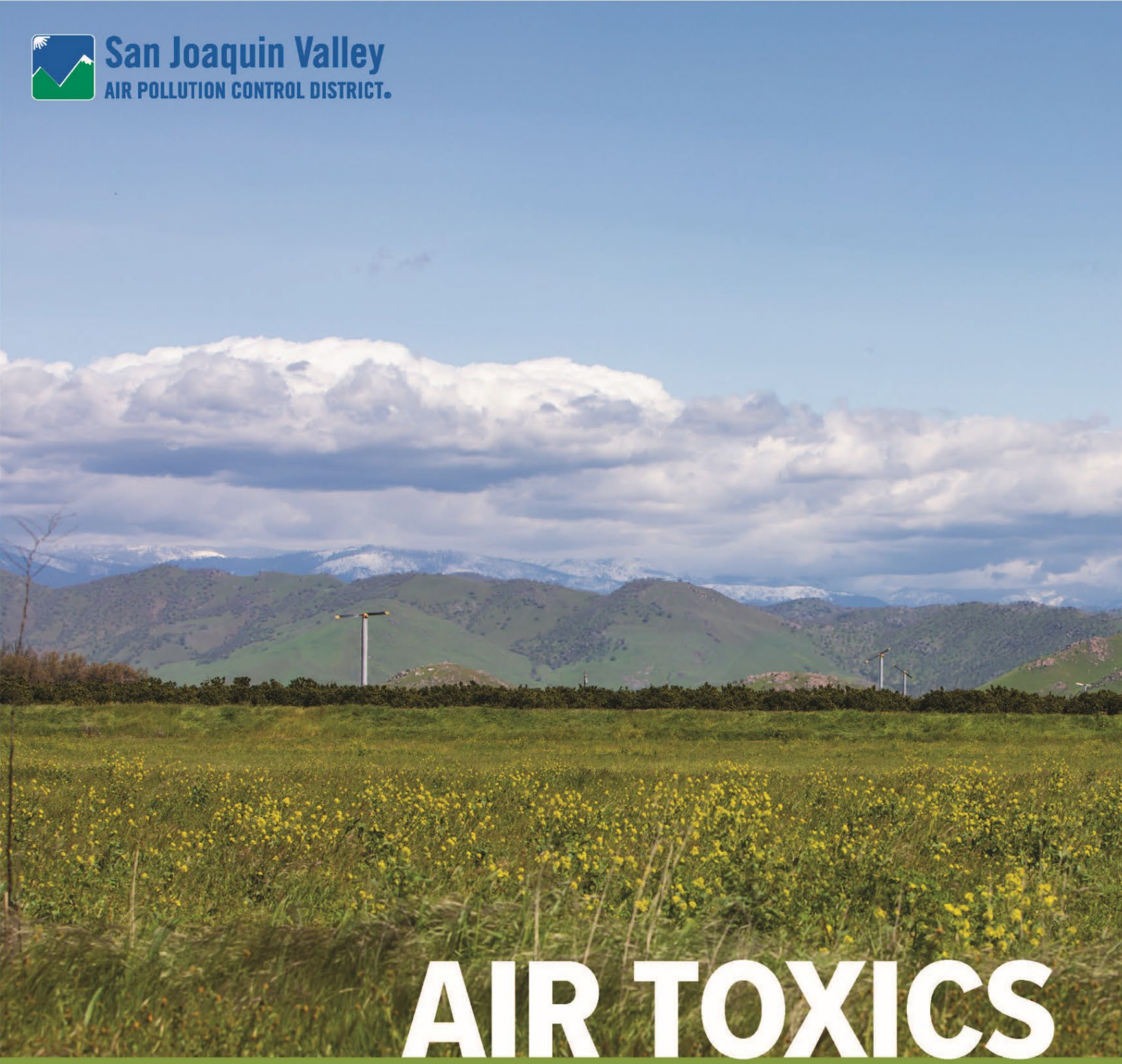
San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT.



AIR TOXICS

2025 Annual Report

February 19, 2026

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Executive Summary

The San Joaquin Valley Air Pollution Control District (District) is a public health agency whose mission is to improve the health and quality of life for all Valley residents through efficient, effective and entrepreneurial air quality-management strategies. The District has spent more than three decades implementing and integrating a wide variety of methods reducing air toxic emissions in the San Joaquin Valley. Air toxics emission sources are generally categorized under one of the following: stationary sources, area-wide sources (e.g. wildfires, road dust, consumer products), and mobile sources (e.g. on-road and off-road vehicles). Due to the significant emissions reductions achieved from stationary sources, mobile and area-wide sources of emissions make up the vast majority of air toxics emissions in the Valley. Mobile and area-wide sources are generally under the regulatory authority of the State of California and the federal government.

The District's integrated approach to addressing and reducing risks from toxic air contaminants has taken three main paths: reducing air toxic emissions from existing stationary sources of emissions; preventing the creation of new or modified stationary sources of significant risk; and finding creative and cooperative methods of reducing risk from emissions sources that the District does not typically regulate. This approach has resulted in dramatic reductions in emissions of air toxics from sources in the San Joaquin Valley.

Under Assembly Bill (AB) 2588 (Air Toxics Hot Spots Information and Assessment Act), the District works with facilities to quantify emissions of air toxics, determines the health risk caused by those emissions, reports emissions and any significant risks through written public reports and neighborhood public meetings, and as required, takes steps to reduce such risks. As a result of these ongoing efforts and resulting emissions reductions, no Valley facility currently exceeds the AB 2588 public notification or risk reduction thresholds based on current OEHHA-approved health values.

The State's Hot Spots Act, however, is only one part of the District's comprehensive program to regulate air toxics. To achieve maximum efficiency and effectiveness, the District operates an integrated air toxics program that harmonizes local, state, and federal mandates wherever possible.

A number of regulations have also been adopted by the District, the state, and the federal government, and implemented through the District's integrated air toxics program, to directly reduce existing emissions from specific types of facilities and sources of air toxic contaminants. For example, toxic air emissions from sources like dry cleaners, chrome platers, gas stations, and diesel internal combustion engines have drastically decreased in the San Joaquin Valley since the implementation of the District's air toxic program.

In addition to the above efforts to minimize emissions, the District also performs comprehensive and conservative toxic emission evaluations and air dispersion modeling before issuing permits to new and modified stationary sources of emissions. This assures the District minimizes the increase those sources add to the existing toxic load and any

potentially significant public health impacts associated with the release of those air toxics.

Under its integrated air toxics program, the District has also implemented numerous methods of reducing emissions from mobile sources and other sources of emissions that the District does not have the authority to directly regulate. For instance, the District developed the first Indirect Source Review rule in the nation, designed to reduce emissions from construction equipment and mobile sources associated with new land use development projects. The District also provides assistance and guidance to the cities and counties in the San Joaquin Valley so that they can be assured that land-use decisions are based on a full understanding of the potential for increasing emissions of air toxics, and new air toxics risks can be avoided. One of the most effective methods of reducing emissions of air toxics from emissions sources not directly regulated by the District has been the incentive grant programs that have leveraged billions of dollars in reducing emissions from diesel internal combustion engines on trucks, tractors and agricultural irrigation operations.

This 2025 Annual Air Toxics Report describes the District's ongoing efforts to regulate and minimize air toxic emissions. An electronic version of this report may be found at: https://ww2.valleyair.org/permitting/air-toxics-program/information-for-the-public/air-toxics-annual-reports/

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Introduction

The United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have identified more than 1,700 substances that may cause adverse health effects to the public. These substances when emitted into the air are known as air toxics. Some of these substances are considered to be carcinogens, while others are known to have short-term acute or long-term chronic health impacts. Some common air toxics emitted are diesel particulate matter, benzene, hexavalent chrome, and formaldehyde. Air toxics can emit from a variety of mobile, stationary, and area sources such as cars and trucks, industrial operations, and consumer products. To address air toxics and the potential adverse health impacts from those emissions in the Valley, the District operates a multi-faceted and comprehensive program. This includes quantifying and reporting air toxic emissions from stationary sources located throughout the Valley to CARB. This emission data, compiled with the state's mobile and area source emission inventory, are used by state and local organizations in a variety of air toxic related tracking tools and resources.

California Air Toxics Assessment

The California Air Toxics Assessment (CATA)[1] is a tool that uses detailed emission inventory data from CARB, meteorological data, and an integrated modeling approach to assess health risk for air basins located throughout California. Based on risk data collected between 2012 and 2017, CATA shows an average percent reduction in cancer risk of 55% over that time period in the San Joaquin Valley Air Basin, with the majority of the cancer risk reduction from diesel particulate matter (DPM) emissions. The vast majority of the remaining cancer risk in the Valley came from mobile DPM emission sources under federal and state jurisdiction.

Most of the reductions seen across the air basins were attributed to reductions in on-road mobile emissions due to implementation of the state's on-road truck and bus rule and other programs. Note, the 2017 data includes wildfire emissions, which are a large contributor of certain air toxics like formaldehyde and acetaldehyde but were not available for the 2012 data.

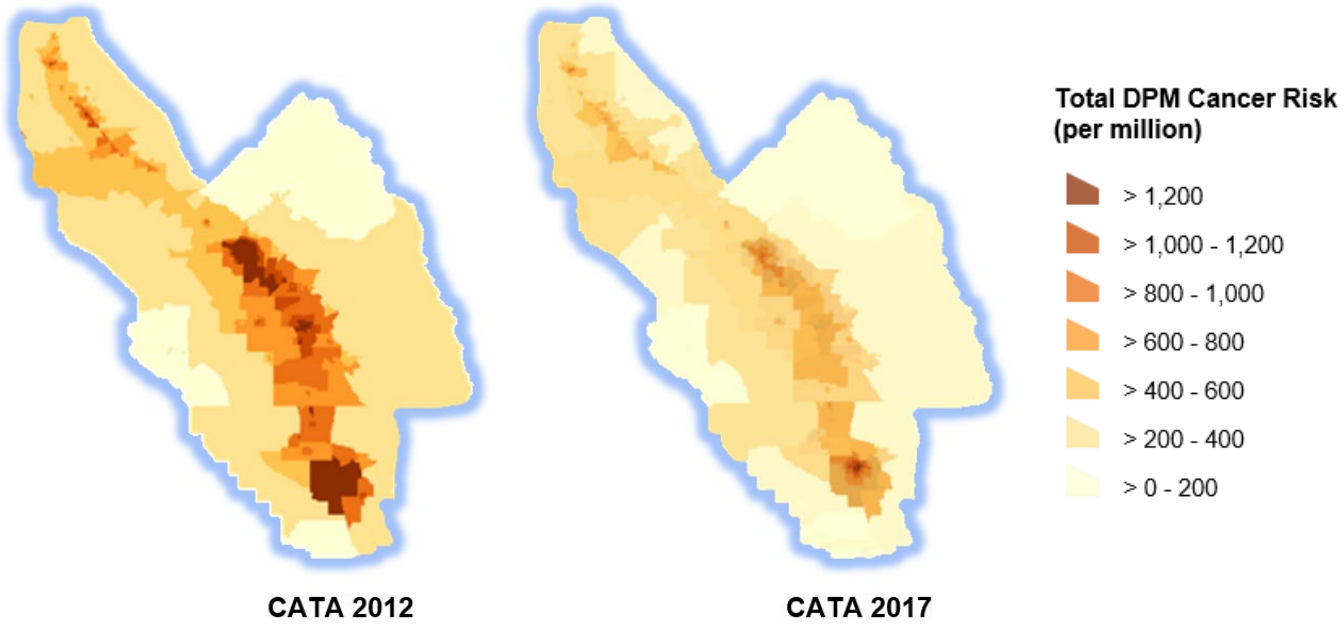
Prior to the 2017 CATA study, an initial statewide air toxics study was conducted with a 2012 base year. For both years, DPM sources were the major contributor to the overall risk, and the main driver of the risk reductions from 2012 to 2017. Table 1 presents the population-weighted averages of census tract total cancer risks in 2017 and 2012 in the six major air basins in California (from CARB's CATA Technical Report, 2023).[2] Note that the total population in the six modeling domains where exposure and cancer risk are estimated is 36,727,572, which accounted for around 99% of the total population in California.

[1] https://california-air-toxics-assessment-californiaarb.hub.arcgis.com/
[2] https://california-air-toxics-assessment-californiaarb.hub.arcgis.com/documents/9cce94a930314324a4101b5b1a549b7c/explore

Table 1. Population-Weighted Total Air Toxics Cancer Risk in the Six Major Air Basins (per CARB's CATA Technical Report, 2023)

Air Basin	Average Risk (chances per million)		Risk Change from 2012 (%)
	2012	2017	
Sacramento Valley	597	356	-40.3
San Joaquin Valley	**1,063**	**474**	**-55.4**
San Diego	803	486	-39.5
Bay Area	871	510	-41.4
Imperial	806	671	-16.7
South Coast	1,244	830	-33.3

Figure 1. Cancer Risk Trends in the San Joaquin Valley (per CARB's CATA)



The 2017 CATA data shows that DPM remained the primary driver for cancer risk in the Valley, with on-road mobile being the highest contributing source (Figures 2 and 3).

Figure 2. Cancer Risk Contributions by Air Toxics in SJV (per CARB's CATA Technical Report, 2023)

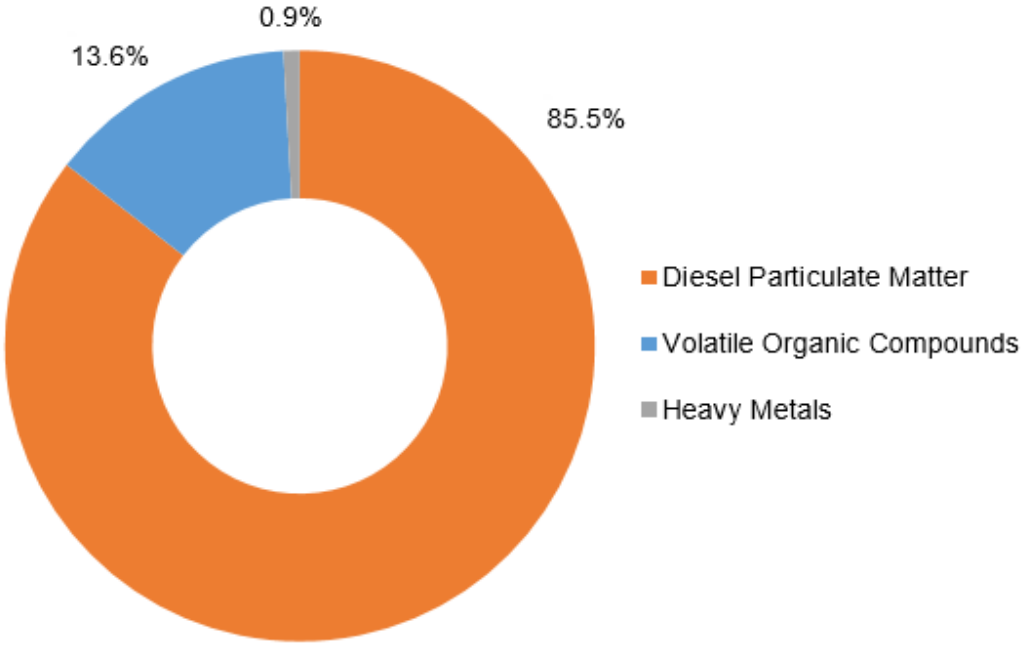
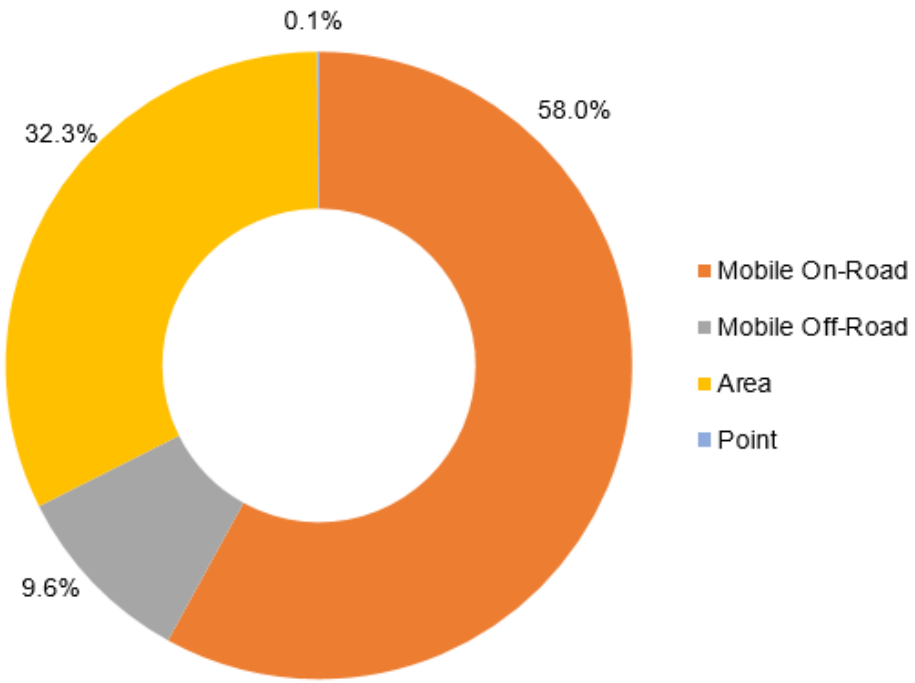


Figure 3. Diesel Particulate Matter (DPM) Population-Weighted Cancer Risk by Emission Source in SJV (per CARB's CATA Technical Report, 2023)



Note that in Figure 3, the source categories include the following specific emission activities:

- Mobile on-road sources include diesel trucks and buses,
- Mobile off-road sources include diesel locomotives, transport refrigeration units, and commercial harbor crafts,
- Area sources include mobile off-road equipment for agricultural-related activities, construction-related activities, forklifts, gen-sets, air compressors, etc.,
- Point sources include facilities subject to AB 2588.

Federal EPA Toxic Release Inventory

EPA's Toxics Release Inventory (TRI) is a resource that tracks the waste management of certain toxic chemicals that may pose a threat to human health and the environment.[3] There are currently 799 individually listed chemicals and 33 chemical categories covered by the TRI program that have the potential to cause cancer, significant adverse chronic, or acute health impacts, or cause significant adverse environmental effects. Facilities that manufacture, process or otherwise use these chemicals in amounts above established levels must submit annual reporting forms for each chemical that are released into the environment. The information submitted by facilities is compiled in the TRI. The data from the TRI helps support informed decision-making by companies, government agencies, non-governmental organizations and the public.

