



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

A G E N D A

MEETING, NOVEMBER 4, 2011

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 a.m., in the Auditorium at AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California.

Questions About an Agenda Item

- The name and telephone number of the appropriate staff person to call for additional information or to resolve concerns is listed for each agenda item.
- In preparation for the meeting, you are encouraged to obtain whatever clarifying information may be needed to allow the Board to move expeditiously in its deliberations.

Meeting Procedures

- The public meeting of the AQMD Governing Board begins at 9:00 a.m. The Governing Board generally will consider items in the order listed on the agenda. However, any item may be considered in any order.
- After taking action on any agenda item not requiring a public hearing, the Board may reconsider or amend the item at any time during the meeting.

Questions About Progress of the Meeting

- During the meeting, the public may call the Clerk of the Board's Office at (909) 396-2500 for the number of the agenda item the Board is currently discussing.

The agenda and documents in the agenda packet will be made available upon request in appropriate alternative formats to assist persons with a disability. Disability-related accommodations will also be made available to allow participation in the Board meeting. Any accommodations must be requested as soon as practicable. Requests will be accommodated to the extent feasible. Please telephone the Clerk of the Boards Office at (909) 396-2500 from 7:00 a.m. to 5:30 p.m. Tuesday through Friday.

All documents (i) constituting non-exempt public records, (ii) relating to an item on the agenda, and (iii) having been distributed to at least a majority of the Governing Board after the agenda is posted, are available prior to the meeting for public review at the South Coast Air Quality Management District Clerk of the Board's Office, 21865 Copley Drive, Diamond Bar, CA 91765.

The Agenda is subject to revisions. For the latest version of agenda items herein or missing agenda items, check the District's web page (www.aqmd.gov) or contact the Clerk of the Board, (909) 396-2500. Copies of revised agendas will also be available at the Board meeting.

Cleaning the air that we breathe...™

CALL TO ORDER

- Pledge of Allegiance
- Opening Comments: William A. Burke, Ed.D., Chair
Other Board Members
Barry R. Wallerstein, D. Env., Executive Officer

Staff/Phone (909) 396-

CONSENT CALENDAR (Items 1 through 23)

Note: Consent Calendar items held for discussion will be moved to Item No. 24

1. Approve Minutes of October 7, 2011 Board Meeting **McDaniel/2821**

Budget/Fiscal Impact

2. Amend Existing Contracts for Legislative Representation in Washington, D.C. **Abarca/3242**

The current contracts for legislative and regulatory representation in Washington D.C. will expire on January 14, 2012 for Kadesh & Associates, LLC and on December 31, 2011 for B&D Consulting. Staff recommends that they continue to represent AQMD in Washington, D.C. to further AQMD policy positions at the federal level. The current contracts have an option for two one-year extensions. This action is to approve the second one-year extension of the existing contracts for legislative and regulatory consulting services in Washington, D.C. for Calendar Year 2012. Total contract amounts for Kadesh & Associates and for B&D Consulting is proposed to be the current contract amounts plus a Consumer Price Index increase. (Reviewed: Legislative Committee, October 14, 2011; Recommended for Approval)

3. Appropriate Funds for Distribution of "The Right to Breathe" **Atwood/3687**

AQMD's signature film "The Right to Breathe" is complete and a distribution plan has been prepared. This action is to authorize funding in an amount not to exceed \$150,000 for distribution of the signature film. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

4. **Execute Contract for Expert Technical Consulting Services in Support of Pending Litigation** **Feldman/3455**

This action is to execute a contract with retired AQMD employee Robert Carson, a former Air Quality Inspector III, to provide expert technical consulting services in support of pending enforcement litigation. This action also approves specific findings under Health and Safety Code Section 40426.7, which the Board is required to make before contracting with former AQMD employees within 12 months of their retirement. The total cost of the contract will not exceed \$7,000.00. Sufficient funds are available in Legal's FY 2011-12 Budget to cover the cost of these actions. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

5. **Approve Heavy-Duty Diesel Truck Projects under "Year 2" Proposition 1B-Goods Movement Emission Reduction Program** **Liu/2105**

On March 4, 2011, the Board approved the release of a Program Announcement to solicit projects in the category of "heavy-duty diesel trucks" for the FY 2008-09 "Year 2" Proposition 1B-Goods Movement Program. AQMD received an overwhelming response to this solicitation resulting in a long list of eligible projects and high demand for the grant funds. This action is to approve heavy-duty diesel truck projects from Table 1, contingent upon CARB's final-ranking approval in an amount not to exceed \$37,989,115, from the "Year 2" program funds, in addition to any "Year 1" returned funds from truck projects that will be finalized by the end of this year, and any accrued interest until all the funds for heavy-duty diesel trucks from the Proposition 1B-Goods Movement Program Fund (81) are exhausted. (Reviewed: Technology Committee, October 21, 2011; Recommended for Approval)

6. **Amend Existing Contracts for Optimization and Demonstration of Exhaust Emission Control Technologies for Heavy-Duty Diesel Trucks** **Liu/2105**

The Board previously awarded two contracts to Johnson Matthey, Inc., to optimize and demonstrate selective catalytic regenerating and selective catalytic continuously regenerating technologies on on-road heavy-duty diesel trucks under the U.S. EPA American Recovery and Reinvestment Act Funding Program. In July 2011, the U.S. EPA conducted a review of the demonstration program, and requested that staff amend the contracts with Johnson Matthey, Inc., to provide at least two years to monitor the performance of the technologies. This action is to amend existing contracts with Johnson Matthey, Inc. to extend contracts periods to December 31, 2014 at no cost. (Reviewed: Technology Committee, October 21, 2011; Recommended for Approval)

7. **Execute Contract to Demonstrate Natural Gas-Powered Police Vehicle** **Liu/2105**

In response to interest in dedicated natural gas-powered police vehicles, the Board approved a program to demonstrate two dedicated CNG Ford Crown Victorias, one with the City of Redlands, and one with the City of South Pasadena. Additional interest has been expressed to demonstrate a dedicated natural gas-powered police vehicle in police and sheriff departments throughout the South Coast Region. This action is to execute a contract with A-1 Alternative Fuel Systems to lease and convert a 2011 model year Ford Crown Victoria to operate on CNG, and implement the demonstration program, at a cost not to exceed \$65,000 from the Clean Fuels Fund (31). (Reviewed: Technology Committee, October 21, 2011; Recommended for Approval)

8. **Execute Contracts for Technical Assistance for Advanced, Low- and Zero-Emission Mobile and Stationary Source Pollution Control Technologies under Clean Fuels, Carl Moyer and Proposition 1B Programs** **Liu/2105**

On July 8, 2011, the Board approved the release of an RFP to solicit proposals to provide technical assistance and public outreach support for advanced, low- and zero-emission mobile and stationary source pollution control technologies for the Clean Fuels Program and incentive programs. Fifteen proposals were received in response to the solicitation. This action is to execute eleven contracts with technical experts to provide consultation services at a total cost not to exceed \$540,000 from the Clean Fuels Program Fund (31). This action is also to execute one contract at a cost not to exceed \$150,000 from the Carl Moyer Program Fund (32), one contract at a cost not to exceed \$100,000 from the Voucher Incentive Program Fund (59), and five contracts at a cost not to exceed \$650,000 from the Proposition 1B Goods Movement Program Fund (81). (Reviewed: Technology Committee, October 21, 2011; Recommended for Approval)

9. **Establish Fund, Recognize Revenue, Execute Contracts for Zero Emissions Goods Movement Demonstration Projects and Release Request for Information** **Liu/2105**

Staff is recommending three projects consistent with the development and demonstration of zero emissions goods movement technologies. These projects include the demonstration of Linear Synchronous Motor (LSM) technology to move cargo containers and the development of two discrete hybrid electric drive systems for heavy-duty vehicles. This action is to recognize up to \$4,000,000 from the Ports of Los Angeles and Long Beach into a special fund for the development of goods movement technologies and execute contracts with General Atomics for the demonstration of an LSM container movement system at a total cost not to exceed \$7,140,000 and Volvo for the development of a plug-in hybrid electric Class 8 vehicle at a cost not to exceed \$1,200,000. The remaining truck project is with Capstone Turbine Corporation for the development of a microturbine series hybrid Class 7 vehicle at a cost not to exceed \$360,000 from the Clean Fuels Fund (31). Finally, this action is to release a Request for Information for zero and near-zero emission locomotives technologies. (Reviewed: Technology Committee, October 21, 2011; Recommended for Approval)

10. **Appropriate Funds for PAMS Program from U.S. EPA Section 105 and Authorize Purchases and Release of RFQ** **Liu/2105**

U.S. EPA has allocated Section 105 funding for the 20th Year PAMS Program. Section 105 revenue for this program has been included in the FY 2011-12 Budget. This action is to: (1) appropriate funds to the FY 2011-12 Budget for the 20th year PAMS Program; and (2) authorize purchases and the release of an RFQ. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

11. **Issue Program Announcement for SOON Provision and Execute Contracts for Truck Retrofit Projects** **Liu/2105**

This action is to approve the release of a Program Announcement to provide funding assistance for additional NOx emission reductions from off-road vehicles and equipment subject to the SOON provision of the CARB In-Use Off-Road Diesel Vehicle regulation, and to provide the authority to reissue the Program Announcement if the Program Announcement is undersubscribed. On September 9, 2011, the Board awarded contracts to 13 fleets totaling \$1,000,000 to retrofit 200 heavy-duty diesel trucks with diesel particulate filters. Two of the fleets cannot proceed with the retrofit project due to lack of financial resources. To meet the U.S. EPA deadline, staff proposes utilizing the funds for other diesel truck retrofit projects. This action is to execute contracts to retrofit heavy-duty diesel trucks with DPFs at a total cost not to exceed \$60,000. (Reviewed: Technology Committee, October 21, 2011; Recommended for Approval)

12. **Authorize Purchase of Ingres Relational Database Management System Software Support** **Marlia/3148**

The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at the AQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). The CLASS applications are used to support all of the AQMD core activities. Maintenance support for this software expires November 29, 2011. This action is to obtain approval for the purchase of Ingres Database software maintenance support for an additional year. Funds in the amount of \$121,371 for this expense are included in the FY 2011-12 Budget. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

13. Issue RFP for Redesign of AQMD Website and Implementation of Web Content Management System **Marlia/3148**

AQMD's website has evolved over time and, while it contains a great deal of meaningful information, specific content can be difficult to find using current site navigation. The site design was last updated in 2008. This action is to issue an RFP to solicit bids from qualified firms to redesign AQMD's website (www.aqmd.gov) and to implement a Content Management System for subsequent maintenance of the website by AQMD employees. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

14. Recognize Sponsorship Funds into General Fund from Clean Fuels Conference Fund and from Other Sponsors for Air Quality and Transportation Conferences **O'Kelly/2828**

To further our clean air agenda, the Board has previously approved holding air quality and transportation conferences, which are coordinated by consultants and hosted by AQMD. This action is to account for, and recognize, sponsorship funds into the General Fund from the Clean Fuels Conference Fund and from other sponsors to offset costs associated with these conferences. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

15. Approve Alternative Fuel Infrastructure and Event Center Transportation Program Contract Awards under FY 2010-11 AB 2766 Discretionary Fund Work Program **Winterbottom/**

As part of their FY 2010-11 AB 2766 Discretionary Fund Work Program, MSRC issued Program Announcements for Alternative Fuel Infrastructure and Event Center Transportation Programs. The MSRC awarded a contract to Bear Valley Unified School District to install a new CNG station, and a contract to Southern California Regional Rail Authority to provide special MetroLink service to the NASCAR Sprint Cup Series event, under these Programs. At this time, MSRC seeks Board approval of the contract awards under the FY 2010-11 AB 2766 Discretionary Fund Work Program. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, October 20, 2011; Recommended for Approval)

Action Item/No Fiscal Impact

16. Establish Board Meeting Schedule for Calendar Year 2012 **Wallerstein/3131**

The proposed Board Meeting Schedule for Calendar Year 2012 (includes January 2013) is submitted for Board consideration. The Administrative Committee meeting schedule (second Friday of the month) is included for information only. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

Items 17 through 23 - Information Only/Receive and File

17. Legislative & Public Affairs Report **Abarca/3242**
- This report highlights the September 2011 outreach activities of Legislative & Public Affairs, which include Environmental Justice Update, Community Events/Public Meetings, Business Assistance, and Outreach to Business and Federal, State and Local Government. (No Committee Review)
18. Hearing Board Report **Camarena/2500**
- This reports the action taken by the Hearing Board during the period of September 1 through September 30, 2011. (No Committee Review)
19. Civil Filings and Civil Penalties Report **Wiese/3460**
- This reports the legal actions filed by the District Prosecutor during September 1 through September 30, 2011. (No Committee Review)
20. Lead Agency Projects and Environmental Documents Received by AQMD **Chang/3186**
- This report provides, for the Board's consideration, a listing of CEQA documents received by the AQMD between September 1, 2011 and September 30, 2011, and those projects for which the AQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, October 21, 2011)
21. Rule and Control Measure Forecast **Chang/3186**
- This report highlights AQMD rulemaking activity and public workshops potentially scheduled for the year 2011 and portions of 2012. (No Committee Review)
22. Report of RFPs and RFQs Scheduled for Release in November **O'Kelly/2828**
- This report summarizes the RFPs and RFQs for budgeted services over \$75,000 scheduled to be released for advertisement for the month of November. (Reviewed: Administrative Committee, October 14, 2011; Recommended for Approval)

23. **Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2011-12** **Marlia/3148**

Information Management is responsible for data systems management services in support of all AQMD operations. This action is to provide the monthly status report on major automation contracts and projects to be initiated by Information Management during the first six months of FY 2011-12. (No Committee Review)

24. Items Deferred from Consent Calendar

BOARD CALENDAR

Note: The Stationary Source Committee meeting was cancelled; the next meeting is scheduled for November 18, 2011.

25. **Administrative Committee (Receive & File)** **Chair: Burke** **Wallerstein/3131**

26. **Legislative Committee** **Chair: Carney** **Abarca/3242**

Receive and file; and adopt the following action as recommended:

Agenda Item	Recommended Action
2012 Federal and State Legislative Goals and Objectives	Approve
Amend the contracts with Kadash & Associates, LLC and B & D Consulting for legislative consulting services in Washington, D.C. for Calendar Year 2012	Approve

27. **Mobile Source Committee (Receive & File)** **Chair: Loveridge** **Chang/3186**

28. **Technology Committee (Receive & File)** **Chair: Gonzales** **Liu/2105**

29. **Mobile Source Air Pollution Reduction Review Committee (Receive & File)** **Board Liaison: Antonovich** **Hogo/3184**

30. **California Air Resources Board Monthly Report (Receive & File)** **Board Rep: Loveridge** **McDaniel/2500**

Staff Presentation/Board Discussion

31. Approve Revised Memorandum of Understanding with Jiangsu Provincial Environmental Protection Department, People's Republic of China **Chang/3186**

The AQMD has received from the People's Republic of China some additional changes to the Memorandum of Understanding which was approved by the Board at its October 7, 2011 meeting. The changes are consistent with the original agreement approved by the Board. This action is to approve the revised Memorandum of Understanding regarding an ongoing cooperative information exchange program between AQMD and the Jiangsu Provincial Environmental Protection Department. (No Committee Review)

32. Approve Proposal for Sponsorship of Weather Reports to Promote Wintertime "Check Before You Burn" Program **Atwood/3687**

Last winter, AQMD launched a voluntary residential Check Before You Burn Program and partnered with KTLA Channel 5 to help raise public awareness about the program. Beginning November 2011, the Program becomes mandatory. AQMD's Media Office again this year solicited proposals from local TV affiliates for partnerships featuring air quality and Check Before You Burn reports during morning weather reports. Four proposals were received. This action is to approve a contract with KTLA Channel 5 to feature air quality and Check Before You Burn reports on its morning weather segments from November 2011 through February 2012 and to appropriate \$45,000 from the Undesignated Fund Balance and transfer to the Executive Office's FY 2011-12 Budget, Services and Supplies Major Object, Professional and Special Services Account to cover costs for this contract. (No Committee Review)

PUBLIC HEARINGS

33. Amend Rule 463 – Organic Liquid Storage **Tisopulos/3123**

The proposed amendment will address a request from industry to allow alternative test methods to demonstrate compliance with vapor pressure standards, update the vapor tightness definition to align with Rule 1178 – Further Reductions of VOC Emissions From Storage Tanks at Petroleum Facilities and reflect a detection limit of 500 ppmv rather than 1000 ppmv, and incorporate additional administrative changes to clarify regulatory purpose, remove outdated language, and streamline reporting and notification requirements. This action is to adopt the resolution: 1) Certifying the Notice of Exemption for Proposed Amended Rule 463; and 2) Amending Rule 463. (Reviewed: Stationary Source Committee, September 23, 2011)

34. Clean Fuels Program Draft Plan Update

Miyasato/3249

In March 2007, the Board requested that staff bring the Clean Fuels Program Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2012 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty all electric fuel cell, plug-in hybrid and hybrid technologies with all electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies. (Reviewed: Technology Committee, October 21, 2011)

PUBLIC COMMENT PERIOD – (Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3)

BOARD MEMBER TRAVEL – (No Written Material)

Board member travel reports have been filed with the Clerk of the Boards, and copies are available upon request.

CLOSED SESSION - (No Written Material)

Wiese/3460

It is necessary for the Board to recess to closed session pursuant to Government Code section 54956.9(a) to confer with its counsel regarding pending litigation which has been initiated formally and to which the District is a party. The actions are:

- NRDC, et al. v. SCAQMD, et al., Los Angeles Superior Court Case No. BS110792;
- California Communities Against Toxics, et al. v. U.S. EPA, et al., U.S. Court of Appeals, Ninth Circuit, Case No. 11-71127;
- Pacific Merchant Shipping Association v. Goldstene, U.S. District Court, Eastern, Case No. 09-01151, U.S. Court of Appeals, Ninth Circuit, Case No. 09-17765;
- Southern California Gas Company v. SCAQMD, Los Angeles Superior Court Case No. BS122004;
- W. M. Barr & Company, Inc. v. SCAQMD, Los Angeles Superior Court Case No. BS127359;
- Association of Irrigated Residents v. EPA, U.S. Court of Appeals, Ninth Circuit, Case Nos. 09-71383 and 09-71404; and
- Flashberg, et al. v. Dublin, et al., Los Angeles Superior Court Case No. BC463159.

It is also necessary for the Board to recess to closed session under Government Code section 54956.9(c) to consider initiation of litigation (two cases).

In addition, it is also necessary for the Board to recess to closed session pursuant to Government Code section 54957.6 to confer regarding upcoming labor negotiations with:

- designated representatives regarding represented employee salaries and benefits or other mandatory subjects within the scope of representation [Negotiator: William Johnson; Represented Employees: Teamsters Local 911 & SCAQMD Professional Employees Association].

ADJOURNMENT

*****PUBLIC COMMENTS*****

Members of the public are afforded an opportunity to speak on any listed item before or during consideration of that item. Please notify the Clerk of the Board, (909) 396-2500, if you wish to do so. All agendas are posted at AQMD Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the meeting. At the end of the agenda, an opportunity is also provided for the public to speak on any subject within the AQMD's authority. Speakers may be limited to three (3) minutes each.

Note that on items listed on the Consent Calendar and the balance of the agenda any motion, including action, can be taken (consideration is not limited to listed recommended actions). Additional matters can be added and action taken by two-thirds vote, or in the case of an emergency, by a majority vote. Matters raised under Public Comments may not be acted upon at that meeting other than as provided above.

Written comments will be accepted by the Board and made part of the record, provided 25 copies are presented to the Clerk of the Board. Electronic submittals to cob@aqmd.gov of 10 pages or less including attachment, in MS WORD, plain or HTML format will also be accepted by the Board and made part of the record if received no later than 5:00 p.m., on the Tuesday prior to the Board meeting.

ACRONYMS

AQIP = Air Quality Investment Program	NESHAPS = National Emission Standards for Hazardous Air Pollutants
AVR = Average Vehicle Ridership	NGV = Natural Gas Vehicle
BACT = Best Available Control Technology	NO _x = Oxides of Nitrogen
Cal/EPA = California Environmental Protection Agency	NSPS = New Source Performance Standards
CARB = California Air Resources Board	NSR = New Source Review
CEMS = Continuous Emissions Monitoring Systems	PAMS = Photochemical Assessment Monitoring Stations
CEC = California Energy Commission	PAR = Proposed Amended Rule
CEQA = California Environmental Quality Act	PHEV = Plug-In Hybrid Electric Vehicle
CE-CERT =College of Engineering-Center for Environmental Research and Technology	PM ₁₀ = Particulate Matter ≤ 10 microns
CNG = Compressed Natural Gas	PM _{2.5} = Particulate Matter ≤ 2.5 microns
CO = Carbon Monoxide	PR = Proposed Rule
CTG = Control Techniques Guideline	RFP = Request for Proposals
DOE = Department of Energy	RFQ = Request for Quotations
EV = Electric Vehicle	SCAG = Southern California Association of Governments
FY = Fiscal Year	SIP = State Implementation Plan
GHG = Greenhouse Gas	SO _x = Oxides of Sulfur
HRA = Health Risk Assessment	SOON = Surplus Off-Road Opt-In for NO _x
IAIC = Interagency AQMP Implementation Committee	SULEV = Super Ultra Low Emission Vehicle
LEV = Low Emission Vehicle	TCM = Transportation Control Measure
LNG = Liquefied Natural Gas	ULEV = Ultra Low Emission Vehicle
MATES = Multiple Air Toxics Exposure Study	U.S. EPA = United States Environmental Protection Agency
MOU = Memorandum of Understanding	VOC = Volatile Organic Compound
MSERCs = Mobile Source Emission Reduction Credits	ZEV = Zero Emission Vehicle
MSRC = Mobile Source (Air Pollution Reduction) Review Committee	

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the October 7, 2011 meeting.

RECOMMENDED ACTION:

Approve Minutes of the October 7, 2011 Board Meeting.

Sandra McDaniel,
Clerk of the Boards

SM:dp

FRIDAY, OCTOBER 7, 2011

Notice having been duly given, the special meeting of the South Coast Air Quality Management District Board was held at the Millennium Biltmore Hotel Los Angeles, 506 South Grand Avenue, Los Angeles, California. Members present:

William A. Burke, Ed.D., Chairman
Speaker of the Assembly Appointee

Mayor Dennis R. Yates, Vice Chairman
Cities of San Bernardino County

Mayor Michael D. Antonovich (arrived at 9:35 a.m. and left at 11:45 a.m.)
County of Los Angeles

Supervisor John J. Benoit
County of Riverside

Mayor Pro Tem Michael A. Cacciotti
Cities of Los Angeles County – Eastern Region

Ms. Jane W. Carney
Senate Rules Committee Appointee

Supervisor Josie Gonzales
County of San Bernardino

Dr. Joseph K. Lyou
Governor's Appointee

Councilmember Judith Mitchell
Cities of Los Angeles County – Western Region

Supervisor Shawn Nelson
County of Orange

Councilmember Jan Perry (left at 9:45 a.m. and returned at 11:20 a.m.)
City of Los Angeles

Mayor Miguel A. Pulido (left at 11:20 a.m.)
Cities of Orange County

Members absent:

Mayor Ronald O. Loveridge
Cities of Riverside County

CALL TO ORDER: Chairman Burke called the meeting to order at 9:15 a.m.

- Pledge of Allegiance: Led by Councilwoman Perry.
- Opening Comments

Councilwoman Perry. Announced that she attended the Clean Air Fair for Seniors at the Los Angeles Convention Center on September 15, 2011 and offered her appreciation to AQMD staff who participated in the event that was very well attended and the topics were well received by a segment of the population that can sometimes be overlooked.

Supervisor Gonzales. Thanked staff for their involvement with the Route 66 Rendezvous in San Bernardino on September 13 through 16, 2011 and acknowledged the efforts of public affairs staff member Todd Warden, who worked tirelessly to present information about the various types of alternatively-fueled vehicles that were on display. She also noted that she selected a 1942 COE truck, which held a tiny electric car in the bed, as the recipient of the AQMD Cruising Award. She acknowledged the role that trucks play in stimulating the economy and delivering needed goods and noted the need to continue to work with the trucking and manufacturing industries to further reduce air pollution.

Councilman Cacciotti. Noted that as a result of his attendance at the recent Santa Monica Alt Car Expo, he saw the need for staff to take a look at some of the emerging technologies that can be of benefit to the District and local municipalities' operations, including pickup trucks, passenger vans and all electric vehicles from BMW.

Dr. Lyou. Reported that he attended a portion of the Air Quality Technology Symposium hosted by AQMD on September 28 and 29, 2011 and was encouraged by the large turnout and highly qualified speakers. He also noted his attendance at the National Institute of Environmental Health Sciences town hall meeting in Paramount on October 6, 2011 which included local environmental health science professionals and community members who expressed concerns about the proposals for intermodal rail yards and the 710 freeway expansion. He urged staff to take advantage of the enormous resource that the local environmental health scientists provide through their research on the impacts of air pollution on public health.

Councilwoman Mitchell. Noted that she also attended the Symposium and was encouraged to learn about new technology on the horizon that can help the region to attain cleaner air in an efficient and economical manner.

CONSENT CALENDAR

1. Approve Minutes of September 9, 2011 Board Meeting
2. Set Public Hearing November 4, 2011 to Consider Amendments and/or Adoption to AQMD Rules and Regulations:

Amend Rule 463 – Organic Liquid Storage

Budget/Fiscal Impact
3. Amend Contract with Cinema Vertige for Completion of Five Short Videos on Specific Regions in AQMD
4. Issue RFP for Replacement of Hot Water Boilers
5. Transfer Funds from Emission Reduction and Outreach Fund to General Fund and Close Emission Reduction and Outreach Fund
6. Execute Contracts for Natural Gas Fueling Stations
(Continued from September 9, 2011 Board Meeting by operation of procedures)
7. Execute Contracts for FY 2010-11 “Year 13” Carl Moyer Program and SOON Provision, Amend Awards and Contracts under Carl Moyer Program and Approve Funding for Technical Assistance
8. Amend Contract for Demonstration of Local Use Vehicles
9. Approve Awards for Replacement of Pre-1987 School Buses
10. Recognize Revenue from U.S. DOE and Execute Contracts for PEV Infrastructure Planning
11. Recognize Funds from U.S. EPA and Execute Contract for Demonstration of Advanced Maritime Emissions Control System for Ocean-Going Vessels
12. Execute Agreements, Recognize Funds, and Amend Existing Contracts for In-Use Emissions Testing and Retrofit Technology Demonstration Program

13. Execute Contracts to Conduct Natural Gas Hearth Product Incentive Program
14. Designate Funds and Issue Program Opportunity Notice for Testing Control Equipment for PM Reductions from Under-fired Charbroilers
15. Approve Participation in USC Executive Education Program as “Strategic Alliance Partner”
16. Approve Memorandum of Understanding with Jiangsu Provincial Department of Environmental Protection, People’s Republic of China
17. Approve Alternative Fuel Infrastructure, Off-Road After-treatment, and Technical Advisor Services Contract Awards under FYs 2010-11 and 2011-12 AB 2766 Discretionary Fund Work Programs

Items 18 through 26 - Information Only/Receive and File

18. Legislative & Public Affairs Report
19. Hearing Board Report
20. Civil Filings and Civil Penalties Report
21. Lead Agency Projects and Environmental Documents Received by AQMD
22. Rule and Control Measure Forecast
23. Final Report on AQMD’s Chinese-American Advertising and Outreach Initiative
24. Annual Report on 457 Deferred Compensation Plan
25. Status Report on California Air Resources Board Boilerplate Grant Fund Contract Language Pertaining to “Dispute Resolution” and Recommendation for Governing Board-to-Governing Board Request for Modification of Said Provision in Future Contracts

26. Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2011-12

Supervisor Gonzales announced her abstention on Item No. 6 because of a campaign contribution from Burrtec. Supervisor Benoit announced his abstention on Item No. 6 because of a campaign contribution. Supervisor Nelson announced his abstention on Item No. 7 because of a campaign contribution. Dr. Lyou announced his abstention on Item No. 6 because Clean Energy and Waste Management are potential sources of income to him; No. 7 because Disney World Wide Services is a potential source of income to him; No. 10 because the Bay Area Air Quality Management District is a potential source of income to him; and No. 12 because the Ports of Los Angeles and Long Beach are potential sources of income to him.

MOVED BY MITCHELL, SECONDED BY PULIDO, THE BOARD APPROVED AGENDA ITEMS 1 THROUGH 26, AS RECOMMENDED BY STAFF, BY THE FOLLOWING VOTE:

AYES: Benoit (*except Item #6*), Burke, Carney, Cacciotti, Gonzales (*except Item #6*), Lyou (*except Items 6, 7, 10, 12*), Mitchell, Nelson (*except Item #7*), Perry, Pulido and Yates.

NOES: None.

ABSTAIN: Benoit and Gonzales (*Item #6 only*), Lyou (*Items 6, 7, 10 and 12 only*) and Nelson (*Item #7 only*).

ABSENT: Antonovich and Loveridge.

27. Items Deferred from Consent Calendar – none.

BOARD CALENDAR

28. Administrative Committee

29. Climate Change Committee

30. Legislative Committee

31. Mobile Source Committee
32. Stationary Source Committee
33. Technology Committee
34. Mobile Source Air Pollution Reduction Review Committee
35. California Air Resources Board Monthly Report

MOVED BY YATES, SECONDED BY MITCHELL, AGENDA ITEMS 28 THROUGH 35 APPROVED AS RECOMMENDED, RECEIVING AND FILING THE BOARD COMMITTEES, MSRC AND CARB REPORTS, BY THE FOLLOWING VOTE:

AYES: Burke, Benoit, Cacciotti, Carney, Gonzales, Lyou, Mitchell, Nelson, Perry, Pulido and Yates.

NOES: None.

ABSENT: Antonovich and Loveridge.

