	Comment letter sent 9/27/2024
<b>Retail</b> <b>RVC240807-15</b> Perris Gateway Project	The project consists of constructing 126,342 square feet of buildings on 20 acres. The project includes a 180,478 square-foot self-storage, two 6,000 square-foot sit-down restaurants, six drive-through fast-food restaurants totaling 18,400 square feet, 32 vehicle fueling positions across two gas stations including 10,039 square feet of convenience store uses, and a 5,425 square-foot car wash building. The project is bounded by an existing warehouse to the north, Webster Avenue to the east, Ramona Expressway to the south, and on ramp to Interstate 215 to the west. The project is located northwest of the intersection of Ramona Expressway and Webster Avenue (APNs: 314-170-020, 314-170-023, and 314-180-024).  <a href="https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240807-15-nop-perris-gateway-project.pdf">https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2024/september-2024/rvc240807-15-nop-perris-gateway-project.pdf</a> Comment Period: 8/2/2024 - 9/3/2024 Public Hearing: 8/7/2024	Notice of Preparation of a Draft Environmental Impact Report / Other	City of Perris	Comment letter sent 9/3/2024

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**Draft Version**

**ATTACHMENT C PROPOSED AIR PERMIT PROJECTS FOR  
WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY  
THROUGH SEPTEMBER 30, 2024**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>Quemetco is proposing to modify its existing South Coast AQMD permits to allow the facility to recycle more batteries and to eliminate the existing daily idle time of the furnaces. The proposed project will increase the rotary feed drying furnace feed rate limit from 600 to 750 tons per day and increase the amount of total coke material allowed to be processed. In addition, the project will allow the use of petroleum coke in lieu of or in addition to calcined coke and remove one existing emergency diesel-fueled internal combustion engine (ICE) and install two new emergency natural gas-fueled ICEs.</p>	<p>Quemetco</p>	<p>Environmental Impact Report (EIR)</p>	<p>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.</p> <p>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.</p> <p>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.</p>	<p>Trinity Consultants</p>
<p>Sunshine Canyon Landfill is proposing to modify its South Coast AQMD permits for its active landfill gas collection and control system to accommodate the increased collection of landfill gas. The proposed project will: 1) install two new low-emission flares with two additional 300-horsepower electric blowers; and 2) increase the landfill gas flow limit of the existing landfill gas collection system.</p>	<p>Sunshine Canyon Landfill</p>	<p>Subsequent Environmental Impact Report (SEIR)</p>	<p>The consultant is working on a Draft SEIR which South Coast AQMD staff is reviewing.</p>	<p>Castle Environmental Consulting</p>
<p>Tesoro is proposing to modify its Title V permit to: 1) add gas oil as a commodity that can be stored in three of the six new crude oil storage tanks at the Carson Crude Terminal (previously assessed in the May 2017 Final EIR); and 2) drain, clean and decommission Reservoir 502, a 1.5-million-barrel concrete-lined, wooden-roof topped reservoir used to store gas oil.</p>	<p>Tesoro Refining &amp; Marketing Company, LLC (Tesoro)</p>	<p>Addendum to the Final Environmental Impact Report (EIR) for the May 2017 Tesoro Los Angeles Refinery Integration and Compliance Project (LARIC)</p>	<p>South Coast AQMD staff review of the revised Draft Addendum is complete. South Coast AQMD staff is preparing the Draft Title V Permit Revision for review by the United States Environmental Protection Agency.</p>	<p>Environmental Audit, Inc.</p>

**ATTACHMENT C PROPOSED AIR PERMIT PROJECTS FOR  
WHICH SOUTH COAST AQMD IS CEQA LEAD AGENCY  
THROUGH SEPTEMBER 30, 2024**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>SoCalGas is proposing to modify their Title V permit for the Honor Rancho Natural Gas Storage Field to: 1) replace five compressor engines with four new natural gas-fueled compressor engines (each rated at 5,000 horsepower (hp)), new selective catalytic reduction systems and a new aqueous urea storage tank; 2) install two new electric compressors (each rated at 5,500 hp) with associated ancillary equipment; 3) construct a new building to house the new compressors; 4) install an advanced renewable energy system, which will include hydrogen electrolyzers, hydrogen storage, and fuel blending equipment to mix hydrogen with natural gas which will fuel the compressor engines; 5) install a hydrogen vehicle fueling station; 6) install an electric microgrid with an energy storage system and a natural gas fuel cell system; and 7) install one new electricity transmission line which will connect to Southern California Edison.</p>	<p>Southern California Gas Company (SoCalGas)</p>	<p>Addendum to the Final Subsequent Environmental Assessment for Rule 1110.2 and Rule 1100, and the Final Program EIR for the 2016 Air Quality Management Plan</p>	<p>The consultant has prepared a preliminary Draft Addendum which South Coast AQMD staff is reviewing.</p>	<p>Dudek</p>