Federal EPA Air Toxics Screening Assessment

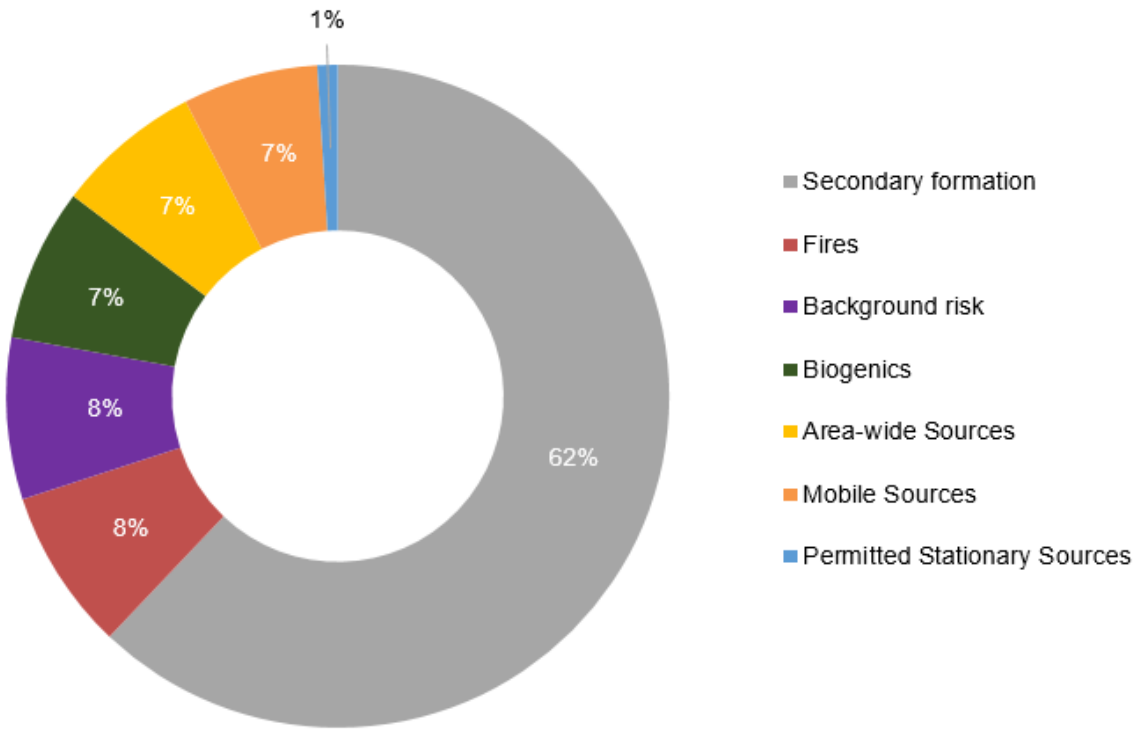
The federal Environmental Protection Agency's (EPA) Air Toxics Screening Assessment (AirToxScreen), is a screening tool that provides communities with information about health risks from air toxics. AirToxScreen is part of EPA's approach to air toxics that provides updated data and risk analyses on an annual basis, helping state, local and tribal air agencies, and the public more easily identify existing and emerging air toxics issues. State and air district toxic emissions inventory data are compiled to create a national emissions inventory of air toxic sources, which is used by EPA to generate the AirToxScreen Mapping Tool. The AirToxScreen Mapping Tool can be found at: https://www.epa.gov/AirToxScreen/airtoxscreen-mapping-tool.

EPA's AirToxScreen calculates public health risk using a four-step process. First, national emission inventories are compiled to identify all types and quantities of air toxic sources. Next, those emissions are input into photochemical model and then a steady-state air dispersion models to estimate long-term ambient air concentrations and population exposures across the United States. Finally, exposed concentrations are multiplied by corresponding air toxic's unit risk factors to estimate cancer risk and the public health impacts from breathing air toxics.

[3] https://www.epa.gov/toxics-release-inventory-tri-program

AirToxScreen estimates cancer risk from a variety of sources including secondary formation, background risk, area-wide sources, mobile sources, biogenics, fires, and permitted stationary sources. Secondary formation of air toxics are the processes where emissions react in the atmosphere to form other substances. Background concentrations are emissions that exist in the air and accumulate from non-specific naturally occurring or distant sources. Biogenic emissions come from specific natural sources, like plants and trees. Fire emissions come from prescribed wildfires and agricultural burning. Based on those emissions, the 2020 AirToxScreen identifies 150 elevated cancer risk areas in the country as having a cancer risk score of greater than 100 in a million. None of the 150 elevated cancer risk areas were located within the San Joaquin Valley. In the Valley, the average cancer risk from air toxic emissions was 28 in a million, compared to the national average of 30 in a million. As shown in Figure 4, about 77% of the total cancer risk in the San Joaquin Valley came from secondary formation, area-wide, and mobile source emissions in 2020, while only 0.5% of the total cancer risk came from stationary source emissions.

Figure 4. Cancer Risk by Source in the San Joaquin Valley (per EPA's AirToxScreen)



Exposure to formaldehyde was responsible for 69% of the total cancer risk in the San Joaquin Valley. Formaldehyde is emitted from secondary formation, primarily from cars, trucks, and planes, as well as other sources. Other chemicals contributing to the calculated cancer risk include acetaldehyde (7.6%), carbon tetrachloride (7.5%), polycyclic aromatic hydrocarbons/polycyclic organic matter (PAH/POM) (4.2%), benzene (3.8%), naphthalene (3.5%), and 1,3-butadiene (1.3%). It is important to note, diesel

particulate matter (DPM) is not considered an air toxic by EPA. Instead, they evaluate the individual chemical constituents of the DPM.

Assembly Bill (AB) 617 - Community Air Protection Program

The implementation of AB 617 (C. Garcia, 2017) has brought additional clean air resources and strategies to Valley communities. Despite the significant reductions in emissions of criteria and toxic air pollutants that have already been achieved across the Valley, there remain many Valley communities that are disproportionately burdened by the cumulative effects of various environmental and socioeconomic factors. AB 617 requires the expedited implementation of advanced control technologies for existing stationary source facilities; development and implementation of community-specific air quality monitoring networks; development and implementation of community emission reduction programs; enhanced reporting of facility emissions inventory data; engagement with community steering committees and stakeholders with respect to the ongoing implementation of Air Toxics Hot Spot facility assessments located within AB 617 communities; and the creation of publicly accessible online clearinghouses of emission control technology determinations. Resources available through this legislation have allowed the District and Community Steering Committees, through a comprehensive public outreach and community engagement process, to develop programs for community protection and develop a robust plan for reducing local exposure to fine particulate matter and toxic air contaminants in Valley communities.

Criteria Air Pollutant and Toxics Air Contaminants Reporting Regulation

California Assembly Bill 617 (AB 617) was a law passed in 2017 that created the Community Air Protection Program to reduce air pollution in disadvantaged communities. AB 617 required CARB to develop a uniform statewide system of annual reporting of emissions of criteria air pollutants and toxic air contaminants for certain categories of stationary sources. The bill requires stationary sources to report their annual emissions of criteria air pollutants and toxic air contaminants. In order to implement these reporting requirements, CARB developed the "Regulation for the Reporting of Criteria Air Pollutants and Toxic Air Contaminants" (CTR) in 2020. In addition to implementing mandates under AB 617, it also supports the requirements of AB 2588. For Valley permitted facilities, the District implements this regulation on behalf of the state through the District's existing annual emission inventory and air toxics processes. Emissions inventory data is critical to understanding the sources of emissions that may contribute to adverse health risks or other impacts at the local, regional, and statewide level. In 2025, more than 7,600 facilities reported their emissions inventory-related data, including process rates, types of fuels used, materials received and processed. Using this information, the District quantified the criteria and toxic emissions for these facilities and transmitted the inventory to CARB. Facility emissions reported under the state's CTR regulation are visualized in CARB's Pollution Mapping tool, which can be found at: https://ww3.arb.ca.gov/ei/tools/pollution_map/.

Summary of California's Air Toxics "Hot Spots" Information and Assessment Act

Background

The *Air Toxics "Hot Spots" Information and Assessment Act* (AB 2588, 1987, Connelly) was enacted in September 1987 and later strengthened in 1992. Under this act, stationary sources are required to report the types and quantities of certain toxic substances their facilities routinely release into the air. The goals of AB 2588 are:

- to identify facilities that release toxic air contaminants as a result of their day-to-day operations
- to collect and quantify emission data
- to identify facilities causing localized impacts
- to determine facility-wide health risks
- to notify nearby residents and businesses of significant risk facilities in their vicinity
- to require that significant-risk facilities reduce their risks below the level of significance in accordance with the provisions of the "Emissions Inventory Criteria and Guidelines Report" adopted by the Air Resources Board

The District's implementation of AB 2588 has minimized health risks to the public associated with the release of air toxic emissions from sources located within the San Joaquin Valley. Under this right-to-know law, the District has worked with facilities to quantify air toxic emissions, determine the potential health risk associated with those emissions, and report any risk determined to be significant by the District through written public reports and neighborhood public meetings. A flowchart summarizing the AB 2588 implementation process is provided in Appendix C.

Assessing the Risk to the Public

The State Air Toxics "Hot Spots" Act requires the District to compile an inventory of toxic emissions from Valley facilities, prioritize facilities for health risk, evaluate public health risks for facilities ranked as high priority, and notify individuals who may be impacted by any significant health risks. Although Hot Spots is primarily a public right-to-know and notification program, the public awareness achieved through the Hot Spots program has led many Valley businesses to voluntarily reduce their toxic emissions to ease community concerns.

Implementation

The District uses the applicability criteria outlined in CARB's Emission Inventory Criteria and Guidelines Regulation (EICGR) to determine which facilities are evaluated under the program. Facilities are subject to quantifying and reporting their toxic emissions if one or more of the criteria below is met:

- Emit toxic substances that have been added to Appendix A of the EICGR, and
- Emit 10 or more tons per year of criteria pollutants (particulate matter, oxides of nitrogen, oxides of sulfur, or organic gasses), or
- Emit less than 10 tons per year of criteria pollutants, but meet one or more of the classes listed in Appendix E of the EICGR, or
- Have an increase in potential health risk from previously calculated levels due to an increase in actual emissions, change to a state-established risk value, or other calculation or methodology changes.

The District's implementation of the AB 2588 Hot Spots Program incorporates the state's guidelines for evaluating health risks from stationary sources in the Valley. Facilities determined to be subject to the Air Toxics "Hot Spots" program are required to prepare a Toxic Emission Inventory Plan (Plan) and a Toxic Emission Inventory Report (Report) in order to provide site-specific inventories of air emissions of toxic substances.

In 2016, the District began the outreach and reassessment of facilities by following the phased processing schedule outlined in AB 2588, which was originally implemented in the late 80's and early 90's. AB 2588 subjected three major categories (or phases) of facilities to the regulation based upon their level of annual emissions. The AB 2588 regulation also allows for "Industrywide" toxics emissions inventory, which consist of facilities that are small businesses where emissions can be generically characterized such as gasoline dispensing facilities, auto body coating facilities, etc. These industrywide facilities are being addressed under the fourth assessment phase. Similar to industrywide facilities, small single source facilities, such those with only diesel internal combustion engines (DICE), are also being assessed in the fourth phase of the implementation schedule. The fourth phase also includes auto body shops and agricultural facilities (primarily dairies). The following summary outlines each phase within the District's implementation plan:

First phase:	Facilities with ≥ 25 tons of emissions per year
Second phase:	Facilities with < 25 tons of emissions per year, but ≥10 tons
Third phase:	Facilities with < 10 tons emissions per year subject to the regulation's additional applicability requirements
Fourth phase:	Industrywide facilities (diesel engine only, gas stations, auto body shops, agricultural facilities)

AB 2588 Evaluation Process

Toxic Emission Inventory Plans and Reports

Under this act, facilities are required to prepare Toxic Emission Inventory Plans and Reports to develop site-specific inventories of air emissions from toxic substances. Plans provide an outline and methodology for calculating toxic emissions for all permitted and non-permitted stationary sources operated at the facility. This is reviewed and approved by the District prior to emission quantification. Reports Include calculations of facility's toxic emissions using site-specific process rates and emission factors in order to perform a "Prioritization" of the facility's air toxic emissions.

Prioritization

AB 2588 requires air districts to prioritize facilities to determine a facility's status within the program. In establishing priorities, the air districts are to consider the potency, toxicity, quantity, and volume of hazardous materials released from the facility, the proximity of the facility to potential receptors, and any other factors that the district determines may indicate that the facility may pose a significant health risk. The District uses the prioritization methodology outlined in the California Air Pollution Control Officers Association (CAPCOA) *Facility Prioritization Guidelines* to prioritize facilities under AB 2588. Utilizing the facility's approved Plan and Report, a facility's priority status is determined using the prioritization thresholds listed in District Policy APR 1906, as identified in Table 2 below.

Table 2: AB 2588 Prioritization Thresholds and Categories

Prioritization Thresholds	Priority Category	Category Requirements
≤ 1	Low Priority	Facility is conditionally exempt from further AB 2588 requirements
>1 and ≤ 10	Intermediate Priority	Facility is required to provide an update summary on a quadrennial basis
> 10	High Priority	Facility is required to perform a Health Risk Assessment

Health Risk Assessment

Facilities that classify as "High" priority are required to perform a Health Risk Assessment (HRA) to determine whether their toxic emissions are expected to pose a significant risk to nearby residents and workers. Under AB 2588, the District and the Office of Environmental Health Hazard Assessment's (OEHHA) review each HRA. HRAs performed under the program are required to use the methodologies and procedures outlined in District guidelines and OEHHA's 2015 Air Toxic Hot Spots Program "*Guidance Manual for Preparation of Health Risk Assessments.*" A facility's status under the program is determined using established health risk thresholds as identified in Table 3 below:

Table 3: AB 2588 Health Risk Assessment Thresholds

Health Risk Thresholds	Risk Category	Category Requirements
Cancer risk < 1 in a million, and Total hazard index of < 0.1	Low Risk	Facility is conditionally exempt from further AB 2588 requirements
1 ≤ Cancer risk <10 in a million, or 0.1 ≤ Total hazard index ≤ 1.0	Intermediate Risk	Facility is required to provide an update summary on a quadrennial basis
Cancer risk ≥ 10 in a million, or Total hazard index of > 1.0	Public Notification Required	Facility is required to go through the public notification process
Cancer risk > 100 in a million, or Total hazard index of > 5.0	Risk Reduction	Facility is required to go through the public notification process and prepare a Risk Reduction Plan

Public Notification

Facilities that are determined to pose a potential health risk to nearby residents or workers by exceeding the District's public notification risk thresholds are required to notify those exposed persons, through the District's Public Notification process. This process informs the public of their potential exposure to toxic substances routinely released into the air from facilities, and the potential health risks associated with those exposures. Additionally, this process allows any public questions or concerns regarding exposure and health risk associated with the facility's toxic emissions to be heard and discussed.

Risk Reduction Audit and Plan

Facilities that pose health risks above District action levels are required to submit risk reduction audits and plans (RRAP) to reduce their risk. The District's review of completeness of any facility RRAP includes a substantive analysis of the emission reduction measures included in the plan, and the ability of those measures to achieve emission reduction goals as quickly as feasible. If the District determines that the RRAP does not meet those requirements, the District shall return the audit and plan to the facility to remedy the deficiencies identified by the District. No District permitted facilities have been determined to pose risks in excess of the risk reduction action levels.

Update Summary Facilities

Intermediate priority and intermediate risk facilities are subject to the regulation's Update Summary reporting process. At least once every four years, these facilities must provide their annual activity and resulting emissions inventory to the District in order to determine whether any operational changes at the facility have the potential to affect the facility's health risk status under the program. Operational changes could consist of increased process rates, or operating new or modified equipment at the facility.

In addition, each Update Summary provided by facilities undergoes an assessment based on their toxic weighted emissions (TWE). These TWE values are aggregated into three risk categories: cancer, chronic, and acute, with the values from the current year compared to the values from the last assessment year. This comparative analysis addresses any updates from OEHHA regarding risk factors or reference exposure levels on a pollutant-by-pollutant basis during the quadrennial period. Using the TWE allows a more refined evaluation to determine whether a facility needs to submit an updated plan, because it factors the toxicity of air toxic emissions and assesses their impacts accordingly.

It is important to note that changes to the facility that require a District permit or permit modification must be approved by the District prior to being implemented. Based on the information submittal, the District determines if an updated AB 2588 assessment is required (reinstatement).

Industrywide and Small Single Source Facilities

Under the state's regulation, common types of smaller commercial facilities where the air toxics emissions can be easily and generically characterized and calculated qualify for a more streamlined assessment process referred to as "industrywide." These facility industrywide classes include gasoline dispensing facilities, dry cleaning operations, and automotive coating facilities.

Similar in concept to the industrywide facilities, smaller operations operating only a single type of emission unit that cannot qualify as industrywide but where the emissions can easily and generically be characterized and calculated, qualify for a more streamlined assessment process referred to as "small single source" facilities. Small single sources include facilities only operating diesel-fired emergency engines.

Conservatism in Health Risk Assessment

Health risk assessments performed under the AB 2588 Air Toxics "Hot Spots" program are intentionally designed to be health-protective and conservative. The methodologies established by OEHHA and implemented by the District incorporate a number of assumptions that are intended to avoid underestimating potential risk.

For cancer risk evaluations, exposure is generally assumed to occur continuously over a 70-year lifetime at the point of maximum modeled concentration, even though most individuals do not reside at a single location for that duration. Residential exposure scenarios assume 24 hours per day of exposure, while worker exposure scenarios assume full occupational exposure over a standard working lifetime. These assumptions are designed to represent upper-bound exposure conditions.

Air dispersion modeling is conducted using U.S. EPA's AERMOD model with site-specific stack parameters and conservative meteorological inputs. Emission estimates are based on approved emission factors, source testing data when available, and worst-case operating scenarios where appropriate. When multiple pollutants are emitted, cumulative cancer risks and non-cancer hazard indices are calculated by summing contributions from individual compounds.

In addition, OEHHA cancer potency factors and reference exposure levels are developed to be health-protective values that incorporate uncertainty factors to address variability in human sensitivity and limitations in toxicological data. As scientific understanding evolves and OEHHA updates toxicity values, facilities are reassessed to ensure continued protection of public health.

Because of these conservative assumptions, calculated health risks under AB 2588 are intended to represent upper-bound risk estimates rather than precise predictions of actual individual risk. The program's stepwise prioritization and refinement process ensures that facilities exceeding screening thresholds are subject to more detailed, site-specific evaluation before regulatory action is required.

OEHHA's Recent Updates on Risk Assessment Health Values

The California Office of Environmental Health Hazard Assessment (OEHHA) develops chemical-specific numerical values for evaluating health risks related to exposure to chemical contaminants. These are divided into two main categories: cancer health values and noncancer health values. Cancer health values are expressed as cancer potency factors or unit risk factors that describe the increase in cancer risk per unit of exposure to a carcinogen. Noncancer health values are expressed as reference exposure levels (REL) that provide a concentration of a chemical in the air that a person can be exposed to over a specified duration (acute, 8-hour, or chronic/lifetime) without an expected risk of adverse health effects.

OEHHA's approved health values are published in *The Consolidated Table of OEHHA / CARB Approved Risk Assessment Health Values* which provides all of the cancer potency

values and noncancer acute, 8-hour chronic, and chronic RELs that are available for use in the AB 2588 Air Toxics "Hot Spots" Program. The substances that have been updated in 2025 are listed in Table 4.

Table 4: 2025 OEHHA/CARB Approved Risk Assessment Health Values

Substance	Inhalation Reference Exposure Level ($\mu g/m^3$)			Cancer Potency Factor $(mg/kg\text{-}d)^{-1}$
	Acute	8-Hour Chronic	Chronic	
1,4-Dichlorobenzene	8,700	10	5.0	N/A
Isoprene	N/A	N/A	N/A	0.019
Hexamethylene Diisocyante (Monomer and Polydiisocyanates)	4.5	0.8	0.4	N/A

1,4-Dichlorobenzene (1,4-DCB) is a chlorinated compound widely used in deodorants, moth repellants, fumigants, and as an intermediate in producing plastics, resins, and other industrial chemicals, leading to higher exposure levels indoors than outdoors. Long-term exposure to 1,4-DCB can damage the central nervous system, cause degeneration of the nasal olfactory epithelium, and is associated with earlier puberty onset in girls. Sources of 1,4-DCB emissions in the District subject to permit include landfills, wastewater treatment plants, dairies and cheese producers.