PUBLIC HEARINGS

36. Adopt Revisions to 2007 PM2.5 State Implementation Plan for South Coast Air Basin

Joe Cassmassi, Planning & Rules Manager, gave the staff presentation.

(Councilwoman Perry left and Supervisor Antonovich arrived at 9:35 a.m.)

The public hearing was opened, and the following individual addressed the Board on Agenda Item 36.

JIM STEWART, Sierra Club

Expressed support for the proposed revisions which will help to further reduce dangerous particulate pollution.

There being no further public testimony on this item, the public hearing was closed.

MOVED BY YATES, SECONDED BY MITCHELL, AGENDA ITEM 36 APPROVED, ADOPTING RESOLUTION NO. 11-24 CERTIFYING THE NOTICE OF EXEMPTION FOR THE 2007 AQMP AND ADOPTING THE REVISION TO THE FINAL 2007 AQMP, AND DIRECTING STAFF TO FORWARD THE REVISIONS TO THE PM2.5 SIP TO CARB FOR APPROVAL AND SUBMISSION TO U.S. EPA AS PART OF THE 2007 SIP, AS RECOMMENDED BY STAFF, BY THE FOLLOWING VOTE:

AYES: Antonovich, Burke, Benoit, Cacciotti, Carney, Gonzales, Lyou, Mitchell, Nelson, Pulido and Yates.

NOES: None.

ABSENT: Loveridge and Perry.

37. Amend Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines (***Continued from September 9, 2011 Board Meeting***)

Ms. Carney left the meeting, after announcing her abstention on Agenda Item No. 37 because Loma Linda University Medical Center is a source of income to her.

Susan Nakamura, Planning & Rules Manager, gave the staff presentation and presented an errata sheet containing two modifications to the Resolution and the Proposed Amended Rule and a correction to Attachment 1 to the Resolution.

The public hearing was opened, and the following individuals addressed the Board on Agenda Item 37.

DR. RASTO BREZNY, Manufacturers of Emission Controls Association

Explained that the leading manufacturers of emission control technologies which make up their nonprofit association, produce over eleven passive and active diesel particulate filters that are on CARB's verified technology list and they are continuing to develop and verify new technologies to meet future demands. He stressed that the diesel retrofit equipment is proven technology with over 300,000 mobile and stationary engines worldwide including over 1,000 emergency standby engines in California already equipped with DPFs. He added that the manufacturers have reformulated their catalyst to be able to achieve certain regeneration during low load operation to account for the needs of the emergency standby engines.

BILL QUINN, California Council for Environmental and Economic Balance

Recognized staff's efforts in developing the proposed amendments and although they remain concerned about the implementation and permitting process, expressed support for the amendments with the inclusion of language regarding the technology being monitored to ensure proper operation.

JOE SUCHECKI, Engine Manufacturers Association

Stressed the deficiencies with the current DPF technology as it applies to emergency engines, noting that safety and reliability should be of great concern, as well as the high cost of retrofitting the engines; and, while they support the usage of DPFs on new vehicles, they feel the risks outweigh the benefits in applying them to emergency engines with the current technology. (Submitted Written Comments)

Dr. Wallerstein noted that the emission reduction is not only for when the generators are used in the event of an emergency, but when they are regularly tested as well.

Supervisor Nelson noted his concern with the high cost of retrofitting the engines and the risk of failure of the generators due to the addition of the filters. He further noted that he found the Engine Manufacturers Association's testimony compelling and did not believe that the emissions reductions associated with DPFs merit the control cost and the risk of engine failure.

Dr. Wallerstein responded that staff's determination is that when installed, operated and maintained properly, DPFs are a reliable and effective technology to reduce diesel PM emissions from stationary emergency standby engines.

Supervisor Benoit commented that adding further complexity to the engines creates the potential for failures and suggested that a solution to address the small number of generators in question could be reached in a manner that lowers risk and does not place an undue financial burden on municipalities and businesses.

JIM STEWART, Sierra Club

Urged adoption of the proposed amendments to protect the public from the negative health impacts of particulate emissions.

MARTIN SCHLAGETER, Coalition for Clean Air

Expressed support for the reasonable amendments that will ensure the cleanest available technologies are being utilized to protect public health.

ALFRED JAVIER, Eastern Municipal Water District

Expressed opposition to additional requirements for controls on emergency engines that provide essential services because of the lack of proven reliability through continuous operation and peak load usage.

MICHAEL W. LEWIS, Construction Industry Air Quality Coalition

Noted that the original studies conducted by CARB on the impacts of particulate matter are being called into question and the lack of data to support the findings has led to the relaxation of CARB's imposition of technology. He stressed that the conditions under which emergency generators operate are not conducive to being equipped with DPFs. (Submitted Written Comments)

ADRIANO MARTINEZ, Natural Resources Defense Council

Expressed support for the staff proposal which will help protect local communities and sensitive receptors and urged the Board to acknowledge the successful implementation of these technologies as detailed in the staff report.

KARL LANY, So Cal Caterpillar Dealers and AT&T

Acknowledged the need for amendments to Rule 1470 but noted the concerns with the current proposal including the increased costs and higher fuel consumption in those applications where DPFs are installed, and, most importantly, the potential for failure among the emergency engines. He requested that if the Board approves the current proposal, staff be directed to: 1) reduce permitting complexity by developing risk matrices that permit applicants can voluntarily refer to, eliminating the need for expensive risk assessments; 2) take measures to protect and preserve the certified equipment program; 3) not write permit conditions that mandate the automatic shutoff of an emergency engine when back pressure or other operating parameters are outside of specification; and 4) allow bypass operations to applicants other than those that are in the rule when they can make the demonstration to staff in permit applications that it is warranted.

GREG ADAMS, Los Angeles County Sanitation District & SCAP

Noted that the failure of control and alarm systems can lead to devastating effects, citing an example from 2006 where approximately 1.5 million gallons of raw sewage was spilled flowing into homes, across beaches and into the ocean; and expressed strong opposition to the installation of any control device that can fail in the closed position in the exhaust of emergency standby engines.

PAUL O'HARA, Cummins Cal Pacific

Noted that as part of their commitment to clean air, they have invested over a billion dollars over the past 10 years towards cleaner-burning engines; commented that if the Board moves forward with the new requirements, they would be able to make their engines conform, but insist on having the right technology available to meet the standards that will also maintain the reliability of the engines; and urged the Board to make arrangements for the certified equipment program to be reinstated for the benefit of the construction industry and, ideally, the after-treatment industry.

There being no further public testimony on this item, the public hearing was closed.

Written Comments Submitted by:

James F. Green, The Metropolitan Water District of Southern California
John Pastore, Southern California Alliance of Publicly Owned Treatment Works

Chairman Burke recognized the need for protecting sensitive receptors, but raised concerns with the current proposal's cost and the potential for failure of the equipment. He suggested that the staff look into other ways to gain the desired outcome and return to the Board.

Supervisor Benoit noted that the number of engines that are in close proximity to sensitive receptors is probably limited, and asked staff to identify ways to treat those types of installations on a very limited basis to minimize the costly and potentially risky requirements that are currently proposed.

Supervisor Gonzales added that it is important to maintain the mission of the agency while avoiding trying to make something fit that is not quite right and will harm businesses financially and potentially harm the public.

Dr. Lyou commented that addressing this matter is key in furtherance of the Board's efforts to advocate for diesel emission reductions, and other industries will need to follow suit along with the Ports, U.S. EPA and CARB to aggressively target reductions in health impacts from diesel sources.

Mayor Pulido noted the importance of making sure the higher priority concerns are being addressed properly and suggested the development of an energy plan that could address the potential for electric and battery storage.

Councilwoman Mitchell reiterated that in tailoring the right solution for the Basin, staff needs to address the concerns regarding the reliability of the retrofitted equipment and the size and area of the sphere of the receptors that the rule is aiming to protect.

Mayor Yates explained that after hearing the concerns of stakeholders in two Stationary Source Committee meetings, he was not confident in the solution that had been laid out and while he understands the concerns regarding the expense, the Board still has a responsibility to protect the people and the children that live and play next to diesel generating engines.

Supervisor Nelson noted that aside from exempting emergency generators altogether, perhaps the units in close proximity to schools and homes could be addressed on an individual basis possibly through operating conditions rather than filters, along with promoting the continued development of cleaner engines.

MOVED BY PULIDO, SECONDED BY ANTONOVICH, AND UNANIMOUSLY CARRIED (Absent: Carney, Loveridge and Perry), THE BOARD REFERRED PROPOSED AMENDED RULE 1470 BACK TO STAFF FOR FURTHER REVIEW AND INVESTIGATION.

38. Amend Employee Commute Reduction Program Guidelines to Rule 2202 - On-Road Motor Vehicle Mitigation Options

Carol Gomez, Planning & Rules Manager, gave the staff presentation.

In response to Ms. Carney's request, Ms. Gomez explained that the parking cash-out proposed amendment applies to worksites with 250 or more employees who lease parking space separately from their office space, and can determine the cost of each parking space. The value of the parking space is to be offered to employees in hopes that they will utilize alternate modes of transportation.

The public hearing was opened, and the following individuals addressed the Board on Agenda Item 38.

J.J. WESTON, Burbank Transportation Management Organization

Urged the Board to not adopt the parking cash-out component of the amendments because of the unintended negative consequences it creates, including 1) the difficulty of developers to attract new businesses to their buildings because of the high cost of parking space, 2) the large staffing costs that employers will incur during the implementation and administration of the parking cash-out program, and 3) employees may take the cash-out money and continue to drive to work and find alternative parking which burdens the surrounding businesses and residences. (Submitted Written Comments)

JIM STEWART, Sierra Club

MARTIN SCHLAGETER, Coalition for Clean Air

Expressed support for the modest, necessary and long overdue amendments in the effort to promote ridesharing and daily commute alternatives; and noted that the parking cash-out is state mandated and is necessary to encourage people to carpool, use mass transit, or walk or bike to work.

Ms. Carney asked staff to confirm that her recollection that the AQMD is not mandated to implement the parking cash-out, even though it exists in state law, was correct.

Dr. Wallerstein confirmed Ms. Carney's understanding and noted that under a different provision of state law, there is a requirement for rideshare plans to achieve a designated target, and the current proposed amendments only

applies to those that have not achieved their target and are not making progress toward their target.

RICHARD TEEBAY, County of Los Angeles

Explained that the County fleet of 14,000 vehicles consumed 14 million gallons of fuel in 2009 which represented 11 percent of the County's total GHG emissions while the emissions from the personal vehicles of the over 100,000 County employees represented 30 percent of the total GHG emissions. He stressed the importance of creating electric vehicle infrastructure at workplaces to reduce petroleum consumption and GHG emissions.

There being no further public testimony on this item, the public hearing was closed.

Dr. Lyou asked staff to further investigate the District's ability to enforce the offset mechanism for those organizations that exhaust their good faith efforts to meet emission reduction requirements or if legislative authority would be required to do so.

MOVED BY YATES, SECONDED BY MITCHELL,
AGENDA ITEM 38 APPROVED AS
RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, Burke, Benoit, Cacciotti,
Carney, Lyou, Mitchell, Pulido and
Yates.

NOES: Nelson and Gonzales.

ABSENT: Loveridge and Perry.

PUBLIC COMMENT PERIOD – (Public Comment on Non-Agenda Items, Pursuant to
Government Code Section 54954.3)

Assemblyman Warren Furutani addressed the Board in regard to the status of the many pension reform bills that have been presented to the State Assembly for consideration, indicating that they have all been held in abeyance in order to have them reviewed as a comprehensive package relative to pension reform for California as a whole. He will be serving as co-chair of a conference committee between the Assembly and the State Senate that will address all of the bills relative to pension reform, with their main motivations being 1) to relate that pension reform should begin at the bargaining table, 2) ensuring the equity of pensions among various levels of employees, and 3) addressing other issues such as pension spiking and double dipping. He urged the Board to look at pension reform from top to bottom in the organization and approach the current negotiations with represented employees in good faith.

(Mayor Pulido left and Councilwoman Perry returned at 11:20 a.m.)

The following AQMD employees and Teamsters 911 Representatives Ray Whitmer and Michael Duenas addressed the Board to express their concerns in regards to salaries and benefits for represented employees, and the ongoing labor negotiations.

KEITH BROWN, GARY BANCROFT, NORMA MARTINEZ (on behalf of SCAQMD Professional Employees Association member WIMOL CHANJAMSRI), VICENTE GODFREY and JACOB ALLEN

Noted their commitment to working towards the District's attainment goals, expressed their disagreement with the creation of a two-tiered retirement system, and asked the Board to support them in addressing the inequities in health benefit reimbursement and retirement account contributions that continue to exist between management and represented employees.

(Supervisor Antonovich left at 11:45 a.m.)

Mr. Whitmer detailed inequities that exist between the highest paid employees and the lowest paid employees in terms of healthcare benefit payments and deferred compensation matching, and noted the pressing need to address those issues.

Chairman Burke commented that he understands the burden caused by the high cost of healthcare and assured the employees that their concerns will be considered and a fair solution is being sought.

NO CLOSED SESSION

ADJOURNMENT

There being no further business, the meeting was adjourned by Chairman Burke at 11:50 a.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on October 7, 2011.

Respectfully Submitted,

Denise Pupo
Senior Deputy Clerk

Date Minutes Approved: _____

Dr. William A. Burke, Chairman

ACRONYMS

AQMP = Air Quality Management Plan

AVR = Average Vehicle Ridership

CARB = California Air Resources Board

CEC = California Energy Commission

CEQA = California Environmental Quality Act

DPF = Diesel Particulate Filter

FY = Fiscal Year

GHG = Greenhouse Gas

NOx = Oxides of Nitrogen

PM_{2.5} = Particulate Matter ≤ 2.5 microns

RFP = Request for Proposals

SIP = State Implementation Plan

U.S. EPA = United States Environmental Protection Agency

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 2

PROPOSAL: Amend Existing Contracts for Legislative Representation in Washington, D.C.

SYNOPSIS: The current contracts for legislative and regulatory representation in Washington D.C. will expire on January 14, 2012 for Kadesh & Associates, LLC and on December 31, 2011 for B&D Consulting. Staff recommends that they continue to represent AQMD in Washington, D.C. to further AQMD policy positions at the federal level. The current contracts have an option for two one-year extensions. This action is to approve the second one-year extension of the existing contracts for legislative and regulatory consulting services in Washington, D.C. for Calendar Year 2012. Total contract amounts for Kadesh & Associates and for B&D Consulting is proposed to be the current contract amounts plus a Consumer Price Index increase.

COMMITTEE: Legislative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Chairman to approve the second one-year extension of the contracts with Kadesh & Associates for \$227,660, and with B&D Consulting for \$205,840, which includes a Consumer Price Index (CPI) increase.
2. Appropriate \$242,000 from the District's Undesignated Fund Balance to Legislative & Public Affairs FY 2011-12 Budget, Account 67450 – Professional & Special Services.

Barry R. Wallerstein, D.Env.
Executive Officer

Background

After a competitive process with multiple firms responding to a request for proposals, the Board selected B&D Consulting and Kadesh & Associates, LLC, for legislative and regulatory representation in Washington, D.C. for 2010. The contracts with Kadesh & Associates, LLC and B&D Consulting were subsequently extended and now expire on January 14, 2012, and December 31, 2011, respectively.

The firms have been effective in working with the Board and staff to maintain a continued and noticeable presence to advance the Board's agenda for federal legislative and regulatory issues. They have organized successful meetings that have resulted in stronger or new relationships with the Administration, Congress and other stakeholders in Washington, D.C. In 2011, the consultants worked hard to secure a provision in the Senate's Energy and Water Appropriations bill to create a \$10 million grant program for zero emission transportation projects, and assisted staff with other federal grants. Additionally, due to the consultants' efforts, significant inroads have been made with the U.S. Department of Energy, positioning AQMD in a more favorable position. Further, policy successes are reflected in the inclusion of several significant AQMD amendments into a key goods movement bill prioritizing funding and selection for projects with zero and near-zero emissions technologies. This language may later be included within the larger surface transportation bill. Similarly, they worked with the Senate Environment and Public Works Committee to include key AQMD recommendations in the drafting of the surface transportation reauthorization bill. The consultants also helped protect funding currently authorized in the Clean Air Act Sections 103 and 105, as well as in the Diesel Emission Reductions Act, that support key AQMD programs and our efforts to clean up diesel emissions.

Thus, the consultants have represented AQMD well and continued representation in Washington, D.C. is necessary to further AQMD's policy objectives in the future.

Proposal

Staff recommends their retention for calendar year 2012. Continuity of representation will help build on past relationships and policy initiatives to help increase the successful outcomes of AQMD policy objectives in 2012. Items anticipated being on the agenda in 2012 include the implementation of further emission reductions, support for cleaning up goods movement and surface transportation sources, demonstration and deployment of clean technology and clean energy resources, protecting AQMD's subvention funding and other federal grants, developing long-term solutions for New Source Review offsets that protect our clean air efforts while allowing business and economic growth, and other issues that may surface in 2012. Legislative and regulatory advocacy is also needed to support new policy initiatives pursuant to the development of the 2012 AQMP. Finally, there will be new legislators that will require targeted outreach and education efforts.

The present contracts have options for two one-year extensions that may be exercised at the Board's discretion, pursuant to the original RFP. This proposal is to approve the second one-year extension of these contracts.

Resource Impacts

Legislative & Public Affairs budget for FY 2011-12 contains insufficient funds for Legislative Advocacy in Washington, D.C., and additional funding is necessary in an amount of \$242,000 to cover the cost of these contract renewals. Therefore it is recommended that \$242,000 be appropriated from the District's Undesignated Fund Balance to the Legislative & Public Affairs FY 2011-12 Budget, Account 67450 – Professional and Special Services.

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 3

PROPOSAL: Appropriate Funds for Distribution of “The Right to Breathe”

SYNOPSIS: AQMD’s signature film “The Right to Breathe” is complete and a distribution plan has been prepared. This action is to authorize funding in an amount not to exceed \$150,000 for distribution of the signature film.

COMMITTEE: Administrative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTION:

Appropriate \$150,000 from the Undesignated Fund Balance and transfer to the Executive Office’s FY 2011-12 Budget, Services and Supplies Major Object, Professional and Special Services Account for distribution of AQMD’s signature film “The Right to Breathe.”

Barry R. Wallerstein, D.Env.
Executive Officer

SA

Background

Production of AQMD’s signature film “The Right to Breathe” is complete and it is ready for distribution. Staff has developed a plan designed to promote the video and distribute it to a wide range of audiences.

Proposal

In order to reach as many viewers as possible, staff has prepared the attached detailed six-month distribution strategy. The plan outlines several strategies, including distribution through:

- Screenings at numerous upcoming AQMD conferences, including the senior conferences;

- Screenings for federal, state and local government representatives, including COGs and AQMD Board Member events;
- Screenings at schools to large audiences of students in conjunction with a small grant of computer hardware or software resources, provided that an associated science lesson effort is also conducted;
- Screenings to local community and faith-based groups;
- Broadcasts on local public access stations and potentially with PBS, cable and local network public affairs-type programs;
- Social media including AQMD's Facebook and YouTube sites; and
- Film festival entries and possible Emmy consideration (if broadcast).

This proposed action seeks Board approval to authorize funding in an amount not to exceed \$150,000 to start and to transfer \$150,000 from the Undesignated Fund Balance to the Executive Office's FY 2011-12 Budget, Services and Supplies Major Object, Professional and Special Services Account to implement strategies outlined in the attached distribution plan.

The \$150,000 budget includes a set-aside of \$56,500 as delineated in Attachment A. The Administrative Committee will review and approve distribution activities for this set-aside in the future.

Resource Impacts

Sufficient funds will be available in the Executive Office's FY 2011-12 Budget for this action, following the transfer of funds from the Undesignated Fund Balance.

Attachment

A – Six-month Film Distribution Plan

AQMD Signature Documentary Air Quality Film

Six-month Distribution Strategy & Action Steps

Goal

To reach as many Southland viewers as possible, through community, faith-based and civic groups, schools and colleges, news media, and possibly paid placement, including TV and theater audiences.

Timeline

The primary objective is to distribute film from November 2011 through April 2012, but certain elements will continue beyond that period.

Budget

Required funding for each component is shown below.

Distribution

1. Premiere Event

- a. A premiere event was hosted on August 30, 2011 as part of the Women in Green conference. More than 150 guests attended and over 10 groups expressing an interest in screening the film at their place of work or organization.

2. Conferences & Public Meetings

- a. Showcase the film at all upcoming AQMD conferences town hall meetings, etc. including:
 - i. Los Angeles County Senior Fair on September 15
 - ii. Call to Action: Air Quality & Transportation Regional Conference on October 19
 - iii. Orange County Senior Fair on October 26.
 - iv. San Bernardino County Senior Fair on Nov. 16.
 - v. Riverside County Senior Fair in December.

3. Schools & Colleges

- a. Schools will be provided with a stipend for a projector, laptop or project resources to help them screen the film to a large number of students. Recommend 50 schools at \$1,000 per school for approximate total cost of \$50,000. In addition, recommend \$10,000 to provide schools with collateral and/or curriculum for classroom discussion/exercises following film. Total project cost: \$60,000
- b. Distribute the film to environmental institutes/departments of local colleges and universities.

4. Community Group/Local Government Screenings

- a. Partner with local environmental and community groups to show/distribute the film to their members.
- b. Screen the film at the request of AQMD board members at civic/community events.

- c. Showing the appropriate short video to city councils and COGs and distribute the full-length DVD to them.

Approximate cost to distribute and hold film screenings for community groups and local governments: \$10,000

5. News Media/Public Affairs Programming

- a. An agreement has been secured to air the film and associated interviews in a 30-minute segment on Charter Cable's channel 101, video on demand.
- b. Distribute the videos to environmental reporters, popular columnists and environmental blogs.
- c. Distribute short videos to existing "State of the Air" distribution list.
- d. Explore a partnership with KCET or KOCE to broadcast the video on a PBS station.
- e. Pitch the film and an interview to local network public affairs shows.

6. Social Media

- a. Utilize AQMD's Facebook, Twitter and YouTube presence to help distribute the film.

7. Outreach/Distribution of Five Plug-in Films and Shorter Films

- a. Per Administrative Committee direction on October 14, a total of \$56,500 will be set aside for distribution and outreach for the five plug-in films and any shorter films produced. The five plug-in films each focus on the five major regions in AQMD's jurisdiction.

8. Awards & Festivals

- a. More than 50 potential Southland and environmental film festivals have been identified. Submit the video to the 10 most appropriate festivals scheduled for next year. Approximate cost to submit 10 film festivals: \$1,000.
- b. Submit the video for an Emmy nomination (to qualify, it must be broadcast on TV). Cost – TBD.

9. DVD distribution upon request

- a. Individuals, organizations, etc. – 2,000 DVDs. Cost: \$2,500.

10. Additional costs

- a. Formatting for broadcast, possible translation, etc. of signature film

Approximate total additional costs: \$20,000

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 4

PROPOSAL: Execute Contract for Expert Technical Consulting Services in Support of Pending Litigation

SYNOPSIS: This action is to execute a contract with retired AQMD employee Robert Carson, a former Air Quality Inspector III, to provide expert technical consulting services in support of pending enforcement litigation. This action also approves specific findings under Health and Safety Code Section 40426.7, which the Board is required to make before contracting with former AQMD employees within 12 months of their retirement. The total cost of the contract will not exceed \$7,000.00. Sufficient funds are available in the FY 2011-12 Budget to cover the cost of these actions.

COMMITTEE: Administrative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Executive Officer to enter into a contract with Robert Carson, in a total amount not to exceed \$7,000.00, to provide expert technical consulting services in support of pending enforcement litigation.
2. Approve findings in Attachment 1, pertaining to the contract with Robert Carson.

Barry R. Wallerstein, D.Env.
Executive Officer

NSF:TB:lc

Background

On June 2, 2011, the District Prosecutor's Office filed a lawsuit against Home Depot USA, Inc. seeking civil penalties and injunctive relief based on alleged violations of District Rules 1113 and 314. The violations alleged against Home Depot were discovered during routine inspections conducted by District inspectors, including Robert Carson.

On July 21, 2011, Mr. Carson retired from the District where he had been employed as an Air Quality Inspector III. In that position, he conducted inspections of Home Depot stores and performed necessary follow-up work associated with documenting the violations. In addition, his years of experience enforcing these rules and addressing compliance issues for similar entities will be a valuable resource. Therefore, the District will need his assistance in prosecuting the civil action against Home Depot.

Prior to his retirement on July 21, 2011, Robert Carson had been employed by the District for 10 years. He joined the District after having worked for a major defense contractor in various engineering positions. Mr. Carson possesses a Bachelor of Science degree in Electrical Engineering from the University of Washington.

Proposal

This proposal recommends that the Board authorize the Executive Officer to enter into a contract with Robert Carson to provide expert technical services in support of pending litigation. The contract will be for a one-year period, not to exceed a total contract amount of \$7,000.00. Mr. Carson will be paid at the rate of \$50/hour.

The expert technical consulting services envisioned under the proposed contract with Mr. Carson include providing assistance to the District Prosecutor's Office in responding to discovery and other requests made to the District, preparation of any necessary supplemental reports, review and analysis of any corroborating or contrary evidence, and testifying at deposition and trial.

Sole-Source Justification

Section V of AQMD's Procurement Policy and Procedure identifies four major provisions under which a sole-source award may be justified. This request is made under provision #4: other circumstances exist, which, in the determination of the Governing Board or Executive Officer, require such waiver in the best interest of AQMD. Mr. Carson has many years service as an inspector and he alone possesses the information related to the inspections that he conducted. If the District is to effectively enforce District Rules 1113 and 314 against Home Depot, the District Prosecutor's Office needs assistance from Mr. Carson.

California Health and Safety Code Section 40426.7 Requirements

To award a contract to a retired employee, such as Mr. Carson, the Board must make specific findings under California Health and Safety Code Section 40426.7. The Board must find that, at the time of their retirement, (1) employee was working on one or more programs that are of great importance to the South Coast District, (2) that services of the employee are necessary to assure the continued effectiveness of programs, (3) that the contract is only for that period of time necessary to complete the employee's work on these programs, and (4) that the employee is the most qualified person to provide the needed services. These findings must be made by a two-thirds vote.

The Board can make these findings as to Mr. Carson with regards to his proposed contract. The expert technical consulting services included in this contract are vital to the effective enforcement of District Rules against Home Depot. Mr. Carson has unique knowledge and experience that make him the only person capable of providing assistance and information with respect to the inspections that he conducted, as well as to the District's overall compliance program relating to Rules 1113 and 314. The proposed contract will be limited to the time necessary to reach a resolution of the litigation.

Resource Impacts

The total cost of the contract with Robert Carson will not exceed \$7,000.00. Sufficient funds are available in the FY 2011-12 Legal Budget to cover the cost of these actions.

Attachment

1. Findings

ATTACHMENT 1

FINDINGS

PURSUANT TO HEALTH & SAFETY CODE §40426.7

The Governing Board of the South Coast Air Quality Management District makes the following findings with respect to a contract with Robert Carson for expert technical consulting services, which contract is more fully described in the accompanying Governing Board letter:

1. At the time Mr. Carson left AQMD employment, he was working on one or more enforcement matters that are of great importance to the South Coast District.
2. His services are necessary to assure the continued effectiveness of the District's efforts to enforce compliance with Rules 1113 and 314.
3. The contract is only for the period of time necessary to complete the work in the enforcement matters.
4. Based on his background and experience, Mr. Carson is the most qualified person to provide these services.

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 5

PROPOSAL: Approve Heavy-Duty Diesel Truck Projects under “Year 2” Proposition 1B-Goods Movement Emission Reduction Program

SYNOPSIS: On March 4, 2011, the Board approved the release of a Program Announcement to solicit projects in the category of “heavy-duty diesel trucks” for the FY 2008-09 “Year 2” Proposition 1B–Goods Movement Program. AQMD received an overwhelming response to this solicitation resulting in a long list of eligible projects and high demand for the grant funds. This action is to approve heavy-duty diesel truck projects from Table 1, contingent upon CARB’s final-ranking approval in an amount not to exceed \$37,989,115, from the “Year 2” program funds, in addition to any “Year 1” returned funds from truck projects that will be finalized by the end of this year, and any accrued interest until all the funds for heavy-duty diesel trucks from the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

COMMITTEE: Technology, October 21, 2011, Recommended for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute contracts for heavy-duty diesel truck projects from the list in Table 1, contingent upon CARB’s final-ranking approval, in an amount not to exceed \$37,989,115, from the “Year 2” Proposition 1B-Goods Movement Program funds, in addition to any “Year 1” returned funds from truck projects that will be finalized by the end of this year, and accrued interest until all the funds designated for heavy-duty diesel truck projects from the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

Barry R. Wallerstein, D.Env.
Executive Officer

Background

This is the second year of the Proposition 1B-Goods Movement Program, where under the “Heavy-Duty Diesel Trucks” category, CARB has allocated \$42.5 million to the AQMD. However, under the first year’s grant agreement for the same project category CARB had allocated \$2,611,429 in additional funds to the AQMD from the San Diego/Border trade corridor’s portion, since those funds could not be obligated on time. AQMD was able to assist CARB by obligating those funds on time in executed contracts. This helped to avoid any loss of funds from the Proposition 1B-Goods Movement Program, and also helped in the early implementation of lower-emitting trucks in the Los Angeles/Inland Empire trade corridor. AQMD also agreed that those additional funds would revert back to the San Diego/Border trade corridor in the “Year 2” of the funding cycle in order to maintain the funding distribution among the designated trade corridors. As such, the amount of available funds for heavy-duty diesel trucks under the “Year 2” of the Proposition 1B-Goods Movement Program is \$39,888,571, comprised of \$37,989,115 in project funds and \$1,899,456 in administrative funds.

On March 4, 2011, the Board released a Program Announcement to solicit eligible heavy-duty diesel truck projects for the “Year 2” Proposition 1B-Goods Movement Program. AQMD received an overwhelming response to this solicitation including applications for over 4,000 individual truck projects. The types of projects submitted include replacement, retrofit, repower, and truck stop electrification. All the projects were evaluated for application completeness and eligibility prior to submitting the list of eligible projects to CARB for final-ranking approval. A total of 2,561 projects were deemed eligible by the AQMD.

