

Air Quality Update

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CARB CTR PHASE 3

Background

Assembly Bill (AB) 617 created the Criteria and Toxics Reporting (CTR) Regulation, California's uniform statewide system for annual emissions reporting of criteria pollutants and toxic air contaminants (TACs). CTR became effective January 1, 2020, and has been phasing in by air district group and sector. CTR identifies which facilities must report based on greenhouse gas (GHG) reporting, criteria pollutant emissions, elevated toxics risk, or specific permitted processes. CTR requirements are submitted as part of each air district's annual emissions reporting program.

New for DY2025

Beginning with data year (DY) 2025, Phase 3 of the California Air Resources Board's (CARB's) CTR Regulation applies to Additional Applicability Facilities in District Group A, which includes the South Coast Air Quality Management District (SCAQMD), San Diego County Air Pollution Control District (SDAPCD), San Joaquin Valley Air Pollution Control District (SJVAPCD), Imperial County Air Pollution Control District (ICAPCD), Sacramento Metropolitan Air Quality Management District (SMAQMD), and Bay Area Air District. Facilities with Phase 3 permitted processes that meet the activity thresholds listed in CTR Appendix A, Table A-3¹ must now report emissions or activity data,

even if they have not reported to local air districts before. Examples of Phase 3 permitted processes now subject to reporting for District Group A include:

- Cremation of Humans or Animals;
- Fiberglass Manufacturing;
- Semiconductor Manufacturing;
- Oil and Gas Extraction and Production;
- Metal Melting and Foundries;
- Long-Term Asbestos Removal; and
- Large Natural Gas or Propane Combustion [\geq 75 Million Standard Cubic Feet (MMSCF) or 77,000 Million British Thermal Units (MMBtu) per Year].

Permitted facilities are required to submit emissions inventory reports to document criteria air pollutants and TAC emissions to local air districts. For facilities in the SCAQMD, emissions reports are due May 1, 2026, for the previous year's emissions. Due dates for other air districts may vary.

Coming in DY2026

Beginning with DY2026 and subsequent years, District Group A facilities subject to Phases 1, 2, and 3 must report additional TACs listed in CTR Appendix B, Table B-3². Facilities in Phases 1, 2, and 3 should prepare to quantify criteria pollutants and TACs for DY2026 reporting.

District Group B facilities are subject to Phase 3 beginning with DY2027.

Air Quality Tip

Under the CARB Off-Road Diesel Regulation, starting January 1, 2026, Tier 1 engines for large fleets and Tier 0 engines for medium fleets are not permitted to operate in California, unless they are designated under an exemption (e.g., low-use).

Upcoming Online EH&S Training Offered by Yorke Engineering

- Northern California Air Quality Regulations, Permitting, and Compliance Seminar (3-Hour Sessions):
May 12, 13, 19, 20, and 21, 2026
- California Industrial Hygiene and OSHA Safety Regulations Seminar (4-Hour Sessions):
March 17, 18, 24, and 25, 2026
Class Info at: <https://yorkeengr.com/classes>

Upcoming Due Dates for 2026*

- CARB Off-Road DOORS Reporting for All Fleets 3/1
- CARB PERP Reporting: Equipment Units and Low-Use Engines 3/1
- CARB Refrigerant Reporting for Medium/Large Systems (\geq 200 lbs) 3/1
- CARB GHG Semiconductor Report 3/1
- U.S. EPA GHG Report 3/31
- CARB LCFS Q4 Fuel Report 3/31
- CARB ACF Report for SLGA Fleets 4/1
- CARB GHG > 25K Metric Tons 4/10
- CARB LCFS Annual Fuel Report 4/30
- SJVAPCD CEMS Quarterly 4/30
- CARB GHG 10-25K Metric Tons and All Electric Retailers 6/1
- CARB Gas-Insulated Equipment GHG Report 6/1
- CARB LSI DOORS Reporting for Medium and Large Fleets 6/30
- CARB LCFS Q1 Fuel Report 6/30
- SJVAPCD Rule 2280 Portable Equipment Report \leq 30 Days from End of Quarter
- Semi-Annual Title V Report Semi-Annually
- Annual Title V Compliance Certification Annually
- Title V – Application for Permit Renewal – Due 180 Days Prior to Permit Expiration

*Due dates listed are statutory dates; sometimes dates are extended when on a weekend/holiday.

¹ https://www.aqmd.gov/docs/default-source/planning/annual-emission-reporting/table-a-3-phase-3.pdf?sfvrsn=6dd56b7e_5.

² https://ww2.arb.ca.gov/sites/default/files/2022-02/Unofficial%20CTR_Jan2022_0.pdf.