Isoprene is the largest source of volatile non-methane hydrocarbons emitted into Earth's atmosphere. Sources of emissions are both biogenic (natural) and non-biogenic (man-made). Industrially, isoprene is a by-product of the thermal cracking of naphtha and is used mainly to make synthetic isoprene rubber, which is used mainly in the manufacture of vehicle tires and footwear. Isoprene is also used to produce butyl rubber for manufactured goods such as hoses and liners in tubeless tires. In addition, the manufacture of styrene-isoprene-styrene polymers is used to make thermoplastic rubber and pressure-sensitive or thermosetting adhesives. Isoprene is a known carcinogen. There are not any significant sources of isoprene emissions in the District subject to permit.

Hexamethylene diisocyanate (HDI) and its polymers are mainly used as hardeners in durable polyurethane coatings for vehicles, aircraft, outdoor furniture, and architectural finishes, with additional uses in adhesives and waterproofing materials. Exposure to HDI vapors and aerosols can cause respiratory irritation, inflammation, asthma sensitization, and long-term lung function impairment, with sensitized individuals reacting even at very low levels. The primary source of HDI emissions in the District subject to permit are auto body coating operations and other industrial coating operations.

CARB's Recent Updates to AB 2588 Guidance

Amendments to the Emission Inventory Criteria and Guidelines Regulation

Amendments were made to the Emission Inventory Criteria and Guidelines Regulation (EICGR) and approved by the Office of Administrative Law on March 21, 2022. CARB amended the EICGR to collect more comprehensive emission data across the state. The primary amendments to the EICGR include:

- Updated reporting requirements for diesel engines
- Added criteria for determining facility exemptions, reinstatements, and update reporting provisions
- Increased the number of reportable substances in Appendix A from approximately 700 to over 1,700 substances
- Established a phase-in schedule for evaluating newly added substances, consistent with the CTR Regulation's emissions inventory schedule
- Added new source test requirements for certain source types

Gasoline Service Station Industrywide Risk Assessment Guidance

To assist air districts in assessing gasoline dispensing facilities (GDF) as required under AB 2588, CARB and the California Air Pollution Control Officers Association (CAPCOA) prepared an updated standardized *Gasoline Service Station Industrywide Risk Assessment Technical Guidance* in 2022. This guidance provides a framework for air districts to use when evaluating the public health risks from GDFs. This guidance replaces the 1997 *Gasoline Service Station Industrywide Risk Assessment Guidelines* that was previously used by air districts for their health risk evaluations. Changes in the 2022 technical guidance include new health risk methodologies, updated emission factors for gas stations, and new information on the toxic chemicals in gasoline. Due to the significant changes in the methodology and the state-wide effort to evaluate GDFs under AB 2588, the District evaluated the Valley's permitted GDF facilities' calendar year 2021 emissions in 2022 (approximately 1,500 facilities), and continue to assess them on an ongoing basis under AB 2588.

Diesel Engine Only Facility Risk Assessment Guidance

Under the District's leadership, in 2024 CAPCOA and CARB prepared a technical guidance document and screening tool to assist air districts when performing screening health risk assessments for non-vehicular, diesel engine sources under AB 2588. The guidelines provide suggested procedures and methodologies that districts can use when preparing emission inventories and health risk assessments for facilities with non-vehicular, diesel-fueled engines. In addition, the document provides guidance on the use of CARB's Hotspots Analysis and Reporting Program (HARP2) diesel engine risk screening tool. The tool incorporates default parameters and conservative assumptions to minimize user input and help streamline the health risk assessment process. Using this methodology, the District evaluated nearly 2,000 Valley diesel engine only facilities under AB 2588.

Auto Body Shop Industrywide Risk Assessment Guidance

Recently, CAPCOA and CARB developed an auto body coatings emissions calculator in collaboration with coating manufacturers and air districts. It includes CARB-approved industrywide emissions profiles and a specialized "Autobody Coatings Emission Calculator" to support reporting under the AB 2588 program and the Criteria Pollutant and Toxics Emissions Reporting (CTR) regulation. Auto body shops emit a wide range of toxic air contaminants due to the composition and use of automotive refinish coatings. Because many facilities lack the resources or site-specific data needed for detailed emissions calculations, CARB created statewide, sales-weighted average profiles based on data from five major coating manufacturers that represent over 80% of California's market to estimate emissions of 691 toxic substances from nine coating categories. The tool allows users to input coating usage and adjust for transfer, capture, and control efficiencies.

Accurate emissions data are especially important because autobody shops are often located near residential areas, increasing exposure to volatile organic compounds, particulate matter, and other toxic pollutants. While site-specific product data provides the most accurate emissions estimates, the generic profiles offer a practical alternative when such data are unavailable for individual facilities.

Air Toxics Hot Spot Assessments Summary

The District has finalized 7,934 AB 2588 facility assessments from 2016 - 2025. Table 5 identifies the number of facilities assessed in 2025 through a prioritization analysis (after completion of a Plan and Report) or a health risk assessment (after completion of a prioritization).

Table 5: Summary of Facilities Assessed Under AB 2588 in 2025

AB 2588 Category	Number of Facilities Assessed in 2025
Low Priority / Exempt	72
Low Risk	6
Intermediate Priority	136
Intermediate Risk	21
High Priority	147
Public Notification	0
Risk Reduction	0
Total	**382**

Under the State's CTR emissions inventory reporting regulation, autobody shops were phased-in to report their process rates and emissions beginning in 2025. In addition, following the State's AB 2588 Guidelines and phase-in schedule for autobody shops, the District evaluated more than 330 autobody shops under AB 2588 in 2025. Of these facilities, 146 resulted in a "High" prioritization score under AB 2588 prioritization

methodology.

It is important to note that a "High" prioritization score does not mean that a facility poses a significant health risk. Rather, a high prioritization score triggers the next step in the AB 2588 process, preparation of a facility-specific Health Risk Assessment (HRA). The HRA uses site-specific operating information, air dispersion modeling, and OEHHA-approved health values to determine whether actual health risk exceeds public notification or risk reduction thresholds.

The primary driver of the elevated prioritization scores for automotive coating facilities is para-chlorobenzotrifluoride (PCBTF), a solvent widely used in automotive coatings. In recent years, OEHHA established cancer potency factors for PCBTF, which were not available at the time these facilities where initially assessed. Because PCBTF is often present in significant fractions within automotive coating formulations, the incorporation of updated toxicity values into the prioritization screening calculations has resulted in higher prioritization scores for many facilities.

Historically, PCBTF has been classified by U.S. EPA as a "VOC-exempt" compound for ozone formation purposes because it does not significantly contribute to photochemical smog formation. As a result, PCBTF became widely used in coating formulations, since its exempt status allowed products to meet low-VOC requirements while maintaining performance. However, VOC-exempt status under ozone regulations does not preclude evaluation under California's air toxics risk framework. The recent establishment of OEHHA cancer potency values now requires PCBTF emissions to be incorporated into AB 2588 prioritization and risk assessment calculations.

The District is implementing these updates consistently with statewide guidance developed by CARB and CAPCOA. Facilities that were previously evaluated under AB 2588 are being reassessed as required when updated toxicity values materially affect prioritization outcomes. This process ensures that the District's implementation of the Air Toxics "Hot Spots" Program reflects the most current health science available.

Based on experience with similar reassessments following updates to OEHHA health values, it is anticipated that many facilities receiving a high prioritization score may ultimately be determined, through facility-specific Health Risk Assessments, to have health risks below established AB 2588 significance thresholds. The AB 2588 program is structured as a stepwise screening and refinement process designed to conservatively identify facilities requiring further evaluation, while ensuring that only facilities exceeding established risk thresholds are subject to public notification or risk reduction requirements.

The District will continue to work collaboratively with affected facilities to complete required Health Risk Assessments in a timely manner and to ensure full compliance with AB 2588 program requirements.

A detailed list of the facilities evaluated in 2025 and their current status under AB 2588 can be found in Appendix A, along with maps that visually display the location and status of those facilities by county.

The District also re-evaluated 41 facilities subject to the update summary reporting process in 2025 to determine whether reinstatement into the program was required, as shown in Table 6. A detailed list of those facilities and associated reinstatement status can be found in Appendix B.

Table 6: Summary of Quadrennial Reporting (Update Summaries)

AB 2588 Category	Number of Facilities Assessed in 2025
Needs Reassessment	3
Continued Quadrennial Reporting Cycle	38
Total	**41**

Preventing Creation of Significant Health Risk

The overall goal of the District's integrated approach to air toxics emissions in the San Joaquin Valley is to minimize public exposure to air toxic emissions. The integrated air toxics program assists in preventing, minimizing, and reducing health risks through a variety of programs.

New or Modified Stationary Source Evaluations

One goal of District risk management review efforts is to minimize the increase that new and modified stationary sources add to the existing toxic load and any potentially significant public health impacts associated with the release of those airborne toxic emissions. In order to achieve this goal, the District evaluates the health risk of stationary sources as part of the District's permitting process and engineering evaluation.

Under the District's risk management policy, Toxic Best Available Control Technology must be applied to all units that may pose greater than *de minimis* levels of risk (i.e., a cancer risk greater than one in one million). Projects that would pose significant impacts to nearby residences or businesses (i.e., by causing an increased cumulative facility cancer risk of 20-in-a-million or greater) are not approvable. When a project is determined not to be approvable as proposed, District staff will work with the applicant to find approvable low-risk alternatives, such as installing air toxic emissions control devices or limiting the operation of the proposed equipment. Under this program, the District has performed more than 18,000 Risk Management Reviews for facilities throughout the District. As a consequence, no permit for a new or modified operation has been approved since the program was initiated in 1995 that would have created a significant health impact through increases in air toxic emissions.

Air Toxics "Hot Spots" Information and Assessment Act

As noted earlier in this report, this law is designed to provide information on the extent of air toxic emissions from existing stationary sources and the potential public health impacts of those emissions. Facilities are required to calculate and report to the District their actual air toxic emissions. Facilities with health risk assessment score above public notice thresholds must disclose their impacts to nearby residents that may be impacted. Facilities that exceed a higher risk reduction action threshold must go even further and reduce emissions of air toxics. No Valley facility currently exceeds the public notification or risk reduction thresholds under the AB 2588 Air Toxics "Hot Spots" program. At the beginning of the program's implementation in 1989, 16 facilities were classified as Significant Risk Facilities.

Incentive-Based Programs

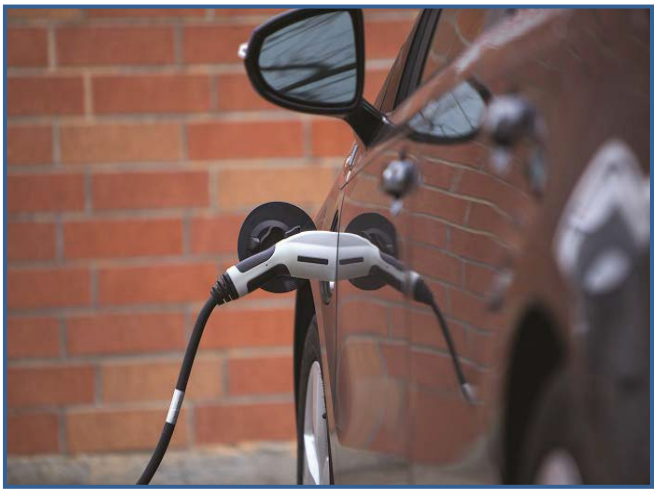
To assist in reducing air toxic emissions throughout the Valley, more than $7.6 billion in public and private funding has been invested in clean-air projects through the District's voluntary incentive programs. In total, these programs have reduced more than 293,000 tons of harmful emissions. Carcinogenic diesel particulate matter (DPM) emissions have been significantly reduced in the Valley, where District voluntary incentives programs have provided critical funding toward replacing more than 37,955 older, high-polluting heavy-duty diesel engines with zero emission electric motors or cleaner burning engines equipped with the latest emissions control technologies. In addition, these incentive programs provide critical funding to replace older, higher-polluting school buses, light-duty passenger vehicles, residential wood burning devices, and numerous others.

Through the District's first-of-its-kind Ag Burn Alternatives Grant program, the District provides funding to support the Valley's ongoing phase-out of agricultural open burning and the development of innovative alternatives to open burning.

In 2017, AB 617 initiated a statewide effort to monitor and reduce localized air pollution, and improve public health, in communities that experience disproportionate burdens from exposure to air pollutants through new community- focused and community-driven actions. The communities of Shafter, South Central Fresno, Stockton and Arvin/Lamont were selected to receive clean air resources available under AB 617 through the Community Air Protection Program. This program includes a substantial investment of community-level funding through a wide variety of voluntary incentive funding measures, including the Tune-In & Tune-Up program and the Fireplace & Woodstove Change-Out Program. The Tune-In & Tune-Up program provides incentives for primarily low-income District residents to perform much-needed smog related repairs to their personal vehicles. In some cases, the District is even able to offer greater incentives for residents to replace their old, high polluting vehicle with a much cleaner and much newer vehicle. Through the Fireplace & Woodstove Change-Out Program, the District is able to provide funding for District residents to replace, older, high polluting residential wood burning devices with new, clean burning devices or natural gas inserts. Through this program, the District offers a higher incentive for the District's low-income population.

Attainment Plans and Control Strategies

Within the District's *2018 PM2.5 Plan* and *2022 Ozone Plan*, the District prioritized public health focused strategies and rapidly implemented meaningful emission reduction programs to ensure the community experienced the health benefits promptly. Examples include new measures to further reduce *PM2.5* emissions from residential wood burning (Rule 4901) and industrial sources, and new measures to reduce harmful *volatile organic compound* (VOC) emissions from oil and gas sources and petroleum refining (Rules 4401, 4409, 4455, 4623, and 4624). Additionally, as part of the District's recently adopted *2024 PM2.5 Plan,* the District has committed to further strengthen rules for residential wood burning and agricultural sources, which reduce some of the most harmful types of particulate matter. Through ongoing attainment planning, the District continues to prioritize programs and strategies that reduce harmful emissions and result in public health benefits.



Indirect Source Review Rule

The District's Indirect Source Review (ISR) rule, in place since 2005, achieves combustion-related NOx and PM10 emission reductions from the construction and

operation of new development projects through the incorporation of clean-air design features and on-site mitigation measures. The focus of these emissions reductions is from development-related mobile source heavy duty off-road diesel equipment and heavy duty on-road diesel trucks, which emit diesel particulate matter, one of the most potent carcinogens.

California Environmental Quality Act and Health Risk Assessments

The California Environmental Quality Act (CEQA) requires public agencies to evaluate environmental impacts from a development project and all feasible alternatives or mitigation measures that can substantially reduce or avoid those impacts. Generally, the main responsibility for satisfying CEQA requirements, or "lead agency" role, falls under the responsibility of city or county planning agencies.

From a health risk perspective, land use decisions are critical to improving and preventing degradation of air quality within the San Joaquin Valley, as land use patterns greatly influence potential exposure of sensitive receptors to sources of air pollution. Under CEQA, land use agencies must evaluate the potential significance of health risks associated with development projects. The District provides support to land use agencies when making air quality impact determinations by assisting in the review of health risk assessments performed for the project.

Outreach and Education

As we move forward in achieving our mission, the District will continue its ongoing efforts to educate the public about air quality, and the significant clean air investments and air quality progress that have been made in the Valley.

The District's information and educational programs include the Real- Time Air Quality Advisory Network (RAAN), Web-based Archived Air Quality (WAAQ) System, and Healthy Air Living Schools program.

RAAN uses real-time data from air monitoring stations throughout the Valley to provide hour-by-hour air quality updates to schools and other subscribers. WAAQS was implemented in 2015 and takes RAAN a step further by providing neighborhood-by-neighborhood historical air quality data for any address in the Valley air basin. Valley residents can use this information to make informed decisions and plan outdoor activities

for times with the best air quality, reducing potential air quality health risks. As a high priority area of focus, the District has continued working to expand the Healthy Air Living Schools initiative to deliver an extensive set of tools and information, including the recent launch of school-based Real-Time Electronic Air-quality Displays (READ), to enable Valley schools to understand and respond to air quality conditions and protect the health of students.

Air Toxics Regulations

In addition, the District implements a variety of state, federal, and District rules reducing and regulating the emissions of toxic air pollutants. Such regulations have generated significant reductions in air toxics from a wide variety of sources, from requiring the gradual phase-out of perchloroethylene used at dry cleaners and mandating emissions controls at chrome platers, to a large number of rules aimed at reducing particulate emissions from diesel internal combustion engines.

Diesel Particulate Matter (DPM) Risk Reduction

CARB identified particulate matter emissions from diesel-fueled engines as a toxic air contaminant with the potential to pose a significant cancer risk to the public. Historically the cancer risk from the exhaust of diesel internal combustion engines has been determined to be far higher than the estimated cancer risk from all other sources of air pollution combined. Because of the high level of risk associated with diesel exhaust, and because of the prevalence of the engines, the State chose not to address diesel exhaust using the existing risk management guidance. Instead, the State decided to establish an advisory committee of interested parties, and developed a comprehensive risk management plan that would result in significant reductions in emissions of diesel particulate matter. CARB adopted the Risk Reduction Plan to Reduce Particulate Matter Emissions from mobile and stationary Diesel-fueled Engines.

Several of the following Air Toxic Control Measures (ATCMs) were developed as a part of ARB's diesel exhaust risk reduction efforts, which continue to be developed. Related information is available on CARB's ATCM website at: https://ww2.arb.ca.gov/resources/documents/airborne-toxic-control-measures.

ATCM Portable Diesel-Fueled Engines

The purpose of the CARB adopted Portable Diesel ATCM is to protect public health by controlling particulate matter (PM) emissions from diesel fueled portable engines rated at 50 horsepower and greater operating in California. All existing portable diesel engines were required to be certified by January 1, 2010, and all new portable engines were required to meet the latest certification standards. In addition, the ATCM contains stringent diesel PM fleet standards that apply after 2010.

The latest version of the ATCM became effective on November 30, 2018 and contains stringent emissions standards and operational requirements that impact new and existing portable diesel engines. The District has been implementing the requirements of the Portable ATCM in the review of applications for District Portable Registrations and permits

for portable diesel engines. This ATCM is expected to continue to result in a substantial reduction in Valley diesel PM emissions over the next several years.

ATCM Stationary Diesel-Fueled Engines

The purpose of the CARB adopted Stationary Diesel ATCM is to protect public health by controlling particulate matter (PM) and criteria pollutant emissions from stationary diesel fueled portable engines rated at 50 horsepower and greater operating in California.

This ATCM is satisfied via Rule 4702 (Internal Combustion Engines) in combination with the District's permitting or Permit-Exempt Equipment Registration (PEER) program. These District programs have collectively been found by the CARB to be equivalent to the Stationary ATCM for stationary agricultural engines. This ATCM and District Rule 4702 are expected to continue to result in a substantial reduction in Valley diesel PM emissions over the next several years.

CARB Control Measure for In Use Off-road Diesel Vehicle Rule

The purpose of the CARB adopted an off-road diesel vehicle rule is to reduce diesel PM and oxides of nitrogen (NO_X) emissions from in-use (existing) off-road heavy-duty diesel vehicles. The regulation applies to self-propelled diesel-fueled vehicles that cannot be registered and licensed to drive on-road. Examples include loaders, crawler tractors, skid steers, backhoes, forklifts, and airport ground support equipment. Vehicles with engines less than 25 horsepower are exempt. The regulation is expected to reduce diesel exhaust emissions by over 1,600 tons per year statewide between 2010 and 2030.

Diesel Particulate Matter Control Measure for On-road Heavy-duty Diesel-fueled Vehicles Owned or Operated by Public Agencies and Utilities

The purpose of the CARB adopted control measure will reduce emissions from on-road heavy duty vehicles over several deadlines, with the first groups of vehicles required to be in compliance by December 31, 2007. This control measure is particularly effective because it reduces diesel PM emissions in the heart of residential communities where municipal and utility vehicles frequently conduct business, and where the public is significantly impacted by diesel PM emissions.