Proposal

This action is to approve heavy-duty diesel truck projects in ranked order as listed in Table 1, contingent upon CARB’s final approval, in an amount not to exceed \$37,989,115, from the “Year 2” Proposition 1B-Goods Movement Program funds, in addition to any “Year 1” returned funds from truck projects that will be finalized by the end of this year, and accrued interest, until all the funds designated for heavy-duty diesel truck projects from the Proposition 1B-Goods Movement Program Fund (81) are exhausted. AQMD estimates a total of 806 truck projects will be funded using the “Year 2” grant funds of \$37,989,115, and a number of additional truck projects depending upon the balance of grant funds carried over from the “Year 1” heavy-duty diesel trucks grant that will be finalized by the end of this year. The grant contracts entered into for these projects are subject to the terms and conditions of CARB’s Proposition 1B – Goods Movement Program Guidelines.

Outreach

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

Additionally, potential bidders may have been notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ has been e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at AQMD's website (<http://www.aqmd.gov>). Information is also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724.

Benefits to AQMD

The successful implementation of the truck projects will reduce NO_x, PM and other pollutant emissions in a cost-effective and expeditious manner which will help achieve the goals of the 2007 AQMP. The new equipment/vehicles funded under this program are expected to operate for many years which will provide long-term emission reduction benefits in the region.

Resource Impacts

Total funding for the truck projects listed in Table 1 shall not exceed \$37,989,115 from the "Year 2" Proposition 1B truck projects grant funds, plus any returned funds from the "Year 1" truck projects that will be finalized by the end of this year, and accrued interest, until all the heavy-duty diesel trucks grant funds are exhausted from the Proposition 1B – Goods Movement Program Fund (81).

Attachments

Table 1: Heavy-Duty Diesel Truck Projects

Table 1: Heavy-Duty Diesel Truck Projects

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
147	1	California Cartage Company LLC	Truck Stop Electrification	\$ 146,155
570-181	2	Best Overnite Express	Replacement	\$ 40,000
609-P1094	3	Matheson Trucking Inc.	Replacement	\$ 60,000
394-000	4	Pedro A. Romero	Replacement	\$ 40,000
151-693	5	North Hills Recycling, Inc.	Replacement	\$ 60,000
709-000	6	Manuel Ramirez	Replacement	\$ 48,000
609-P1095	7	Matheson Trucking Inc.	Replacement	\$ 60,000
734-19	8	Acevedo Distribution LLC	Replacement	\$ 40,000
609-P1096	9	Matheson Trucking Inc.	Replacement	\$ 60,000
151-723	10	North Hills Recycling, Inc.	Replacement	\$ 60,000
609-P1074	11	Matheson Trucking Inc.	Replacement	\$ 60,000
609-P1022	12	Matheson Trucking Inc.	Replacement	\$ 60,000
818-3536	13	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
138-001	14	Golden Bear Transportation & Marketing Co, Inc.	Replacement	\$ 60,000
146-23023	15	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
462-1072	16	Federico Fernando Herrera	Replacement	\$ 40,000
715-20	17	Perez Disposal Co., Inc.	Replacement	\$ 60,000
334-6301	18	Fred Zamora	Replacement	\$ 50,000
146-610	19	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
113-003	20	Zap's Trucking, Inc.	Replacement	\$ 60,000
455-104	21	EJ Distribution Company DBA EJ Transport	Replacement	\$ 40,000
734-21	22	Acevedo Distribution LLC	Replacement	\$ 40,000
436-567	23	CPL Express, Inc.	Replacement	\$ 60,000
609-P1072	24	Matheson Trucking Inc.	Replacement	\$ 60,000
135-021	25	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
141-002	26	XML LTL / Ajax Leasing	Replacement	\$ 60,000
706-000	27	G & H Transport, Inc.	Replacement	\$ 60,000
570-151	28	Best Overnite Express	Replacement	\$ 60,000
146-320	29	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
146-211	30	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
609-P1009	31	Matheson Trucking Inc.	Replacement	\$ 60,000
818-3526	32	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
146-918	33	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
138-005	34	Golden Bear Transportation & Marketing Co, Inc.	Replacement	\$ 60,000
533-302	35	Juan Apoloni	Replacement	\$ 40,000
146-319	36	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
281-000	37	Coastal Transport Services	Replacement	\$ 40,000
138-004	38	Golden Bear Transportation & Marketing Co, Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
570-150	39	Best Overnite Express	Replacement	\$ 60,000
737-24	40	Best Demolition & Recycling Co., Inc.	Replacement	\$ 60,000
146-210	41	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
595-158	42	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
818-3531	43	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
046-006	44	J.G. Rodriguez Trucking	Replacement	\$ 60,000
337-000	45	Ricardo Estrada	Replacement	\$ 50,000
818-3522	46	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
350-000	47	Nery Estrada	Replacement	\$ 48,000
467-503036	48	Ralphs Grocery Company	Replacement	\$ 60,000
218-219	49	Dalton Trucking Inc.	Replacement	\$ 42,000
585-T36	50	Premier Transportation Services, Inc.	Replacement	\$ 40,000
818-3509	51	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
194-300	52	Edgar Reyes	Replacement	\$ 50,000
799-3	53	Roberto Rodriguez	Replacement	\$ 50,000
146-23024	54	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
630-8	55	Transloading Express	Replacement	\$ 40,000
146-410	56	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
146-718	57	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
110-1014	58	Nabih J. Esmeirat	Replacement	\$ 50,000
146-810	59	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
818-3542	60	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
169-3257	61	Dependable Highway Express Inc.	Replacement	\$ 50,000
474-174	62	Gless Ranch Inc.	Replacement	\$ 60,000
135-008	63	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
734-22	64	Acevedo Distribution LLC	Replacement	\$ 40,000
655	65	Convoy Solutions, LLC	Truck Stop Electrification	\$449,542
377-014	66	Oseguera Trucking Co., Inc.	Replacement	\$ 60,000
818-3544	67	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
319-1057	68	RRM Properties	Retrofit Level 3 PM	\$ 10,000
377-017	69	Oseguera Trucking Co., Inc.	Replacement	\$ 60,000
058-000	70	Javier Venegas	Replacement	\$ 40,000
818-3530	71	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
818-3538	72	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
160-337	73	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
146-717	74	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
572-000	75	Razmik Hartoonian	Replacement	\$ 40,000
727-265231	76	United Parcel Service, Inc.	Replacement	\$ 60,000
727-262523	77	United Parcel Service, Inc.	Replacement	\$ 60,000
306-68	78	Mail Transportation Inc.	Replacement	\$ 50,000
570-149	79	Best Overnite Express	Replacement	\$ 60,000
625-335268	80	West Coast Turf	Replacement	\$ 54,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
160-344	81	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
569-12	82	Villa Park Trucking	Replacement	\$ 60,000
595-109	83	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
160-338	84	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
771-205	85	Karla Lissette Larin Diaz	Replacement	\$ 40,000
138-002	86	Golden Bear Transportation & Marketing Co, Inc.	Replacement	\$ 60,000
169-3290	87	Dependable Highway Express Inc.	Replacement	\$ 50,000
685-000	88	Mario E. Moran	Replacement	\$ 50,000
160-336	89	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
124-009	90	Randall Foods	Replacement	\$ 60,000
138-003	91	Golden Bear Transportation & Marketing Co, Inc.	Replacement	\$ 60,000
595-910	92	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
92-2A	93	Oak Harbor Freight Lines	Replacement (2-for-1)	\$ 60,000
731-500	94	U.S. Transportation	Replacement	\$ 40,000
259-40	95	Manke Trucking Inc.	Replacement	\$ 40,000
113-001	96	Zap's Trucking, Inc.	Replacement	\$ 60,000
319-1060	97	RRM Properties	Retrofit Level 3 PM	\$ 10,000
146-527	98	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
218-263	99	Dalton Trucking Inc.	Replacement	\$ 42,000
081-000	100	Jose Alfredo Hernandez	Replacement	\$ 50,000
088-000	101	Jesus Rosales	Replacement	\$ 50,000
146-503	102	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
184-006	103	Jaime Reygoza	Replacement	\$ 50,000
135-010	104	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
620-RPM084	105	RPM Transportation, Inc.	Replacement	\$ 60,000
409-000	106	Luis Eduardo Corella	Replacement	\$ 40,000
595-151	107	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
397-000	108	Armando Ramirez DBA Erik's Trucking	Replacement	\$ 40,000
733-502	109	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
518-7	110	Perez Manuel	Replacement	\$ 50,000
141-001	111	XML LTL / Ajax Leasing	Replacement	\$ 60,000
518-15	112	Perez Manuel	Replacement	\$ 50,000
160-340	113	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
319-5018	114	RRM Properties	Retrofit Level 3 PM	\$ 10,000
225-PO37762	115	99 Cents Only Stores	Replacement	\$ 40,000
92-1A	116	Oak Harbor Freight Lines	Replacement (2-for-1)	\$ 60,000
717-222	117	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
818-3528	118	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
092-1545	119	Oak Harbor Freight Lines	Replacement	\$ 40,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
165-3044	120	RRM Properties	Replacement	\$ 60,000
547-424	121	Santana Bojorquez	Replacement	\$ 50,000
518-10	122	Perez Manuel	Replacement	\$ 50,000
532-707	123	Jose A. Hevia Martinez	Replacement	\$ 40,000
818-3886	124	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
393-000	125	Ruben A. Romero	Replacement	\$ 40,000
129-006	126	Western Regional Delivery	Replacement	\$ 40,000
046-003	127	J.G. Rodriguez Trucking	Replacement	\$ 60,000
092-1552	128	Oak Harbor Freight Lines	Replacement	\$ 40,000
212-009	129	Lincoln Transportation Services Inc.	Replacement	\$ 50,000
160-334	130	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
518-14	131	Perez Manuel	Replacement	\$ 50,000
467-503037	132	Ralphs Grocery Company	Replacement	\$ 60,000
734-31	133	Acevedo Distribution LLC	Replacement	\$ 40,000
184-005	134	Jaime Reygoza	Replacement	\$ 50,000
734-27	135	Acevedo Distribution LLC	Replacement	\$ 40,000
727-261763	136	United Parcel Service, Inc.	Replacement	\$ 60,000
183-005	137	Martin Perez	Replacement	\$ 50,000
569-31	138	Villa Park Trucking	Replacement	\$ 60,000
529-309	139	Jorge Mario Jimenez	Replacement	\$ 40,000
183-018	140	Martin Perez	Replacement	\$ 50,000
610-1	141	Arturo R. Quijas	Replacement	\$ 40,000
183-022	142	Martin Perez	Replacement	\$ 50,000
135-007	143	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
131-647	144	Cesar Amilcar Herrera	Replacement	\$ 50,000
319-5017	145	RRM Properties	Retrofit Level 3 PM	\$ 10,000
717-240	146	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
006-349	147	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 59,950
634-90	148	Fairview Trucking Co. Inc.	Replacement	\$ 40,000
129-105	149	Western Regional Delivery	Replacement	\$ 60,000
160-332	150	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
595-356	151	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
442-000	152	Herberto Perez	Replacement	\$ 40,000
518-9	153	Perez Manuel	Replacement	\$ 50,000
609-P1007	154	Matheson Trucking Inc.	Replacement	\$ 60,000
569-41	155	Villa Park Trucking	Replacement	\$ 60,000
319-1055	156	RRM Properties	Retrofit Level 3 PM	\$ 10,000
046-005	157	J.G. Rodriguez Trucking	Replacement	\$ 60,000
467-503042	158	Ralphs Grocery Company	Replacement	\$ 60,000
595-927	159	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
092-1549	160	Oak Harbor Freight Lines	Replacement	\$ 40,000
467-503045	161	Ralphs Grocery Company	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
092-1551	162	Oak Harbor Freight Lines	Replacement	\$ 40,000
319-5019	163	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-261977	164	United Parcel Service, Inc.	Replacement	\$ 60,000
183-014	165	Martin Perez	Replacement	\$ 50,000
319-5027	166	RRM Properties	Retrofit Level 3 PM	\$ 10,000
130-40	167	Jose R. Gonzalez And Yolanda Gonzalez	Replacement	\$ 40,000
735-403	168	Neal Trucking, Inc.	Replacement	\$ 57,000
595-385	169	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
609-P1016	170	Matheson Trucking Inc.	Replacement	\$ 60,000
319-5003	171	RRM Properties	Retrofit Level 3 PM	\$ 10,000
141-006	172	XML LTL / Ajax Leasing	Replacement	\$ 60,000
319-5029	173	RRM Properties	Retrofit Level 3 PM	\$ 10,000
094-000	174	R Van Dyke Transportation	Replacement	\$ 60,000
521-733582	175	Pertek, Inc.	Replacement	\$ 60,000
570-152	176	Best Overnight Express	Replacement	\$ 60,000
191-000	177	Aristeo Alvarez	Replacement	\$ 50,000
135-015	178	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
141-003	179	XML LTL / Ajax Leasing	Replacement	\$ 60,000
159-012	180	Season Produce Company	Replacement	\$ 30,000
129-5	181	Western Regional Delivery	Replacement	\$ 60,000
818-3600	182	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
302-000	183	Christian J. Zurita DBA Zurita's Transport	Replacement	\$ 50,000
585-T35	184	Premier Transportation Services, Inc.	Replacement	\$ 40,000
727-261758	185	United Parcel Service, Inc.	Replacement	\$ 60,000
276-001	186	Heriberto Galvan Perez	Replacement	\$ 50,000
821-30123696	187	Unified Grocers Inc.	Replacement	\$ 60,000
383-500749	188	Salazar Emigdio	Replacement	\$ 40,000
467-503005	189	Ralphs Grocery Company	Replacement	\$ 60,000
156-050	190	Anthony George Sacre	Replacement	\$ 60,000
729-58	191	Alvaro Valenzuela	Replacement	\$ 40,000
319-1127	192	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-355	193	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
733-80	194	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
146-1028	195	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
319-1061	196	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-097	197	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
620-RPM074	198	RPM Transportation, Inc.	Replacement	\$ 60,000
727-264471	199	United Parcel Service, Inc.	Replacement	\$ 60,000
034-000	200	Roberto Rodriguez	Replacement	\$ 50,000
006-352	201	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 50,000
260-000	202	Juan Orlando Corvera	Replacement	\$ 40,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
467-503032	203	Ralphs Grocery Company	Replacement	\$ 60,000
319-1059	204	RRM Properties	Retrofit Level 3 PM	\$ 10,000
675-000	205	Mora Trucking LLC	Replacement	\$ 60,000
398-000	206	Jose G. Granados	Replacement	\$ 40,000
092-1530	207	Oak Harbor Freight Lines	Replacement	\$ 60,000
678-000	208	Salvador Perez	Replacement	\$ 40,000
722-530	209	Martin Produce Inc.	Replacement	\$ 60,000
727-265240	210	United Parcel Service, Inc.	Replacement	\$ 60,000
569-51	211	Villa Park Trucking	Replacement	\$ 50,000
595-903	212	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
818-13112	213	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
319-1063	214	RRM Properties	Retrofit Level 3 PM	\$ 10,000
491-747	215	Lee Jennings Target Express, Inc.	Replacement	\$ 60,000
467-503006	216	Ralphs Grocery Company	Replacement	\$ 60,000
319-5023	217	RRM Properties	Retrofit Level 3 PM	\$ 10,000
319-5005	218	RRM Properties	Retrofit Level 3 PM	\$ 10,000
663-226	219	Trans Petro Of California, Inc. DBA C&C Transportation	Replacement	\$ 54,000
319-5008	220	RRM Properties	Retrofit Level 3 PM	\$ 10,000
491-719	221	Lee Jennings Target Express, Inc.	Replacement	\$ 60,000
319-1053	222	RRM Properties	Retrofit Level 3 PM	\$ 10,000
459-754	223	Team Campbell Logistics Northwest, LLC	Replacement	\$ 60,000
092-1546	224	Oak Harbor Freight Lines	Replacement	\$ 40,000
467-503047	225	Ralphs Grocery Company	Replacement	\$ 60,000
595-359	226	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
433-000	227	Salvador Canchola	Replacement	\$ 40,000
818-3591	228	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
092-1542	229	Oak Harbor Freight Lines	Replacement	\$ 40,000
319-1056	230	RRM Properties	Retrofit Level 3 PM	\$ 10,000
679-000	231	Manuel Rodriguez	Replacement	\$ 40,000
183-020	232	Martin Perez	Replacement	\$ 50,000
319-3051	233	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-503031	234	Ralphs Grocery Company	Replacement	\$ 60,000
141-009	235	XML LTL / Ajax Leasing	Replacement	\$ 60,000
595-606	236	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
467-5120	237	Ralphs Grocery Company	Replacement	\$ 60,000
714-000	238	Dagoberto Rodriguez Ortiz	Replacement	\$ 50,000
319-5028	239	RRM Properties	Retrofit Level 3 PM	\$ 10,000
349-54	240	Ricardo Rodriguez	Replacement	\$ 48,000
040-000	241	Jose Sanchez - Sanchez Trucking	Replacement	\$ 40,000
146-21031	242	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
447-000	243	Douglas Augustin Davila	Replacement	\$ 40,000
569-19	244	Villa Park Trucking	Replacement	\$ 55,000
727-261878	245	United Parcel Service, Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
595-152	246	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
076-000	247	Victor M. Ochoa	Replacement	\$ 40,000
717-244	248	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
319-5014	249	RRM Properties	Retrofit Level 3 PM	\$ 10,000
092-1539	250	Oak Harbor Freight Lines	Replacement	\$ 40,000
319-2184	251	RRM Properties	Retrofit Level 3 PM	\$ 10,000
423-000	252	Juventino Aguirre	Replacement	\$ 60,000
183-007	253	Martin Perez	Replacement	\$ 50,000
620-RPM069	254	RPM Transportation, Inc.	Replacement	\$ 60,000
194-307	255	Edgar Reyes	Replacement	\$ 50,000
096-000	256	Jose A. Mendoza	Replacement	\$ 40,000
319-2139	257	RRM Properties	Retrofit Level 3 PM	\$ 10,000
569-49	258	Villa Park Trucking	Replacement	\$ 50,000
647-633	259	Bear Trucking, Inc.	Replacement	\$ 55,000
620-RPM072	260	RPM Transportation, Inc.	Replacement	\$ 60,000
319-3053	261	RRM Properties	Retrofit Level 3 PM	\$ 10,000
586-1506035	262	SA Recycling, LLC	Replacement (2-for-1)	\$ 40,000
595-154	263	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
146-1138	264	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
609-P1029	265	Matheson Trucking Inc.	Replacement	\$ 60,000
569-7	266	Villa Park Trucking	Replacement	\$ 30,000
319-5006	267	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-143	268	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
073-001	269	Dura Freight Lines	Replacement	\$ 60,000
319-5010	270	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-113	271	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
319-1062	272	RRM Properties	Retrofit Level 3 PM	\$ 10,000
319-5016	273	RRM Properties	Retrofit Level 3 PM	\$ 10,000
520-5108	274	Parkhouse Tire Service Inc.	Replacement	\$ 60,000
218-283	275	Dalton Trucking Inc.	Replacement	\$ 55,000
135-011	276	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
595-383	277	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
319-5021	278	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-265453	279	United Parcel Service, Inc.	Replacement	\$ 60,000
319-5009	280	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-261880	281	United Parcel Service, Inc.	Replacement	\$ 60,000
319-3052	282	RRM Properties	Retrofit Level 3 PM	\$ 10,000
372-113	283	Pacific Tank Lines	Replacement	\$ 60,000
609-P1031	284	Matheson Trucking Inc.	Replacement	\$ 60,000
319-2186	285	RRM Properties	Retrofit Level 3 PM	\$ 10,000
135-012	286	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
620-RPM070	287	RPM Transportation, Inc.	Replacement	\$ 60,000
818-3548	288	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
595-358	289	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
399-3225	290	Jesus Enrique Fernandez	Replacement	\$ 40,000
727-261755	291	United Parcel Service, Inc.	Replacement	\$ 60,000
821-30123709	292	Unified Grocers Inc.	Replacement	\$ 60,000
319-2276	293	RRM Properties	Retrofit Level 3 PM	\$ 10,000
620-RPM059	294	RPM Transportation, Inc.	Replacement	\$ 40,000
647-625	295	Bear Trucking, Inc.	Replacement	\$ 55,000
146-23025	296	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
319-2095	297	RRM Properties	Retrofit Level 3 PM	\$ 10,000
471-000	298	Ruben Dario Soto	Replacement	\$ 40,000
723-000	299	Delfino Velasco Arroyo	Replacement	\$ 50,000
595-918	300	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
092-1535	301	Oak Harbor Freight Lines	Replacement	\$ 40,000
467-5118	302	Ralphs Grocery Company	Replacement	\$ 60,000
319-2094	303	RRM Properties	Retrofit Level 3 PM	\$ 10,000
141-007	304	XML LTL / Ajax Leasing	Replacement	\$ 60,000
727-261757	305	United Parcel Service, Inc.	Replacement	\$ 60,000
319-2183	306	RRM Properties	Retrofit Level 3 PM	\$ 10,000
319-5024	307	RRM Properties	Retrofit Level 3 PM	\$ 10,000
382-35	308	Castro Eduardo	Replacement	\$ 60,000
319-5012	309	RRM Properties	Retrofit Level 3 PM	\$ 10,000
319-5025	310	RRM Properties	Retrofit Level 3 PM	\$ 10,000
165-3047	311	RRM Properties	Replacement	\$ 60,000
319-5013	312	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-503008	313	Ralphs Grocery Company	Replacement	\$ 60,000
569-14	314	Villa Park Trucking	Replacement	\$ 60,000
319-5022	315	RRM Properties	Retrofit Level 3 PM	\$ 10,000
569-42	316	Villa Park Trucking	Replacement	\$ 55,000
595-924	317	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
319-5015	318	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123668	319	Unified Grocers Inc.	Replacement	\$ 60,000
218-275	320	Dalton Trucking Inc.	Replacement	\$ 55,000
319-5002	321	RRM Properties	Retrofit Level 3 PM	\$ 10,000
525-468	322	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 60,000
468-809	323	Standard Concrete Products, Inc.	Replacement	\$ 60,000
595-384	324	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
734-H2	325	Acevedo Distribution LLC	Replacement	\$ 40,000
467-503003	326	Ralphs Grocery Company	Replacement	\$ 60,000
527-160	327	Pedro Antonio Castro	Replacement	\$ 40,000
717-264	328	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
818-3556	329	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
319-2182	330	RRM Properties	Retrofit Level 3 PM	\$ 10,000
169-3193	331	Dependable Highway Express Inc.	Replacement	\$ 50,000
737-11	332	Best Demolition & Recycling Co., Inc.	Replacement	\$ 60,000
218-314	333	Dalton Trucking Inc.	Replacement	\$ 60,000
314-000	334	Gabriel Martinez	Replacement	\$ 50,000
586-1505004	335	SA Recycling, LLC	Replacement (2-for-1)	\$ 60,000
319-2093	336	RRM Properties	Retrofit Level 3 PM	\$ 10,000
720-404	337	Larry Whittington	Replacement	\$ 60,000
733-99	338	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
319-2092	339	RRM Properties	Retrofit Level 3 PM	\$ 10,000
225-PO43771	340	99 Cents Only Stores	Replacement	\$ 40,000
818-3601	341	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
734-29	342	Acevedo Distribution LLC	Replacement	\$ 40,000
718-395	343	Daniel Tire Services Inc	Replacement	\$ 60,000
377-013	344	Oseguera Trucking Co., Inc.	Replacement	\$ 60,000
225-PO31890	345	99 Cents Only Stores	Replacement	\$ 40,000
319-3056	346	RRM Properties	Retrofit Level 3 PM	\$ 10,000
818-3546	347	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
818-3599	348	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
649-1019	349	Hansen Beverage Company	Replacement	\$ 40,000
021-000	350	Francisco Cruz	Replacement	\$ 50,000
595-156	351	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
586-1506033	352	SA Recycling, LLC	Replacement (2-for-1)	\$ 40,000
319-2155	353	RRM Properties	Retrofit Level 3 PM	\$ 10,000
717-238	354	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
579-121	355	Route One Transport Inc.	Replacement	\$ 50,000
165-3045	356	RRM Properties	Replacement	\$ 60,000
818-9579	357	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
319-5007	358	RRM Properties	Retrofit Level 3 PM	\$ 10,000
047-000	359	O.T.Y., Inc.	Replacement	\$ 60,000
518-13	360	Perez Manuel	Replacement	\$ 50,000
455-849	361	EJ Distribution Company DBA EJ Transport	Replacement	\$ 40,000
319-5001	362	RRM Properties	Retrofit Level 3 PM	\$ 10,000
589-112	363	Royal Violet, LLC	Replacement	\$ 55,000
092-1519	364	Oak Harbor Freight Lines	Replacement	\$ 40,000
467-5102	365	Ralphs Grocery Company	Replacement	\$ 60,000
595-373	366	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
319-1125	367	RRM Properties	Retrofit Level 3 PM	\$ 10,000
733-90	368	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
414-000	369	Felix Gerardo Ramos	Replacement	\$ 40,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
717-251	370	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
097-000	371	Edward Gabriel	Replacement	\$ 50,000
319-1054	372	RRM Properties	Retrofit Level 3 PM	\$ 10,000
718-476	373	Daniel Tire Services Inc	Replacement	\$ 60,000
310-426	374	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
595-906	375	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
586-1506039	376	SA Recycling, LLC	Replacement (2-for-1)	\$ 37,500
467-5122	377	Ralphs Grocery Company	Replacement	\$ 60,000
57-003A	378	Roy Miller Freight Liner	Replacement (2-for-1)	\$ 33,500
570-185	379	Best Overnite Express	Replacement	\$ 55,000
319-2185	380	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264470	381	United Parcel Service, Inc.	Replacement	\$ 60,000
319-2137	382	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-905	383	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
375-35	384	WC Logistics Inc	Replacement	\$ 50,000
113-004	385	Zap's Trucking, Inc.	Replacement	\$ 60,000
616-L15	386	O C Vacuum Incorporated	Replacement	\$ 60,000
006-350	387	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 50,000
625-99121	388	West Coast Turf	Replacement	\$ 52,000
319-2096	389	RRM Properties	Retrofit Level 3 PM	\$ 10,000
015-000	390	Juan B. Ramirez	Replacement	\$ 60,000
663-268	391	Trans Petro Of California, Inc. DBA C&C Transportation	Replacement	\$ 54,000
213-094	392	Desert Coastal Transport Inc.	Replacement	\$ 40,000
554-TR27	393	Northgate Gonzalez, LLC	Replacement	\$ 60,000
647-514	394	Bear Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
733-83	395	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
006-247	396	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 50,000
319-2133	397	RRM Properties	Retrofit Level 3 PM	\$ 10,000
377-012	398	Oseguera Trucking Co., Inc.	Replacement	\$ 60,000
586-1505002	399	SA Recycling, LLC	Replacement (2-for-1)	\$ 34,000
427-130	400	South Green Transportation	Replacement	\$ 50,000
625-1007	401	West Coast Turf	Replacement	\$ 55,000
319-5030	402	RRM Properties	Retrofit Level 3 PM	\$ 10,000
620-RPM073	403	RPM Transportation, Inc.	Replacement	\$ 60,000
319-2132	404	RRM Properties	Retrofit Level 3 PM	\$ 10,000
165-3043	405	RRM Properties	Replacement	\$ 60,000
319-5026	406	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-50230	407	Ralphs Grocery Company	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
727-261780	408	United Parcel Service, Inc.	Replacement	\$ 60,000
141-008	409	XML LTL / Ajax Leasing	Replacement	\$ 60,000
663-262	410	Trans Petro Of California, Inc. DBA C&C Transportation	Replacement	\$ 54,000
319-5020	411	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-371	412	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
319-3055	413	RRM Properties	Retrofit Level 3 PM	\$ 10,000
634-66	414	Fairview Trucking Co. Inc.	Replacement	\$ 40,000
647-515	415	Bear Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
818-3512	416	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
690-701	417	Van Dyk Tank Lines, Inc. DBA Cool Transports	Replacement	\$ 60,000
658-71	418	Muse Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
609-P1015	419	Matheson Trucking Inc.	Replacement	\$ 60,000
586-1506048	420	SA Recycling, LLC	Replacement (2-for-1)	\$ 37,500
609-P1027	421	Matheson Trucking Inc.	Replacement	\$ 60,000
595-108	422	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
647-517	423	Bear Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
237-000	424	Jose A. Garcia	Replacement	\$ 60,000
436-511	425	CPL Express, Inc.	Replacement	\$ 60,000
347-13	426	Crespo Trucking	Replacement	\$ 50,000
113-005	427	Zap's Trucking, Inc.	Replacement	\$ 60,000
595-372	428	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
658-72	429	Muse Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
319-5031	430	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123687	431	Unified Grocers Inc.	Replacement	\$ 60,000
569-54	432	Villa Park Trucking	Replacement	\$ 50,000
031-000	433	Saul Martinez Moreno	Replacement	\$ 40,000
467-50226	434	Ralphs Grocery Company	Replacement	\$ 60,000
006-347	435	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 59,950
135-009	436	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
210-323	437	IDS USA West Inc.	Replacement	\$ 60,000
595-361	438	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
634-59	439	Fairview Trucking Co. Inc.	Replacement	\$ 40,000
073-005	440	Dura Freight Lines	Replacement	\$ 60,000
818-3535	441	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
308-A91	442	Central Valley Bulk Transport Inc.	Retrofit Level 3 PM	\$ 10,000
818-3533	443	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
690-900	444	Van Dyk Tank Lines, Inc. DBA Cool Transports	Replacement	\$ 60,000
569-36	445	Villa Park Trucking	Replacement	\$ 50,000
818-3582	446	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
467-5104	447	Ralphs Grocery Company	Replacement	\$ 60,000
737-15	448	Best Demolition & Recycling Co., Inc.	Replacement	\$ 60,000
733-88	449	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
152-000	450	Norris R. Whittington	Replacement	\$ 60,000
367-419	451	Tricon Transportation, Inc.	Replacement	\$ 45,000
144-000	452	Victor M. Trejo	Replacement	\$ 40,000
727-264614	453	United Parcel Service, Inc.	Replacement	\$ 60,000
717-957	454	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
821-30013641	455	Unified Grocers Inc.	Replacement	\$ 60,000
250-000	456	Mihan Tour Inc	Replacement	\$ 50,000
727-265100	457	United Parcel Service, Inc.	Replacement	\$ 60,000
670-18	458	Val Pro Inc.	Replacement	\$ 10,000
395-000	459	Oeuth Chin	Replacement	\$ 40,000
057-005	460	Roy Miller Freight Lines	Replacement	\$ 20,000
727-264462	461	United Parcel Service, Inc.	Replacement	\$ 60,000
467-503007	462	Ralphs Grocery Company	Replacement	\$ 60,000
625-1004	463	West Coast Turf	Replacement	\$ 52,000
370-6	464	Agustin Perez Trucking	Replacement	\$ 50,000
308-A95	465	Central Valley Bulk Transport Inc.	Retrofit Level 3 PM	\$ 10,000
818-3561	466	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
616-L5	467	O C Vacuum Incorporated	Replacement	\$ 60,000
579-130	468	Route One Transport Inc.	Replacement	\$ 42,000
446-000	469	South California Transport, Inc.	Replacement	\$ 40,000
592-3	470	Diamond Mattress Co. Inc.	Replacement	\$ 60,000
595-157	471	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
625-1006	472	West Coast Turf	Replacement	\$ 54,000
554-TR25	473	Northgate Gonzalez, LLC	Replacement	\$ 60,000
513-000	474	Jose H. Moreno	Replacement	\$ 45,000
401-06	475	Martinez Trucking & Logistics Inc.	Replacement	\$ 50,000
609-P1028	476	Matheson Trucking Inc.	Replacement	\$ 60,000
213-093	477	Desert Coastal Transport Inc.	Replacement	\$ 40,000
160-343	478	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
377-016	479	Oseguera Trucking Co., Inc.	Replacement	\$ 60,000
223-000	480	Isaias Amador	Replacement	\$ 40,000
818-3577	481	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
595-381	482	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
612-026	483	Jose G. Granados	Replacement	\$ 40,000
57-002A	484	Roy Miller Freight Liner	Replacement (2-for-1)	\$ 28,000
595-921	485	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
135-018	486	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
727-261886	487	United Parcel Service, Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
092-1509PD	488	Oak Harbor Freight Lines	Replacement	\$ 40,000
468-892	489	Standard Concrete Products, Inc.	Replacement	\$ 60,000
735-L3	490	Neal Trucking, Inc.	Replacement	\$ 57,000
821-30013651	491	Unified Grocers Inc.	Replacement	\$ 60,000
670-31	492	Val Pro Inc.	Replacement	\$ 25,000
135-005	493	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
595-107	494	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
467-5101	495	Ralphs Grocery Company	Replacement	\$ 60,000
595-153	496	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
169-3234	497	Dependable Highway Express Inc.	Replacement	\$ 50,000
57-001A	498	Roy Miller Freight Liner	Replacement (2-for-1)	\$ 26,000
308-A90	499	Central Valley Bulk Transport Inc.	Retrofit Level 3 PM	\$ 10,000
073-006	500	Dura Freight Lines	Replacement	\$ 60,000
620-RPM049	501	RPM Transportation, Inc.	Replacement	\$ 60,000
160-342	502	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
818-9596	503	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
569-30	504	Villa Park Trucking	Replacement	\$ 50,000
399-3226	505	Jesus Enrique Fernandez	Replacement	\$ 40,000
467-50209	506	Ralphs Grocery Company	Replacement	\$ 60,000
135-020	507	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
818-3532	508	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
401-16	509	Martinez Trucking & Logistics Inc.	Replacement	\$ 50,000
630-9	510	Transloading Express	Replacement	\$ 35,000
474-207	511	Gless Ranch Inc.	Replacement	\$ 40,000
727-262536	512	United Parcel Service, Inc.	Replacement	\$ 60,000
225-PO43549	513	99 Cents Only Stores	Replacement	\$ 40,000
647-516	514	Bear Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
616-L3	515	O C Vacuum Incorporated	Replacement	\$ 60,000
620-RPM068	516	RPM Transportation, Inc.	Replacement	\$ 60,000
482-000	517	Adalberto Rodriguez	Replacement	\$ 40,000
271-000	518	Akif Majid Alaqabi / American Road Transportation	Replacement	\$ 50,000
717-242	519	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
215-787	520	Arakelian Enterprises Inc. DBA United Waste Recycling/Transfer, Athens Services	Replacement	\$ 60,000
616-R11	521	O C Vacuum Incorporated	Replacement	\$ 60,000
734-ST01	522	Acevedo Distribution LLC	Replacement	\$ 40,000
135-014	523	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
595-155	524	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
554-TR30	525	Northgate Gonzalez, LLC	Replacement	\$ 60,000
595-147	526	Ecology Auto Parts, Inc.	Replacement	\$ 57,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
595-146	527	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
467-50240	528	Ralphs Grocery Company	Replacement	\$ 60,000
319-3050	529	RRM Properties	Retrofit Level 3 PM	\$ 10,000
737-17	530	Best Demolition & Recycling Co., Inc.	Replacement	\$ 60,000
169-3147	531	Dependable Highway Express Inc.	Replacement	\$ 50,000
218-278	532	Dalton Trucking Inc.	Replacement	\$ 50,000
595-923	533	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
218-256	534	Dalton Trucking Inc.	Replacement	\$ 52,000
375-65	535	WC Logistics Inc	Replacement	\$ 50,000
586-1310004	536	SA Recycling, LLC	Replacement	\$ 35,000
570-128	537	Best Overnight Express	Replacement	\$ 60,000
092-1525	538	Oak Harbor Freight Lines	Replacement	\$ 40,000
321-001	539	Rail Delivery Service	Replacement	\$ 50,000
255-000	540	Jose Alberto Garrido	Replacement	\$ 40,000
821-30013650	541	Unified Grocers Inc.	Replacement	\$ 60,000
269-102	542	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
625-99120	543	West Coast Turf	Replacement	\$ 50,000
727-263812	544	United Parcel Service, Inc.	Replacement	\$ 60,000
595-909	545	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
690-195	546	Van Dyk Tank Lines, Inc. DBA Cool Transports	Replacement	\$ 60,000
595-364	547	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
039-000	548	Mario Serrano	Replacement	\$ 40,000
218-273	549	Dalton Trucking Inc.	Replacement	\$ 50,000
174-004	550	BLC Systems, Inc.	Replacement	\$ 60,000
595-915	551	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
569-37	552	Villa Park Trucking	Replacement	\$ 55,000
727-265244	553	United Parcel Service, Inc.	Replacement	\$ 60,000
818-13120	554	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
287-000	555	Matich Corporation	Replacement	\$ 60,000
577-28	556	Golden West Trading	Replacement	\$ 45,000
595-902	557	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
092-1541PD	558	Oak Harbor Freight Lines	Replacement	\$ 40,000
727-262539	559	United Parcel Service, Inc.	Replacement	\$ 60,000
747-25	560	Road Runner Specialty Towing & Transport, Inc.	Replacement	\$ 60,000
092-694PD	561	Oak Harbor Freight Lines	Replacement	\$ 60,000
735-407	562	Neal Trucking, Inc.	Replacement	\$ 57,000
735-28	563	Neal Trucking, Inc.	Replacement	\$ 40,000
717-252	564	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
113-006	565	Zap's Trucking, Inc.	Replacement	\$ 60,000
586-1506050	566	SA Recycling, LLC	Replacement (2-for-1)	\$ 56,500
595-901	567	Ecology Auto Parts, Inc.	Replacement	\$ 57,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
821-30123667	568	Unified Grocers Inc.	Replacement	\$ 60,000
319-3049	569	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-262546	570	United Parcel Service, Inc.	Replacement	\$ 60,000
467-50249	571	Ralphs Grocery Company	Replacement	\$ 60,000
165-2176	572	RRM Properties	Replacement	\$ 60,000
491-746	573	Lee Jennings Target Express, Inc.	Replacement	\$ 60,000
006-348	574	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 59,950
595-387	575	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-261982	576	United Parcel Service, Inc.	Replacement	\$ 60,000
092-1510PD	577	Oak Harbor Freight Lines	Replacement	\$ 40,000
727-265097	578	United Parcel Service, Inc.	Replacement	\$ 60,000
736-F92260	579	Pac Anchor Transportation Inc.	Replacement	\$ 50,000
727-263807	580	United Parcel Service, Inc.	Replacement	\$ 60,000
595-914	581	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
595-360	582	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
298-CB15	583	California Bulk, Inc.	Replacement	\$ 60,000
577-24	584	Golden West Trading	Replacement	\$ 45,000
554-TR28	585	Northgate Gonzalez, LLC	Replacement	\$ 60,000
595-007	586	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
318-1168	587	RRM Properties	Retrofit Level 3 PM	\$ 10,000
355-063	588	Ranjan Rajasekara	Retrofit Level 3 PM	\$ 5,000
772-97	589	Jess Diaz Trucking Inc.	Replacement	\$ 60,000
025-000	590	Julio Cesar Villena	Replacement	\$ 50,000
717-261	591	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
579-110	592	Route One Transport Inc.	Replacement	\$ 48,000
821-30013632	593	Unified Grocers Inc.	Replacement	\$ 60,000
595-912	594	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
467-503085	595	Ralphs Grocery Company	Replacement	\$ 60,000
467-50247	596	Ralphs Grocery Company	Replacement	\$ 60,000
092-1540	597	Oak Harbor Freight Lines	Replacement	\$ 40,000
202-000	598	Challenge Dairy Products, Inc.	Replacement	\$ 60,000
123-005	599	Fontana Paper Mills	Replacement	\$ 60,000
123-004	600	Fontana Paper Mills	Replacement	\$ 60,000
057-004	601	Roy Miller Freight Lines	Replacement	\$ 19,000
467-503054	602	Ralphs Grocery Company	Replacement	\$ 60,000
670-17	603	Val Pro Inc.	Replacement	\$ 20,000
620-RPM085	604	RPM Transportation, Inc.	Replacement	\$ 60,000
595-365	605	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-265205	606	United Parcel Service, Inc.	Replacement	\$ 60,000
468-623	607	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
821-30123680	608	Unified Grocers Inc.	Replacement	\$ 60,000
053-000	609	US Transportation	Replacement	\$ 40,000
570-180	610	Best Overnight Express	Replacement	\$ 45,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
589-160	611	Royal Violet, LLC	Replacement	\$ 55,000
225-PO37748	612	99 Cents Only Stores	Replacement	\$ 40,000
517-4	613	MSA Trucking, LLC	Replacement	\$ 50,000
569-43	614	Villa Park Trucking	Replacement	\$ 40,000
677-000	615	In Motion Logistics, Inc.	Replacement	\$ 60,000
467-50244	616	Ralphs Grocery Company	Replacement	\$ 60,000
821-30123665	617	Unified Grocers Inc.	Replacement	\$ 60,000
517-3	618	MSA Trucking, LLC	Replacement	\$ 50,000
470-1415	619	Road Transport Inc	Replacement	\$ 40,000
218-310	620	Dalton Trucking Inc.	Replacement	\$ 39,000
526-10037079	621	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
818-6590	622	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
727-264845	623	United Parcel Service, Inc.	Replacement	\$ 60,000
733-504	624	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
467-5117	625	Ralphs Grocery Company	Replacement	\$ 60,000
727-261754	626	United Parcel Service, Inc.	Replacement	\$ 60,000
375-68	627	WC Logistics Inc	Replacement	\$ 50,000
577-29	628	Golden West Trading	Replacement	\$ 50,000
733-87	629	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
318-1139	630	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-503083	631	Ralphs Grocery Company	Replacement	\$ 60,000
467-50225	632	Ralphs Grocery Company	Replacement	\$ 60,000
727-262540	633	United Parcel Service, Inc.	Replacement	\$ 60,000
821-30123681	634	Unified Grocers Inc.	Replacement	\$ 60,000
659-CO520	635	Oxnard Building Materials	Replacement	\$ 60,000
649-1020	636	Hansen Beverage Company	Replacement	\$ 40,000
821-30123664	637	Unified Grocers Inc.	Replacement	\$ 60,000
595-900	638	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-261685	639	United Parcel Service, Inc.	Replacement	\$ 60,000
589-RV13	640	Royal Violet, LLC	Replacement	\$ 55,000
727-264591	641	United Parcel Service, Inc.	Replacement	\$ 60,000
526-10036895	642	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
704-000	643	Thomas Transport, Inc.	Replacement	\$ 60,000
727-265251	644	United Parcel Service, Inc.	Replacement	\$ 60,000
146-502	645	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
443-000	646	Felix Tobar Recinos	Replacement	\$ 50,000
727-265124	647	United Parcel Service, Inc.	Replacement	\$ 60,000
595-380	648	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
128-375	649	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
821-30013630	650	Unified Grocers Inc.	Replacement	\$ 60,000
218-282	651	Dalton Trucking Inc.	Replacement	\$ 52,000
649-1018	652	Hansen Beverage Company	Replacement	\$ 40,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
717-215	653	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
128-396	654	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
595-388	655	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-263790	656	United Parcel Service, Inc.	Replacement	\$ 60,000
603-100	657	Tapia Enterprises, Inc.	Replacement	\$ 55,000
046-004	658	J.G. Rodriguez Trucking	Replacement	\$ 60,000
467-50248	659	Ralphs Grocery Company	Replacement	\$ 60,000
727-261881	660	United Parcel Service, Inc.	Replacement	\$ 60,000
421-16	661	D&F Trucking Company	Replacement	\$ 60,000
727-265459	662	United Parcel Service, Inc.	Replacement	\$ 60,000
319-5004	663	RRM Properties	Retrofit Level 3 PM	\$ 10,000
522-C537	664	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
727-263796	665	United Parcel Service, Inc.	Replacement	\$ 60,000
052-008	666	Martian Trucking Inc	Replacement	\$ 55,000
319-2189	667	RRM Properties	Retrofit Level 3 PM	\$ 10,000
579-111	668	Route One Transport Inc.	Replacement	\$ 47,000
526-10036901	669	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
653-6223	670	Foster Poultry Farms	Replacement	\$ 40,000
141-005	671	XML LTL / Ajax Leasing	Replacement	\$ 60,000
526-10036927	672	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
620-RPM071	673	RPM Transportation, Inc.	Replacement	\$ 60,000
318-1041	674	RRM Properties	Retrofit Level 3 PM	\$ 10,000
466-5	675	GAIO Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
092-1538	676	Oak Harbor Freight Lines	Replacement	\$ 40,000
318-824	677	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264633	678	United Parcel Service, Inc.	Replacement	\$ 60,000
173-000	679	Wilbur Ellis Company	Replacement	\$ 57,500
218-164	680	Dalton Trucking Inc.	Replacement	\$ 53,000
318-736	681	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-808	682	Standard Concrete Products, Inc.	Replacement	\$ 60,000
466-6	683	GAIO Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
086-000	684	Mario J. Mairena	Replacement	\$ 50,000
218-270	685	Dalton Trucking Inc.	Replacement	\$ 40,000
143A	686	Aurelio Portillo	Replacement (2-for-1)	\$ 50,000
421-24	687	D&F Trucking Company	Replacement	\$ 60,000
595-706	688	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-261759	689	United Parcel Service, Inc.	Replacement	\$ 60,000
609-P1014	690	Matheson Trucking Inc.	Replacement	\$ 60,000
467-50234	691	Ralphs Grocery Company	Replacement	\$ 60,000
126-000	692	Oscar A Mancia	Replacement	\$ 40,000
698-77	693	Custom Alloy Metals	Replacement	\$ 55,000
218-109	694	Dalton Trucking Inc.	Replacement	\$ 30,000
133-313	695	Redlands Fruit Company	Replacement	\$ 25,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
210-321	696	IDS USA West Inc.	Replacement	\$ 60,000
072-000	697	Domingo Antonio Altamirano	Replacement	\$ 50,000
595-702	698	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
218-272	699	Dalton Trucking Inc.	Replacement	\$ 48,000
526-10036912	700	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
821-30123679	701	Unified Grocers Inc.	Replacement	\$ 60,000
670-5	702	Val Pro Inc.	Replacement	\$ 20,000
595-704	703	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
526-10036905	704	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-1107	705	RRM Properties	Retrofit Level 3 PM	\$ 10,000
458-000	706	Edward A. Bonilla	Replacement	\$ 40,000
595-379	707	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-265243	708	United Parcel Service, Inc.	Replacement	\$ 60,000
426-000	709	Talavera Trucking	Replacement	\$ 40,000
135-001	710	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
526-10036925	711	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
466-11	712	GAIO Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
218-267	713	Dalton Trucking Inc.	Replacement	\$ 54,000
727-264620	714	United Parcel Service, Inc.	Replacement	\$ 60,000
595-707	715	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
727-261984	716	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1136	717	RRM Properties	Retrofit Level 3 PM	\$ 10,000
560-000	718	Dariusz P. Bartnik - Bd Trucking, Inc.	Replacement	\$ 40,000
318-1029	719	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-703	720	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
526-10036891	721	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
727-261884	722	United Parcel Service, Inc.	Replacement	\$ 60,000
318-196	723	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-50224	724	Ralphs Grocery Company	Replacement	\$ 60,000
663-202	725	Trans Petro Of California, Inc. DBA C&C Transportation	Replacement	\$ 54,000
522-C452	726	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
634-15	727	Fairview Trucking Co. Inc.	Replacement	\$ 40,000
318-153	728	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-50235	729	Ralphs Grocery Company	Replacement	\$ 60,000
115-001	730	South Green Transportation	Replacement	\$ 50,000
310-427	731	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
727-261762	732	United Parcel Service, Inc.	Replacement	\$ 60,000
526-10036892	733	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
821-30123714	734	Unified Grocers Inc.	Replacement	\$ 60,000
218-233	735	Dalton Trucking Inc.	Replacement	\$ 57,000
169-3260	736	Dependable Highway Express Inc.	Replacement	\$ 50,000
595-376	737	Ecology Auto Parts, Inc.	Replacement	\$ 57,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
821-30013662	738	Unified Grocers Inc.	Replacement	\$ 60,000
318-737	739	RRM Properties	Retrofit Level 3 PM	\$ 10,000
153-000	740	Ignacio Sanchez	Replacement	\$ 60,000
259-42	741	Manke Trucking Inc.	Replacement	\$ 40,000
526-10036958	742	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
577-52	743	Golden West Trading	Replacement	\$ 50,000
526-10036896	744	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
648-35072	745	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
421-18	746	D&F Trucking Company	Replacement	\$ 60,000
128-388	747	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
215-782	748	Arakelian Enterprises Inc. DBA United Waste Recycling/Transfer, Athens Services	Replacement	\$ 60,000
160-347	749	G.O. Rodriguez Trucking Inc.	Replacement	\$ 60,000
169-3189	750	Dependable Highway Express Inc.	Replacement	\$ 50,000
318-1077	751	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-893	752	Standard Concrete Products, Inc.	Replacement	\$ 60,000
318-1054	753	RRM Properties	Retrofit Level 3 PM	\$ 10,000
218-258	754	Dalton Trucking Inc.	Replacement	\$ 54,000
218-293	755	Dalton Trucking Inc.	Replacement	\$ 10,000
727-263791	756	United Parcel Service, Inc.	Replacement	\$ 60,000
468-628	757	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
467-50229	758	Ralphs Grocery Company	Replacement	\$ 60,000
318-195	759	RRM Properties	Retrofit Level 3 PM	\$ 10,000
733-81	760	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
318-731	761	RRM Properties	Retrofit Level 3 PM	\$ 10,000
046-001	762	J.G. Rodriguez Trucking	Replacement	\$ 60,000
318-1156	763	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036963	764	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
625-99196	765	West Coast Turf	Replacement	\$ 54,000
699-363	766	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
727-263801	767	United Parcel Service, Inc.	Replacement	\$ 60,000
318-723	768	RRM Properties	Retrofit Level 3 PM	\$ 10,000
158-000	769	Jacob Munoz	Replacement	\$ 50,000
218-306	770	Dalton Trucking Inc.	Replacement	\$ 30,000
620-RPM067	771	RPM Transportation, Inc.	Replacement	\$ 60,000
658-70	772	Muse Trucking, Inc.	Retrofit Level 3 PM	\$ 10,000
526-10037118	773	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
517-2	774	MSA Trucking, LLC	Replacement	\$ 50,000
735-L10	775	Neal Trucking, Inc.	Replacement	\$ 57,000
318-719	776	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-50231	777	Ralphs Grocery Company	Replacement	\$ 60,000
375-66	778	WC Logistics Inc	Replacement	\$ 50,000
595-145	779	Ecology Auto Parts, Inc.	Replacement	\$ 57,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
517-1	780	MSA Trucking, LLC	Replacement	\$ 50,000
648-35062	781	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
727-261779	782	United Parcel Service, Inc.	Replacement	\$ 60,000
468-815	783	Standard Concrete Products, Inc.	Replacement	\$ 60,000
155-000	784	Virginio Ramos Naranjo	Replacement	\$ 50,000
437-000	785	Vicente Murillo Caldera	Replacement	\$ 40,000
318-1030	786	RRM Properties	Retrofit Level 3 PM	\$ 10,000
570-183	787	Best Overnight Express	Replacement	\$ 40,000
821-30123716	788	Unified Grocers Inc.	Replacement	\$ 60,000
218-288	789	Dalton Trucking Inc.	Replacement	\$ 30,000
318-1039	790	RRM Properties	Retrofit Level 3 PM	\$ 10,000
357-105	791	Angel R. Cruz	Replacement	\$ 50,000
633-000	792	Ochoa Group Corporation	Replacement	\$ 40,000
318-1120	793	RRM Properties	Retrofit Level 3 PM	\$ 10,000
818-3527	794	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
428-000	795	Rodolfo Cruz Rivas	Replacement	\$ 30,000
632-000	796	Odilon Avila	Replacement	\$ 40,000
318-193	797	RRM Properties	Retrofit Level 3 PM	\$ 10,000
554-TR26	798	Northgate Gonzalez, LLC	Replacement	\$ 60,000
727-262547	799	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1155	800	RRM Properties	Retrofit Level 3 PM	\$ 10,000
190-000	801	Juan Rene Velasquez	Replacement	\$ 50,000
318-174	802	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-261981	803	United Parcel Service, Inc.	Replacement	\$ 60,000
468-627	804	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
526-10036910	805	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
595-378	806	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
468-896	807	Standard Concrete Products, Inc.	Replacement	\$ 60,000
318-164	808	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-386	809	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
468-816	810	Standard Concrete Products, Inc.	Replacement	\$ 60,000
225-PO48428	811	99 Cents Only Stores	Replacement	\$ 40,000
650-064	812	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
699-365	813	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
634-53	814	Fairview Trucking Co. Inc.	Replacement	\$ 40,000
821-30123672	815	Unified Grocers Inc.	Replacement	\$ 60,000
318-1108	816	RRM Properties	Retrofit Level 3 PM	\$ 10,000
528-000	817	Amilcar Jose Franco	Replacement	\$ 30,000
821-30013633	818	Unified Grocers Inc.	Replacement	\$ 60,000
375-71	819	WC Logistics Inc	Replacement	\$ 50,000
821-30013645	820	Unified Grocers Inc.	Replacement	\$ 60,000
444-000	821	US Transportation	Replacement	\$ 40,000
114-000	822	Osorio Bros Transportation LLC	Replacement	\$ 50,000
318-179	823	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
526-10037076	824	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
467-50238	825	Ralphs Grocery Company	Replacement	\$ 60,000
647-650	826	Bear Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
699-359	827	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
318-1057	828	RRM Properties	Retrofit Level 3 PM	\$ 10,000
620-RPM066	829	RPM Transportation, Inc.	Replacement	\$ 60,000
595-700	830	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1161	831	RRM Properties	Retrofit Level 3 PM	\$ 10,000
648-35067	832	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
135-004	833	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
318-733	834	RRM Properties	Retrofit Level 3 PM	\$ 10,000
650-056	835	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1008	836	RRM Properties	Retrofit Level 3 PM	\$ 10,000
653-6246	837	Foster Poultry Farms	Replacement	\$ 60,000
310-490	838	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 10,000
526-10036902	839	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
630-18	840	Transloading Express	Replacement	\$ 30,000
318-1068	841	RRM Properties	Retrofit Level 3 PM	\$ 10,000
135-013	842	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
649-1008	843	Hansen Beverage Company	Replacement	\$ 40,000
650-057	844	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
466-9	845	GAIO Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
821-30123677	846	Unified Grocers Inc.	Replacement	\$ 60,000
595-705	847	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
625-334034	848	West Coast Turf	Replacement	\$ 50,000
318-1087	849	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-265131	850	United Parcel Service, Inc.	Replacement	\$ 60,000
595-382	851	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
526-10036978	852	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
477-483	853	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
467-50221	854	Ralphs Grocery Company	Replacement	\$ 60,000
736-A79700	855	Pac Anchor Transportation Inc.	Replacement	\$ 50,000
466-18	856	GAIO Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
727-261978	857	United Parcel Service, Inc.	Replacement	\$ 60,000
318-190	858	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-148	859	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-735	860	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-265241	861	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1035	862	RRM Properties	Retrofit Level 3 PM	\$ 10,000
493-105	863	MCLD Holdings	Retrofit Level 3 PM	\$ 5,000
595-911	864	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-154	865	RRM Properties	Retrofit Level 3 PM	\$ 10,000