SJVAPCD MOBILE SOURCE FUNDING OPPORTUNITIES

California's mobile sources, including trucks, buses, off-road equipment, marine vessels, and locomotives, remain major contributors to nitrogen oxides (NO_x), particulate matter (PM), and GHG emissions. To meet climate and air quality goals, the State promotes near-zero and zero-emission mobile source technologies through incentive programs, accelerating fleet turnover and zero-emission infrastructure deployment across all sectors.

On-Road Heavy-Duty Trucks

The SJVAPCD's Truck Replacement Program is a key local opportunity for public and private fleets replacing older Class 4-8 vehicles domiciled in the Central Valley. Applications are open for trucks meeting zero-emission or low-NO_x standards. Zero-emission vehicles are required for yard trucks and fleets utilizing the Voucher Incentive Program (VIP). Funding can cover up to 80% of costs for small fleets and 50% for larger fleets. Participation requires scrapping of the older vehicle.

<https://ww2.valleyair.org/grants/truck-replacement-program>

Statewide, CARB's Clean Truck and Bus Voucher Incentive Project (HVIP) offers point-of-sale vouchers for eligible trucks purchased through approved dealers. The HVIP provides up to \$330,000 for Class 8 battery-electric trucks and \$420,000 for fuel-cell models. Funding is currently available for standard HVIP, public fleets, drayage trucks, and Innovative Small E-Fleets Set-Aside.

<https://californiahvip.org>

Infrastructure Incentives

Infrastructure is critical for zero-emission adoption. The EnergiIZE Commercial Vehicles program supports medium- and heavy-duty charging and hydrogen fueling projects. For those seeking to deploy private, public, or

shared stations for electric vehicle (EV) charging or hydrogen fueling, the EV Fast Track funding lane opens Q2 and Q4 annually, depending on funding availability. A separate funding lane for zero-emission vehicle (ZEV) infrastructure utilizing Megawatt Charging Systems (MCS) is open now and provides incentives for medium- and heavy-duty (MDHD) EV charging.

<https://energiize.org>

For light-duty public charging, the SJVAPCD's Charge Up! program offers grants of up to \$50,000 per site for Level 2 and direct current (DC) fast charging installations at publicly accessible sites.

<https://ww2.valleyair.org/grants/charge-up>

The California Electric Vehicle Infrastructure Project (CALeVIP) Fast Charge California Project offers up to \$100,000 per DC fast charging port for publicly accessible sites statewide. Eligible applicants include California businesses, nonprofits, tribes, and government entities.

<https://calevip.org/fast-charge-california-project>

Agricultural Equipment

For agriculture, the Zero-Emission Agricultural Utility Terrain Vehicle (UTV) Program provides up to 75% of the cost (maximum \$13,500) to replace older diesel- or gasoline-powered UTVs or small tractors with zero-emission models. This program is first-come, first-served and requires a voucher prior to purchase.

<https://ww2.valleyair.org/grants/zero-emission-ag-utility-terrain-vehicle-utv>

Off-Road Equipment

The Zero-Emission Forklift Replacement Program provides up to 80% of

the cost for replacing in-use Large Spark-Ignition (LSI) forklifts with zero-emission models. Eligible forklifts must have been operated in California for at least 2 years and be in compliance with CARB regulations. This program is an excellent fit for warehouses and distribution centers seeking to electrify material-handling operations.

<https://ww2.valleyair.org/grants/zero-emission-forklift-program>

Locomotive and Rail

The SJVAPCD's Locomotive Program under Carl Moyer is accepting applications for Tier 4 locomotive replacements. Eligible participants include Class 3 railroads, industrial operators, military facilities, and passenger services. Incentives can cover up to 85% of costs, with project life up to 15 years. Engine dismantling requirements and in-district activity requirements apply.

<https://ww2.valleyair.org/grants/locomotive-program>

Key Deadlines and Next Steps

Fleet owners and operators should evaluate truck and equipment replacement projects to determine incentive program eligibility and consider ZEV infrastructure projects while funding is available. For future projects, more funding may become available under the HVIP, EnergiIZE program, Proposition 1B Goods Movement Emission Reduction Program, or Clean Off-Road Equipment Voucher Incentive Project. Contracts for incentives should be executed prior to purchase of new equipment or dismantling of existing equipment.

<https://ww2.valleyair.org/grants/proposition-1b-goods-movement>

<https://californiacore.org>

Yorke Engineering, LLC specializes in air quality and environmental consulting for stationary and mobile sources, including dispersion modeling, health risk assessments, permitting, emissions inventories, air quality compliance systems, etc. Yorke Engineering has assisted over 2,200 customers, including a wide variety of industrial facilities and government organizations throughout California.