ATCM to Limit Diesel-fueled Commercial Motor Vehicle Idling

CARB initially adopted an ATCM to reduce emissions of toxics and criteria pollutants by limiting idling of new and in-use sleeper berth-equipped diesel trucks. The emission performance requirements necessitate technologies that serve as alternatives to idling the truck's main engine. The new engine requirements required 2008 and newer model year heavy-duty diesel engines to be equipped with non-programmable engine shutdown systems that automatically shut down the engine after five minutes of idling or, alternatively, meet a more stringent NO_X idling emission standard. Beginning January 1, 2008, in-use truck regulations mandate that operators of both in-state and out-of-state registered sleeper berth equipped trucks to manually shut down their engine when idling more than five minutes at any location within California. Each year heavy-duty diesel truck idling contributes to hundreds of pounds of PM emissions as well as other pollutants to the

Valley. The District incentive program has subsidized truck stop support equipment to reduce diesel truck idling along the main goods movement corridors. Tests conducted by the District and CARB have determined that an idling truck can consume up to a gallon of diesel fuel an hour. The idling of heavy-duty trucks, at the time of delivery, represents a high percentage of emissions around developed areas in the Valley.

District Enforcement of Idling ATCMs

On July 1, 2008, the District began enforcing California Air Resources Board's ATCM to Limit School Bus Idling and Idling at Schools and ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, during timeframes in which state funding is available to support these efforts. The purpose of these ATCMs is to reduce toxic and criteria air pollutants by limiting idling time. By enforcing these requirements in the Valley, the District is able to directly reduce public exposure from toxic emissions, especially in sensitive areas.

ATCM for Transport Refrigeration Units

The purpose of the CARB adopted ATCM is to reduce emissions of diesel PM from Transport Refrigeration Units (TRUs). TRUs are refrigeration systems powered by diesel internal combustion engines designed to refrigerate or heat perishable products that are transported in various containers, including semi-trailers, truck vans, shipping containers, and rail cars. Although TRU engines are relatively small, ranging from 9 to 36 horsepower, significant numbers of these engines may operate at distribution centers, truck stops, and other facilities, resulting in the potential for health risks to those that live and work nearby. CARB estimated that diesel PM emissions from TRUs will be reduced by 83% by 2040. In 2022, CARB approved amendments to this ATCM, to further reduce emissions and health risks from diesel-powered TRUs. Related information is available on their TRU ATCM website at https://ww2.arb.ca.gov/our-work/programs/transport- refrigeration-unit.

ATCM for Hexavalent Chromium for Decorative and Hard Chrome Plating and Chromic Acid Anodizing Facilities

The purpose of the CARB adopted ATCM is to established new, more stringent emission limitations that depend upon size and nearness to sensitive receptors, limited the use of chemical fume suppressants, and adopted new housekeeping, education, monitoring, recordkeeping, and reporting requirements.

CARB amended the ATCM in 2023 to establish enhanced best management practices (e.g. building enclosures, limits, source testing, etc.) for all chrome plating facilities using hexavalent chrome. The stated goal of the amended ATCM is eliminating toxic hexavalent chromium emissions from the chrome plating industry in California over time. The amendments phase out the use of hexavalent chromium from chrome plating operations for all new chrome plating facilities in California. The amendments went into effect January 1, 2024.

There are numerous expected benefits from the revised ATCM, including eliminating hexavalent chromium emissions from California's chrome plating industry, reducing the

potential cancer risk to individual residents and off-site workers near chrome plating facilities, and reducing occupational exposures for on-site workers.

ATCM for Perchloroethylene Emissions from Dry Cleaning Operations

The purpose of the CARB adopted ATCM is to phase out the use of perchloroethylene dry cleaning machines and related equipment by January 1, 2023. In addition, the amendments will put in place revisions to the Curriculum for the Environmental Training Program for Perchloroethylene Dry Cleaning Operations (Training Curriculum). There were changes to the operational requirements for dry cleaners as well. For example, the revised ATCM requires that owners/operators maintain a spare set of gaskets on-site and that trained operators be on-site whenever the machine is operated. These amendments became effective upon final approval by the Office of Administrative Law on December 27, 2007. The District adopted the revised ATCM in 2008 by reference. In accordance with the ATCM and District Rule 7070, there are no longer any District permitted facilities that operate perchloroethylene dry cleaning equipment.

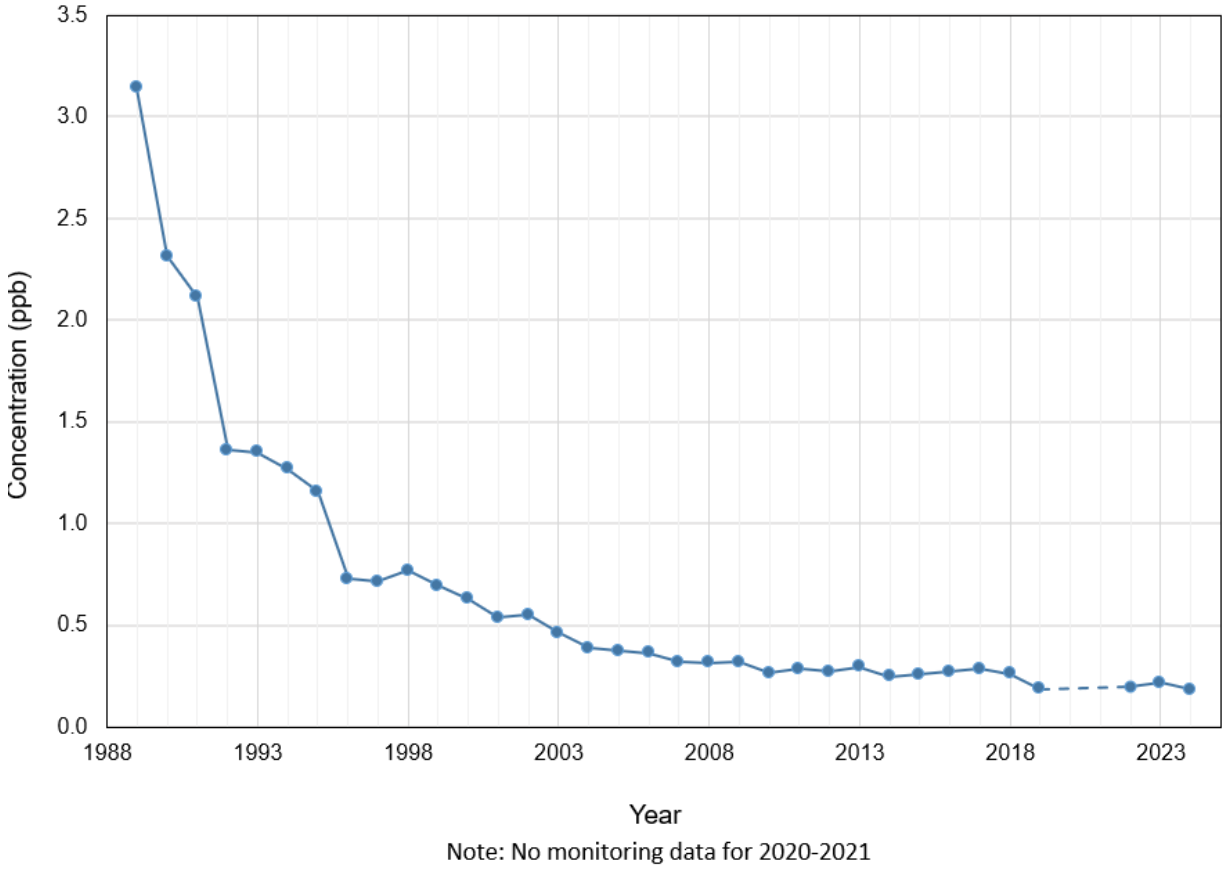
ATCM for Composite Wood Products

The purpose of the CARB approved ATCM is to reduce formaldehyde emissions from composite wood products including hardwood plywood, particleboard, medium density fiberboard, thin medium density fiberboard, and also furniture and other finished products made with composite wood products Formaldehyde is produced on a large scale worldwide. One major use includes the production of wood binding adhesives and resins. CARB developed a modified version of the Composite Wood Product ATCM that was released for a 15-day public comment period on January 31, 2008, and was approved April 18, 2008, by the Office of Administrative Law. Further amendments to this ATCM were approved in May of 2012.

ATCM for Benzene from Retail Service Stations

CARB adopted the ATCM for Emissions of Benzene from Retail Service Stations. The ATCM reflects the use of best available control technology, which requires the installation of CARB-certified Phase I and II vapor recovery control equipment at all retail service stations. The ATCM is designed to reduce benzene and total hydrocarbon emissions from uncontrolled stations by 95 percent. Figure 5 shows the trend of benzene emissions in the Valley.

Figure 5. Benzene Concentrations Trend in San Joaquin Valley (CARB Annual Toxics Monitoring)



ATCMs Adopted by the District as Regulations

- District Rule 7011: Chromium Plating And Chromic Acid Anodizing Facilities
- District Rule 7012: Hexavalent Chromium - Cooling Towers
- District Rule 7021: Ethylene Oxide - Sterilizers and Aerators
- District Rule 7031: Dioxin - Medical Waste Incinerators
- District Rule 7041: Fluorides - Phosphoric Acid Plants
- District Rule 7050: Asbestos - Containing Material for Surfacing Applications
- District Rule 7060: Toxic Metals from Non-Ferrous Metal Melting
- District Rule 7070: Perchloroethylene from Dry Cleaning Operations

Other ATCMs are implemented primarily through the permitting process. These include the ATCM for Stationary Compression Ignition Engines and the ATCM for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater.

Implementation of Federal Air Toxics Mandates (NESHAPs)

The District was delegated the responsibility of enforcing the U.S. EPA's NESHAP for asbestos, a known carcinogen, and as a result performs hundreds of inspections of construction projects that have the possibility of disturbing asbestos containing materials.

By ensuring that these materials are removed and handled correctly, the probability of harmful releases of asbestos is significantly reduced.

EPA has issued NESHAPs through Part 61 and Part 63 of Title 40 of the Code of Federal Regulations (CFR). The Part 61 NESHAPs were issued prior to the adoption of the Federal Clean Air Act Amendments of 1990. Those NESHAPs are specific to a particular hazardous air pollutant (HAP). Due to little activity in adopting NESHAPs, the 1990 amendments to the Federal Clean Air Act established a new procedure for developing NESHAPs. A list of 189 HAPs was established. EPA identified industries that emitted those HAPs and established a prioritized list of over 70 source categories for which Maximum Achievable Control Technology (MACT) standards would be promulgated. These MACT standards apply to major sources of HAPs, defined as sources with emissions greater than 10 tons per year of a single HAP, or 25 tons per year of combined HAPs. Many of these sourcecategories are already subject to state and local regulation, which have traditionally been more stringent than the federal regulations. EPA has already adopted MACT standards to address the majority of the source categories identified.

In addition to the MACT standards for major sources, EPA is also required to adopt NESHAPs standards to reduce the health risk associated with area (non-major) sources of HAPs. As the result of a lawsuit, EPA was under court order to promulgate area source NESHAPs for 4 categories of sources by December 15, 2006; for 6 categories by June 15, 2007; and for 10 categories each 6 months thereafter until June 15, 2009. Similar to the MACT standards for major sources, many of the area sources subject to these standards are already subject to state and local regulation. Area source NESHAPs have already been promulgated for Oil and Natural Gas Production Facilities; Polyvinyl Chloride and Copolymers Production, Primary Copper Smelting, Secondary Copper Smelting, and Primary Nonferrous Metals - Zinc, Cadmium, and Beryllium; Acrylic and Modacrylic Fibers Production, Carbon Black Production, Chemical Manufacturing: Chromium Compounds, Flexible Polyurethane Foam Production and Fabrication, Lead Acid Battery Manufacturing, and Wood Preserving; Clay Ceramics Manufacturing, Glass Manufacturing, and Secondary Nonferrous Metals Processing; Electric Arc Furnace Steelmaking Facilities; and Hospital Ethylene Oxide Sterilizers. See Appendix D for the current status of the District's implementation of NESHAPs.

An amendment to 40 CFR part 63, subpart ZZZZ (control of HAPs from reciprocating internal combustion engines) was proposed on June 6, 2012, and was finalized by EPA on January 14, 2013. This regulation requires reductions in hazardous air pollutants from stationary internal combustion engines over the next several years, and requires significant recordkeeping and monitoring of the engines affected. The District is currently developing processes and policies to assist those facilities affected to comply with the new requirements.

Many other amendments to existing NESHAPs were finalized in 2012: Chemical Manufacturing, Hard & Decorative Chrome electroplating and HCL supplements, Polyvinyl Chloride, Nitric Acid Plants, Petroleum Refineries process heaters and flares, etc. While

these NESHAPs have lesser applicability in California and the San Joaquin Valley then the engine NESHAP discussed above, the District will identify, notify, and assist those facilities affected.

In December 2021, EPA issued a decision extending Toxic Release Inventory (TRI) reporting for ethylene oxide to 29 facilities across the country. These facilities were required to begin tracking their chemical activities, releases and other waste management quantities starting in January 2022 and submit TRI data to EPA in 2023. None of these facilities are located within the San Joaquin Valley.

On July 25, 2023, EPA announced proposed updates to the Air Emissions Reporting Requirements (AERR) to improve EPA's collection of certain emissions data critical for performing air quality and risk analyses, among other regulatory and non-regulatory activities. This proposed action would allow for EPA to annually collect (starting in 2027), HAP emissions data for point sources including non-major sources. The proposed amendments would ensure that EPA has sufficient information to identify and solve air quality and exposure problems and ensure that communities have the data needed to understand significant environmental risks that may be impacting them. Due to numerous requests to extend the comment period given the complexity and length of the proposed rulemaking, EPA extended the comment period for the proposed revisions to November 17, 2023. The District is following this development and will incorporate any updates into the Integrated Toxics Program as necessary.

The District currently is delegated authority by EPA to implement and enforce NESHAPs through two mechanisms. First, all major sources of HAPs are required to obtain Title V operating permits. The NESHAP requirements for these major sources are included in the Title V permits for which the District is delegated authority by EPA. Second, the District is delegated authority to implement and enforce all area source NESHAPs that are included in District Rule 4002, most recently amended on May 20, 2004. Under the District's Air Toxics Program and federal regulations, there are several options for implementing new NESHAP requirements. These options are discussed in more detail below. The District will choose the most appropriate option for implementing each Federal standard, and will hold public workshops to obtain public input on the implementation of these additional standards.

- Straight Delegation: Accepting delegation of the federal standard as written by amending Rule 4002 or by agreeing to automatic delegation with an option of opting-out for specific NESHAPs using an approach developed by the California Air Pollution Control Officers Association (CAPCOA);
- Rule Adjustment: Proposing minor changes to the federal MACT rule that make the adjusted rule no less stringent than the federal standard;
- Rule Substitution: Substituting one or more existing, new, or amended District rules for the federal standard (It should be noted that California Districts have been delegated authority for the chrome plating and dry-cleaning NESHAPs because EPA has agreed that the ATCMs for those source categories are equivalent to the NESHAPs.);

- Streamlining Multiple Applicable Requirements: Minimizing duplicative requirements by placing the more stringent emission limit or workplace practice standard on the permit along with the corresponding monitoring, recordkeeping, and reporting requirements;
- Program Substitution: Using existing programs to assure compliance with the requirements of federal standards;
- No Delegation: Using existing programs to reduce the emissions of hazardous air pollutants without delegation of federal standards.

The NESHAPs for which the District has received delegation through Rule 4002 are listed in Table D1 and Table D2 in Appendix D.

Regardless of the status and type of delegation, the District believes strongly in working with the affected sources to make them aware of the requirements in a timely manner, and then help them understand and comply with these public health protective regulations.

Air Dispersion Modeling

Air quality models use mathematical techniques to simulate the physical and chemical processes that affect air pollutants as they disperse and react in the atmosphere. These models form the backbone of the air toxics management process, as they are used to assess the potential exposure of the public to various toxic emissions. Using inputs of meteorological data and source parameter information such as emission rates and stack height, models predict ambient concentrations of primary pollutants that are emitted. Models are also important to the air quality management process because they determine compliance with National and State Ambient Air Quality Standards (NAAQS/SAAQS), and other regulatory requirements such as New Source Review (NSR).

EPA Regulatory Model (AERMOD)

The American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee (AERMIC) was formed to introduce state-of-the-art modeling concepts into the EPA's air quality models. Through AERMIC, a modeling system, AERMOD, was developed to incorporate air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of both surface and elevated sources, and both simple and complex terrain.

With the promulgation of AERMOD as the preferred air dispersion model in EPA's *Guideline on Air Quality Models* (signed by the EPA Administrator on October 21, 2005 and published November 9, 2005 in the *Federal Register*), AERMOD is used for appropriate application as a replacement for ISCST3 since November 9, 2006.

Meteorological Data

The District makes available meteorological data from both the National Climatological Data Center (NCDC) and the Fifth-Generation Penn State/National Center for Atmospheric Research Mesoscale Model (MM5). The NCDC data were collected at major airports in the San Joaquin Valley. The MM5 data were derived from a numerical model for locations in the valley where there are no airports. All processed data is freely available for download on the District's web page at: https://www.valleyair.org/permitting/air-dispersion-modeling/

Appendices

Appendix A: Facilities Assessed Under AB 2588 in 2025
Appendix B: Update Summary Facilities
Appendix C: AB 2588 District Implementation Flow Chart
Appendix D: Current Status of NESHAP Delegation

Appendix A. Facilities Assessed under AB 2588 in 2025

Appendix A includes a detailed list of the facilities assessed under AB 2588 in 2025. Table A1 includes the automotive coating facilities prioritized in 2025 and Table A2 includes the remaining facilities prioritized in 2025. Table A3 provides a list of facilities with completed health risk assessments.

In addition to the tables listed below, Appendix A also includes maps that visually show the locations and AB 2588 reporting status of all facilities that were assessed in 2025 by county.