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133-333	866	Redlands Fruit Company	Replacement	\$ 25,000
215-789	867	Arakelian Enterprises Inc. DBA United Waste Recycling/Transfer, Athens Services	Replacement	\$ 60,000
318-1145	868	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1110	869	RRM Properties	Retrofit Level 3 PM	\$ 10,000
146-419	870	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
194-305	871	Edgar Reyes	Replacement	\$ 50,000
092-1514PD	872	Oak Harbor Freight Lines	Replacement	\$ 40,000
318-198	873	RRM Properties	Retrofit Level 3 PM	\$ 10,000
133-323	874	Redlands Fruit Company	Replacement	\$ 40,000
595-701	875	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-144	876	RRM Properties	Retrofit Level 3 PM	\$ 10,000
772-101	877	Jess Diaz Trucking Inc.	Replacement	\$ 60,000
435-002	878	Ted Solomon Trucking	Replacement	\$ 40,000
650-060	879	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
559-000	880	Juan M Corpus Trucking	Replacement	\$ 50,000
318-1037	881	RRM Properties	Retrofit Level 3 PM	\$ 10,000
493-106	882	MCLD Holdings	Retrofit Level 3 PM	\$ 5,000
595-714	883	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-692	884	RRM Properties	Retrofit Level 3 PM	\$ 10,000
370-10	885	Agustin Perez Trucking	Replacement	\$ 50,000
493-107	886	MCLD Holdings	Retrofit Level 3 PM	\$ 5,000
396-000	887	Alto Xpress, Inc.	Replacement	\$ 45,000
318-142	888	RRM Properties	Retrofit Level 3 PM	\$ 10,000
493-104	889	MCLD Holdings	Retrofit Level 3 PM	\$ 5,000
318-1160	890	RRM Properties	Retrofit Level 3 PM	\$ 10,000
450-000	891	Fernando Zamora	Replacement	\$ 50,000
046-002	892	J.G. Rodriguez Trucking	Replacement	\$ 60,000
318-1118	893	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-913	894	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
467-50236	895	Ralphs Grocery Company	Replacement	\$ 60,000
493-108	896	MCLD Holdings	Retrofit Level 3 PM	\$ 5,000
218-259	897	Dalton Trucking Inc.	Replacement	\$ 48,000
032-T626	898	Caos Enterprise Inc.	Replacement	\$ 50,000
526-10036980	899	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
092-1534	900	Oak Harbor Freight Lines	Replacement	\$ 60,000
318-734	901	RRM Properties	Retrofit Level 3 PM	\$ 10,000
218-311	902	Dalton Trucking Inc.	Replacement	\$ 50,000
318-157	903	RRM Properties	Retrofit Level 3 PM	\$ 10,000
467-50246	904	Ralphs Grocery Company	Replacement	\$ 60,000
526-10036906	905	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-722	906	RRM Properties	Retrofit Level 3 PM	\$ 10,000
006-351	907	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 59,950

