



Gavin Newsom, Governor  
Yana Garcia, CalEPA Secretary  
Liane M. Randolph, Chair

July 22, 2024

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Assistant Administrator  
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U.S. Environmental Protection Agency  
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Vanessa Delgado  
Board Chair  
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**RE: Letter of Intent for Further Measures to Improve Air Quality in South Coast**

Dear Assistant Administrator Goffman, Regional Administrator Guzman, and Chair Delgado:

For over 50 years, the California Air Resources Board (CARB) and the South Coast Air Quality Management District (District) have been at the forefront of air pollution control, consistently identifying and adopting new controls. Air pollution levels have dramatically decreased as a result, but there is more work to be done to meet increasingly stringent federal health-based air quality standards. CARB's 2022 State Strategy for the State Implementation Plan identified 19 new State measures for the coming years, and even still, additional reductions are necessary to meet the federal standards and protect public health.

CARB has been working for several months with staff at the U.S. Environmental Protection Agency (U.S. EPA) and the District to identify actions each agency could take to help meet ozone standards and improve public health in the South Coast Air Basin (South Coast). Teams at each of our agencies have spent many hours assessing potential solutions to ensure we reduce emissions and make progress towards attaining the standards, with the understanding that each of our agencies would put forth a list of new commitments each agency intends to pursue.

As a result of this ongoing evaluation and continuing public health need, with this letter of intent, CARB hereby documents its intent to pursue the below actions to achieve approximately five tons per day of new oxides of nitrogen (NOx) emission reductions in the South Coast in 2033 from the aircraft, non-road, ocean-going vessel, on-road heavy-duty vehicle, and building sectors as specified below:

### **Aircraft/Airports**

- Host a technology forum on how on-airport operations are managed, focusing on optimizing zero-emission support equipment, auxiliary unit operation, and airplane operations (e.g., taxiing).
- Jointly host a technology forum with the District, U.S. EPA, and other agencies, as appropriate, on the operational practices and economics of aircraft routing within the State, country, and internationally.
- Jointly host a technology forum with the District, U.S. EPA, and other agencies, as appropriate, on strategies for lowering NOx emissions from aircraft, including improved combustor design, selective catalytic reduction, water-in-fuel strategies, or other strategies.
- Collaborate with U.S. EPA and the Federal Aviation Administration (FAA) on additional NOx-focused aircraft research (FAA CLEEN Program).
- Collaborate with U.S. EPA and FAA to advocate for tighter aircraft NOx emissions standards with the International Civil Aviation Organization.
- Explore developing a Zero Emission Airport Ground Operations Regulation to require zero emissions taxiing, zero-emissions ground support equipment, and zero-emissions gate operations.

### **Ocean-Going Vessels/Ports**

- Prioritize exploration of an Ocean-Going Vessel In-Transit Regulation to reduce emissions from vessels transiting California waters.
- Jointly host a technology forum with the District and U.S. EPA, and other agencies, as appropriate, to focus on excess low-load NOx emissions, fuels of the future, and solicit ideas from the public, shippers, carriers, and other supply chain stakeholders for future emission reductions.

### **Off-Road/Non-Road**

- Pursue Tier 5 Off-Road Vehicles and Equipment Emissions Standard.
- Develop Cargo Handling Equipment Amendments.
- Develop Transport Refrigerant Unit Part II Regulation.
- Develop further amendments to In-Use Off-Road Diesel-Fueled Fleets Regulation (contingent on U.S. EPA first adopting next-level Tier 5 standards and zero-emission standards for off-road equipment).

### **On-Road Heavy-Duty Vehicles**

- Develop Zero-Emission Trucks Regulation to drive transition to zero-emission in fleets not covered by Advanced Clean Fleets Regulation.
- Incentivize the turnover of on-road vehicles or other categories of mobile source equipment using \$185 million in dedicated funding from a joint settlement with an engine manufacturer.

### **Buildings**

- Develop Zero-Emission Standard for Space and Water Heaters.

If you have any questions, please contact [Edie Chang](#), Deputy Executive Officer, at (916) 445-4383 or have your staff contact [Michael Benjamin](#), D.Env., Chief, Air Quality Planning and Science Division at (916) 201-8968.

Sincerely,



Liane M. Randolph, Chair

Enclosure

cc: Steven S. Cliff, Ph.D., Executive Officer

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