Table A1. Automotive Coating Facilities Prioritized in 2025

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
S	7069	Innovative Coating Solutions dba Line-X	Visalia	823	High
S	9098	Armor Coatings	Bakersfield	423	High
N	2958	Miracle Auto Painting #1	Modesto	210	High
S	9053	Line-X Of Bakersfield	Bakersfield	171	High
C	7746	Innovative Coating Solutions	Clovis	163	High
C	9863	Extreme Car Care Center	Fresno	156	High
N	2946	WLMBS Inc. dba Burnside Body Shop	Modesto	135	High
N	2963	Pabco Precision Auto Body Inc.	Modesto	131	High
C	4154	MAACO #1431 / J&A Companies Inc.	Fresno	113	High
N	3288	H & R Auto Body	Turlock	108	High
N	1342	Pete's Auto Body, LLC	Merced	107	High
C	1872	Diamond Auto Body and Paint	Fresno	99.6	High
N	8279	AFD Body Shop North	Stockton	97.8	High
N	2409	G & C Auto Body LLC	Stockton	94.68	High
N	3276	JPEP Inc. MAACO Collision Repair and Auto	Modesto	92.2	High
N	5033	Fix Auto Modesto	Modesto	80.3	High
N	3971	Caliber Collision Center	Stockton	77.7	High
C	872	Caliber Collision Center	Fresno	73.3	High
C	8469	Mendocino Auto Sales & Repair Center In	Parlier	72.4	High
N	4459	Certified Collision Center	Stockton	70.4	High
N	2455	American Auto Body, Inc.	Lodi	68.7	High
N	4399	All Foreign & Domestic Body Shop	Stockton	68.7	High
S	9250	Caliber Collision Center	Bakersfield	67.6	High
N	8196	Tracy Collision Inc.	Tracy	66.6	High

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
N	7121	Alfred Matthews Inc.	Turlock	66.3	High
S	8668	Central Valley Collision Repair	Visalia	66	High
N	3318	Scenic Auto Body & Paint, LLC	Modesto	65.7	High
N	3367	W-1 Management LLC	Stockton	65.2	High
C	8665	Caliber Collision Center	Fresno	62.8	High
S	7155	Caliber Collision Center	Bakersfield	62.7	High
N	2926	G & C Auto Body- Modesto #2	Modesto	60.1	High
N	3111	Rich's Auto Body, Inc.	Merced	60.1	High
N	3230	Alfred Matthews, Inc.	Modesto	60.1	High
N	3629	California Collision Inc.	Merced	59.7	High
N	3610	Stockton Auto Body Inc. dba MAACO	Stockton	57	High
N	4449	Certified Collision Center	Lodi	55.8	High
C	2732	Borba's Auto Body Inc.	Hanford	54.9	High
C	7967	Don Valenzuela's Autobody Inc.	Clovis	52.8	High
N	3425	Brooks Body Shop	Manteca	52.8	High
C	1560	Silva's Auto Body	Madera	51.5	High
N	3370	Central Valley Collision Center Inc.	Merced	50.7	High
C	1018	Renewal Body Works, Inc.	Clovis	49.1	High
C	9219	Caliber Collision Center	Fresno	47.3	High
C	1864	Sanger Auto Body and Paint	Sanger	46.7	High
C	9460	Caliber Collision Center	Hanford	45.6	High
S	289	Cesare's Visalia Service Ctr	Visalia	45.1	High
S	8378	Caliber Collision Center	Visalia	45.1	High
C	832	Frto, LLC dba Blackstone Body Shop	Fresno	44.8	High
C	2226	Milinich Body Shop Inc.	Hanford	44.5	High
N	4637	National Auto Body LLC	Manteca	43.4	High
N	2967	Caliber Collision Center	Modesto	40.7	High
C	3337	Caliber Collision Center	Clovis	40.6	High
C	2183	Custom Concept (Rob Fagundes)	Fresno	40	High
N	1012	Caliber Collision Center	Stockton	39.6	High
N	7227	Concept Autobody	Ceres	39.6	High
S	1223	Distinctive Coach Auto Body & Paint Inc.	Bakersfield	38.6	High

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
C	9747	Body's By Boyd	Oakhurst	38.5	High
N	4385	Scott's Automotive Care	Merced	38.4	High
N	552	Bugs Collision	Stockton	37.2	High
C	4326	Caliber Collision Center	Clovis	36.9	High
N	7755	Care Collision, LLC dba Performance Coll	Modesto	36.3	High
C	3698	Auto Body Life	Sanger	36.2	High
S	9903	Auto Collision Group (ACG)	Bakersfield	35.6	High
C	2246	Jones Collision Center	Lemoore	34.7	High
C	513	Caliber Collision Center	Armona	34.4	High
N	3759	Fabian's Collision Center	Stockton	33.9	High
N	1117	Certified Collision Center	Tracy	33.4	High
S	8402	Caliber Collision Center	Bakersfield	33.4	High
N	3731	Delta Truck Center	French Camp	33	High
C	9194	Wally's Collision Center	Reedley	32.7	High
N	8160	Dream Finish Auto Works	Stockton	32.2	High
N	3185	Caliber Collision Center	Turlock	30.9	High
N	3338	Caliber Collision Center	Modesto	30.6	High
C	551	Renew Auto Body & Paint	Fresno	30.2	High
C	2720	Caliber Collision Center	Madera	30.1	High
N	3465	Caliber Collision Centers	Escalon	29.7	High
N	3652	Bonander Pontiac, Inc.	Turlock	28.4	High
N	8708	Caliber Collision Center	Manteca	28.4	High
C	8757	Fresno Body Works	Clovis	28.1	High
N	3300	Kruse/Lucas Body and Paint	Modesto	28	High
C	2118	Chris Jones dba Valley Collision Center	Hanford	27.2	High
N	33	Angkor Auto Body & Paint	Stockton	27	High
N	3634	MP Customs	Lodi	26.9	High
C	9431	Fresno Body Works-West	Fresno	26.6	High
N	3008	S & S Body Works	Hilmar	26.6	High
N	3192	Superior Paint & Auto Body	Modesto	26	High
C	1061	Sal's Autobody Shop	Fresno	25.9	High
S	10003	Caliber collision Center	Bakersfield	25.5	High
S	9870	Caliber Collision Center	Delano	25.2	High
S	8992	Gold Star Collision Center	Bakersfield	24.9	High
C	3571	Garlock Collision Repair	Fresno	24.8	High
C	1032	Caliber Collision Centers	Fresno	23.7	High

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
C	6908	Caliber Collision Centers	Fowler	23.6	High
C	7808	Eduardo's Auto Body (Armando S Eduardo)	Sanger	23.2	High
S	654	Caliber Collision Center	Tulare	23.2	High
C	1408	Caliber Collision Center	Clovis	22.7	High
N	4893	Certified Collision Center	Tracy	22.5	High
S	7011	Starlight Collision Inc.	Bakersfield	22.1	High
C	8523	Patrick W Geiger	Fresno	22	High
S	8432	Salinas Painting	Bakersfield	21.3	High
C	116	Caliber Collision Center	Fresno	21	High
C	1850	C & C Autobody	Fresno	21	High
N	10259	Caliber Collision	Lodi	20.5	High
N	8544	Concept Auto Body Inc.	Ceres	20.4	High
C	8905	Anthony's Auto Detail and Paint	Hanford	20	High
C	2092	Roberts Collision Center	Hanford	19.9	High
N	7293	Caliber Collision Center	Tracy	19.7	High
S	7785	JV's New Body Customs	Bakersfield	19.6	High
N	251	Crivello Autobody	Stockton	19.4	High
C	9921	Central Valley Collision	Fresno	18.5	High
N	3275	Aa Auto Paint and Body	Lodi	18.4	High
N	3578	Stiles Truck Body & Equipment	Turlock	18.3	High
N	8222	Manteca Auto Body Inc.	Manteca	18.2	High
S	8604	Pena's Auto Body LLC	Visalia	18.1	High
S	9999	Auto City Customs Inc.	Bakersfield	17.9	High
N	7813	Masters Auto Body and Paint	Oakdale	17.3	High
S	7588	Rosedale Collision Center	Bakersfield	17.3	High
N	7970	Gerber Collision & Glass-Stockton Cc1190	Stockton	16.9	High
N	2323	Hi-Tech Body Shop	Oakdale	16.2	High
S	6535	H & S Auto Body	Bakersfield	16.1	High
C	1568	United Auto Body	Fresno	16	High
C	3249	Country Club Auto Body	Madera	15.7	High
S	2666	First Choice Auto Body & Paint	Exeter	15.6	High
S	8817	C & J Auto Body	Farmersville	15.4	High
N	8749	Manteca Auto Body	Manteca	15.1	High
C	4190	A & J Auto Body	Firebaugh	14.5	High

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
N	8132	Central Valley Collision, Inc.	Tracy	14.2	High
C	7829	Prestige Collision Center	Fresno	14.1	High
S	4636	Artiaga's Collision Center	Bakersfield	14.1	High
C	1675	American Carrier Equip Trailer Sales LLC	Fresno	14	High
N	3809	Payless Auto Body	Modesto	14	High
C	1833	Torres Body and Paint Inc.	Madera	13.5	High
C	9681	Gia Auto Paint & Collision	Firebaugh	13.3	High
N	1137	Dan's Body & Paint	Ripon	13.3	High
N	8065	Acuna Auto Body & Paint	Ceres	13.3	High
N	3528	Cars Etc. (Rigoberto Arteaga)	Turlock	13.2	High
C	349	Clovis Auto Body	Clovis	13.1	High
N	2382	Steven Stein Enterprises, Inc.	Stockton	12.795	High
S	6747	Duran Detail Autobody	Visalia	12.5	High
N	742	Sepulveda's Truck Painting	Stockton	12.2	High
C	7343	Fresno Body Works	Fresno	11.8	High
S	6624	Lucky Spot Auto Body & Paint	Bakersfield	11.8	High
S	10039	Celebrity Body Works	Bakersfield	10.9	High
C	3102	Dave's Car Care	Fresno	10.7	High
N	9028	Collision King LLC	Tracy	10.7	High
N	3136	James Paulk Body & Paint	Stockton	10.5	High
S	8241	A & R Autobody	Dinuba	9.99	Intermediate
C	6883	R J Auto Body	Fresno	9.94	Intermediate
N	8148	Harrison Customs, Inc.	Tracy	9.83	Intermediate
C	4314	Moran's Auto Frame & Body Repair	Fresno	9.7	Intermediate
N	8237	Hernandez Auto Body and Paint	Stockton	9.61	Intermediate
N	4292	New Image Collision Center	Modesto	9.56	Intermediate
N	8228	Hall's Classic Auto Body	Manteca	9.37	Intermediate
N	8066	Santos Ford / Los Banos Collision Ctr	Los Banos	9.3	Intermediate
N	7409	Perfection Auto Body Inc.	Stockton	9.28	Intermediate
S	6797	United Collision	Bakersfield	9.23	Intermediate
C	2803	Huffenberger Restorations	Hanford	9.15	Intermediate
N	4935	Anthony's Auto Body & Paint	Tracy	9.02	Intermediate

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
N	8968	Aquiles Auto Body	Tracy	8.97	Intermediate
S	8487	Top Gear Auto Body	Bakersfield	8.93	Intermediate
N	201	Gerber Collision & Glass - Lodi Cc119046	Lodi	8.82	Intermediate
N	1270	Harrison's Collision Repair, Inc.	Merced	8.75	Intermediate
C	8495	Caliber Collision Centers	Selma	8.59	Intermediate
C	1855	Levl Inc./dba Chowchilla Auto Body	Chowchilla	8.57	Intermediate
N	2956	Modesto Auto Body	Modesto	8.52	Intermediate
N	1352	Caliber Bodyworks LLC	Los Banos	8.51	Intermediate
C	1572	S K Auto Body (Juan H Vargas)	Selma	8.41	Intermediate
N	9422	Sandoval Solutions Autobody	Lodi	8.29	Intermediate
N	3485	Bodyline Auto Body & Paint	Patterson	8.27	Intermediate
N	2825	T & N Body and Paint	Lodi	8.02	Intermediate
N	5048	Full Circle Restorations	Lockeford	8.02	Intermediate
S	8009	West Coast Specialties Auto Body	Bakersfield	7.99	Intermediate
N	3572	Geweke Auto & RV Collision Center	Lodi	7.92	Intermediate
C	4356	R & R Customs	Fresno	7.86	Intermediate
S	2679	Guardian Body & Paint	Porterville	7.85	Intermediate
C	3459	Selma Collision Center	Selma	7.82	Intermediate
C	2330	Caliber Collision Centers	Reedley	7.64	Intermediate
N	4564	Jerome Weiss Auto	Oakdale	7.33	Intermediate
S	9064	Perez Body and Fender	Dinuba	7.12	Intermediate
S	8502	Ironworks Speed & Kustom	Bakersfield	6.98	Intermediate
N	4690	Promobile Auto Body & Paint	Tracy	6.91	Intermediate
C	3224	Greenway Autobody	Fresno	6.71	Intermediate
C	7747	Allegiance Collision	Hanford	6.71	Intermediate
C	3923	E-S Auto Repair & Auto Body	Fresno	6.67	Intermediate
N	2317	Dynamic Auto Body and Paint	Stockton	6.5	Intermediate
N	3569	AGAH Enterprises Inc. dba Rays Equipment	Ceres	6.45	Intermediate
N	3787	Choice Auto Body	Modesto	6.26	Intermediate
C	9850	Triple G	Madera	6.21	Intermediate
S	4106	Born Again Bodyworks (Jose M Torres)	Bakersfield	6.18	Intermediate

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
N	10258	Happy Daze RV	Ripon	5.96	Intermediate
C	2661	Excellence Body & Paint	Madera	5.79	Intermediate
C	3273	Finish Pro Autopainting and Collision Re	Fresno	5.75	Intermediate
C	692	John's Body Shop	Fresno	5.64	Intermediate
N	10121	NorCal Auto Body	Manteca	5.55	Intermediate
S	8293	Lions Auto Body	Bakersfield	5.49	Intermediate
N	3327	Don Taboada	Oakdale	5.43	Intermediate
N	3625	A & M Auto Body	Stockton	5.41	Intermediate
S	7737	Preferred Auto Body & Collision	Porterville	5.38	Intermediate
S	7006	Fix Auto Downtown Bakersfield	Bakersfield	5.31	Intermediate
C	788	Los Dos Amigos Autobody	Fresno	5.25	Intermediate
C	1067	P C Auto Body	Fresno	5.16	Intermediate
N	8276	Sil Auto Repair	Modesto	5.01	Intermediate
C	1696	P & S Auto Body Shop	Fresno	4.94	Intermediate
C	6976	Delsid Service Center dba Delsid Inc.	Sanger	4.88	Intermediate
S	9107	Kustom Kreations Body Shop	Porterville	4.87	Intermediate
N	1624	Rios Body Shop	Stockton	4.83	Intermediate
S	7233	Mv Autoworks	Wasco	4.83	Intermediate
C	10117	A&M Car Sales LLC	Orange Cove	4.82	Intermediate
N	7226	Gerber Collision & Glass-Ceres Cc119060	Ceres	4.72	Intermediate
C	2570	J & B Auto Center	Coalinga	4.65	Intermediate
S	8515	Grena's Truck and Trailer Repair	Bakersfield	4.65	Intermediate
N	2381	Barreto's Auto Body	Stockton	4.53	Intermediate
N	9547	Webb Custom	Modesto	4.49	Intermediate
C	9168	Dynamic Auto Images	Clovis	4.48	Intermediate
S	8280	Tapia's Auto Body Shop	Farmersville	4.28	Intermediate
S	7528	David McDanell	Bakersfield	4.26	Intermediate
N	2403	Prime Collision	Stockton	4.25	Intermediate
C	8664	Paint Innovations	Fresno	4.24	Intermediate
C	6950	Glenn Rudolph Auto Body & Paint	Kerman	4.21	Intermediate
N	4714	Merced Auto Body LLC	Merced	4.2	Intermediate
S	7988	Stier's RV Centers LLC	Bakersfield	4.2	Intermediate
C	516	Duinkerken Auto Body	Hanford	4.19	Intermediate

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
S	7165	Arm Paint Shop	Bakersfield	4.15	Intermediate
S	3531	Fix Auto Visalia	Visalia	4.06	Intermediate
S	9228	Superior Collision	Bakersfield	3.86	Intermediate
N	3174	Mainstream Auto (Daniel Quistian)	Turlock	3.76	Intermediate
C	177	Next Level Auto Workz	Fresno	3.69	Intermediate
S	4233	Ed's Auto Body	Bakersfield	3.65	Intermediate
N	3393	Salvador Salcido	Merced	3.61	Intermediate
S	3075	Crownover Collision	Bakersfield	3.58	Intermediate
N	249	Creative Image Auto Body/Paint	Lodi	3.43	Intermediate
N	9900	Knockout Customs	Ceres	3.18	Intermediate
C	9381	Next Level Refinishing	Clovis	3.16	Intermediate
S	24	Caliber Collision Centers	Bakersfield	3.12	Intermediate
N	4121	Island Repairs, Auto Body and Paint	Modesto	2.93	Intermediate
N	9647	Kiki's Body & Detail	Stockton	2.87	Intermediate
N	3317	San Francisco Autobody Frame	Stockton	2.73	Intermediate
N	3557	Juan Auto Body and General Repair	Oakdale	2.71	Intermediate
S	1686	Dave's Custom Body and Painting	Bakersfield	2.67	Intermediate
S	9379	Old Skool Speed Shop	Bakersfield	2.61	Intermediate
C	1043	Graham's Hot Rod Shop, Inc.	Fresno	2.54	Intermediate
C	1826	Caliber Collision Centers	Madera	2.54	Intermediate
C	10268	Coalinga Body & Paint	Coalinga	2.43	Intermediate
N	7680	Express Auto Body & Paint	Merced	2.4	Intermediate
C	9579	Tony's Auto Body Repair	Huron	2.29	Intermediate
N	10417	Caliber Collision Centers	Patterson	2.29	Intermediate
C	5589	Moreno's Auto Body	Fresno	2.24	Intermediate
N	3021	Stockton Auto Body & Paint	Stockton	2.24	Intermediate
N	741	National Auto Body Ripon LLC	Ripon	2.05	Intermediate
S	8600	Nielsen's Paint and Body	Tulare	2.03	Intermediate
S	8278	Premier Body Works Inc.	Bakersfield	2	Intermediate
N	3408	G & C Body Shop	Modesto	1.83	Intermediate
C	6187	David Vigil	Fresno	1.77	Intermediate
S	8559	Absolute Quality Paint Shop	Bakersfield	1.72	Intermediate
N	8288	Ricardo Manuel Saldana	Atwater	1.68	Intermediate

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
N	5999	Jamie's Paint and Body	Newman	1.48	Intermediate
C	2712	Barajas Body Shop	Madera	1.38	Intermediate
C	114	Powell's Hot Rod Shop & Upholstery	Reedley	1.29	Intermediate
C	1081	Caliber Collision Center	Fresno	1.25	Intermediate
S	7697	Rpm Race Paint	Bakersfield	1.25	Intermediate
N	4401	Thomas Auto Body & Paint	Lodi	1.21	Intermediate
S	6796	Andrew Onsures	Bakersfield	1.18	Intermediate
C	63	Art's Auto Body & Paint	Fresno	1.15	Intermediate
N	9839	Sanbec Auto Repair	Stockton	1.14	Intermediate
C	1860	Kingsburg Auto Center	Kingsburg	1.11	Intermediate
C	2643	Howard Auto Body	Fresno	1.06	Intermediate
C	8423	Superior Auto Enterprises Inc.	Fresno	1.02	Intermediate
S	7389	Skyline Customs	Porterville	0.99	Low
C	8565	Jesse Rodriguez	Avenal	0.954	Low
S	8805	JC Collision Center	Bakersfield	0.852	Low
N	9476	American Bedliners & Truck Accessories	Stockton	0.815	Low
N	10045	Acevedo & Son Auto Body and Paint	Stockton	0.665	Low
N	7242	Turlock Truck Stuff	Turlock	0.664	Low
C	2634	Central Valley RV Repair LLC	Fresno	0.66	Low
C	1247	Caliber Collision Center	Fresno	0.647	Low
C	433	Donnie Fagundes Auto Repair	Hanford	0.6	Low
C	1874	Conner's Manufacturing Inc.	Fresno	0.596	Low
N	3073	Wallace & Son	Merced	0.554	Low
N	8154	Jesus Perez	Modesto	0.491	Low
N	9412	Quality Collision Service	Manteca	0.47	Low
N	4317	Brian's Custom Garage	Lodi	0.426	Low
N	10002	Towers Auto Body and Paint Inc.	Tracy	0.398	Low
S	7245	Bryan Tortoledo Lemus	Dinuba	0.385	Low
S	678	Young's Commercial Transfer	Porterville	0.339	Low
S	3024	Villarreal Paint & Body	Strathmore	0.32	Low
C	2184	Transition Auto Body Repair Corporation	Fresno	0.229	Low
C	6009	Darkside Customz	Reedley	0.113	Low