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
218-276	908	Dalton Trucking Inc.	Replacement	\$ 48,000
648-35063	909	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
318-1137	910	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036908	911	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
218-320	912	Dalton Trucking Inc.	Replacement	\$ 27,000
318-1138	913	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036887	914	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
620-RPM061	915	RPM Transportation, Inc.	Replacement	\$ 40,000
630-14	916	Transloading Express	Retrofit Level 3 PM	\$ 5,000
595-708	917	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1165	918	RRM Properties	Retrofit Level 3 PM	\$ 10,000
146-1117	919	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
526-10036969	920	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
595-369	921	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
579-120	922	Route One Transport Inc.	Replacement	\$ 46,000
727-264467	923	United Parcel Service, Inc.	Replacement	\$ 60,000
286-00	924	Felipe Jesus Gudino Flores	Replacement	\$ 40,000
526-10037093	925	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
648-35055	926	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
467-50223	927	Ralphs Grocery Company	Replacement	\$ 60,000
318-1113	928	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036951	929	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
595-144	930	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
586-1502009	931	SA Recycling, LLC	Replacement (2-for-1)	\$ 32,500
648-35059	932	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
318-1159	933	RRM Properties	Retrofit Level 3 PM	\$ 10,000
133-325	934	Redlands Fruit Company	Replacement	\$ 40,000
467-50220	935	Ralphs Grocery Company	Replacement	\$ 60,000
318-141	936	RRM Properties	Retrofit Level 3 PM	\$ 10,000
697-000	937	Alpha Materials, Inc.	Replacement	\$ 25,000
146-500	938	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
570-129	939	Best Overnight Express	Replacement	\$ 42,500
699-362	940	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
375-67	941	WC Logistics Inc	Replacement	\$ 50,000
595-377	942	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
048-000	943	Luis Cervantes	Replacement	\$ 50,000
133-320	944	Redlands Fruit Company	Replacement	\$ 40,000
318-1132	945	RRM Properties	Retrofit Level 3 PM	\$ 10,000
735-29	946	Neal Trucking, Inc.	Replacement	\$ 40,000
595-367	947	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1127	948	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-653	949	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1157	950	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
526-10037072	951	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-1152	952	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-619	953	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
218-217	954	Dalton Trucking Inc.	Replacement	\$ 42,000
650-072	955	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
727-264608	956	United Parcel Service, Inc.	Replacement	\$ 60,000
137-000	957	Marroco Trucking, Inc.	Replacement	\$ 50,000
210-315	958	IDS USA West Inc.	Replacement	\$ 60,000
401-09	959	Martinez Trucking & Logistics Inc.	Replacement	\$ 50,000
526-10036941	960	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
650-075	961	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1150	962	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-263805	963	United Parcel Service, Inc.	Replacement	\$ 60,000
468-624	964	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
595-713	965	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
821-30123704	966	Unified Grocers Inc.	Replacement	\$ 60,000
526-10037120	967	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
052-006	968	Martian Trucking Inc	Replacement	\$ 55,000
159-024	969	Season Produce Company	Replacement	\$ 30,000
318-169	970	RRM Properties	Retrofit Level 3 PM	\$ 10,000
218-289	971	Dalton Trucking Inc.	Replacement	\$ 50,000
052-002	972	Martian Trucking Inc	Replacement	\$ 55,000
526-10037083	973	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
570-178	974	Best Overnight Express	Replacement	\$ 50,000
310-412	975	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
318-215	976	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036953	977	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
648-35074	978	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
318-1048	979	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-925	980	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
218-279	981	Dalton Trucking Inc.	Replacement	\$ 44,000
818-3562	982	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
477-497	983	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
522-C439	984	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
159-022	985	Season Produce Company	Replacement	\$ 30,000
318-176	986	RRM Properties	Retrofit Level 3 PM	\$ 10,000
491-737	987	Lee Jennings Target Express, Inc.	Replacement	\$ 60,000
526-10036899	988	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
092-1516	989	Oak Harbor Freight Lines	Replacement	\$ 40,000
329-000	990	Oscar D. Rodriguez	Replacement	\$ 50,000
318-982	991	RRM Properties	Retrofit Level 3 PM	\$ 10,000
648-35065	992	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
526-10037082	993	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
634-3	994	Fairview Trucking Co. Inc.	Replacement	\$ 40,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
595-004	995	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
648-35073	996	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
052-001	997	Martian Trucking Inc	Replacement	\$ 55,000
218-307	998	Dalton Trucking Inc.	Replacement	\$ 32,000
595-712	999	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
310-387	1000	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
526-10036903	1001	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
310-454	1002	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
492-116	1003	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
736-A00439	1004	Pac Anchor Transportation Inc.	Replacement	\$ 50,000
455-102	1005	EJ Distribution Company DBA EJ Transport	Replacement	\$ 30,000
727-261731	1006	United Parcel Service, Inc.	Replacement	\$ 60,000
169-F444	1007	Dependable Highway Express Inc.	Replacement	\$ 30,000
318-149	1008	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036972	1009	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
620-RPM064	1010	RPM Transportation, Inc.	Replacement	\$ 40,000
727-262522	1011	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1115	1012	RRM Properties	Retrofit Level 3 PM	\$ 10,000
092-1517	1013	Oak Harbor Freight Lines	Replacement	\$ 40,000
717-223	1014	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
670-28	1015	Val Pro Inc.	Replacement	\$ 50,000
699-364	1016	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
818-13106	1017	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
648-3185	1018	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
389-000	1019	Jose Alfredo Perez	Replacement	\$ 40,000
128-378	1020	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
468-617	1021	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
821-30013646	1022	Unified Grocers Inc.	Replacement	\$ 60,000
648-35060	1023	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
006-248	1024	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 50,000
481-000	1025	Felipe Geruacio Garcia	Replacement	\$ 40,000
318-1126	1026	RRM Properties	Retrofit Level 3 PM	\$ 10,000
733-84	1027	Direct Home Delivery Serv, Inc. DBA Direct Transport	Replacement	\$ 60,000
821-30123712	1028	Unified Grocers Inc.	Replacement	\$ 60,000
318-1121	1029	RRM Properties	Retrofit Level 3 PM	\$ 10,000
420-000	1030	Geomara Espinoza	Replacement	\$ 40,000
318-1007	1031	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036994	1032	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
218-224	1033	Dalton Trucking Inc.	Replacement	\$ 50,000
215-784	1034	Arakelian Enterprises Inc. DBA United Waste Recycling/Transfer, Athens Services	Replacement	\$ 60,000
318-1148	1035	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
648-35069	1036	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
546-1390	1037	Big West Transport & Heavy Lift Inc.	Replacement	\$ 40,000
318-739	1038	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1080	1039	RRM Properties	Retrofit Level 3 PM	\$ 10,000
736-A79914	1040	Pac Anchor Transportation Inc.	Replacement	\$ 50,000
116-000	1041	Won Koo Lee	Replacement	\$ 40,000
526-10036911	1042	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
727-263799	1043	United Parcel Service, Inc.	Replacement	\$ 60,000
595-907	1044	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
620-RPM056	1045	RPM Transportation, Inc.	Replacement	\$ 40,000
403-000	1046	Mario Hurtado	Replacement	\$ 25,000
670-27	1047	Val Pro Inc.	Replacement	\$ 20,000
318-743	1048	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264463	1049	United Parcel Service, Inc.	Replacement	\$ 60,000
595-709	1050	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1040	1051	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123702	1052	Unified Grocers Inc.	Replacement	\$ 60,000
318-1119	1053	RRM Properties	Retrofit Level 3 PM	\$ 10,000
133-321	1054	Redlands Fruit Company	Replacement	\$ 40,000
218-240	1055	Dalton Trucking Inc.	Replacement	\$ 48,000
650-053	1056	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
318-172	1057	RRM Properties	Retrofit Level 3 PM	\$ 10,000
378-406	1058	Westside Building Materials	Replacement	\$ 40,000
670-33	1059	Val Pro Inc.	Replacement	\$ 5,000
456-102	1060	Pacifica Trucks, LLC	Replacement	\$ 50,000
133-322	1061	Redlands Fruit Company	Replacement	\$ 40,000
595-922	1062	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1079	1063	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036983	1064	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
595-006	1065	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
821-30013661	1066	Unified Grocers Inc.	Replacement	\$ 60,000
736-A79674	1067	Pac Anchor Transportation Inc.	Replacement	\$ 50,000
318-1034	1068	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-005	1069	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
492-119	1070	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
380-003	1071	Hannibal Industries Inc.	Replacement	\$ 60,000
448-000	1072	Francisco J. Venegas	Replacement	\$ 40,000
129-0839	1073	Western Regional Delivery	Replacement	\$ 60,000
735-22	1074	Neal Trucking, Inc.	Replacement	\$ 40,000
630-15	1075	Transloading Express	Retrofit Level 3 PM	\$ 5,000
467-50204	1076	Ralphs Grocery Company	Replacement	\$ 60,000
468-629	1077	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
727-263806	1078	United Parcel Service, Inc.	Replacement	\$ 60,000
587-247	1079	Pacific High Leasing, LLC	Replacement	\$ 55,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
703-D050	1080	CR Experience Corp.	Replacement	\$ 50,000
421-25	1081	D&F Trucking Company	Replacement	\$ 60,000
526-10036997	1082	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
727-263797	1083	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1146	1084	RRM Properties	Retrofit Level 3 PM	\$ 10,000
648-35068	1085	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
318-165	1086	RRM Properties	Retrofit Level 3 PM	\$ 10,000
717-213	1087	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
648-35066	1088	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
530-6	1089	Domingo Rosales	Replacement	\$ 40,000
318-1063	1090	RRM Properties	Retrofit Level 3 PM	\$ 10,000
135-022	1091	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
318-1074	1092	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1135	1093	RRM Properties	Retrofit Level 3 PM	\$ 10,000
717-245	1094	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
318-214	1095	RRM Properties	Retrofit Level 3 PM	\$ 10,000
534-2	1096	Juan Manuel Vargas	Replacement	\$ 40,000
522-C442	1097	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
821-30123700	1098	Unified Grocers Inc.	Replacement	\$ 60,000
159-023	1099	Season Produce Company	Replacement	\$ 30,000
318-697	1100	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264624	1101	United Parcel Service, Inc.	Replacement	\$ 60,000
595-602	1102	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
747-33	1103	Road Runner Specialty Towing & Transport, Inc.	Replacement	\$ 60,000
318-383	1104	RRM Properties	Retrofit Level 3 PM	\$ 5,000
171-302	1105	Diamond Environmental Services Lp	Replacement	\$ 60,000
318-173	1106	RRM Properties	Retrofit Level 3 PM	\$ 10,000
214-097	1107	All Tex Inc (Inline Distributing)	Retrofit Level 3 PM	\$ 5,000
218-277	1108	Dalton Trucking Inc.	Replacement	\$ 30,000
526-10036968	1109	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-1111	1110	RRM Properties	Retrofit Level 3 PM	\$ 10,000
073-003	1111	Dura Freight Lines	Replacement	\$ 60,000
401-08	1112	Martinez Trucking & Logistics Inc.	Replacement	\$ 50,000
318-1123	1113	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264472	1114	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1071	1115	RRM Properties	Retrofit Level 3 PM	\$ 10,000
492-120	1116	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
672-000	1117	Wang Wei-Jie	Replacement	\$ 40,000
659-OX507	1118	Oxnard Building Materials	Replacement	\$ 60,000
378-205	1119	Westside Building Materials	Replacement	\$ 50,000
318-1092	1120	RRM Properties	Retrofit Level 3 PM	\$ 10,000
586-1506003	1121	SA Recycling, LLC	Replacement	\$ 36,500