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
S	8520	Dinuba Auto Service	Dinuba	0.0974	Low
N	197	Sanborn Chevrolet	Lodi	0.0315	Low
C	410	John R. Lawson	Fresno	0	Low
C	576	Glenn Rudolph's Autobody	Kerman	0	Low
C	838	Mike's Autobody	Fresno	0	Low
C	1561	J D Classics	Fresno	0	Low
C	2644	S & G Collision Center	Fresno	0	Low
C	3040	Oakwood Gardens Care Center	Fresno	0	Low
N	4053	General Trailers, Inc.	Stockton	0	Low
N	4627	Stanislaus Towing Services	Modesto	0	Low
N	5091	Utility Trailer Sales of Central Calif	Lathrop	0	Low
N	8169	Tri Valley Line-X Inc.	Tracy	0	Low
N	10159	Caliber Collision Centers	Ceres	0	Low
S	1688	Ruben's Auto Body LLC	Lamont	0	Low
S	2600	Rat-T-Cool Kustoms	Farmersville	0	Low
S	3263	Kustom Paint & Body	Lindsay	0	Low
S	3792	Classic's Body and Paint	Bakersfield	0	Low
S	7690	Javier Gama - Gama Auto Electric	Lindsay	0	Low
S	8292	Hernandez Body Shop	Bakersfield	0	Low
S	9697	Color Coat Restoration Inc.	Bakersfield	0	Low
C	518	Lithia Nissan Hyundai	Fresno	--	Exempt
C	610	Hedrick's Chevrolet	Clovis	--	Exempt
C	1890	Pag Clovis T1 Inc. dba Bingham Toyota	Clovis	--	Exempt
C	3457	James McKoane Enterprises Inc.	Fresno	--	Exempt
N	1010	Acura Of Stockton	Stockton	--	Exempt
N	1801	Central Valley Chrysler Plymouth	Modesto	--	Exempt
N	2044	Modesto Toyota	Modesto	--	Exempt
N	3308	Chase Chevrolet	Stockton	--	Exempt
N	3635	American Chevrolet-Geo, Inc.	Modesto	--	Exempt
N	3762	Thompson Chev-Olds-Buick	Patterson	--	Exempt
N	3822	Price Ford of Turlock Inc.	Turlock	--	Exempt
N	4077	Steve's Chevrolet Buick Inc.	Oakdale	--	Exempt
N	4228	Tracy Honda	Tracy	--	Exempt

Region	Facility ID	Facility Name	City	Prioritization Score	Prioritization Category
N	4337	Mistlin Honda	Modesto	--	Exempt
N	4497	Smith Chevrolet Co Inc.	Turlock	--	Exempt
S	23	Bakersfield Imports LLC dba Bill Wright	Bakersfield	--	Exempt
S	323	Merle Stone Chevrolet	Tulare	--	Exempt
S	1720	Bakersfield Acura	Bakersfield	--	Exempt
S	3681	Mercedes Benz Of Bakersfield	Bakersfield	--	Exempt
S	6679	Shel-Don Inc.	Visalia	--	Exempt
S	6845	Three-Way Chevrolet	Bakersfield	--	Exempt
S	7120	North Bakersfield Imports LLC dba North	Bakersfield	--	Exempt
S	7421	Haddad Dodge	Bakersfield	--	Exempt
S	8838	Barber Honda	Bakersfield	--	Exempt
C	7530	BMW Fresno	Fresno	--	Exempt

Table A2. All other Facilities Prioritized in 2025

Region	Facility Id	Facility Name	City	Prioritization Score	Prioritization Category
C	1196	Sun-Maid Growers of California	Kingsburg	12.4	High
N	1647	Martin Marietta Ca A&P, LLC - Merced HMA	Merced	8.69	Intermediate
N	4752	Foppiano Ranch	Stockton	8.02	Intermediate
S	8953	Yes California	Wasco	7.51	Intermediate
S	968	Famous Vineyards, LLC	Richgrove	7.05	Intermediate
S	2033	Elk Company of Texas, LLC	Shafter	5.77	Intermediate
C	1333	County Of Fresno Facility Services	Fresno	4.66	Intermediate
N	1013	Port Of Stockton	Stockton	4.19	Intermediate
S	3990	International Paper Co	Exeter	3.52	Intermediate
N	1766	Blue Diamond Growers	Modesto	2.98	Intermediate
S	2289	Bakersfield City Fire Sta #6	Bakersfield	2.97	Intermediate
C	3068	North Point Healthcare Center	Fresno	2.93	Intermediate
S	3860	Gmc Roofing & Paper Products	Shafter	2.45	Intermediate
C	3078	Kingsburg Apple Partners Inc.	Kingsburg	2.14	Intermediate
C	2058	Niacc-Avitech Technologies Inc.	Clovis	1.37	Intermediate
C	9828	Zippy Mart 76	Fresno	1.05	Intermediate
S	2747	Sunview Cold Storage	McFarland	0.78	Low
S	2785	Sunview Cold Storage	Earlimart	0.64	Low
S	9170	Corner Market #2	Bakersfield	0.63	Low
S	3089	Kool Kountry LLC	Reedley	0.14	Low
S	3210	Arvin-Edison Water Storage Dis	Arvin	0.05	Low
C	3040	Oakwood Gardens Care Center	Fresno	0	Low
S	5225	Dm Camp & Son - Ranch #8 - Section 28	Arvin	--	Exempt
S	6758	Kirschenman Enterprises Inc. #4	Arvin	--	Exempt

Table A3. Facilities with Health Risk Assessments Performed in 2025

Region	Facility ID	Facility Name	City	Cancer Score	Acute Score	Chronic Score	Risk Category
N	3028	Westland Technologies, Inc.	Modesto	9.77	0.06	0.01	Intermediate
C	948	Vitro Flat Glass LLC	Fresno	9.74	0.66	0.91	Intermediate
C	4058	Costco Wholesale Loc #657	Fresno	9.5	0.7	0.2	Intermediate
C	841	Dos Palos Cooperative Gin Inc.	Chowchilla	9.31	0.06	0.4	Intermediate
S	8132	Golden Valley Crematory	Bakersfield	8.75	0.38	0.22	Intermediate
C	1049	Rutter Armey	Fresno	8.69	0	0	Intermediate
S	37	Kern Energy	Bakersfield	8.42	0.31	0.09	Intermediate
N	7856	Family Pet Mortuary	Turlock	7.01	0.08	0.02	Intermediate
C	3909	U.S. Foods Inc.	Fresno	4.8	0	0	Intermediate
C	5982	City Of Mendota	Mendota	4.3	0	0	Intermediate
N	2764	Sprint Communications Company LP	Stockton	4.27	0	0	Intermediate
C	7745	Central California Blood Center	Fresno	3.4	0	0	Intermediate
C	3968	Costco Wholesale Loc #31	Fresno	3.1	0.4	0.1	Intermediate
N	285	Diamond Foods, LLC	Stockton	3	0.54	0.02	Intermediate
S	9319	Utcras LLC	Bakersfield	2.94	0.12	0.01	Intermediate
S	16	Kern County Sheriff Department	Bakersfield	2	0	0	Intermediate
N	4248	Level 3 Communications LLC	Modesto	1.9	0	0	Intermediate
S	7276	Gem Discovery Plaza	Bakersfield	1.8	0	0	Intermediate
C	9232	Modern Custom Fabrication, Inc.	Fresno	1.1	0.06	0.03	Intermediate
N	8137	Costco Wholesale	Lodi	1.04	0.89	0	Intermediate
N	9212	San Joaquin County	Stockton	1	0	0	Intermediate
S	7266	City of Tulare	Tulare	0.9	0	0	Low
C	4245	Glaxo Smith Kline Consumer Brands	Fresno	0.8	0	0	Low
C	6659	FedEx Freight	Kettleman City	0.8	0	0	Low
N	3415	Kaiser Foundation Health Plan	Stockton	0.4	0	0	Low
C	4181	T-Mobile USA Inc	Fresno	0.3	0	0	Low
S	7534	Bakersfield City School District	Bakersfield	0.3	0	0	Low

Figure A1. Map of Facilities Assessed in 2025 for Fresno County

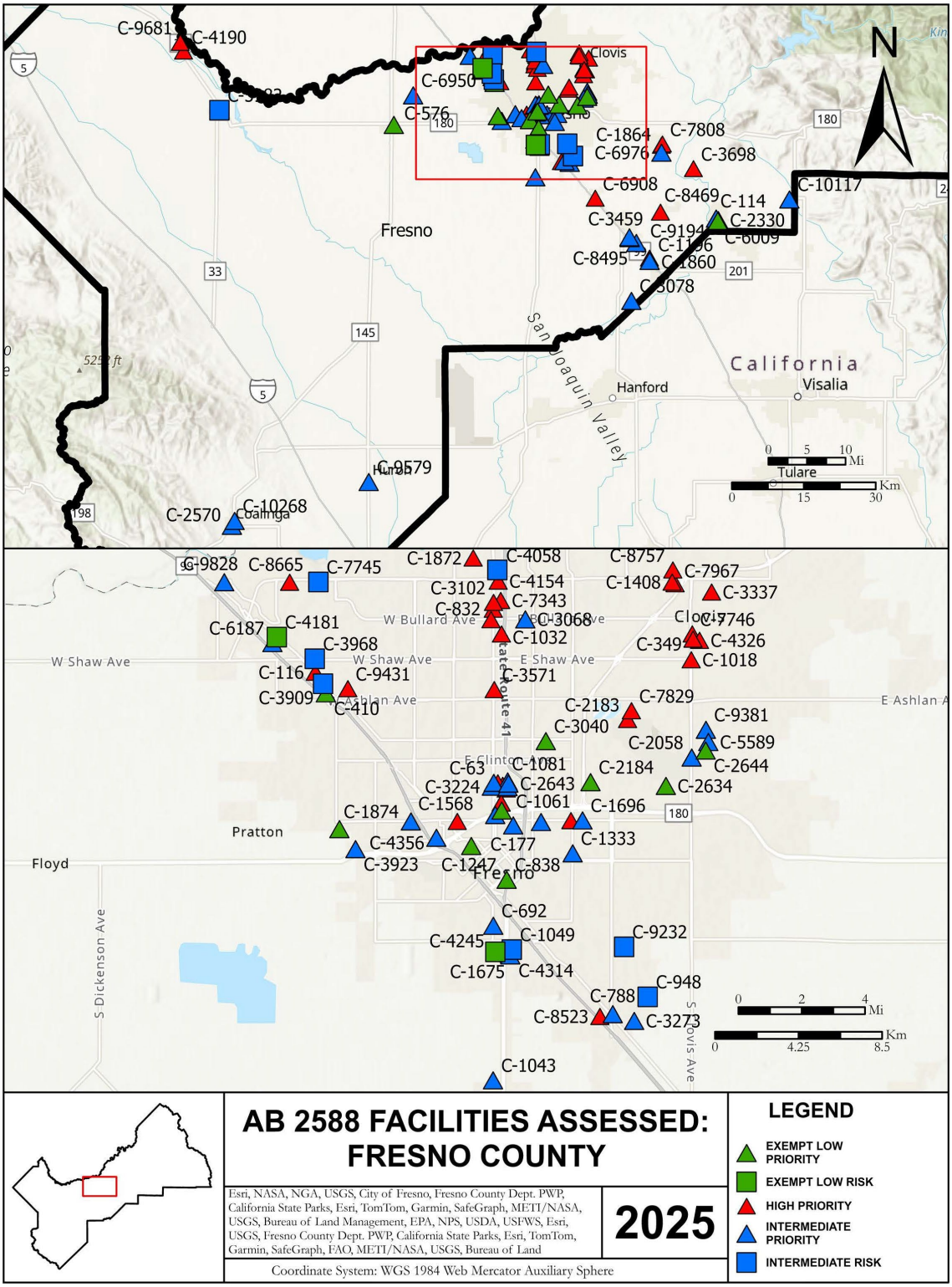


Figure A2. Map of Facilities Assessed in 2025 for Kern County

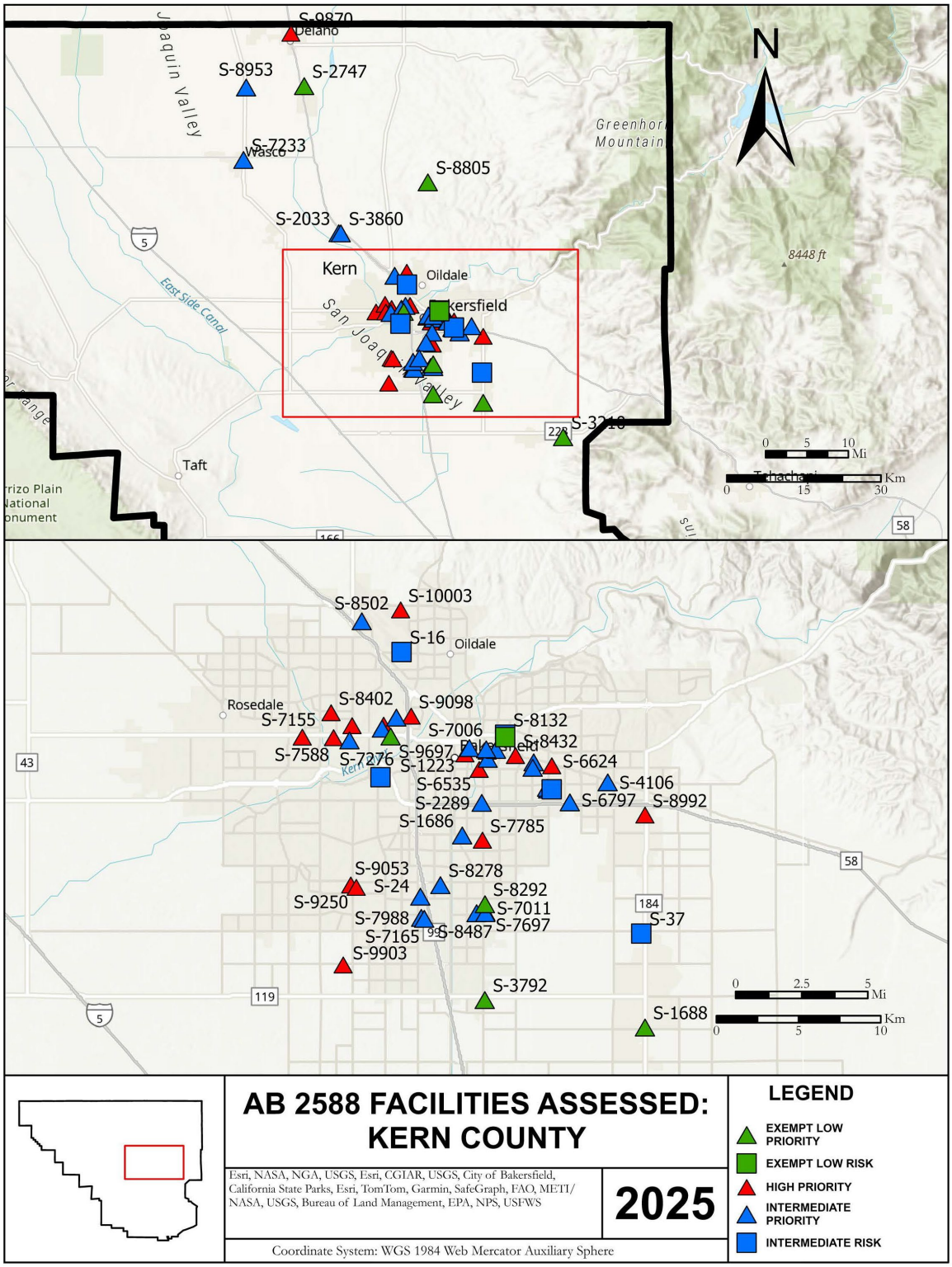


Figure A3. Map of Facilities Assessed in 2025 for Madera County

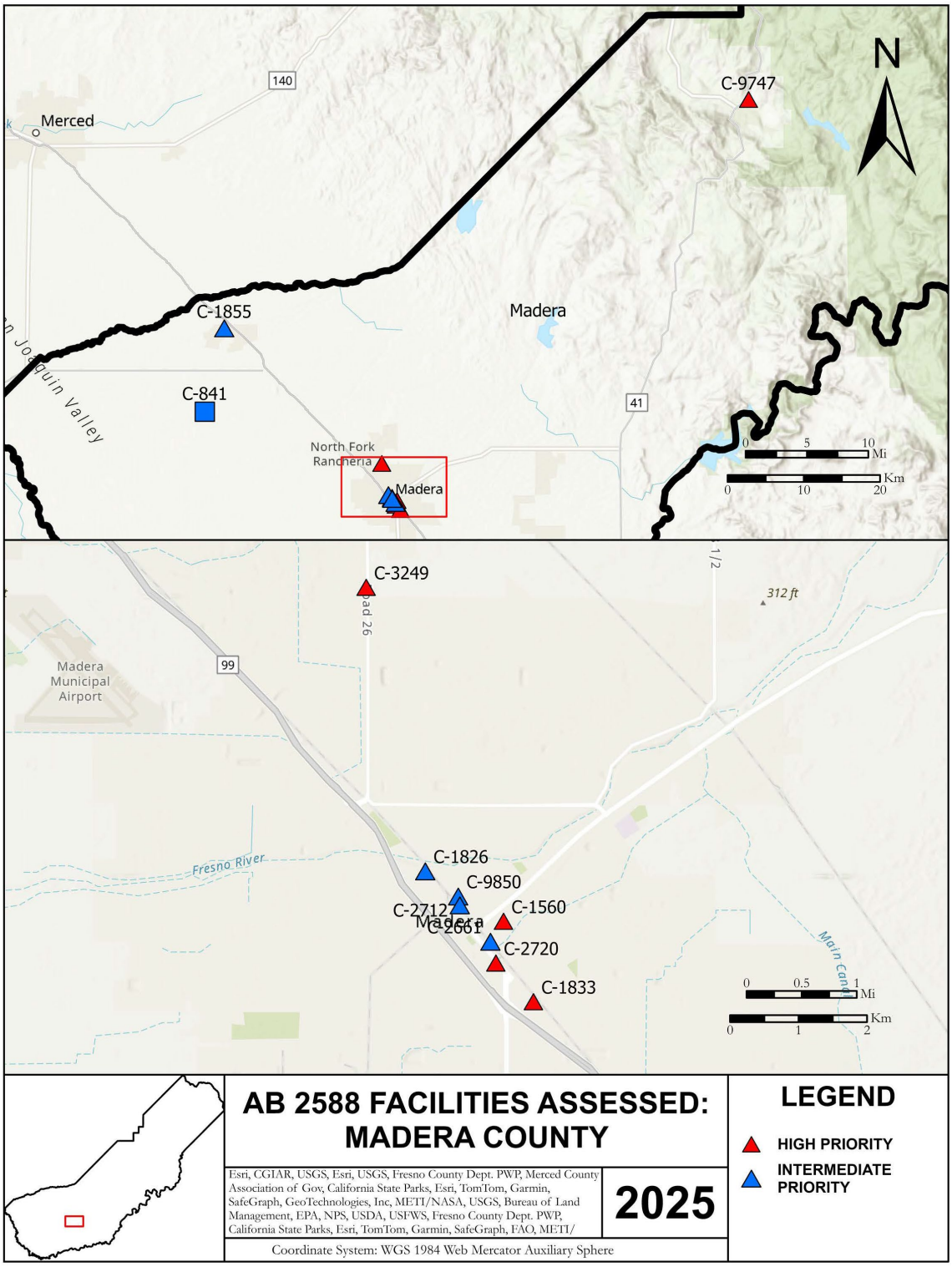


Figure A4. Map of Facilities Assessed in 2025 for Merced County

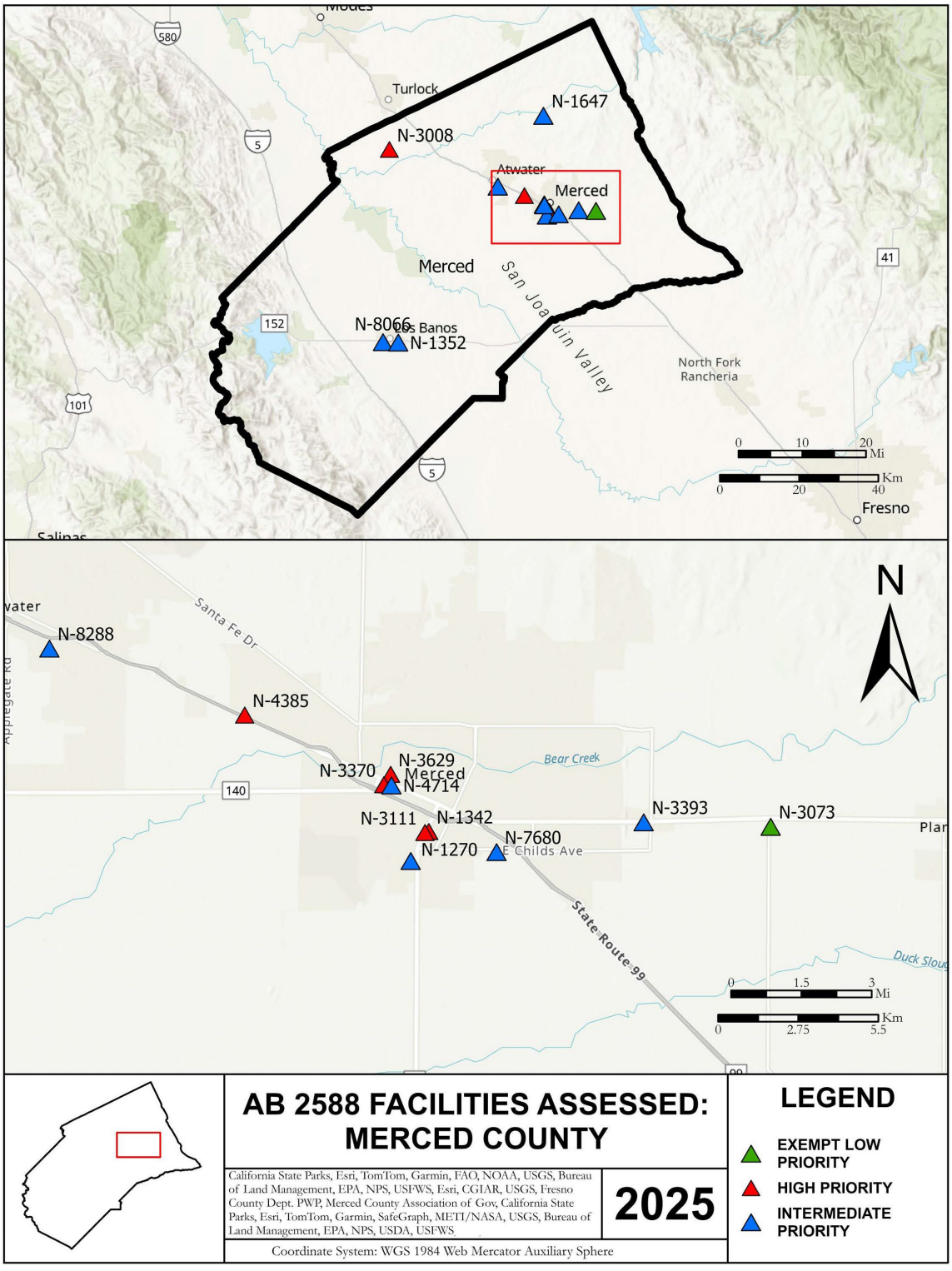


Figure A5. Map of Facilities Assessed in 2025 for San Joaquin County

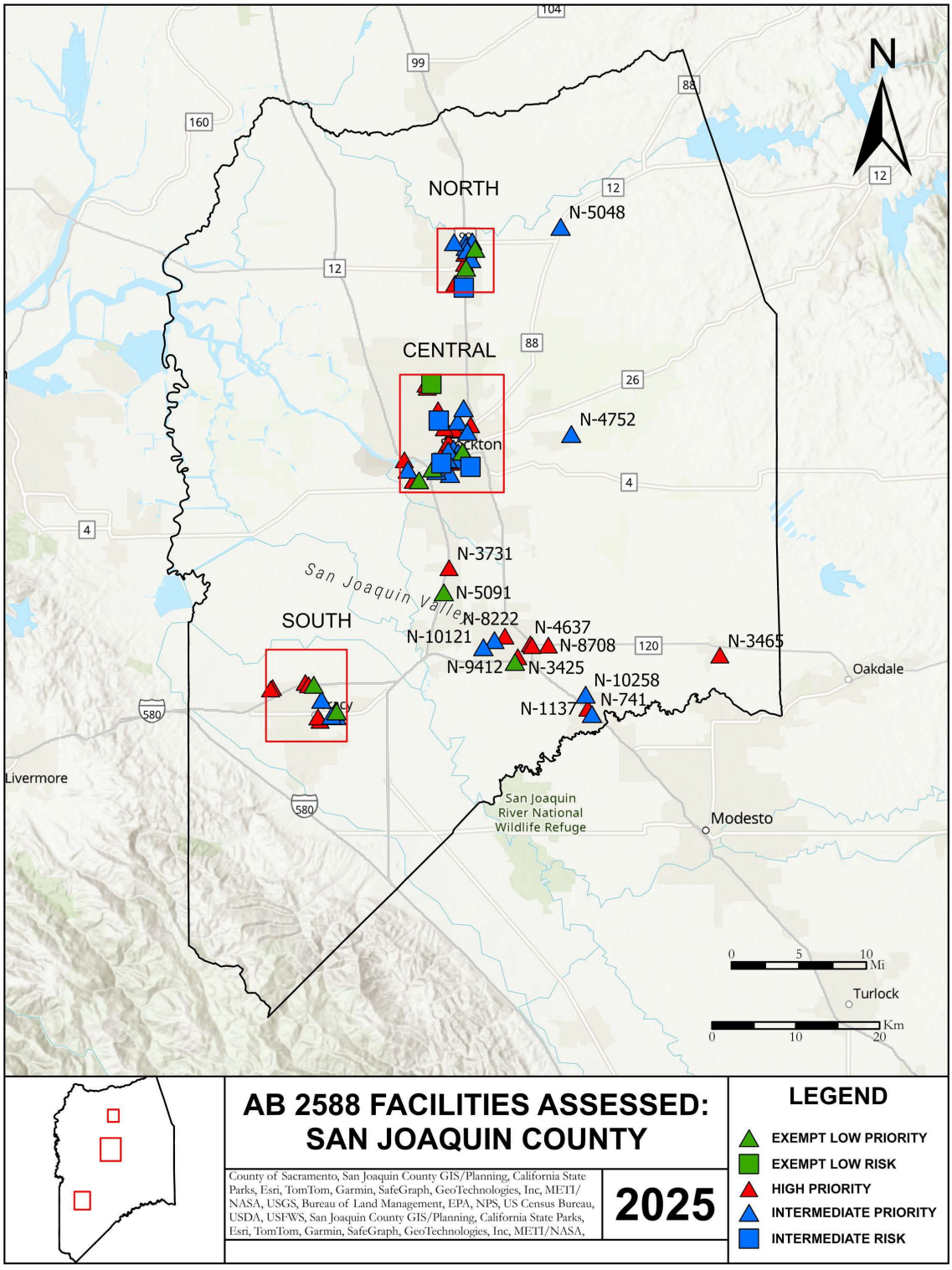


Figure A6. Map of Facilities Assessed in 2025 for Central San Joaquin County

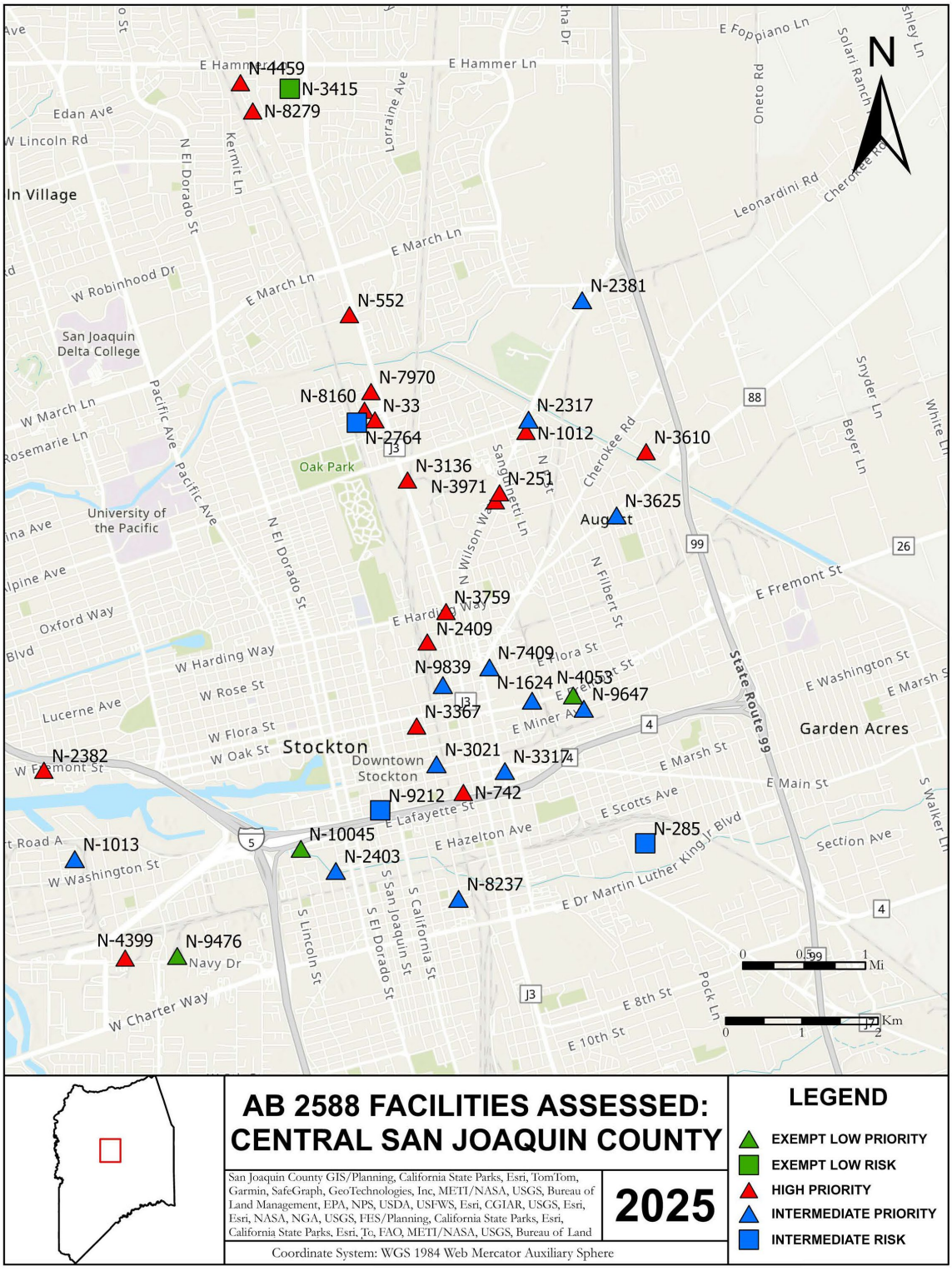


Figure A7. Map of Facilities Assessed in 2025 for North San Joaquin County

Figure A8. Map of Facilities Assessed in 2025 for South San Joaquin County

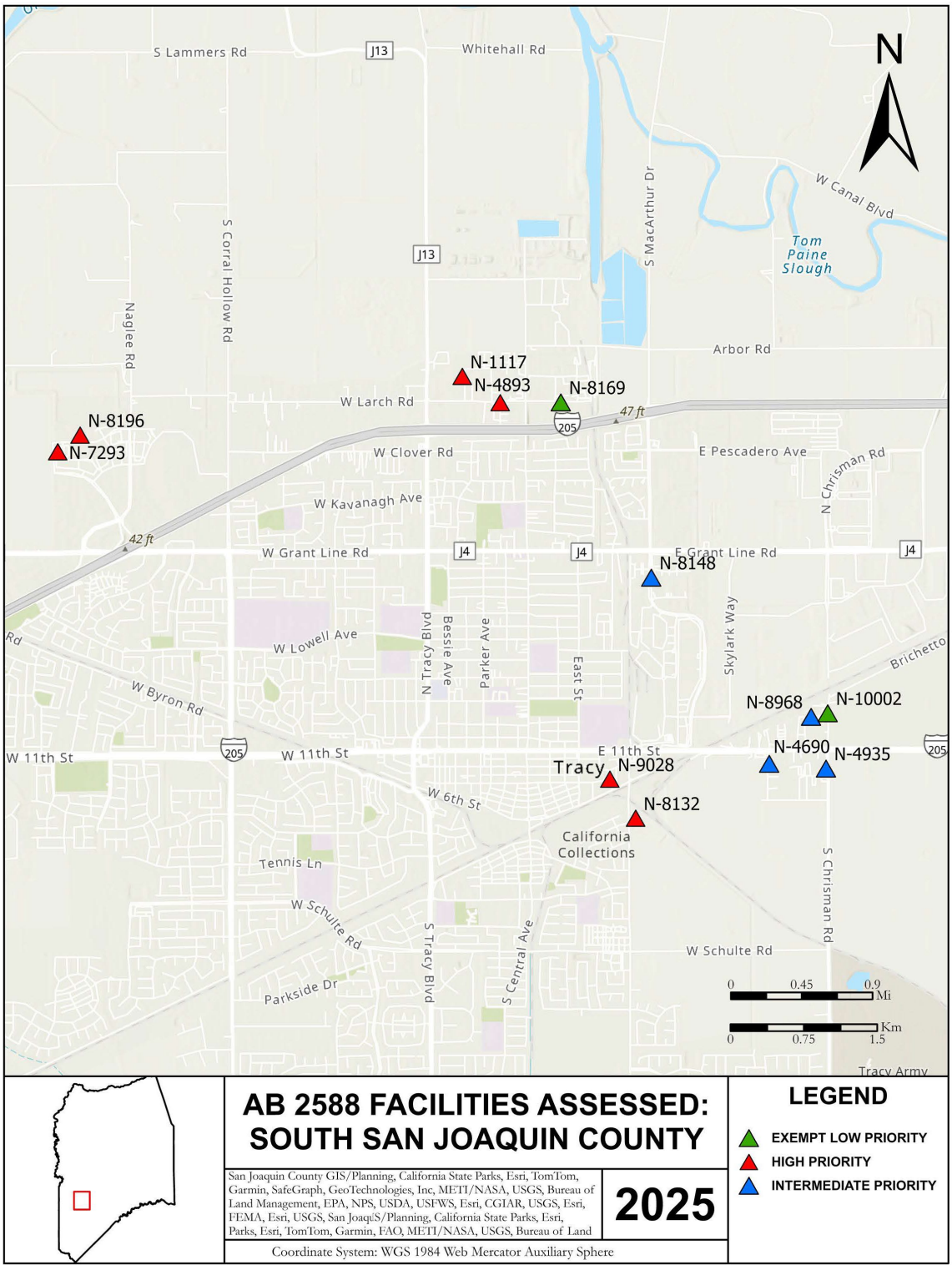


Figure A9. Map of Facilities Assessed in 2025 for Stanislaus County

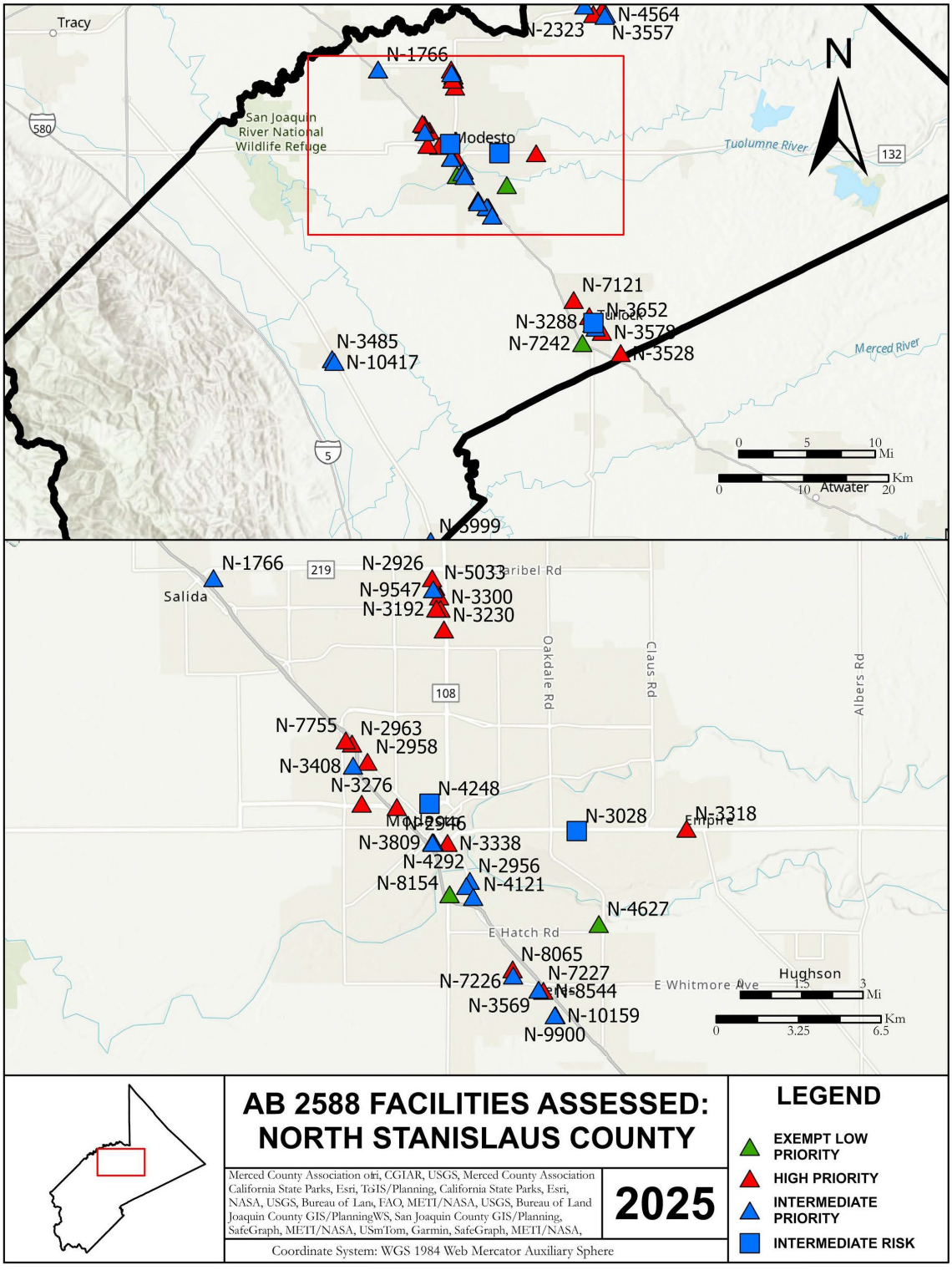
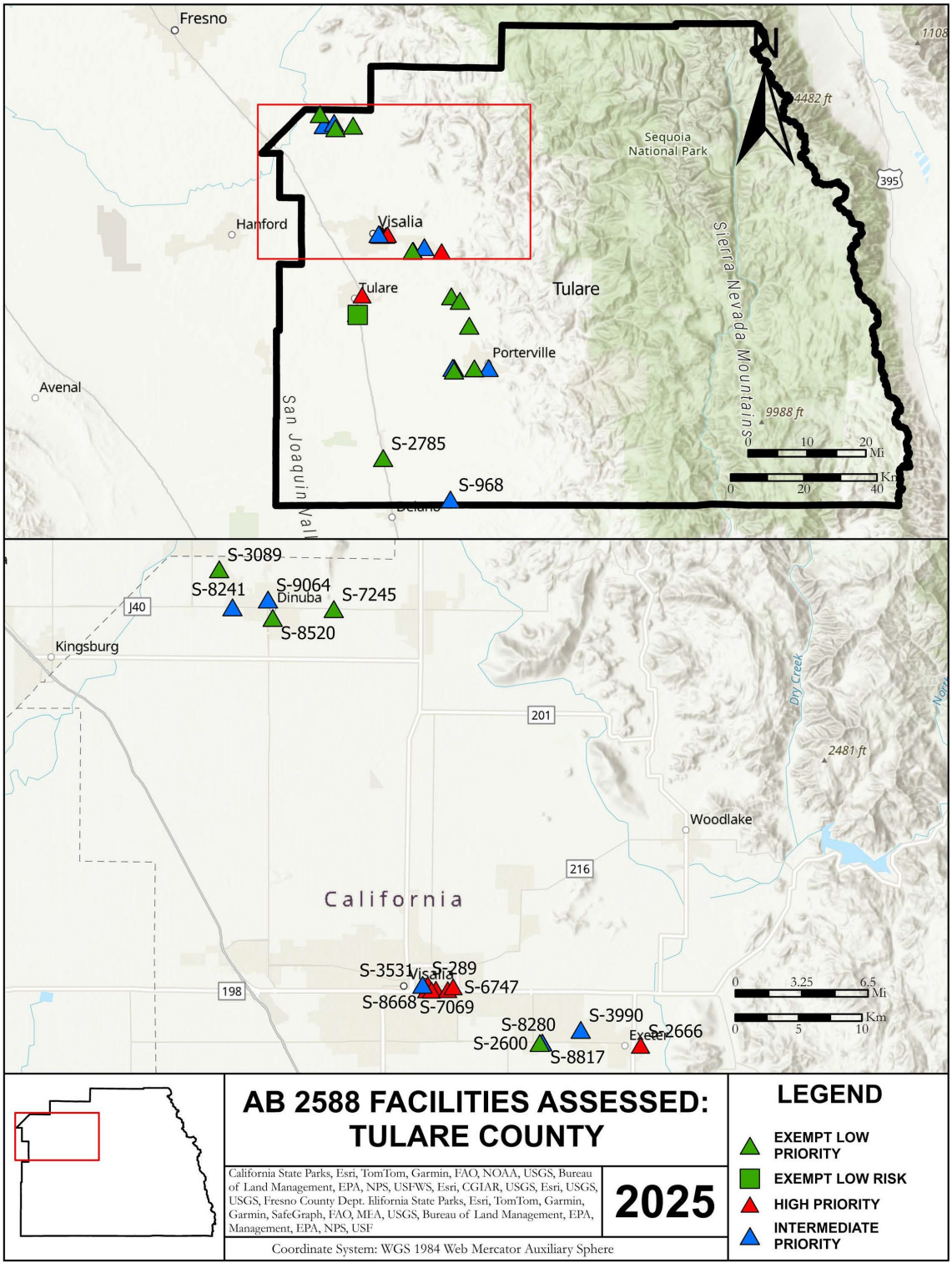