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
380-001	1122	Hannibal Industries Inc.	Replacement	\$ 60,000
318-637	1123	RRM Properties	Retrofit Level 3 PM	\$ 10,000
650-061	1124	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
648-35070	1125	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
378-955	1126	Westside Building Materials	Replacement	\$ 20,000
318-26	1127	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264320	1128	United Parcel Service, Inc.	Replacement	\$ 60,000
699-358	1129	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
318-1016	1130	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036924	1131	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
595-374	1132	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1036	1133	RRM Properties	Retrofit Level 3 PM	\$ 10,000
630-62	1134	Transloading Express	Retrofit Level 3 PM	\$ 5,000
218-165	1135	Dalton Trucking Inc.	Replacement	\$ 50,000
218-252	1136	Dalton Trucking Inc.	Replacement	\$ 52,000
492-115	1137	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
735-409	1138	Neal Trucking, Inc.	Replacement	\$ 57,000
570-88	1139	Best Overnight Express	Replacement	\$ 35,000
318-714	1140	RRM Properties	Retrofit Level 3 PM	\$ 10,000
747-29	1141	Road Runner Specialty Towing & Transport, Inc.	Replacement	\$ 60,000
650-071	1142	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
318-728	1143	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123671	1144	Unified Grocers Inc.	Replacement	\$ 60,000
318-1093	1145	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-168	1146	RRM Properties	Retrofit Level 3 PM	\$ 10,000
257-000	1147	Efren Orellana	Replacement	\$ 60,000
570-170	1148	Best Overnight Express	Replacement	\$ 40,000
526-10036930	1149	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
767-01	1150	Edilberto Rodas Rivera	Replacement	\$ 50,000
318-1060	1151	RRM Properties	Retrofit Level 3 PM	\$ 10,000
225-PO41284	1152	99 Cents Only Stores	Replacement	\$ 40,000
650-074	1153	Tamo, Inc.	Retrofit Level 3 PM	\$ 5,000
821-30123710	1154	Unified Grocers Inc.	Replacement	\$ 60,000
318-1128	1155	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-261761	1156	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1083	1157	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10037084	1158	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
218-274	1159	Dalton Trucking Inc.	Replacement	\$ 45,000
380-002	1160	Hannibal Industries Inc.	Replacement	\$ 60,000
215-788	1161	Arakelian Enterprises Inc. DBA United Waste Recycling/Transfer, Athens Services	Replacement	\$ 60,000
821-30123720	1162	Unified Grocers Inc.	Replacement	\$ 60,000
821-30013644	1163	Unified Grocers Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
318-682	1164	RRM Properties	Retrofit Level 3 PM	\$ 10,000
742-TR041	1165	J & J Transportation Vinson, Inc.	Retrofit Level 3 PM	\$ 5,000
735-L	1166	Neal Trucking, Inc.	Replacement	\$ 57,000
318-1062	1167	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-468	1168	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
318-744	1169	RRM Properties	Retrofit Level 3 PM	\$ 10,000
492-121	1170	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
477-538	1171	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
310-396	1172	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
318-1027	1173	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-453	1174	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
727-263809	1175	United Parcel Service, Inc.	Replacement	\$ 60,000
730-36	1176	Star Milling Company	Replacement	\$ 55,000
318-1081	1177	RRM Properties	Retrofit Level 3 PM	\$ 10,000
537-03	1178	Montani Trucking Inc.	Replacement	\$ 60,000
375-64	1179	WC Logistics Inc	Replacement	\$ 50,000
318-161	1180	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1112	1181	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-603	1182	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
653-6247	1183	Foster Poultry Farms	Replacement	\$ 60,000
318-150	1184	RRM Properties	Retrofit Level 3 PM	\$ 10,000
218-294	1185	Dalton Trucking Inc.	Replacement	\$ 28,000
095-000	1186	Francisco J. Jarquin	Replacement	\$ 50,000
318-175	1187	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-158	1188	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-002	1189	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
491-602	1190	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
310-491	1191	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 10,000
595-001	1192	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
821-30013655	1193	Unified Grocers Inc.	Replacement	\$ 60,000
212-008	1194	Lincoln Transportation Services Inc.	Replacement	\$ 50,000
310-466	1195	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
727-261760	1196	United Parcel Service, Inc.	Replacement	\$ 60,000
514-000	1197	Fredy A. Crespín	Replacement	\$ 45,000
492-112	1198	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
318-1131	1199	RRM Properties	Retrofit Level 3 PM	\$ 10,000
696-49	1200	Nuckles Oil Co. Inc. DBA Merit Oil Co.	Replacement	\$ 60,000
727-263798	1201	United Parcel Service, Inc.	Replacement	\$ 60,000
310-484	1202	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 10,000
526-10036946	1203	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
609-P405	1204	Matheson Trucking Inc.	Replacement	\$ 60,000
318-397	1205	RRM Properties	Retrofit Level 3 PM	\$ 5,000
570-179	1206	Best Overnight Express	Replacement	\$ 40,000
318-162	1207	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
318-1149	1208	RRM Properties	Retrofit Level 3 PM	\$ 10,000
141-010	1209	XML LTL / Ajax Leasing	Replacement	\$ 60,000
230-000	1210	Sergio Valenciano	Replacement	\$ 40,000
318-730	1211	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-919	1212	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
616-L16	1213	O C Vacuum Incorporated	Replacement	\$ 60,000
052-007	1214	Martian Trucking Inc	Replacement	\$ 55,000
318-192	1215	RRM Properties	Retrofit Level 3 PM	\$ 10,000
591-243	1216	Metro Express Inc.	Replacement	\$ 60,000
526-10036966	1217	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
218-254	1218	Dalton Trucking Inc.	Replacement	\$ 25,000
318-204	1219	RRM Properties	Retrofit Level 3 PM	\$ 10,000
225-PO47459	1220	99 Cents Only Stores	Replacement	\$ 40,000
128-399	1221	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
727-263795	1222	United Parcel Service, Inc.	Replacement	\$ 60,000
425-000	1223	J. Obed Gomez Tamayo	Replacement	\$ 50,000
318-1020	1224	RRM Properties	Retrofit Level 3 PM	\$ 10,000
133-327	1225	Redlands Fruit Company	Replacement	\$ 40,000
318-381	1226	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1134	1227	RRM Properties	Retrofit Level 3 PM	\$ 10,000
090-000	1228	Rodolfo Villa	Replacement	\$ 50,000
318-217	1229	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1084	1230	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1104	1231	RRM Properties	Retrofit Level 3 PM	\$ 10,000
109-000	1232	Carlos Lopez	Replacement	\$ 60,000
218-199	1233	Dalton Trucking Inc.	Replacement	\$ 52,000
736-A31265	1234	Pac Anchor Transportation Inc.	Replacement	\$ 50,000
318-377	1235	RRM Properties	Retrofit Level 3 PM	\$ 5,000
577-46	1236	Golden West Trading	Replacement	\$ 35,000
318-738	1237	RRM Properties	Retrofit Level 3 PM	\$ 10,000
620-RPM062	1238	RPM Transportation, Inc.	Replacement	\$ 40,000
318-1082	1239	RRM Properties	Retrofit Level 3 PM	\$ 10,000
648-2100	1240	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
595-926	1241	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
468-620	1242	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-191	1243	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-711	1244	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-1103	1245	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1088	1246	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123688	1247	Unified Grocers Inc.	Replacement	\$ 60,000
648-35061	1248	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
821-30123689	1249	Unified Grocers Inc.	Replacement	\$ 60,000
620-RPM051	1250	RPM Transportation, Inc.	Replacement	\$ 40,000
318-1072	1251	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
159-010	1252	Season Produce Company	Replacement	\$ 60,000
318-178	1253	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-380	1254	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-688	1255	RRM Properties	Retrofit Level 3 PM	\$ 10,000
106-000	1256	Obando Santiago Or Obando Luz M	Replacement	\$ 40,000
133-326	1257	Redlands Fruit Company	Replacement	\$ 40,000
727-264625	1258	United Parcel Service, Inc.	Replacement	\$ 60,000
318-740	1259	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-447	1260	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
595-150	1261	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
648-35064	1262	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
318-608	1263	RRM Properties	Retrofit Level 3 PM	\$ 5,000
052-005	1264	Martian Trucking Inc	Replacement	\$ 55,000
318-1151	1265	RRM Properties	Retrofit Level 3 PM	\$ 10,000
492-122	1266	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
620-RPM052	1267	RPM Transportation, Inc.	Replacement	\$ 40,000
318-1052	1268	RRM Properties	Retrofit Level 3 PM	\$ 10,000
378-409	1269	Westside Building Materials	Replacement	\$ 50,000
718-392	1270	Daniel Tire Services Inc	Replacement	\$ 30,000
318-1026	1271	RRM Properties	Retrofit Level 3 PM	\$ 10,000
583-1759	1272	Best Delivery LLC	Replacement	\$ 30,000
124-014	1273	Randall Foods	Replacement	\$ 60,000
424-000	1274	Rodolfo Augusto Segastume	Replacement	\$ 50,000
318-696	1275	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1129	1276	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036960	1277	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-147	1278	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123682	1279	Unified Grocers Inc.	Replacement	\$ 60,000
318-715	1280	RRM Properties	Retrofit Level 3 PM	\$ 5,000
145-112	1281	Cesar Ortiz	Replacement	\$ 50,000
318-1051	1282	RRM Properties	Retrofit Level 3 PM	\$ 10,000
649-1017	1283	Hansen Beverage Company	Replacement	\$ 40,000
526-10036995	1284	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
520-4235	1285	Parkhouse Tire Service Inc.	Replacement	\$ 60,000
318-1038	1286	RRM Properties	Retrofit Level 3 PM	\$ 10,000
218-253	1287	Dalton Trucking Inc.	Replacement	\$ 40,000
318-1013	1288	RRM Properties	Retrofit Level 3 PM	\$ 10,000
574-000	1289	Maria Serrano	Replacement	\$ 40,000
318-698	1290	RRM Properties	Retrofit Level 3 PM	\$ 5,000
378-305	1291	Westside Building Materials	Replacement	\$ 40,000
699-360	1292	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
124-008	1293	Randall Foods	Replacement	\$ 60,000
730-39	1294	Star Milling Company	Replacement	\$ 55,000
146-1116	1295	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
727-263792	1296	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1050	1297	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10037087	1298	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
727-265122	1299	United Parcel Service, Inc.	Replacement	\$ 60,000
589-RV24	1300	Royal Violet, LLC	Replacement	\$ 55,000
738-000	1301	Tacoma Express Inc.	Replacement	\$ 50,000
821-30123692	1302	Unified Grocers Inc.	Replacement	\$ 60,000
595-390	1303	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
310-485	1304	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 10,000
491-505	1305	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
727-263793	1306	United Parcel Service, Inc.	Replacement	\$ 60,000
318-394	1307	RRM Properties	Retrofit Level 3 PM	\$ 5,000
727-265204	1308	United Parcel Service, Inc.	Replacement	\$ 60,000
573-000	1309	SONG Han	Replacement	\$ 50,000
648-35050	1310	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
821-30123708	1311	Unified Grocers Inc.	Replacement	\$ 60,000
318-1049	1312	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036955	1313	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
821-30123713	1314	Unified Grocers Inc.	Replacement	\$ 60,000
318-146	1315	RRM Properties	Retrofit Level 3 PM	\$ 10,000
297-003	1316	Desoto Sales, Inc	Replacement	\$ 30,000
128-393	1317	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
674-000	1318	Victor Bautista Miranda	Replacement	\$ 50,000
727-261883	1319	United Parcel Service, Inc.	Replacement	\$ 60,000
318-661	1320	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1114	1321	RRM Properties	Retrofit Level 3 PM	\$ 10,000
123-003	1322	Fontana Paper Mills	Replacement	\$ 60,000
727-262537	1323	United Parcel Service, Inc.	Replacement	\$ 60,000
318-412	1324	RRM Properties	Retrofit Level 3 PM	\$ 5,000
159-011	1325	Season Produce Company	Replacement	\$ 60,000
102-000	1326	Jose Rene Melendez	Replacement	\$ 40,000
318-1009	1327	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264618	1328	United Parcel Service, Inc.	Replacement	\$ 60,000
595-009	1329	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
380-006	1330	Hannibal Industries Inc.	Replacement	\$ 60,000
589-RV9	1331	Royal Violet, LLC	Replacement	\$ 55,000
259-41	1332	Manke Trucking Inc.	Replacement	\$ 40,000
318-201	1333	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-895	1334	Standard Concrete Products, Inc.	Replacement	\$ 60,000
342-965	1335	Ramiro De La Paz	Replacement	\$ 50,000
649-1011	1336	Hansen Beverage Company	Replacement	\$ 40,000
318-1097	1337	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-707	1338	RRM Properties	Retrofit Level 3 PM	\$ 5,000
526-10036904	1339	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
712-000	1340	Del Campo Trucking/Sons	Replacement	\$ 50,000
418-000	1341	Jesus Torres	Replacement	\$ 60,000
318-1042	1342	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-708	1343	RRM Properties	Retrofit Level 3 PM	\$ 5,000
595-368	1344	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
412-000	1345	Luis Vicente Galdamez	Replacement	\$ 50,000
318-1091	1346	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1044	1347	RRM Properties	Retrofit Level 3 PM	\$ 10,000
589-RV7	1348	Royal Violet, LLC	Replacement	\$ 55,000
084-000	1349	Humberto A. Villegas	Replacement	\$ 50,000
727-262531	1350	United Parcel Service, Inc.	Replacement	\$ 60,000
104-000	1351	Ricardo Marin	Replacement	\$ 50,000
576-112	1352	Quik Pick Express, LLC	Replacement	\$ 40,000
318-338	1353	RRM Properties	Retrofit Level 3 PM	\$ 5,000
375-6	1354	WC Logistics Inc	Replacement	\$ 50,000
727-261983	1355	United Parcel Service, Inc.	Replacement	\$ 60,000
570-171	1356	Best Overnight Express	Replacement	\$ 35,000
727-261879	1357	United Parcel Service, Inc.	Replacement	\$ 60,000
318-716	1358	RRM Properties	Retrofit Level 3 PM	\$ 5,000
649-1013	1359	Hansen Beverage Company	Replacement	\$ 40,000
648-35071	1360	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
727-265242	1361	United Parcel Service, Inc.	Replacement	\$ 60,000
145-111	1362	Cesar Ortiz	Replacement	\$ 50,000
133-324	1363	Redlands Fruit Company	Replacement	\$ 40,000
059-000	1364	Javier Cardenas Salgado	Replacement	\$ 50,000
570-172	1365	Best Overnight Express	Replacement	\$ 35,000
318-1125	1366	RRM Properties	Retrofit Level 3 PM	\$ 10,000
671-10	1367	Interstate Home Services	Replacement	\$ 50,000
526-10036992	1368	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
218-295	1369	Dalton Trucking Inc.	Replacement	\$ 25,000
653-6241	1370	Foster Poultry Farms	Replacement	\$ 60,000
318-1061	1371	RRM Properties	Retrofit Level 3 PM	\$ 10,000
111-000	1372	Victor Hugo Martinez	Replacement	\$ 50,000
727-263814	1373	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1090	1374	RRM Properties	Retrofit Level 3 PM	\$ 10,000
630-64	1375	Transloading Express	Retrofit Level 3 PM	\$ 5,000
491-736	1376	Lee Jennings Target Express, Inc.	Replacement	\$ 60,000
157-000	1377	Benigno Mauro Caselin	Replacement	\$ 50,000
526-10037122	1378	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-167	1379	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036988	1380	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
727-264615	1381	United Parcel Service, Inc.	Replacement	\$ 60,000
821-30123695	1382	Unified Grocers Inc.	Replacement	\$ 60,000
318-152	1383	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
318-657	1384	RRM Properties	Retrofit Level 3 PM	\$ 10,000
595-370	1385	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
370-13	1386	Agustin Perez Trucking	Replacement	\$ 50,000
318-669	1387	RRM Properties	Retrofit Level 3 PM	\$ 5,000
609-P195	1388	Matheson Trucking Inc.	Replacement	\$ 40,000
727-261728	1389	United Parcel Service, Inc.	Replacement	\$ 60,000
586-1508005	1390	SA Recycling, LLC	Replacement	\$ 58,525
318-1106	1391	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-643	1392	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-699	1393	RRM Properties	Retrofit Level 3 PM	\$ 10,000
145-113	1394	Cesar Ortiz	Replacement	\$ 50,000
318-145	1395	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-660	1396	RRM Properties	Retrofit Level 3 PM	\$ 5,000
128-387	1397	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
620-RPM065	1398	RPM Transportation, Inc.	Replacement	\$ 60,000
616-L4	1399	O C Vacuum Incorporated	Replacement	\$ 60,000
378-405	1400	Westside Building Materials	Replacement	\$ 50,000
318-143	1401	RRM Properties	Retrofit Level 3 PM	\$ 10,000
579-99	1402	Route One Transport Inc.	Replacement	\$ 42,000
491-724	1403	Lee Jennings Target Express, Inc.	Replacement	\$ 60,000
050-000	1404	Juan Carlos Ayala Figueroa	Replacement	\$ 50,000
643-33	1405	F & D Enterprise	Retrofit Level 3 PM	\$ 5,000
592-14	1406	Diamond Mattress Co. Inc.	Replacement	\$ 40,000
318-1028	1407	RRM Properties	Retrofit Level 3 PM	\$ 10,000
124-015	1408	Randall Foods	Replacement	\$ 60,000
468-293	1409	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
318-662	1410	RRM Properties	Retrofit Level 3 PM	\$ 5,000
522-C541	1411	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
821-30123686	1412	Unified Grocers Inc.	Replacement	\$ 60,000
318-1073	1413	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-414	1414	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
649-1015	1415	Hansen Beverage Company	Replacement	\$ 40,000
318-1032	1416	RRM Properties	Retrofit Level 3 PM	\$ 10,000
699-366	1417	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
821-30123715	1418	Unified Grocers Inc.	Replacement	\$ 60,000
310-402	1419	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
522-C550	1420	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
259-39	1421	Manke Trucking Inc.	Replacement	\$ 40,000
318-1024	1422	RRM Properties	Retrofit Level 3 PM	\$ 10,000
128-403	1423	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
699-025	1424	Alpha Materials, Inc.	Replacement	\$ 22,000
318-646	1425	RRM Properties	Retrofit Level 3 PM	\$ 5,000
303-8	1426	Stephen C. Borel	Replacement	\$ 60,000
441-000	1427	Walter Caceres	Replacement	\$ 40,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
648-3182	1428	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
727-264619	1429	United Parcel Service, Inc.	Replacement	\$ 60,000
370-11	1430	Agustin Perez Trucking	Replacement	\$ 50,000
522-C453	1431	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
135-019	1432	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
310-383	1433	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
318-652	1434	RRM Properties	Retrofit Level 3 PM	\$ 10,000
799-2	1435	Roberto Rodriguez	Replacement	\$ 50,000
318-687	1436	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-668	1437	RRM Properties	Retrofit Level 3 PM	\$ 5,000
491-138	1438	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
648-35057	1439	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
821-30123676	1440	Unified Grocers Inc.	Replacement	\$ 60,000
318-170	1441	RRM Properties	Retrofit Level 3 PM	\$ 10,000
128-409	1442	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
620-RPM058	1443	RPM Transportation, Inc.	Replacement	\$ 40,000
310-463	1444	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
800-1	1445	Arnulfo Ramirez Rodriguez	Replacement	\$ 45,000
318-656	1446	RRM Properties	Retrofit Level 3 PM	\$ 5,000
630-55	1447	Transloading Express	Replacement	\$ 60,000
358-1359	1448	Gustavo L Sandoval	Replacement	\$ 50,000
609-P196	1449	Matheson Trucking Inc.	Replacement	\$ 40,000
468-625	1450	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
318-649	1451	RRM Properties	Retrofit Level 3 PM	\$ 5,000
526-10036886	1452	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-1086	1453	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-429	1454	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
587-005	1455	Pacific High Leasing, LLC	Replacement	\$ 55,000
380-005	1456	Hannibal Industries Inc.	Replacement	\$ 60,000
218-285	1457	Dalton Trucking Inc.	Replacement	\$ 30,000
717-253	1458	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
318-1043	1459	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-602	1460	RRM Properties	Retrofit Level 3 PM	\$ 5,000
761-048	1461	Raul A. Rodriguez	Replacement	\$ 50,000
620-RPM047	1462	RPM Transportation, Inc.	Replacement	\$ 60,000
595-003	1463	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
318-1164	1464	RRM Properties	Retrofit Level 3 PM	\$ 10,000
218-271	1465	Dalton Trucking Inc.	Replacement	\$ 38,000
124-013	1466	Randall Foods	Replacement	\$ 60,000
318-615	1467	RRM Properties	Retrofit Level 3 PM	\$ 5,000
128-376	1468	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
653-6242	1469	Foster Poultry Farms	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
663-256	1470	Trans Petro Of California, Inc. DBA C&C Transportation	Replacement	\$ 54,000
821-30013643	1471	Unified Grocers Inc.	Replacement	\$ 60,000
318-389	1472	RRM Properties	Retrofit Level 3 PM	\$ 5,000
522-C544	1473	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
526-10036944	1474	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
526-10036989	1475	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-684	1476	RRM Properties	Retrofit Level 3 PM	\$ 5,000
052-004	1477	Martian Trucking Inc	Replacement	\$ 45,000
128-410	1478	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
821-30123711	1479	Unified Grocers Inc.	Replacement	\$ 60,000
218-247	1480	Dalton Trucking Inc.	Replacement	\$ 35,000
526-10036917	1481	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-386	1482	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-411	1483	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036894	1484	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-1031	1485	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-610	1486	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-709	1487	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-676	1488	RRM Properties	Retrofit Level 3 PM	\$ 5,000
310-458	1489	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
208-407	1490	RRM Properties	Replacement	\$ 60,000
721-10	1491	DDR Transport Inc.	Replacement	\$ 50,000
092-633PD	1492	Oak Harbor Freight Lines	Replacement	\$ 60,000
318-713	1493	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-261980	1494	United Parcel Service, Inc.	Replacement	\$ 60,000
536-8	1495	Silverio Macias	Replacement	\$ 40,000
522-C440	1496	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
318-651	1497	RRM Properties	Retrofit Level 3 PM	\$ 5,000
091-000	1498	Rafael Figueroa	Replacement	\$ 60,000
401-32	1499	Martinez Trucking & Logistics Inc.	Replacement	\$ 50,000
582-3	1500	Cerenzia Foods Inc.	Retrofit Level 3 PM	\$ 10,000
318-677	1501	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1045	1502	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-679	1503	RRM Properties	Retrofit Level 3 PM	\$ 5,000
727-262533	1504	United Parcel Service, Inc.	Replacement	\$ 60,000
821-30123675	1505	Unified Grocers Inc.	Replacement	\$ 60,000
318-395	1506	RRM Properties	Retrofit Level 3 PM	\$ 5,000
727-264318	1507	United Parcel Service, Inc.	Replacement	\$ 60,000
595-908	1508	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
165-3040	1509	RRM Properties	Replacement	\$ 60,000
318-166	1510	RRM Properties	Retrofit Level 3 PM	\$ 10,000
148-000	1511	Juan Gutierrez	Replacement	\$ 50,000
318-371	1512	RRM Properties	Retrofit Level 3 PM	\$ 5,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
818-6557	1513	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
225-PO48371	1514	99 Cents Only Stores	Replacement	\$ 40,000
526-10037124	1515	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
821-30123673	1516	Unified Grocers Inc.	Replacement	\$ 60,000
589-037	1517	Royal Violet, LLC	Replacement	\$ 55,000
427-120	1518	South Green Transportation	Replacement	\$ 50,000
620-RPM055	1519	RPM Transportation, Inc.	Replacement	\$ 40,000
318-671	1520	RRM Properties	Retrofit Level 3 PM	\$ 5,000
620-RPM027	1521	RPM Transportation, Inc.	Replacement	\$ 60,000
468-618	1522	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
127-000	1523	Ana Maria Mancia	Replacement	\$ 40,000
318-1116	1524	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1154	1525	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-729	1526	RRM Properties	Retrofit Level 3 PM	\$ 10,000
124-011	1527	Randall Foods	Replacement	\$ 60,000
378-408	1528	Westside Building Materials	Replacement	\$ 40,000
419-000	1529	Charlotte Baldwin	Replacement	\$ 50,000
218-250	1530	Dalton Trucking Inc.	Replacement	\$ 45,000
522-C441	1531	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
310-356	1532	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
318-148	1533	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-650	1534	RRM Properties	Retrofit Level 3 PM	\$ 5,000
821-30123705	1535	Unified Grocers Inc.	Replacement	\$ 60,000
468-300	1536	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
093-003	1537	Leon'S Freight Services Inc.	Replacement	\$ 40,000
318-667	1538	RRM Properties	Retrofit Level 3 PM	\$ 5,000
740-8581	1539	Claudia Becerra	Replacement	\$ 50,000
821-30123699	1540	Unified Grocers Inc.	Replacement	\$ 60,000
318-647	1541	RRM Properties	Retrofit Level 3 PM	\$ 5,000
124-010	1542	Randall Foods	Replacement	\$ 60,000
620-RPM053	1543	RPM Transportation, Inc.	Replacement	\$ 40,000
526-10036952	1544	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
522-C455	1545	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
821-30123684	1546	Unified Grocers Inc.	Replacement	\$ 60,000
133-331	1547	Redlands Fruit Company	Replacement	\$ 25,000
467-50212	1548	Ralphs Grocery Company	Replacement	\$ 60,000
648-3189	1549	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
318-1117	1550	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123722	1551	Unified Grocers Inc.	Replacement	\$ 60,000
620-RPM063	1552	RPM Transportation, Inc.	Replacement	\$ 40,000
318-1163	1553	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-700	1554	RRM Properties	Retrofit Level 3 PM	\$ 5,000
577-11	1555	Golden West Trading	Replacement	\$ 40,000
318-378	1556	RRM Properties	Retrofit Level 3 PM	\$ 5,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
128-413	1557	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
727-265216	1558	United Parcel Service, Inc.	Replacement	\$ 60,000
219-003	1559	Metal Bars Inc	Replacement	\$ 60,000
526-10037125	1560	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
727-263813	1561	United Parcel Service, Inc.	Replacement	\$ 60,000
727-261976	1562	United Parcel Service, Inc.	Replacement	\$ 60,000
318-388	1563	RRM Properties	Retrofit Level 3 PM	\$ 5,000
128-352	1564	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
318-1059	1565	RRM Properties	Retrofit Level 3 PM	\$ 10,000
665-1023	1566	Kaneli Trucking Inc.	Replacement	\$ 50,000
526-10036889	1567	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
699-341	1568	Alpha Materials, Inc.	Replacement	\$ 20,000
595-389	1569	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
318-405	1570	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10036885	1571	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
339-19	1572	Flavio Valdez Fts Express	Replacement	\$ 48,000
659-CO515	1573	Oxnard Building Materials	Replacement	\$ 60,000
279-000	1574	Expedite Truck Lines, Inc.	Replacement	\$ 60,000
468-631	1575	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
554-TR03	1576	Northgate Gonzalez, LLC	Replacement	\$ 60,000
238-000	1577	Rafael Lamasan	Replacement	\$ 60,000
128-415	1578	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
318-721	1579	RRM Properties	Retrofit Level 3 PM	\$ 5,000
649-1021	1580	Hansen Beverage Company	Replacement	\$ 40,000
318-384	1581	RRM Properties	Retrofit Level 3 PM	\$ 5,000
468-283	1582	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
318-374	1583	RRM Properties	Retrofit Level 3 PM	\$ 5,000
124-012	1584	Randall Foods	Replacement	\$ 60,000
643-41	1585	F & D Enterprise	Retrofit Level 3 PM	\$ 5,000
128-386	1586	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
620-RPM026	1587	RPM Transportation, Inc.	Replacement	\$ 60,000
310-437	1588	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
586-1507004	1589	SA Recycling, LLC	Replacement	\$ 52,500
128-406	1590	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
670-1	1591	Val Pro Inc.	Replacement	\$ 35,000
128-408	1592	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
429-5	1593	Totten Tubes Inc.	Replacement	\$ 60,000
649-1016	1594	Hansen Beverage Company	Replacement	\$ 40,000
696-47	1595	Nuckles Oil Co. Inc. DBA Merit Oil Co.	Replacement	\$ 60,000
318-171	1596	RRM Properties	Retrofit Level 3 PM	\$ 10,000
118-000	1597	Maximo Alvarez	Replacement	\$ 40,000
378-203	1598	Westside Building Materials	Replacement	\$ 20,000
670-34(2)	1599	Val Pro Inc.	Replacement	\$ 35,000
318-1070	1600	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
696-54	1601	Nuckles Oil Co. Inc. DBA Merit Oil Co.	Replacement	\$ 60,000
526-10036920	1602	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
468-295	1603	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
318-398	1604	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-197	1605	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-263802	1606	United Parcel Service, Inc.	Replacement	\$ 60,000
727-263800	1607	United Parcel Service, Inc.	Replacement	\$ 60,000
123-002	1608	Fontana Paper Mills	Replacement	\$ 60,000
378-204	1609	Westside Building Materials	Replacement	\$ 50,000
439-000	1610	Jose Felix Ramos	Replacement	\$ 50,000
318-218	1611	RRM Properties	Retrofit Level 3 PM	\$ 10,000
589-611	1612	Royal Violet, LLC	Replacement	\$ 55,000
615-107	1613	Cobian Transport, Inc.	Replacement	\$ 35,000
019-000	1614	Yolanda Ayon	Replacement	\$ 50,000
201-511	1615	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 10,000
648-3181	1616	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
821-30123698	1617	Unified Grocers Inc.	Replacement	\$ 60,000
318-390	1618	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-160	1619	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-615	1620	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
468-301	1621	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
638-001	1622	Steel Horse Transportation, Inc.	Replacement	\$ 50,000
133-330	1623	Redlands Fruit Company	Replacement	\$ 25,000
318-1203	1624	RRM Properties	Retrofit Level 3 PM	\$ 10,000
477-501	1625	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
390-000	1626	Luis M. Navarro	Replacement	\$ 50,000
378-416	1627	Westside Building Materials	Replacement	\$ 50,000
477-502	1628	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
318-392	1629	RRM Properties	Retrofit Level 3 PM	\$ 5,000
821-30123693	1630	Unified Grocers Inc.	Replacement	\$ 60,000
128-374	1631	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
821-30013634	1632	Unified Grocers Inc.	Replacement	\$ 60,000
468-289	1633	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
225-PO40437	1634	99 Cents Only Stores	Replacement	\$ 40,000
522-C552	1635	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
318-611	1636	RRM Properties	Retrofit Level 3 PM	\$ 5,000
821-30123669	1637	Unified Grocers Inc.	Replacement	\$ 60,000
318-1064	1638	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-710	1639	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-163	1640	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1122	1641	RRM Properties	Retrofit Level 3 PM	\$ 10,000
320-1	1642	New Star Freight, Inc. Xin Li	Replacement	\$ 60,000
318-703	1643	RRM Properties	Retrofit Level 3 PM	\$ 10,000
821-30123701	1644	Unified Grocers Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
318-1095	1645	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-683	1646	RRM Properties	Retrofit Level 3 PM	\$ 5,000
361-000	1647	Yolanda Camacho	Replacement	\$ 50,000
254-1102	1648	Bourget Bros. Building Materials	Replacement	\$ 40,000
276-002	1649	Heriberto Galvan Perez	Replacement	\$ 50,000
595-366	1650	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
821-30123717	1651	Unified Grocers Inc.	Replacement	\$ 60,000
100-42381	1652	Bragg Investment Co. Inc. DBA JBA Company	Replacement	\$ 30,000
318-1096	1653	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10037073	1654	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
468-302	1655	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
466-19	1656	GAIO Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
717-268	1657	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
318-648	1658	RRM Properties	Retrofit Level 3 PM	\$ 5,000
032-T176	1659	Caos Enterprise Inc.	Replacement	\$ 50,000
318-194	1660	RRM Properties	Retrofit Level 3 PM	\$ 10,000
435-001	1661	Ted Solomon Trucking	Replacement	\$ 40,000
522-C533	1662	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
318-686	1663	RRM Properties	Retrofit Level 3 PM	\$ 5,000
620-RPM048	1664	RPM Transportation, Inc.	Replacement	\$ 60,000
699-361	1665	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
571-000	1666	Manuel's Trucking	Replacement	\$ 50,000
410-000	1667	Cesar A. Rivera	Replacement	\$ 40,000
378-202	1668	Westside Building Materials	Replacement	\$ 40,000
318-1147	1669	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-601	1670	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1158	1671	RRM Properties	Retrofit Level 3 PM	\$ 10,000
671-07	1672	Interstate Home Services	Replacement	\$ 50,000
589-154	1673	Royal Violet, LLC	Replacement	\$ 55,000
318-741	1674	RRM Properties	Retrofit Level 3 PM	\$ 10,000
589-RV17	1675	Royal Violet, LLC	Replacement	\$ 55,000
318-658	1676	RRM Properties	Retrofit Level 3 PM	\$ 5,000
174-003	1677	BLC Systems, Inc.	Replacement	\$ 60,000
218-322	1678	Dalton Trucking Inc.	Replacement	\$ 30,000
318-663	1679	RRM Properties	Retrofit Level 3 PM	\$ 5,000
591-226	1680	Metro Express Inc.	Replacement	\$ 40,000
526-10037123	1681	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-385	1682	RRM Properties	Retrofit Level 3 PM	\$ 5,000
821-30123697	1683	Unified Grocers Inc.	Replacement	\$ 60,000
785-TR040	1684	J & J Transportation Vinson, Inc.	Retrofit Level 3 PM	\$ 5,000
092-1512PD	1685	Oak Harbor Freight Lines	Replacement	\$ 40,000
378-425	1686	Westside Building Materials	Replacement	\$ 50,000
128-364	1687	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
128-360	1688	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
169-F470	1689	Dependable Highway Express Inc.	Replacement	\$ 30,000
128-370	1690	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
169-F459	1691	Dependable Highway Express Inc.	Replacement	\$ 30,000
411-000	1692	Mario Morales Anthony	Replacement	\$ 30,000
318-156	1693	RRM Properties	Retrofit Level 3 PM	\$ 10,000
129-99505	1694	Western Regional Delivery	Replacement	\$ 60,000
318-1133	1695	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1153	1696	RRM Properties	Retrofit Level 3 PM	\$ 10,000
526-10037116	1697	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
146-130	1698	Evans Dedicated Systems, Inc.	Replacement	\$ 60,000
595-034	1699	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
318-177	1700	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-265096	1701	United Parcel Service, Inc.	Replacement	\$ 60,000
468-286	1702	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
275-3189	1703	Road Transport Inc	Replacement	\$ 40,000
477-539	1704	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
006-314	1705	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 59,950
318-1023	1706	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-645	1707	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-678	1708	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1099	1709	RRM Properties	Retrofit Level 3 PM	\$ 10,000
169-F460	1710	Dependable Highway Express Inc.	Replacement	\$ 30,000
006-249	1711	Cal Mex International Brokers Inc. DBA Mex-Cal Truckline	Replacement	\$ 59,950
378-206	1712	Westside Building Materials	Replacement	\$ 20,000
821-30123703	1713	Unified Grocers Inc.	Replacement	\$ 60,000
558-000	1714	Bills Trucking Service	Replacement	\$ 40,000
135-016	1715	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
135-006	1716	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
821-30123718	1717	Unified Grocers Inc.	Replacement	\$ 60,000
318-712	1718	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-689	1719	RRM Properties	Retrofit Level 3 PM	\$ 10,000
661-201	1720	Custom Alloy Metals	Replacement	\$ 38,500
522-C536	1721	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
595-008	1722	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
310-449	1723	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
534-1	1724	Juan Manuel Vargas	Replacement	\$ 40,000
821-30123691	1725	Unified Grocers Inc.	Replacement	\$ 60,000
318-370	1726	RRM Properties	Retrofit Level 3 PM	\$ 5,000
696-52	1727	Nuckles Oil Co. Inc. DBA Merit Oil Co.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
653-6222	1728	Foster Poultry Farms	Replacement	\$ 40,000
318-327	1729	RRM Properties	Retrofit Level 3 PM	\$ 10,000
673-000	1730	Castro Transportation	Replacement	\$ 50,000
378-417	1731	Westside Building Materials	Replacement	\$ 20,000
378-426	1732	Westside Building Materials	Replacement	\$ 40,000
727-264612	1733	United Parcel Service, Inc.	Replacement	\$ 60,000
318-396	1734	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-931	1735	RRM Properties	Replacement	\$ 60,000
627-gt109	1736	Geo Options, Inc.	Replacement	\$ 45,000
128-371	1737	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-974	1738	RRM Properties	Replacement	\$ 60,000
208-989	1739	RRM Properties	Replacement	\$ 60,000
763-5601	1740	Henry Sidney Blanton DBA Blanton Trucking	Replacement	\$ 50,000
208-968	1741	RRM Properties	Replacement	\$ 60,000
208-978	1742	RRM Properties	Replacement	\$ 60,000
595-011	1743	Ecology Auto Parts, Inc.	Replacement	\$ 37,000
658-7	1744	Muse Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
208-988	1745	RRM Properties	Replacement	\$ 60,000
208-441	1746	RRM Properties	Replacement	\$ 60,000
128-379	1747	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-432	1748	RRM Properties	Replacement	\$ 60,000
128-390	1749	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-425	1750	RRM Properties	Replacement	\$ 60,000
208-424	1751	RRM Properties	Replacement	\$ 60,000
575-000	1752	Elias Rivas	Replacement	\$ 40,000
208-423	1753	RRM Properties	Replacement	\$ 60,000
208-625	1754	RRM Properties	Replacement	\$ 60,000
630-57	1755	Transloading Express	Replacement	\$ 25,000
648-3187	1756	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
208-434	1757	RRM Properties	Replacement	\$ 60,000
208-627	1758	RRM Properties	Replacement	\$ 60,000
229-5415	1759	Victor Jimenez DBA Laserstar Enterprise Inc	Replacement	\$ 40,000
208-624	1760	RRM Properties	Replacement	\$ 60,000
522-C547	1761	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
592-13	1762	Diamond Mattress Co. Inc.	Replacement	\$ 40,000
208-750	1763	RRM Properties	Replacement	\$ 60,000
208-752	1764	RRM Properties	Replacement	\$ 60,000
208-751	1765	RRM Properties	Replacement	\$ 60,000
208-402	1766	RRM Properties	Replacement	\$ 60,000
208-401	1767	RRM Properties	Replacement	\$ 60,000
208-577	1768	RRM Properties	Replacement	\$ 60,000
011-000	1769	Miguel Trinidad	Replacement	\$ 50,000
128-384	1770	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-464	1771	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-408	1772	RRM Properties	Replacement	\$ 60,000
208-499	1773	RRM Properties	Replacement	\$ 60,000
361-001	1774	Yolanda Camacho	Replacement	\$ 50,000
208-497	1775	RRM Properties	Replacement	\$ 60,000
551-000	1776	Noe Hernandez	Replacement	\$ 50,000
218-316	1777	Dalton Trucking Inc.	Replacement	\$ 30,000
318-155	1778	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-942	1779	RRM Properties	Replacement	\$ 60,000
609-P233	1780	Matheson Trucking Inc.	Replacement	\$ 40,000
318-725	1781	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-994	1782	RRM Properties	Replacement	\$ 60,000
318-690	1783	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1166	1784	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-264634	1785	United Parcel Service, Inc.	Replacement	\$ 60,000
293-000	1786	Jose Rogelio Reyes	Replacement	\$ 50,000
468-274	1787	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
269-117	1788	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
318-606	1789	RRM Properties	Retrofit Level 3 PM	\$ 5,000
259-35	1790	Manke Trucking Inc.	Replacement	\$ 40,000
716-000	1791	Ernesto Sandoval	Replacement	\$ 50,000
208-426	1792	RRM Properties	Replacement	\$ 60,000
128-394	1793	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
318-670	1794	RRM Properties	Retrofit Level 3 PM	\$ 5,000
520-3047	1795	Parkhouse Tire Service Inc.	Replacement	\$ 60,000
468-291	1796	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
318-382	1797	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-981	1798	RRM Properties	Replacement	\$ 60,000
526-10037088	1799	Cemex Construction Materials Pacific, LLC	Retrofit Level 3 PM	\$ 7,500
318-720	1800	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-998	1801	RRM Properties	Replacement	\$ 60,000
224-000	1802	Stanislovas Barthasius	Replacement	\$ 40,000
468-821	1803	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-970	1804	RRM Properties	Replacement	\$ 60,000
491-603	1805	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
208-993	1806	RRM Properties	Replacement	\$ 60,000
468-287	1807	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
208-961	1808	RRM Properties	Replacement	\$ 60,000
208-621	1809	RRM Properties	Replacement	\$ 60,000
468-290	1810	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
276-003	1811	Heriberto Galvan Perez	Replacement	\$ 50,000
648-35051	1812	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
208-979	1813	RRM Properties	Replacement	\$ 60,000
620-RPM077	1814	RPM Transportation, Inc.	Replacement	\$ 40,000
208-437	1815	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-617	1816	RRM Properties	Replacement	\$ 60,000
463-128	1817	South Bound Express, Inc.	Retrofit Level 3 PM	\$ 5,000
208-623	1818	RRM Properties	Replacement	\$ 60,000
522-C548	1819	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
208-433	1820	RRM Properties	Replacement	\$ 60,000
318-1094	1821	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-439	1822	RRM Properties	Replacement	\$ 60,000
468-305	1823	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-427	1824	RRM Properties	Replacement	\$ 60,000
325-000	1825	Michael P Kirk As Mike Kirk Transport	Replacement	\$ 48,000
378-413	1826	Westside Building Materials	Replacement	\$ 40,000
208-429	1827	RRM Properties	Replacement	\$ 60,000
208-622	1828	RRM Properties	Replacement	\$ 60,000
587-517	1829	Pacific High Leasing, LLC	Replacement	\$ 55,000
477-487	1830	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
208-436	1831	RRM Properties	Replacement	\$ 60,000
280-000	1832	Los Angeles Superior Transportation, Inc.	Replacement	\$ 40,000
477-481	1833	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
318-1109	1834	RRM Properties	Retrofit Level 3 PM	\$ 10,000
818-13107	1835	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
248-000	1836	Ana Gladys Alonso Or Jose Amilcar Alonso	Replacement	\$ 50,000
208-605	1837	RRM Properties	Replacement	\$ 60,000
522-C451	1838	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
310-377	1839	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
135-003	1840	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
208-607	1841	RRM Properties	Replacement	\$ 60,000
103-000	1842	Margaro Rivas	Replacement	\$ 50,000
275-000	1843	Road Transport Inc	Replacement	\$ 40,000
208-629	1844	RRM Properties	Replacement	\$ 60,000
208-476	1845	RRM Properties	Replacement	\$ 60,000
318-681	1846	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-457	1847	RRM Properties	Replacement	\$ 60,000
208-760	1848	RRM Properties	Replacement	\$ 60,000
318-151	1849	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-487	1850	RRM Properties	Replacement	\$ 60,000
477-505	1851	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
208-465	1852	RRM Properties	Replacement	\$ 60,000
648-3186	1853	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
208-458	1854	RRM Properties	Replacement	\$ 60,000
208-410	1855	RRM Properties	Replacement	\$ 60,000
613-3134	1856	Moises Higuera	Replacement	\$ 40,000
208-757	1857	RRM Properties	Replacement	\$ 60,000
208-763	1858	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
318-1162	1859	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-685	1860	RRM Properties	Retrofit Level 3 PM	\$ 5,000
310-362	1861	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
208-753	1862	RRM Properties	Replacement	\$ 60,000
208-748	1863	RRM Properties	Replacement	\$ 60,000
318-404	1864	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-755	1865	RRM Properties	Replacement	\$ 60,000
318-644	1866	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-409	1867	RRM Properties	Replacement	\$ 60,000
318-604	1868	RRM Properties	Retrofit Level 3 PM	\$ 10,000
477-540	1869	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
208-747	1870	RRM Properties	Replacement	\$ 60,000
208-494	1871	RRM Properties	Replacement	\$ 60,000
208-764	1872	RRM Properties	Replacement	\$ 60,000
318-1075	1873	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-495	1874	RRM Properties	Replacement	\$ 60,000
318-655	1875	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-996	1876	RRM Properties	Replacement	\$ 60,000
477-482	1877	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
297-002	1878	Desoto Sales, Inc	Replacement	\$ 40,000
269-107	1879	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
049-000	1880	Moises Gonzalez	Replacement	\$ 50,000
208-756	1881	RRM Properties	Replacement	\$ 60,000
318-673	1882	RRM Properties	Retrofit Level 3 PM	\$ 5,000
254-1100	1883	Bourget Bros. Building Materials	Replacement	\$ 25,000
208-616	1884	RRM Properties	Replacement	\$ 60,000
318-372	1885	RRM Properties	Retrofit Level 3 PM	\$ 5,000
535-002	1886	M And L Expressway Inc.	Replacement	\$ 30,000
208-462	1887	RRM Properties	Replacement	\$ 60,000
470-2495	1888	Road Transport Inc	Replacement	\$ 40,000
310-451	1889	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
100-42386	1890	Bragg Investment Co. Inc. DBA JBA Company	Replacement	\$ 30,000
821-30013636	1891	Unified Grocers Inc.	Replacement	\$ 60,000
434-000	1892	Margarito Madera	Replacement	\$ 40,000
521-733561	1893	Pertek, Inc.	Replacement	\$ 60,000
583-8016	1894	Best Delivery LLC	Replacement	\$ 38,000
208-977	1895	RRM Properties	Replacement	\$ 60,000
208-983	1896	RRM Properties	Replacement	\$ 60,000
128-391	1897	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-999	1898	RRM Properties	Replacement	\$ 60,000
208-955	1899	RRM Properties	Replacement	\$ 60,000
208-440	1900	RRM Properties	Replacement	\$ 60,000
208-442	1901	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
218-238	1902	Dalton Trucking Inc.	Replacement	\$ 15,000
208-628	1903	RRM Properties	Replacement	\$ 60,000
318-375	1904	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-620	1905	RRM Properties	Replacement	\$ 60,000
208-626	1906	RRM Properties	Replacement	\$ 60,000
318-706	1907	RRM Properties	Retrofit Level 3 PM	\$ 10,000
492-118	1908	SLR Enterprises	Retrofit Level 3 PM	\$ 5,000
208-630	1909	RRM Properties	Replacement	\$ 60,000
208-619	1910	RRM Properties	Replacement	\$ 60,000
429-3	1911	Totten Tubes Inc.	Replacement	\$ 40,000
100-42378	1912	Bragg Investment Co. Inc. DBA JBA Company	Replacement	\$ 30,000
318-387	1913	RRM Properties	Retrofit Level 3 PM	\$ 5,000
521-733571	1914	Pertek, Inc.	Replacement	\$ 60,000
468-284	1915	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
310-380	1916	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
208-492	1917	RRM Properties	Replacement	\$ 60,000
208-746	1918	RRM Properties	Replacement	\$ 60,000
318-1067	1919	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-451	1920	RRM Properties	Replacement	\$ 60,000
491-131	1921	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
468-630	1922	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
208-749	1923	RRM Properties	Replacement	\$ 60,000
208-761	1924	RRM Properties	Replacement	\$ 60,000
303-7	1925	Stephen C. Borel	Replacement	\$ 40,000
208-759	1926	RRM Properties	Replacement	\$ 60,000
378-428	1927	Westside Building Materials	Replacement	\$ 40,000
208-477	1928	RRM Properties	Replacement	\$ 60,000
318-1066	1929	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-762	1930	RRM Properties	Replacement	\$ 60,000
128-359	1931	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
208-765	1932	RRM Properties	Replacement	\$ 60,000
378-436	1933	Westside Building Materials	Replacement	\$ 40,000
208-498	1934	RRM Properties	Replacement	\$ 60,000
378-304	1935	Westside Building Materials	Replacement	\$ 40,000
648-3183	1936	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
821-30123678	1937	Unified Grocers Inc.	Replacement	\$ 60,000
318-726	1938	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-659	1939	RRM Properties	Retrofit Level 3 PM	\$ 5,000
128-404	1940	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
318-704	1941	RRM Properties	Retrofit Level 3 PM	\$ 5,000
477-492	1942	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
208-428	1943	RRM Properties	Replacement	\$ 60,000
670-22	1944	Val Pro Inc.	Replacement	\$ 30,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-482	1945	RRM Properties	Replacement	\$ 60,000
318-391	1946	RRM Properties	Retrofit Level 3 PM	\$ 5,000
520-3100	1947	Parkhouse Tire Service Inc.	Replacement	\$ 60,000
128-351	1948	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
525-943	1949	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 60,000
318-1069	1950	RRM Properties	Retrofit Level 3 PM	\$ 10,000
020-000	1951	Eliseo Tejada	Replacement	\$ 50,000
128-358	1952	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
661-103	1953	Custom Alloy Metals	Replacement	\$ 50,000
242-000	1954	Hernan Caballero	Replacement	\$ 40,000
727-263804	1955	United Parcel Service, Inc.	Replacement	\$ 60,000
070-001	1956	Gold Point Transportation, Inc.	Replacement	\$ 50,000
378-414	1957	Westside Building Materials	Replacement	\$ 40,000
582-1	1958	Cerenzia Foods Inc.	Retrofit Level 3 PM	\$ 10,000
318-376	1959	RRM Properties	Retrofit Level 3 PM	\$ 5,000
620-RPM050	1960	RPM Transportation, Inc.	Replacement	\$ 40,000
818-221	1961	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
297-004	1962	Desoto Sales, Inc	Replacement	\$ 30,000
429-7	1963	Totten Tubes Inc.	Replacement	\$ 60,000
587-541	1964	Pacific High Leasing, LLC	Replacement	\$ 55,000
620-RPM060	1965	RPM Transportation, Inc.	Replacement	\$ 40,000
208-493	1966	RRM Properties	Replacement	\$ 60,000
584-8	1967	Cerenzia Foods Inc.	Replacement	\$ 40,000
208-986	1968	RRM Properties	Replacement	\$ 60,000
417-000	1969	Jie Zhao Li	Replacement	\$ 35,000
318-453	1970	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-468	1971	RRM Properties	Replacement	\$ 60,000
208-420	1972	RRM Properties	Replacement	\$ 60,000
208-454	1973	RRM Properties	Replacement	\$ 60,000
648-3190	1974	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
128-366	1975	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-447	1976	RRM Properties	Replacement	\$ 60,000
208-463	1977	RRM Properties	Replacement	\$ 60,000
753-495	1978	Tri West LLC	Retrofit Level 3 PM	\$ 10,000
208-460	1979	RRM Properties	Replacement	\$ 60,000
318-609	1980	RRM Properties	Retrofit Level 3 PM	\$ 5,000
468-292	1981	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
208-445	1982	RRM Properties	Replacement	\$ 60,000
727-265128	1983	United Parcel Service, Inc.	Replacement	\$ 60,000
128-367	1984	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-444	1985	RRM Properties	Replacement	\$ 60,000
406-8	1986	Luis Adolfo Pinche Aquino	Replacement	\$ 30,000
208-470	1987	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-937	1988	RRM Properties	Replacement	\$ 60,000
208-443	1989	RRM Properties	Replacement	\$ 60,000
318-654	1990	RRM Properties	Retrofit Level 3 PM	\$ 5,000
229-5418	1991	Victor Jimenez DBA Laserstar Enterprise Inc	Replacement	\$ 40,000
318-718	1992	RRM Properties	Retrofit Level 3 PM	\$ 10,000
727-261882	1993	United Parcel Service, Inc.	Replacement	\$ 60,000
318-702	1994	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-455	1995	RRM Properties	Replacement	\$ 60,000
378-427	1996	Westside Building Materials	Replacement	\$ 40,000
310-450	1997	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
208-456	1998	RRM Properties	Replacement	\$ 60,000
208-449	1999	RRM Properties	Replacement	\$ 60,000
208-469	2000	RRM Properties	Replacement	\$ 60,000
208-475	2001	RRM Properties	Replacement	\$ 60,000
208-483	2002	RRM Properties	Replacement	\$ 60,000
208-473	2003	RRM Properties	Replacement	\$ 60,000
318-1078	2004	RRM Properties	Retrofit Level 3 PM	\$ 10,000
139-005	2005	Keeney Truck Lines, Inc.	Replacement	\$ 60,000
128-369	2006	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-421	2007	RRM Properties	Replacement	\$ 60,000
416-000	2008	K&S Transport Inc.	Replacement	\$ 50,000
208-422	2009	RRM Properties	Replacement	\$ 60,000
647-636	2010	Bear Trucking, Inc.	Replacement	\$ 55,000
208-450	2011	RRM Properties	Replacement	\$ 60,000
512-000	2012	Milton A. Guardado	Replacement	\$ 45,000
318-379	2013	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-471	2014	RRM Properties	Replacement	\$ 60,000
208-461	2015	RRM Properties	Replacement	\$ 60,000
735-406	2016	Neal Trucking, Inc.	Replacement	\$ 57,000
208-452	2017	RRM Properties	Replacement	\$ 60,000
491-134	2018	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
318-1046	2019	RRM Properties	Retrofit Level 3 PM	\$ 10,000
270-6	2020	Kelly Freight Services, Inc.	Replacement	\$ 40,000
552-01	2021	Manuel Zamora	Replacement	\$ 30,000
647-635	2022	Bear Trucking, Inc.	Replacement	\$ 55,000
522-C543	2023	A & A Ready Mixed Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
115-003	2024	South Green Transportation	Replacement	\$ 50,000
208-446	2025	RRM Properties	Replacement	\$ 60,000
584-15	2026	Cerenzia Foods Inc.	Replacement	\$ 40,000
124-016	2027	Randall Foods	Replacement	\$ 60,000
378-437	2028	Westside Building Materials	Replacement	\$ 40,000
468-276	2029	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-496	2030	RRM Properties	Replacement	\$ 60,000
318-614	2031	RRM Properties	Retrofit Level 3 PM	\$ 5,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-490	2032	RRM Properties	Replacement	\$ 60,000
318-694	2033	RRM Properties	Retrofit Level 3 PM	\$ 5,000
139-010	2034	Keeney Truck Lines, Inc.	Replacement	\$ 60,000
208-459	2035	RRM Properties	Replacement	\$ 60,000
208-448	2036	RRM Properties	Replacement	\$ 60,000
370-5	2037	Agustin Perez Trucking	Replacement	\$ 50,000
128-400	2038	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
128-414	2039	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-489	2040	RRM Properties	Replacement	\$ 60,000
468-285	2041	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
208-491	2042	RRM Properties	Replacement	\$ 60,000
727-262538	2043	United Parcel Service, Inc.	Replacement	\$ 60,000
318-1098	2044	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-641	2045	RRM Properties	Retrofit Level 3 PM	\$ 5,000
491-128	2046	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
318-1102	2047	RRM Properties	Retrofit Level 3 PM	\$ 10,000
648-3184	2048	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
208-418	2049	RRM Properties	Replacement	\$ 60,000
005-000	2050	Joseph Kim	Replacement	\$ 50,000
491-132	2051	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
208-486	2052	RRM Properties	Replacement	\$ 60,000
491-140	2053	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
821-30123666	2054	Unified Grocers Inc.	Replacement	\$ 60,000
696-45	2055	Nuckles Oil Co. Inc. DBA Merit Oil Co.	Replacement	\$ 60,000
456-PT7405	2056	Pacifica Trucks, LLC	Replacement	\$ 50,000
658-8	2057	Muse Trucking, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1058	2058	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-419	2059	RRM Properties	Replacement	\$ 60,000
508-000	2060	Tomas Antonio Sanchez	Replacement	\$ 50,000
128-381	2061	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-484	2062	RRM Properties	Replacement	\$ 60,000
821-30123721	2063	Unified Grocers Inc.	Replacement	\$ 60,000
187-000	2064	Heriberto De Avila	Replacement	\$ 50,000
727-264317	2065	United Parcel Service, Inc.	Replacement	\$ 60,000
105-000	2066	Evel Ernesto Flores	Replacement	\$ 27,000
318-1089	2067	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-414	2068	RRM Properties	Replacement	\$ 60,000
208-413	2069	RRM Properties	Replacement	\$ 60,000
699-367	2070	Alpha Materials, Inc.	Retrofit Level 3 PM	\$ 10,000
318-373	2071	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-987	2072	RRM Properties	Replacement	\$ 60,000
100-42379	2073	Bragg Investment Co. Inc. DBA JBA Company	Replacement	\$ 30,000
318-1085	2074	RRM Properties	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-417	2075	RRM Properties	Replacement	\$ 60,000
208-435	2076	RRM Properties	Replacement	\$ 60,000
318-393	2077	RRM Properties	Retrofit Level 3 PM	\$ 5,000
310-456	2078	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
378-418	2079	Westside Building Materials	Replacement	\$ 60,000
318-1100	2080	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-488	2081	RRM Properties	Replacement	\$ 60,000
584-6	2082	Cerenzia Foods Inc.	Replacement	\$ 40,000
208-438	2083	RRM Properties	Replacement	\$ 60,000
630-56	2084	Transloading Express	Replacement	\$ 40,000
595-601	2085	Ecology Auto Parts, Inc.	Replacement	\$ 57,000
468-298	2086	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
128-363	2087	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
092-1548	2088	Oak Harbor Freight Lines	Replacement	\$ 40,000
429-1	2089	Totten Tubes Inc.	Replacement	\$ 35,000
630-61	2090	Transloading Express	Retrofit Level 3 PM	\$ 5,000
208-403	2091	RRM Properties	Replacement	\$ 60,000
570-184	2092	Best Overnight Express	Replacement	\$ 40,000
208-416	2093	RRM Properties	Replacement	\$ 60,000
128-392	2094	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
128-389	2095	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
519-003	2096	Douglas Steel Supply Company	Replacement	\$ 60,000
128-402	2097	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
468-626	2098	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
093-004	2099	Leon'S Freight Services Inc.	Replacement	\$ 40,000
100-42380	2100	Bragg Investment Co. Inc. DBA JBA Company	Replacement	\$ 30,000
460-120	2101	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
208-980	2102	RRM Properties	Replacement	\$ 60,000
208-745	2103	RRM Properties	Replacement	\$ 60,000
429-4	2104	Totten Tubes Inc.	Replacement	\$ 60,000
318-159	2105	RRM Properties	Retrofit Level 3 PM	\$ 10,000
806-183	2106	Francisco Hernandez	Replacement	\$ 30,000
070-002	2107	Gold Point Transportation, Inc.	Replacement	\$ 50,000
215-1059	2108	Arakelian Enterprises Inc. DBA United Waste Recycling/Transfer, Athens Services	Replacement	\$ 60,000
520-4233	2109	Parkhouse Tire Service Inc.	Replacement	\$ 60,000
318-1192	2110	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-282	2111	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
267-113	2112	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
208-415	2113	RRM Properties	Replacement	\$ 60,000
129-112	2114	Western Regional Delivery	Replacement	\$ 60,000
117-000	2115	Jorge Luis Avila	Replacement	\$ 40,000
620-RPM022	2116	RPM Transportation, Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
254-396	2117	Bourget Bros. Building Materials	Replacement	\$ 15,000
468-288	2118	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
128-373	2119	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
128-412	2120	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
267-116	2121	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
128-417	2122	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
219-001	2123	Metal Bars Inc	Replacement	\$ 60,000
378-429	2124	Westside Building Materials	Replacement	\$ 40,000
821-30123706	2125	Unified Grocers Inc.	Replacement	\$ 60,000
537-01	2126	Montani Trucking Inc.	Replacement	\$ 60,000
318-1076	2127	RRM Properties	Retrofit Level 3 PM	\$ 10,000
128-382	2128	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
295-35	2129	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
208-466	2130	RRM Properties	Replacement	\$ 60,000
318-613	2131	RRM Properties	Retrofit Level 3 PM	\$ 5,000
468-268	2132	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
699-345	2133	Alpha Materials, Inc.	Replacement	\$ 20,000
318-400	2134	RRM Properties	Retrofit Level 3 PM	\$ 5,000
165-718.1	2135	RRM Properties	Replacement	\$ 60,000
584-13	2136	Cerenzia Foods Inc.	Replacement	\$ 40,000
653-6220	2137	Foster Poultry Farms	Replacement	\$ 40,000
139-008	2138	Keeney Truck Lines, Inc.	Replacement	\$ 60,000
468-273	2139	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
717-217	2140	Nieto And Sons Trucking, Inc.	Replacement	\$ 60,000
778-000	2141	Jose Roldan	Replacement	\$ 50,000
208-631	2142	RRM Properties	Replacement	\$ 60,000
208-807	2143	RRM Properties	Replacement	\$ 60,000
468-307	2144	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-596	2145	RRM Properties	Replacement	\$ 60,000
208-635	2146	RRM Properties	Replacement	\$ 60,000
208-636	2147	RRM Properties	Replacement	\$ 60,000
128-372	2148	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-212	2149	RRM Properties	Replacement	\$ 60,000
318-664	2150	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-638	2151	RRM Properties	Replacement	\$ 60,000
208-340	2152	RRM Properties	Replacement	\$ 60,000
208-811	2153	RRM Properties	Replacement	\$ 60,000
310-410	2154	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
208-216	2155	RRM Properties	Replacement	\$ 60,000
468-279	2156	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-770	2157	RRM Properties	Replacement	\$ 60,000
208-341	2158	RRM Properties	Replacement	\$ 60,000
208-342	2159	RRM Properties	Replacement	\$ 60,000
208-297	2160	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
100-42382	2161	Bragg Investment Co. Inc. DBA JBA Company	Replacement	\$ 30,000
318-1065	2162	RRM Properties	Retrofit Level 3 PM	\$ 10,000
430-000	2163	Agustin Carbajal	Replacement	\$ 60,000
523-21	2164	Inner City Express, Inc.	Replacement	\$ 30,000
318-1219	2165	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-689	2166	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1220	2167	RRM Properties	Retrofit Level 3 PM	\$ 10,000
174-002	2168	BLC Systems, Inc.	Replacement	\$ 60,000
269-126	2169	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
208-360	2170	RRM Properties	Replacement	\$ 60,000
208-430	2171	RRM Properties	Replacement	\$ 60,000
318-1223	2172	RRM Properties	Retrofit Level 3 PM	\$ 10,000
010-000	2173	CR Experience Corp.	Replacement	\$ 50,000
208-209	2174	RRM Properties	Replacement	\$ 60,000
438-000	2175	Francisco Jesus Morataya	Replacement	\$ 50,000
208-809	2176	RRM Properties	Replacement	\$ 60,000
460-114	2177	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 5,000
277-000	2178	Salvador Antonio Zaldana	Replacement	\$ 50,000
208-594	2179	RRM Properties	Replacement	\$ 60,000
318-1207	2180	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-775	2181	RRM Properties	Replacement	\$ 60,000
208-210	2182	RRM Properties	Replacement	\$ 60,000
208-717	2183	RRM Properties	Replacement	\$ 60,000
378-303	2184	Westside Building Materials	Replacement	\$ 40,000
208-339	2185	RRM Properties	Replacement	\$ 60,000
318-691	2186	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-298	2187	RRM Properties	Replacement	\$ 60,000
208-343	2188	RRM Properties	Replacement	\$ 60,000
208-774	2189	RRM Properties	Replacement	\$ 60,000
477-542	2190	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
208-632	2191	RRM Properties	Replacement	\$ 60,000
259-29	2192	Manke Trucking Inc.	Replacement	\$ 40,000
468-280	2193	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
208-350	2194	RRM Properties	Replacement	\$ 60,000
208-367	2195	RRM Properties	Replacement	\$ 60,000
629-2488	2196	Gregorio Reyes	Replacement	\$ 50,000
208-344	2197	RRM Properties	Replacement	\$ 60,000
584-5	2198	Cerenzia Foods Inc.	Replacement	\$ 40,000
208-634	2199	RRM Properties	Replacement	\$ 60,000
033-000	2200	Oscar Suchite	Replacement	\$ 50,000
208-822	2201	RRM Properties	Replacement	\$ 60,000
318-1191	2202	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-675	2203	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
445-000	2204	Juana Gloria Perez	Replacement	\$ 40,000
208-356	2205	RRM Properties	Replacement	\$ 60,000
208-368	2206	RRM Properties	Replacement	\$ 60,000
525-593	2207	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
208-200	2208	RRM Properties	Replacement	\$ 60,000
521-733489	2209	Pertek, Inc.	Replacement	\$ 60,000
051-000	2210	Sostenes J. Fernandez	Replacement	\$ 50,000
768-931	2211	Clearbrook Farms Inc.	Replacement	\$ 40,000
208-642	2212	RRM Properties	Replacement	\$ 60,000
318-1167	2213	RRM Properties	Retrofit Level 3 PM	\$ 10,000
584-14	2214	Cerenzia Foods Inc.	Replacement	\$ 40,000
727-263811	2215	United Parcel Service, Inc.	Replacement	\$ 60,000
208-640	2216	RRM Properties	Replacement	\$ 60,000
208-406	2217	RRM Properties	Replacement	\$ 60,000
491-133	2218	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
208-369	2219	RRM Properties	Replacement	\$ 60,000
318-1130	2220	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-810	2221	RRM Properties	Replacement	\$ 60,000
093-001	2222	Leon'S Freight Services Inc.	Replacement	\$ 40,000
310-472	2223	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
208-213	2224	RRM Properties	Replacement	\$ 60,000
599-001	2225	Waldo Anibal Recinos	Repower	\$ 30,000
208-211	2226	RRM Properties	Replacement	\$ 60,000
318-1221	2227	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-355	2228	RRM Properties	Replacement	\$ 60,000
477-490	2229	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
208-593	2230	RRM Properties	Replacement	\$ 60,000
128-362	2231	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
208-500	2232	RRM Properties	Replacement	\$ 60,000
208-299	2233	RRM Properties	Replacement	\$ 60,000
318-1227	2234	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-278	2235	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-812	2236	RRM Properties	Replacement	\$ 60,000
208-766	2237	RRM Properties	Replacement	\$ 60,000
208-674	2238	RRM Properties	Replacement	\$ 60,000
208-639	2239	RRM Properties	Replacement	\$ 60,000
208-346	2240	RRM Properties	Replacement	\$ 60,000
208-820	2241	RRM Properties	Replacement	\$ 60,000
468-303	2242	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
208-633	2243	RRM Properties	Replacement	\$ 60,000
208-347	2244	RRM Properties	Replacement	\$ 60,000
208-357	2245	RRM Properties	Replacement	\$ 60,000
208-821	2246	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
128-405	2247	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
463-131	2248	South Bound Express, Inc.	Retrofit Level 3 PM	\$ 5,000
208-819	2249	RRM Properties	Replacement	\$ 60,000
780-6002	2250	Rockview Farms	Replacement	\$ 40,000
208-597	2251	RRM Properties	Replacement	\$ 60,000
208-358	2252	RRM Properties	Replacement	\$ 60,000
735-L5	2253	Neal Trucking, Inc.	Replacement	\$ 57,000
208-595	2254	RRM Properties	Replacement	\$ 60,000
241-000	2255	Prisciliano Dominguez	Replacement	\$ 40,000
208-351	2256	RRM Properties	Replacement	\$ 60,000
128-353	2257	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
620-RPM076	2258	RPM Transportation, Inc.	Replacement	\$ 40,000
208-352	2259	RRM Properties	Replacement	\$ 60,000
208-359	2260	RRM Properties	Replacement	\$ 60,000
208-354	2261	RRM Properties	Replacement	\$ 60,000
208-348	2262	RRM Properties	Replacement	\$ 60,000
318-1185	2263	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1228	2264	RRM Properties	Retrofit Level 3 PM	\$ 10,000
208-353	2265	RRM Properties	Replacement	\$ 60,000
618-7	2266	Ohio Transfer, Inc. DBA Southern California Machinery Movers	Replacement	\$ 35,000
208-208	2267	RRM Properties	Replacement	\$ 60,000
269-101	2268	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
620-RPM075	2269	RPM Transportation, Inc.	Replacement	\$ 40,000
318-1206	2270	RRM Properties	Retrofit Level 3 PM	\$ 10,000
587-682	2271	Pacific High Leasing, LLC	Replacement	\$ 55,000
208-599	2272	RRM Properties	Replacement	\$ 60,000
768-942	2273	Clearbrook Farms Inc.	Replacement	\$ 40,000
378-430	2274	Westside Building Materials	Replacement	\$ 40,000
208-823	2275	RRM Properties	Replacement	\$ 60,000
653-6221	2276	Foster Poultry Farms	Replacement	\$ 40,000
318-701	2277	RRM Properties	Retrofit Level 3 PM	\$ 5,000
208-345	2278	RRM Properties	Replacement	\$ 60,000
520-3104	2279	Parkhouse Tire Service Inc.	Replacement	\$ 60,000
295-19	2280	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
468-255	2281	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
124-007	2282	Randall Foods	Replacement	\$ 60,000
468-272	2283	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
139-007	2284	Keeney Truck Lines, Inc.	Replacement	\$ 60,000
128-377	2285	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
295-32	2286	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
713-000	2287	Armando A. Guerra Aguilar	Replacement	\$ 50,000
477-499	2288	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
468-297	2289	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
208-366	2290	RRM Properties	Replacement	\$ 60,000
727-262528	2291	United Parcel Service, Inc.	Replacement	\$ 60,000
620-RPM078	2292	RPM Transportation, Inc.	Replacement	\$ 40,000
128-356	2293	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
208-600	2294	RRM Properties	Replacement	\$ 60,000
468-264	2295	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
269-122	2296	ONG Pickup & Delivery Service, Inc.	Replacement	\$ 60,000
318-1169	2297	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-486	2298	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 10,000
295-41	2299	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
648-3188	2300	Dart Equipment Corp.	Retrofit Level 3 PM	\$ 5,000
139-006	2301	Keeney Truck Lines, Inc.	Replacement	\$ 60,000
208-364	2302	RRM Properties	Replacement	\$ 60,000
208-365	2303	RRM Properties	Replacement	\$ 60,000
318-705	2304	RRM Properties	Retrofit Level 3 PM	\$ 5,000
653-6224	2305	Foster Poultry Farms	Replacement	\$ 40,000
128-411	2306	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
208-742	2307	RRM Properties	Replacement	\$ 60,000
318-1198	2308	RRM Properties	Retrofit Level 3 PM	\$ 10,000
128-350	2309	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
208-361	2310	RRM Properties	Replacement	\$ 60,000
468-296	2311	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
128-385	2312	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
124-003	2313	Randall Foods	Replacement	\$ 60,000
208-363	2314	RRM Properties	Replacement	\$ 60,000
295-26	2315	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
318-711	2316	RRM Properties	Retrofit Level 3 PM	\$ 5,000
660-354	2317	Alpha Materials, Inc.	Replacement	\$ 30,000
310-351	2318	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
638-002	2319	Steel Horse Transportation, Inc.	Replacement	\$ 50,000
378-602	2320	Westside Building Materials	Replacement	\$ 40,000
128-395	2321	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
468-260	2322	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1229	2323	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-695	2324	RRM Properties	Retrofit Level 3 PM	\$ 5,000
464-97	2325	Spragues Ready Mix	Replacement	\$ 60,000
128-416	2326	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
165-3013	2327	RRM Properties	Replacement	\$ 60,000
768-936	2328	Clearbrook Farms Inc.	Replacement	\$ 40,000
139-009	2329	Keeney Truck Lines, Inc.	Replacement	\$ 60,000
132-414	2330	Classic Dist/Bev Inc.	Replacement	\$ 43,000
023-602	2331	Beauchamp Distributing Company	Replacement	\$ 40,000
468-262	2332	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
821-30013631	2333	Unified Grocers Inc.	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
128-398	2334	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
139-004	2335	Keeney Truck Lines, Inc.	Replacement	\$ 50,000
477-491	2336	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
727-264595	2337	United Parcel Service, Inc.	Replacement	\$ 60,000
295-40	2338	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
477-504	2339	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
318-140	2340	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1182	2341	RRM Properties	Retrofit Level 3 PM	\$ 10,000
830-000	2342	John Greenwood	Replacement	\$ 50,000
214-108	2343	All Tex Inc (Inline Distributing)	Retrofit Level 3 PM	\$ 5,000
553-17	2344	Charles G. Hardy, Inc.	Replacement	\$ 35,000
614-1	2345	Edwin Garrido	Replacement	\$ 40,000
318-1195	2346	RRM Properties	Retrofit Level 3 PM	\$ 10,000
818-12102	2347	Anthony H. Osterkamp Jr.	Replacement	\$ 60,000
643-30	2348	F & D Enterprise	Retrofit Level 3 PM	\$ 5,000
135-017	2349	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 60,000
318-399	2350	RRM Properties	Retrofit Level 3 PM	\$ 5,000
124-004	2351	Randall Foods	Replacement	\$ 60,000
468-269	2352	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1180	2353	RRM Properties	Retrofit Level 3 PM	\$ 10,000
092-698PD	2354	Oak Harbor Freight Lines	Replacement	\$ 60,000
318-1140	2355	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-692	2356	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1184	2357	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-595	2358	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1224	2359	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1204	2360	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-597	2361	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-680	2362	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-603	2363	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1226	2364	RRM Properties	Retrofit Level 3 PM	\$ 10,000
460-117	2365	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
214-096	2366	All Tex Inc (Inline Distributing)	Retrofit Level 3 PM	\$ 5,000
318-1205	2367	RRM Properties	Retrofit Level 3 PM	\$ 10,000
171-303	2368	Diamond Environmental Services Lp	Replacement	\$ 60,000
318-1194	2369	RRM Properties	Retrofit Level 3 PM	\$ 10,000
535-1	2370	M And L Expressway Inc.	Replacement	\$ 30,000
768-928	2371	Clearbrook Farms Inc.	Replacement	\$ 40,000
124-005	2372	Randall Foods	Replacement	\$ 60,000
780-6004	2373	Rockview Farms	Replacement	\$ 40,000
620-RPM079	2374	RPM Transportation, Inc.	Replacement	\$ 40,000
295-42	2375	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
208-808	2376	RRM Properties	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
468-261	2377	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
128-355	2378	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
630-1	2379	Transloading Express	Retrofit Level 3 PM	\$ 5,000
468-599	2380	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
584-17	2381	Cerenzia Foods Inc.	Replacement	\$ 40,000
468-603	2382	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
554-TR10	2383	Northgate Gonzalez, LLC	Replacement	\$ 60,000
318-1247	2384	RRM Properties	Retrofit Level 3 PM	\$ 10,000
128-397	2385	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
128-357	2386	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
449-000	2387	Jorge A. Maradiaga	Replacement	\$ 50,000
128-365	2388	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
468-254	2389	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
295-43	2390	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
491-142	2391	Lee Jennings Target Express, Inc.	Replacement	\$ 40,000
318-1177	2392	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1225	2393	RRM Properties	Retrofit Level 3 PM	\$ 10,000
132-421	2394	Classic Dist/Bev Inc.	Replacement	\$ 43,000
477-495	2395	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
295-18	2396	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
318-1190	2397	RRM Properties	Retrofit Level 3 PM	\$ 10,000
780-6003	2398	Rockview Farms	Replacement	\$ 40,000
468-275	2399	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
128-349	2400	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 5,000
318-1188	2401	RRM Properties	Retrofit Level 3 PM	\$ 10,000
768-932	2402	Clearbrook Farms Inc.	Replacement	\$ 40,000
464-105	2403	Spragues Ready Mix	Retrofit Level 3 PM	\$ 5,000
295-30	2404	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
318-478	2405	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1210	2406	RRM Properties	Retrofit Level 3 PM	\$ 10,000
624-78	2407	Structural Materials Company	Replacement	\$ 60,000
128-383	2408	National Ready Mixed Concrete	Retrofit Level 3 PM	\$ 10,000
295-31	2409	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
318-612	2410	RRM Properties	Retrofit Level 3 PM	\$ 5,000
808-803	2411	Phillip Butler	Retrofit Level 3 PM	\$ 5,000
399-3221	2412	Jesus Enrique Fernandez	Replacement	\$ 40,000
460-116	2413	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
132-204	2414	Classic Dist/Bev Inc.	Replacement	\$ 43,000
318-1202	2415	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1209	2416	RRM Properties	Retrofit Level 3 PM	\$ 10,000
310-333	2417	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
318-1213	2418	RRM Properties	Retrofit Level 3 PM	\$ 10,000
519-002	2419	Douglas Steel Supply Company	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
525-541	2420	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
477-498	2421	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
318-1214	2422	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-612	2423	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
093-002	2424	Leon'S Freight Services Inc.	Replacement	\$ 40,000
139-002	2425	Keeney Truck Lines, Inc.	Replacement	\$ 50,000
468-817	2426	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
780-3600	2427	Rockview Farms	Replacement	\$ 40,000
310-469	2428	Mountain Valley Express Co., Inc.	Retrofit Level 3 PM	\$ 5,000
318-724	2429	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-253	2430	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
468-604	2431	Standard Concrete Products, Inc.	Replacement	\$ 60,000
468-281	2432	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
477-489	2433	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
653-6226	2434	Foster Poultry Farms	Replacement	\$ 40,000
468-590	2435	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
582-2	2436	Cerenzia Foods Inc.	Retrofit Level 3 PM	\$ 5,000
295-27	2437	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
780-3601	2438	Rockview Farms	Replacement	\$ 40,000
318-693	2439	RRM Properties	Retrofit Level 3 PM	\$ 5,000
318-1211	2440	RRM Properties	Retrofit Level 3 PM	\$ 10,000
171-306	2441	Diamond Environmental Services Lp	Replacement	\$ 40,000
477-493	2442	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
132-219	2443	Classic Dist/Bev Inc.	Replacement	\$ 43,000
653-6219	2444	Foster Poultry Farms	Replacement	\$ 40,000
582-11	2445	Cerenzia Foods Inc.	Retrofit Level 3 PM	\$ 5,000
468-609	2446	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
295-34	2447	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
460-62	2448	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 5,000
139-001	2449	Keeney Truck Lines, Inc.	Replacement	\$ 50,000
758-317	2450	Heimark Distributing Co LLC	Retrofit Level 3 PM	\$ 10,000
758-311	2451	Heimark Distributing Co LLC	Retrofit Level 3 PM	\$ 5,000
477-500	2452	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
525-323	2453	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 40,000
023-609	2454	Beauchamp Distributing Company	Replacement	\$ 40,000
295-13	2455	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
780-6006	2456	Rockview Farms	Replacement	\$ 40,000
318-1186	2457	RRM Properties	Retrofit Level 3 PM	\$ 10,000
135-002	2458	Southcoast Transportation & Dist. Inc. DBA Western Regional Delivery Service	Replacement	\$ 25,000
525-944	2459	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 60,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
618-1	2460	Ohio Transfer, Inc. DBA Southern California Machinery Movers	Replacement	\$ 20,000
023-603	2461	Beauchamp Distributing Company	Replacement	\$ 40,000
318-1215	2462	RRM Properties	Retrofit Level 3 PM	\$ 10,000
525-607	2463	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 60,000
772-91	2464	Jess Diaz Trucking Inc.	Replacement	\$ 40,000
525-606	2465	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 60,000
464-101	2466	Spragues Ready Mix	Retrofit Level 3 PM	\$ 5,000
477-509	2467	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
318-1232	2468	RRM Properties	Retrofit Level 3 PM	\$ 10,000
525-942	2469	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 60,000
780-6005	2470	Rockview Farms	Replacement	\$ 40,000
759-163	2471	Triangle Distributing Co.	Replacement	\$ 40,000
132-417	2472	Classic Dist/Bev Inc.	Replacement	\$ 40,000
201-512	2473	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 10,000
023-604	2474	Beauchamp Distributing Company	Replacement	\$ 40,000
468-299	2475	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 10,000
318-1218	2476	RRM Properties	Retrofit Level 3 PM	\$ 10,000
132-403	2477	Classic Dist/Bev Inc.	Replacement	\$ 40,000
318-1199	2478	RRM Properties	Retrofit Level 3 PM	\$ 10,000
132-422	2479	Classic Dist/Bev Inc.	Replacement	\$ 40,000
132-402	2480	Classic Dist/Bev Inc.	Replacement	\$ 40,000
520-4244	2481	Parkhouse Tire Service Inc.	Replacement	\$ 50,000
201-385	2482	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
132-418	2483	Classic Dist/Bev Inc.	Replacement	\$ 40,000
468-691	2484	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
759-157	2485	Triangle Distributing Co.	Replacement	\$ 40,000
023-607	2486	Beauchamp Distributing Company	Replacement	\$ 40,000
318-1193	2487	RRM Properties	Retrofit Level 3 PM	\$ 10,000
523-32	2488	Inner City Express, Inc.	Replacement	\$ 30,000
295-36	2489	Dunkel Bros Machinery Moving Inc.	Replacement	\$ 60,000
318-1208	2490	RRM Properties	Retrofit Level 3 PM	\$ 10,000
780-6001	2491	Rockview Farms	Replacement	\$ 40,000
201-520	2492	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 10,000
460-115	2493	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 5,000
165-3598	2494	RRM Properties	Replacement	\$ 60,000
772-92	2495	Jess Diaz Trucking Inc.	Replacement	\$ 40,000
319-3559	2496	RRM Properties	Retrofit Level 3 PM	\$ 10,000
553-29	2497	Charles G. Hardy, Inc.	Retrofit Level 3 PM	\$ 5,000
460-119	2498	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 10,000
468-693	2499	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
739-000	2500	California Pavement Services, Inc.	Replacement	\$ 30,000
318-1200	2501	RRM Properties	Retrofit Level 3 PM	\$ 10,000
643-45	2502	F & D Enterprise	Retrofit Level 3 PM	\$ 5,000
318-1187	2503	RRM Properties	Retrofit Level 3 PM	\$ 10,000
463-129	2504	South Bound Express, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1216	2505	RRM Properties	Retrofit Level 3 PM	\$ 10,000
468-594	2506	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
584-12	2507	Cerenzia Foods Inc.	Replacement	\$ 40,000
468-267	2508	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
525-217	2509	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
208-349	2510	RRM Properties	Replacement	\$ 60,000
310-313	2511	Mountain Valley Express Co., Inc.	Replacement	\$ 40,000
727-264616	2512	United Parcel Service, Inc.	Replacement	\$ 60,000
477-507	2513	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
525-476	2514	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 40,000
525-204	2515	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 40,000
139-003	2516	Keeney Truck Lines, Inc.	Replacement	\$ 50,000
759-151	2517	Triangle Distributing Co.	Replacement	\$ 60,000
023-613	2518	Beauchamp Distributing Company	Replacement	\$ 40,000
671-15	2519	Interstate Home Services	Replacement	\$ 50,000
525-322	2520	Southern Counties Terminals DBA Griley Air Freight	Replacement	\$ 40,000
201-404	2521	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
380-004	2522	Hannibal Industries Inc.	Replacement	\$ 40,000
201-414	2523	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
780-3603	2524	Rockview Farms	Replacement	\$ 40,000
759-152	2525	Triangle Distributing Co.	Replacement	\$ 60,000
132-423	2526	Classic Dist/Bev Inc.	Replacement	\$ 40,000
759-181	2527	Triangle Distributing Co.	Retrofit Level 3 PM	\$ 10,000
318-1197	2528	RRM Properties	Retrofit Level 3 PM	\$ 10,000
132-415	2529	Classic Dist/Bev Inc.	Replacement	\$ 40,000
318-1189	2530	RRM Properties	Retrofit Level 3 PM	\$ 10,000
201-522	2531	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 10,000
643-46	2532	F & D Enterprise	Retrofit Level 3 PM	\$ 5,000
525-591	2533	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
682-000	2534	Francisco Javier Ramos	Replacement	\$ 50,000
318-1201	2535	RRM Properties	Retrofit Level 3 PM	\$ 10,000
201-521	2536	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 10,000
464-103	2537	Spragues Ready Mix	Retrofit Level 3 PM	\$ 5,000
468-271	2538	Standard Concrete Products, Inc.	Retrofit Level 3 PM	\$ 5,000
460-110	2539	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 5,000