Figure A10. Map of Facilities Assessed in 2025 for Tulare County



Appendix B. Update Summary Facilities Evaluated

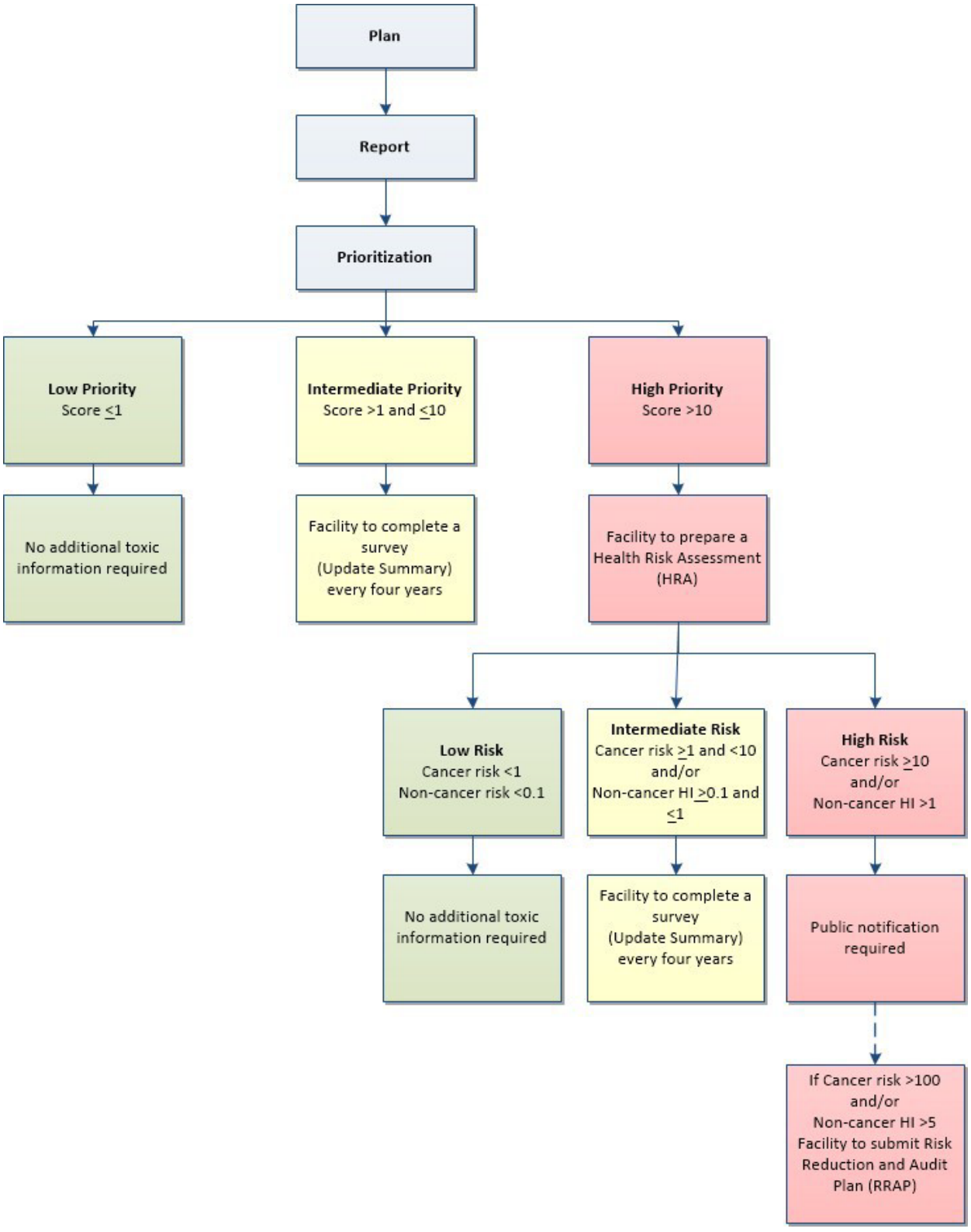
Appendix B includes facilities that were re-evaluated as an update summary project.

Table B1. Update Summary Facilities Assessed in 2025

Region	Facility ID	Facility Name	City	Reinstatement Required
N	2323	Hi-Tech Body Shop	Oakdale	Yes
N	9212	San Joaquin County	Stockton	Yes
C	1196	Sun-Maid Growers of California	Kingsburg	Yes
N	4054	Advanced Industrial Coatings	Stockton	No
C	3115	American Avenue Landfill	Kerman	No
C	6923	Ampersand Chowchilla Biomass LLC	Chowchilla	No
S	3012	Aptco LLC	McFarland	No
S	3767	BLC Glenwood Garden LLC	Bakersfield	No
N	4665	Brixton Sherwood, LLC	Stockton	No
N	370	California Resources Production Corp.	Stockton	No
S	1327	California Resources Production Corp.	Kern County	No
S	8453	California Resources Production Corp.	Kern County	No
N	9510	California Water Service Company	Stockton	No
S	9681	Chevron Cogeneration Company	Bakersfield	No
S	9684	Chevron Cogeneration Company	Bakersfield	No
S	1131	Chevron USA Inc.	Kern County	No
S	2010	Chevron USA Inc.	Kern County	No
N	758	Equilon Enterprises LLC	Stockton	No
N	8534	Forward, Inc. Composting Facility	Manteca	No
N	366	Granite Construction	French Camp	No
N	7888	Granite Construction Company	Tracy	No
C	590	Granite Construction, Coalinga	Coalinga	No
C	7367	Herndon Surgery Center	Fresno	No
N	1275	Hilmar Cheese Company	Hilmar	No
S	88	Kern River Cogeneration Facility	Bakersfield	No
N	4607	Merced Power, LLC	El Nido	No
S	3267	Muthana II Corp. dba Obie's Downtown	Bakersfield	No
C	2106	NAS Lemoore	Lemoore	No
N	577	Newark Sierra Paperboard Corp.	Stockton	No
N	4351	Pritpal Singh - Pennywise Travel	Santa Nella	No
S	2585	Sequoia Exploration	Kern County	No
S	3036	Sequoia Exploration	Kern County	No
S	2742	Sequoia Exploration	Arvin	No
N	2253	Sonoco Metal Packaging, LLC	Oakdale	No
N	2199	Stewart & Jasper	Newman	No

Region	Facility ID	Facility Name	City	Reinstatement Required
S	511	Sycamore Cogeneration Facility	Bakersfield	No
N	8122	Sylvan Surgery Center	Modesto	No
N	856	Tiki Lagoon Resort and Marina Inc.	Stockton	No
S	2286	US Oil & Gas	Kern County	No
N	7617	USA Waste of California, Inc.	Lathrop	No
N	3602	Windsor Modesto Healthcare, LLC	Modesto	No

Appendix C. AB 2588 District Implementation Flow Chart



Appendix D. Current Status of NESHAP Delegation

National Emission Standards for Hazardous Air Pollutants (NESHAP) for which authority has been delegated to the District are included in District Rule 4002. This rule incorporates the NESHAPs from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (Table D.1), and the NESHAPs for Source Categories from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations (Table D.2).

Table D1. District Delegated NESHAPs from Part 61, Chapter I, Subchapter C, Title 40, Code of Federal Regulations.

Subpart	Description
A	General Provisions
C	National Emission Standard for Beryllium
D	National Emission Standard for Beryllium Rocket Motor Firing
E	National Emission Standard for Mercury
F	National Emission Standard for Vinyl Chloride
J	National Emission Standard for Equipment Leaks (Fugitive Emission Sources) of Benzene
L	National Emission Standard for Benzene Emissions from Coke By-Product Recovery Plants
M	National Emission Standard for Asbestos
N	National Emission Standard for Inorganic Arsenic Emissions from Glass Manufacturing Plants
O	National Emission Standard for Inorganic Arsenic Emissions from Primary Copper Smelters
P	National Emission Standard for Inorganic Arsenic Emissions from Arsenic Trioxide and Metallic Arsenic Production Facilities
V	National Emission Standard for Equipment Leaks (Fugitive Emission Sources)
Y	National Emission Standard for Benzene Emissions from Benzene Storage Vessels
BB	National Emission Standard for Benzene Emissions from Benzene Transfer Operations
FF	National Emission Standard for Benzene Waste Operations

Table D2. District Delegated NESHAPs from Part 63, Chapter I, Subchapter C, Title 40, Code of Federal Regulations.

Subpart	Description
A	General Provisions
F-I	National Emission Standards for Organic Hazardous Air Pollutants From the Synthetic Organic Chemical Manufacturing Industry
J	National Emission Standards for Hazardous Air Pollutants from Polyvinyl Chloride and Copolymers Production
L	National Emission Standards for Coke Oven Batteries
R	National Emission Standards for Gasoline Distribution Facilities (Bulk Gasoline Terminals and Pipeline Breakout Stations)
S	National Emission Standards for Hazardous Air Pollutants from the Pulp and Paper Industry
T	National Emission Standards for Halogenated Solvent Cleaning (except §63.462 - Batch cold cleaning machine standards)
U	National Emission Standards for Hazardous Air Pollutant Emissions: Group I Polymers and Resins
W	National Emission Standards for Hazardous Air Pollutants for Epoxy Resins Production and Non-Nylon Polyamides Production
X	National Emission Standards for Hazardous Air Pollutants from Secondary Lead Smelting
Y	National Emission Standards for Marine Tank Vessel Loading Operations AA National Emission Standards for Hazardous Air Pollutants From Phosphoric Acid Manufacturing Plants
AA	National Emission Standards for Hazardous Air Pollutants from Phosphoric Acid Manufacturing Plants
BB	National Emission Standards for Hazardous Air Pollutants from Phosphate Fertilizers Production Plants
CC	National Emission Standards for Hazardous Air Pollutants from Petroleum Refineries
DD	National Emission Standards for Hazardous Air Pollutants from Off-Site Waste and Recovery Operations
EE	National Emission Standards for Magnetic Tape Manufacturing Operations
GG	National Emission Standards for Aerospace Manufacturing and Rework Facilities
HH	National Emission Standards for Hazardous Air Pollutants from Oil and Natural Gas Production Facilities
II	National Emission Standards for Shipbuilding and Ship Repair (Surface Coating)
JJ	National Emission Standards for Wood Furniture Manufacturing Operations
KK	National Emission Standards for the Printing and Publishing Industry
LL	National Emission Standards for Hazardous Air Pollutants for Primary Aluminum Reduction Plants
MM	National Emission Standards for Hazardous Air Pollutants from Chemical Recovery Combustion Sources at Kraft, Soda, Sulfite, and Stand-Alone Semi-chemical Pulp Mills
YY	National Emission Standards for Hazardous Air Pollutants: Generic Maximum Achievable Control Technology (Generic MACT)
CCC	National Emission Standards for Hazardous Air Pollutants for Steel Pickling--HCl Process Facilities and Hydrochloric Acid Regeneration Plants
DDD	National Emission Standards for Hazardous Air Pollutants for Mineral Wool Production
GGG	National Emission Standards for Hazardous Air Pollutants from Pharmaceutical Production

Subpart	Description
HHH	National Emission Standards for Hazardous Air Pollutants from Natural Gas Transmission and Storage Facilities
III	National Emission Standards for Hazardous Air Pollutants for Flexible Polyurethane Foam Production
JJJ	National Emission Standards for Hazardous Air Pollutant Emissions: Group IV Polymers and Resins
LLL	National Emission Standards for Hazardous Air Pollutants for Source Categories; Portland Cement Manufacturing Industry
MMM	National Emission Standards for Hazardous Air Pollutants: Pesticide Active Ingredient Production
NNN	National Emission Standards for Hazardous Air Pollutants for Source Categories; Wool Fiberglass Manufacturing
OOO	National Emission Standards for Hazardous Air Pollutant Emissions: Manufacture of Amino/Phenolic Resins
PPP	National Emission Standards for Hazardous Air Pollutants for Polyether Polyols Production
QQQ	National Emission Standards for Hazardous Air Pollutants from Primary Copper Smelting
RRR	National Emission Standards for Hazardous Air Pollutants for Secondary Aluminum Production
TTT	National Emission Standards for Hazardous Air Pollutants for Primary Lead Smelting
UUU	National Emission Standards for Hazardous Air Pollutants from Petroleum Refineries: Catalytic Cracking Units, Catalytic Reforming Units, and Sulfur Recovery Units
VVV	National Emission Standards for Hazardous Air Pollutants: Publicly Owned Treatment Works
XXX	National Emission Standards for Hazardous Air Pollutants for Ferroalloys Production: Ferromanganese and Silicomanganese
AAAA	National Emission Standards for Hazardous Air Pollutants from Municipal Solid Waste Landfills
CCCC	National Emission Standards for Hazardous Air Pollutants from Manufacturing of Nutritional Yeast
EEEE	National Emission Standards for Hazardous Air Pollutants from Organic Liquids Distribution (Non-Gasoline)
FFFF	National Emission Standards for Hazardous Air Pollutants from Miscellaneous Organic Chemical Manufacturing
GGGG	National Emission Standards for Hazardous Air Pollutants from Solvent Extraction for Vegetable Oil Production
HHHH	National Emission Standards for Hazardous Air Pollutants from Wet- Formed Fiberglass Mat Production
JJJJ	National Emission Standards for Hazardous Air Pollutants from Paper and Other Web Coating
KKKK	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Metal Cans
MMMM	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Miscellaneous Metal Parts and Products
NNNN	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Large Appliances
OOOO	National Emission Standards for Hazardous Air Pollutants from Printing, Coating, and Dyeing of Fabrics and Other Textiles
PPPP	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Plastic Parts and Products

Subpart	Description
QQQQ	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Wood Building Products
RRRR	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Metal Furniture
SSSS	National Emission Standards for Hazardous Air Pollutants from Surface Coating of Metal Coil
TTTT	National Emission Standards for Hazardous Air Pollutants from Leather Finishing Operations
UUUU	National Emission Standards for Hazardous Air Pollutants from Cellulose Product Manufacturing
VVVV	National Emission Standards for Hazardous Air Pollutants from Boat Manufacturing
WWWW	National Emission Standards for Hazardous Air Pollutants from Reinforced Plastic Composites Production
XXXX	National Emission Standards for Hazardous Air Pollutants from f Rubber Tire Manufacturing
YYYY	National Emission Standards for Hazardous Air Pollutants from Stationary Combustion Turbines
AAAAA	National Emission Standards for Hazardous Air Pollutants from Lime Manufacturing Plants
BBBBB	National Emission Standards for Hazardous Air Pollutants from Semiconductor Manufacturing
CCCCC	National Emission Standards for Hazardous Air Pollutants from Coke Ovens: Pushing, Quenching, and Battery Stacks
EEEEE	National Emission Standards for Hazardous Air Pollutants from Iron and Steel Foundries
FFFFF	National Emission Standards for Hazardous Air Pollutants from Integrated Iron and Steel Manufacturing
GGGGG	National Emission Standards for Hazardous Air Pollutants from Site Remediation
HHHHH	National Emission Standards for Hazardous Air Pollutants from Miscellaneous Coating Manufacturing
IIIII	National Emission Standards for Hazardous Air Pollutants from Mercury Emissions from Mercury Cell Chlor-Alkali Plants
JJJJJ	National Emission Standards for Hazardous Air Pollutants from Brick and Structural Clay Products Manufacturing
KKKKK	National Emission Standards for Hazardous Air Pollutants from Clay Ceramics Manufacturing
LLLLL	National Emission Standards for Hazardous Air Pollutants from Asphalt Processing and Asphalt Roofing Manufacturing
MMMMM	National Emission Standards for Hazardous Air Pollutants from Flexible Polyurethane Foam Fabrication Operations
PPPPP	National Emission Standards for Hazardous Air Pollutants from Engine Test Cells/Stands
QQQQQ	National Emission Standards for Hazardous Air Pollutants from Friction Materials Manufacturing Facilities
RRRRR	National Emission Standards for Hazardous Air Pollutants from Taconite Iron Ore Processing
SSSSS	National Emission Standards for Hazardous Air Pollutants from Refractory Products Manufacturing
TTTTT	National Emission Standards for Hazardous Air Pollutants from Primary Magnesium Refining