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
525-338	2540	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
460-112	2541	Beacon Concrete Inc.	Retrofit Level 3 PM	\$ 5,000
201-403	2542	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
318-1217	2543	RRM Properties	Retrofit Level 3 PM	\$ 10,000
318-1196	2544	RRM Properties	Retrofit Level 3 PM	\$ 10,000
759-159	2545	Triangle Distributing Co.	Replacement	\$ 40,000
553-28	2546	Charles G. Hardy, Inc.	Retrofit Level 3 PM	\$ 5,000
523-11	2547	Inner City Express, Inc.	Replacement	\$ 30,000
728-2	2548	Semco Enterprises, Inc.	Retrofit Level 3 PM	\$ 10,000
759-158	2549	Triangle Distributing Co.	Replacement	\$ 40,000
201-387	2550	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
758-350	2551	Heimark Distributing Co LLC	Retrofit Level 3 PM	\$ 5,000
525-242	2552	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
477-480	2553	Pipeline Carriers Incorporated	Retrofit Level 3 PM	\$ 5,000
318-1248	2554	RRM Properties	Retrofit Level 3 PM	\$ 5,000
201-415	2555	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
201-388	2556	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
525-218	2557	Southern Counties Terminals DBA Griley Air Freight	Retrofit Level 3 PM	\$ 5,000
759-188	2558	Triangle Distributing Co.	Retrofit Level 3 PM	\$ 10,000
759-187	2559	Triangle Distributing Co.	Retrofit Level 3 PM	\$ 10,000
201-358	2560	Challenge Dairy Products, Inc.	Retrofit Level 3 PM	\$ 5,000
464-111	2561	Spragues Ready Mix	Retrofit Level 3 PM	\$ 10,000

ERRATA SHEET
AGENDA NO. 5
NOVEMBER 4, 2011

APPROVE HEAVY-DUTY DIESEL TRUCK PROJECTS UNDER YEAR 2
PROPOSITION 1B-GOODS MOVEMENT EMISSION REDUCTION PROGRAM

The following six (6) applicants identified in the table below are hereby removed from this item of the Governing Board meeting, since the applicants did not submit their Campaign Contribution Forms and have decided not to go forward with their project.

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
357-105	792	Angel R. Cruz	Replacement	\$ 50,000
513-000	474	Jose H. Moreno	Replacement	\$ 45,000
406-8	1986	Luis Adolfo Piche Aquino	Replacement	\$ 30,000
571-000	1665	Manuel's Trucking	Replacement	\$ 50,000
033-000	2200	Oscar Suchite	Replacement	\$ 50,000
433-000	227	Salvador Canchola	Replacement	\$ 40,000

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 6

PROPOSAL: Amend Existing Contracts for Optimization and Demonstration of Exhaust Emission Control Technologies for Heavy-Duty Diesel Trucks

SYNOPSIS: The Board previously awarded two contracts to Johnson Matthey, Inc., to optimize and demonstrate selective catalytic regenerating and selective catalytic continuously regenerating technologies on on-road heavy-duty diesel trucks under the U.S. EPA American Recovery and Reinvestment Act Funding Program. In July 2011, the U.S. EPA conducted a review of the demonstration program, and requested that staff amend the contracts with Johnson Matthey, Inc., to provide at least two years to monitor the performance of the technologies. This action is to amend existing contracts with Johnson Matthey, Inc. to extend contracts periods to December 31, 2014 at no cost.

COMMITTEE: Technology, October 21, 2011; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize Executive Officer to amend two contracts with Johnson Matthey, Inc., originally approved on October 2, 2009, to extend them to December 31, 2014 at no cost.

Barry R. Wallerstein, D.Env.
Executive Officer

MMM:DS:JC

Background

In 2009, AQMD applied for, and received, two \$2,000,000 awards from the U.S. EPA's American Recovery and Reinvestment Act Funding for the Clean Diesel Emerging Technologies Program to retrofit heavy-duty Class 8 on-road diesel trucks with a

combined NOx and PM retrofit device. The award period for the grants was extended by the U.S. EPA to December 31, 2012.

On October 2, 2009, the Board approved two contracts with Johnson Matthey Inc. to optimize and demonstrate its selective catalytic regenerating technology (SCRT) and selective catalytic continuously regenerating technology (SCCRT) systems for reduction of NOx and PM emissions on heavy-duty diesel trucks powered by exhaust gas recirculation or non-exhaust gas recirculation engines. In July 2011, the U.S. EPA conducted a review of the demonstration program, and requested that staff amend the contracts with Johnson Matthey, Inc., to extend them for at least 2 years to monitor the performance of the technologies.

Proposal

This action is to amend existing contracts with Johnson Matthey, Inc., to extend them to December 31, 2014 at no cost.

Benefits to AQMD

Since the trucks will be monitored and maintained for additional two years, additional emissions reductions will be realized.

Resource Impacts

The time-extensions for these contracts are at no cost to the District.

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 7

PROPOSAL: Execute Contract to Demonstrate Natural Gas-Powered Police Vehicle

SYNOPSIS: In response to interest in dedicated natural gas-powered police vehicles, the Board approved a program to demonstrate two dedicated CNG Ford Crown Victorias, one with the City of Redlands, and one with the City of South Pasadena. Additional interest has been expressed to demonstrate a dedicated natural gas-powered police vehicle in police and sheriff departments throughout the South Coast Region. This action is to execute a contract with A-1 Alternative Fuel Systems to lease and convert a 2011 model year Ford Crown Victoria to operate on CNG, and implement the demonstration program, at a cost not to exceed \$65,000 from the Clean Fuels Fund (31).

COMMITTEE: Technology, October 21, 2011, Recommended for Approval

RECOMMENDED ACTION:

Authorize the Chairman to execute a contract with A-1 Alternative Fuel Systems to lease and convert one 2011 model year Ford Crown Victoria to operate on dedicated CNG, and implement a demonstration program, in an amount not to exceed \$65,000 from the Clean Fuels Program Fund (31).

Barry R. Wallerstein, D.Env.
Executive Officer

Background

At its February 6, 2009 meeting, the Board approved a CNG police vehicle demonstration program involving two police departments. The first part of the demonstration involved the conversion of an existing gasoline-powered Ford Crown Victoria police vehicle owned by the City of Redlands to dedicated CNG power. The second part of the program will involve the conversion of a new Ford Crown Victoria to be operated and demonstrated by the City of South Pasadena. In October 2, 2009, the Board approved another CNG police vehicle demonstration using a police interceptor vehicle owned and operated by the Los Angeles County Sheriff's Department (LACSD). This program included a full performance evaluation by the LACSD as part of its annual Law Enforcement Vehicle Test and Evaluation Program. Subsequent to these programs, additional interest has been expressed by municipalities in the South Coast Air Basin to permit their law enforcement departments the opportunity to demonstrate the use and performance of a CNG-powered police vehicle.

Proposal

Staff is proposing to convert a new gasoline-powered Ford Crown Victoria to operate exclusively on CNG and demonstrate the use of this CNG-powered police vehicle in various law enforcement agencies in the AQMD jurisdictional area. Staff proposes to contract with A-1 Alternative Fuel Systems in Fresno, CA to implement all aspects of this program, including: the lease of a 2011 model year Ford Crown Victoria, the conversion of this vehicle to dedicated CNG using a U.S. EPA-certified conversion system by IMPCO Technologies (a subsidiary of Fuel Systems Solutions), the delivery of the vehicle and providing assistance in natural gas fueling, and the implementation of a demonstration program in the South Coast Air Basin. In addition, staff will request that A-1 Alternative Fuel Systems seek the lowest cost lease agreement as part of the project. Upon conclusion of the proposed two-year demonstration program, staff may recommend to the Board to continue the demonstration program based on demand and interest by public entities or to incorporate the CNG-powered vehicles in the AQMD fleet of vehicles.

Benefits to the AQMD

The AQMP relies upon the accelerated implementation of advanced technologies within Southern California to achieve federal and state ambient air quality standards and to further reductions in air toxic exposure. Police vehicles typically accrue 50,000 to 60,000 miles per year and as a result represent significant emission sources for this class of vehicle. Conversion of high mileage gasoline-powered vehicles to natural gas-powered vehicles can represent significant emission reductions as well as reductions in the use of petroleum-based fuels. The proposed demonstration program will convert a 2011 gasoline-powered Ford Crown Victoria to operate exclusively on compressed natural gas using a U.S. EPA-certified conversion system manufactured by IMPCO Technologies. The proposed demonstration program is expected to operate

for up to two years and provide various municipalities with “hand-on” experience with a CNG-powered police vehicle for future purchase consideration.

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified. This request for a sole source award is made under provision B.2.c(1) and (2): The desired services are available from only the sole-source based upon one or more of the following reasons: (1) The unique experiences and capabilities of the proposed contractor or contractor team ; and (2) The project involves the use of proprietary technology. The only certified gasoline to natural gas conversion system for a 2011 Ford Crown Victoria police vehicle is a system listed by U.S. EPA as manufactured solely by EvoTek LLC, which was acquired by IMPCO Technologies in 2010. A-1 Alternative Fuel Systems is the only California company identified by IMPCO as certified installers of their EvoTek CNG conversion system.

Resource Impacts

The total cost for this project shall not exceed \$65,000 from Clean Fuels Fund. Sufficient funds are available from the Clean Fuels Fund, established as a special revenue fund resulting from the state-mandated Cleans Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 8

PROPOSAL: Execute Contracts for Technical Assistance for Advanced, Low- and Zero-Emission Mobile and Stationary Source Pollution Control Technologies under Clean Fuels, Carl Moyer and Proposition 1B Programs

SYNOPSIS: On July 8, 2011, the Board approved the release of an RFP to solicit proposals to provide technical assistance and public outreach support for advanced, low- and zero-emission mobile and stationary source pollution control technologies for the Clean Fuels Program and incentive programs. Fifteen proposals were received in response to the solicitation. This action is to execute eleven contracts with technical experts to provide consultation services at a total cost not to exceed \$540,000 from the Clean Fuels Program Fund (31). This action is also to execute one contract at a cost not to exceed \$150,000 from the Carl Moyer Program Fund (32), one contract at a cost not to exceed \$100,000 from the Voucher Incentive Program Fund (59), and five contracts at a cost not to exceed \$650,000 from the Proposition 1B Goods Movement Program Fund (81).

COMMITTEE: Technology, October 21, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Chairman to execute the following contracts from the Clean Fuels Program Fund (31):
 - a) Integra Environmental Consulting, Inc. for technical assistance with emission inventories, goods movement, and off-road sources in an amount not to exceed \$35,000;
 - b) University of California, College of Engineering-Center for Environmental Research & Technology for technical assistance with alternative fuels, biofuels, emissions testing, and zero-emission transportation technologies in an amount not to exceed \$75,000;
 - c) The Tioga Group, Inc. for technical assistance with emissions analysis, goods movement, and advanced technologies in an amount not to exceed \$25,000;
 - d) ICF International for technical assistance with goods movement and zero-emission transportation technologies in an amount not to exceed \$50,000;

- e) Tech Compass for technical assistance with alternative fuels, fuel cells, emissions analysis, and aftertreatment technologies in an amount not to exceed \$75,000;
 - f) Joseph C. Calhoun, P.E. Inc. for technical assistance with low- and zero-emission vehicles, engine technology, and emissions analysis in an amount not to exceed \$20,000;
 - g) Clean Fuel Connection, Inc. for technical assistance with alternative fuels, renewable energy, and electric vehicles in an amount not to exceed \$30,000;
 - h) Gladstein, Neandross & Associates for technical assistance with alternative fuels, emissions analysis, and on-road sources in an amount not to exceed \$75,000;
 - i) Jerald A. Cole for technical assistance with alternative fuels, emissions analysis, and combustion technologies in an amount not to exceed \$30,000;
 - j) CALSTART for technical assistance with low- and zero-emission technologies, goods movement, alternative fuels, transit applications, and fueling infrastructure in an amount not to exceed \$50,000; and
 - k) TIAX, LLC for technical assistance with low- and zero-emission vehicles, fuel cells, and fueling infrastructure in an amount not to exceed \$75,000.
2. Authorize the Chairman to execute a contract with Clean Fuel Connection, LLC for technical assistance with the Carl Moyer program in an amount not to exceed \$150,000 from the Carl Moyer Program Fund (32) SB 1107 Account.
 3. Authorize the Chairman to execute a contract with TIAX, LLC from the Voucher Incentive Program Fund (59) in an amount not to exceed \$100,000.
 4. Authorize the Chairman to execute the following contracts from the Proposition 1B Goods Movement Program Fund (81) which will be paid for with Proposition 1B Program funding:
 - a) Power-Tech Engineers, Inc. for technical assistance with the Proposition 1B Goods Movement Program in an amount not to exceed \$200,000;
 - b) Clean Fuel Connection, LLC for technical assistance with the Proposition 1B Goods Movement Program in an amount not to exceed \$50,000; and
 - c) TIAX, LLC for technical assistance with Proposition 1B Goods Movement Program in an amount not to exceed \$200,000.
 5. Authorize the Chairman to execute the following contracts from the Proposition 1B Goods Movement Fund (81) which will be reimbursed by DOE's Goods Movement Truck Replacement Grant award:
 - a) Tetra Tech, Inc. for technical assistance with DOE's Goods Movement Truck Replacement Program in an amount not to exceed \$100,000; and
 - b) TIAX, LLC for technical assistance with DOE's Goods Movement Truck Replacement Program in an amount not to exceed \$100,000.

Barry R. Wallerstein, D.Env.
Executive Officer

Background

The AQMP is the comprehensive regional plan for attaining federal air quality standards in the South Coast Air Basin. In addition to full implementation of current technologies and control methods, there is a need to further develop and promote technological breakthroughs. Air quality projections indicate that the federal standards for PM2.5 and ozone are not expected to be met without aggressive implementation of commercial technologies and accelerated development of new technologies. The Technology Advancement Office administers various programs to accomplish these goals.

The Clean Fuels Program supports projects to research, develop, demonstrate, and deploy technologies to accelerate commercialization of clean, new technologies. The Carl Moyer Program, the Proposition 1B Goods Movement Program, and other similar programs provide incentive funding to end-users to implement the cleanest available technologies for various heavy-duty on- and off-road applications. Due to constant and rapid changes in technologies and the sheer breadth of the potential projects, staff occasionally requires input from experts and practitioners in the field to aid in selecting and establishing projects for the Clean Fuels and the incentive programs.

At its July 2011 meeting, the Board approved RFP #P2012-01 to solicit proposals for technical assistance for the Clean Fuels Program and incentive programs such as the Carl Moyer Program and the Proposition 1B Goods Movement Program. The RFP solicited statements of qualifications from individuals and organizations potentially capable of providing technical assistance in a variety of areas to support staff activities. The RFP sought companies or individuals to provide assistance in preparation of AQMP control measures; assessment of zero-emission and goods movement technologies, technical assistance for feasibility studies of stationary and mobile emission control technologies; emissions assessment of new alternative-fuel technologies; evaluation of innovative emissions control systems; assessment of economic, regulatory and technical barriers to the commercialization of clean fuels and advanced technologies; and to implement incentive programs.

Outreach

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

Additionally, potential bidders may have been notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ has been e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at AQMD's website (<http://www.aqmd.gov>). Information is also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724.

Proposal Evaluations

Fifteen proposals were received in response to RFP #P2012-01. The proposals were evaluated and scored by a four-member panel in accordance with established AQMD guidelines using the technical criteria outlined in the RFP. The panel consisted of one Technology Implementation Manager, one On-road Mobile Source Manager, one Off-road Mobile Source Manager, and one Technology Demonstration Manager. The panel breakdown was as follows: two Asian and two Caucasian; all male. The panel scores are shown in Table 1 of the attachment. The technical scores are based on the proponent's expertise and experience. As per the requirements of the RFP, proposals are required to receive a minimum of 56 points out of 70 technical points to qualify. One proposal received less than 56 technical points and did not qualify.

For all of the proposals that qualified, staff added the cost effectiveness and additional points (a maximum of 15 points for small business or small business joint venture, disadvantaged veterans' business or DVBE joint venture, use of DVBE or small business subcontractors, use of low emission vehicles, local business, and use of off-peak hours for delivery business). Based on these scores and the current needs, staff is recommending the funding levels for each of the proposers as shown in Table 2.

Proposed Awards

Staff is recommending that eleven proposals be funded under the Clean Fuels Program at a cost not to exceed \$540,000, two proposals be funded under the Carl Moyer Program at a cost not to exceed \$250,000, three proposals be funded from the Proposition 1B Goods Movement Program at a cost not to exceed \$450,000, and two proposals be funded from the Proposition 1B Goods Movement Program Fund (81) in an amount not to exceed \$200,000 which will be reimbursed by DOE's Goods Movement Truck Replacement Grant award.

All these proposed contract awards will be level-of-effort in nature; specific task orders will be issued to address specific technical assignments using the expertise made available under these contracts.

Integra Environmental Consulting, Inc. will provide technical assistance with emission inventories, goods movement, and off-road sources in an amount not to exceed \$35,000 from the Clean Fuels Program Fund (31). Mr. Zorik Pirveysian (principal) has over 26 years of experience in the air quality policy and management planning, emissions inventory, rule development, and development of control strategies.

University of California, College of Engineering-Center for Environmental Research & Technology (CE-CERT) will provide technical assistance with alternative fuels, biofuels, emissions testing, and zero-emission transportation technologies in an amount not to exceed \$75,000 from the Clean Fuels Program Fund (31). CE-CERT has been involved in research activities in the air quality field since 1992. Its staff includes

approximately 120 investigators, staff and students, which includes approximately 30 Ph.D. researchers. Currently CE-CERT is conducting a variety of projects for the AQMD on emissions analysis, biofuels, and zero-emission technologies.

The Tioga Group, Inc. will provide technical assistance with emissions, advanced technologies and operations of the goods movement sector in an amount not to exceed \$25,000 from the Clean Fuels Program Fund (31). All Tioga Group professional staff have at least 25 years of experience in the goods movement sector and are experts in port drayage, rail intermodal operations and cargo forecasting. Tioga staff has been involved in several studies concerning the ports and intermodal yards in Southern California.

ICF International will provide technical assistance with goods movement technologies, alternative fuels, and zero-emission transportation technologies in an amount not to exceed \$50,000 from the Clean Fuels Program Fund (31). ICF is a leading technology firm with over 40 years of experience. ICF has worked as a prime contractor for local, state and federal agencies, and has extensive expertise in the areas of fuels and transportation related issues.

Tech Compass will provide technical assistance with alternative fuels, fuel cells, emissions analysis, and aftertreatment technologies in an amount not to exceed \$75,000 from the Clean Fuels Program Fund (31). Mr. Andris Abele (principal) has more than 28 years of professional experience in bringing environmental, energy, and alternative propulsion technologies from the laboratory to the market. He possesses in-depth knowledge of technology development and a breadth of experience in strategic planning and business development.

Power-Tech Engineers, Inc. will provide technical assistance with shore power projects in an amount not to exceed \$200,000 from the Proposition 1B-Goods Movement Program Fund (81). The company has a strong team that can provide technical assistance on all aspects of the implementation of shore power projects as well as a good understanding of the existing regulations and the operations at the Ports of Los Angeles and Long Beach.

Joseph C. Calhoun, P.E. Inc. will provide technical expertise with stationary sources, engine technology, and aftertreatment technologies in an amount not to exceed \$20,000 from the Clean Fuels Program Fund (31). Mr. Calhoun (principal) is a registered professional engineer with over 48 years of air quality experience, specifically 19 years with General Motors where he was responsible for environmental activities in California and supervision of the vehicle certification testing. Most notably, Mr. Calhoun served for ten years as the Automotive Engineering Member of the CARB Governing Board.

Clean Fuel Connection, Inc. will provide technical assistance with electric vehicles, charging infrastructure, and renewable energy in an amount not to exceed \$30,000 from the Clean Fuels Program Fund (31). Clean Fuel Connection will also provide technical assistance with the Carl Moyer Program at a cost not to exceed \$150,000 from the Carl

Moyer Program Fund SB (32) 1107 Account and with the Proposition 1B Goods Movement Program at a cost not to exceed \$50,000 from the Proposition 1B Goods Movement Fund (81). Ms. Enid Joffe (principal) has more than 15 years experience with low- and zero-emission technologies and renewable energy.

Gladstein, Neandross & Associates (GNA) will provide technical expertise with alternative fueling infrastructure, emission analysis, and on-road sources in an amount not to exceed \$75,000 from the Clean Fuels Program Fund (31). GNA has partnered with energy, transit, waste management and goods movement companies to develop projects such as the use of LNG in cargo handling equipment at the Ports of Los Angeles and Long Beach, evaluation of the feasibility of utilizing LNG in the Ports' yard equipment, and the development of strategies to reduce emissions from construction and operations of the proposed LNG import terminal. Currently, GNA has a significant balance in an existing contract with AQMD to cover the implementation and outreach efforts for incentive programs. With the \$75,000 proposed augmentation staff estimates that there will be adequate funding.

Jerald A. Cole will provide technical assistance with alternative fuels, emissions analysis, and combustion technologies, in an amount not to exceed \$30,000 from the Clean Fuels Program Fund (31). Mr. Cole (principal) has over 30 years of experience in the fields of emission controls, combustion technologies, hydrogen, alternative fuels, and stationary engines, and in addition has extensive experience in providing services to local, state and federal environmental agencies.

Tetra Tech, Inc. will provide technical assistance with the Proposition 1B Goods Movement Program on the continued implementation and reporting in an amount not to exceed \$100,000 from the Proposition 1B Goods Movement Fund (81), which will be reimbursed by DOE's Goods Movement Truck Replacement Program. Tetra Tech has a long-working experience at the Ports and can especially provide assistance on the monitoring and operation of the drayage trucks as well as evaluation of similar projects under the goods movement program.

CALSTART will provide technical assistance with low- and zero-emission technologies, goods movement, alternative fuels, transit applications, and fueling infrastructure in an amount not to exceed \$50,000 from the Clean Fuels Program Fund (31). CALSTART has extensive expertise in the areas of alternative fuel vehicles and infrastructure, advanced transportation technology development and demonstrations, transit bus technologies, fueling infrastructure, alternative fuels, and electric and hybrid-electric vehicles.

TIAX, LLC will provide technical assistance with low- and zero-emission vehicles, alternative fuels, and fuel cells in an amount not to exceed \$75,000 from the Clean Fuels Program Fund (31). TIAX will also provide technical assistance with the Carl Moyer Program at a cost not to exceed \$100,000 from the Voucher Incentive Program Fund

(59), the Proposition 1B Goods Movement Program in an amount not to exceed \$200,000 from the Prop 1B Goods Movement Fund (81), and in an additional amount not to exceed \$100,000 from the Prop 1B Goods Movement Fund (81) which will be reimbursed by DOE's Goods Movement Truck Replacement Program. Mr. Jon Leonard, TIAX Project Manager, has over 24 years experience with low- and zero-emission mobile source technologies, emissions testing, and alternative fuel vehicles. AQMD has used TIAX's expertise and services for a wide variety of Clean Fuels Program and Incentive Program projects, especially for evaluating Proposition 1B applications. With the current workload of incentive programs, it is envisioned that AQMD will use TIAX's services extensively.

Benefits to AQMD

The proposed awards will support the implementation of TAO's Clean Fuels Program, Carl Moyer Program and Proposition 1B Goods Movement Program. In addition, outside expertise will provide an effective means of evaluating new technologies and assessing emission reductions.

Resource Impacts

Sufficient funds are available from the Clean Fuels Program Fund (31), established as a special revenue fund resulting from the state-mandated Clean Fuels Program to cover the proposed \$540,000 for outside technical assistance. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

Sufficient funds are available in the Voucher Incentive Program Fund (59) and in the administrative portion of the Carl Moyer Fund (32) for the total cost of the proposed awards not to exceed \$250,000. Sufficient funds are also available in the Prop 1B Goods Movement Fund (81) in the administrative portion of the Proposition 1B Goods Movement Program for the proposed \$450,000 awards, and in DOE's Goods Movement Truck Replacement Grant award to cover the proposed \$200,000 for the projects.

Attachment

Table 1 – Average Scores for Proposers

Table 2 – Area of Expertise and Proposed Awards

ATTACHMENT

Table 1. Average Scores for Proposers

Proposer	Technical Points*	Additional Points	Cost Points	Total Points
Protium Energy Technologies	58	10	9	77
Integra Environmental Consulting, Inc.	58	15	16	89
University of California, CE-CERT	63	5	30	98
The Tioga Group	59	10	13	82
ICF International	62	5	10	77
Tech Compass	59	15	9	83
Power-Tech Engineers, Inc.	60	15	13	88
Joseph C. Calhoun, P.E., Inc.	60	15	13	88
Clean Fuel Connection, Inc.	63	15	15	93
Gladstein, Neandross & Associates	65	15	11	91
Jerald A. Cole	60	15	17	92
Tetra Tech, Inc.	63	5	10	78
CALSTART	64	5	15	84
TIAX, LLC.	65	5	12	82

*A minimum of 56 out of 70 Technical Points is required to qualify.

Table 2. Area of Expertise and Proposed Awards

Proposer	Area of Expertise	Clean Fuels	Carl Moyer	Proposition 1B	DOE	Total
Integra Environmental Consulting, Inc.	Emission Inventories, Goods Movement, Off-Road Sources	\$35,000				\$35,000
University of California, CE-CERT	Alternative Fuels, Biofuels, Emissions Testing, Zero-Emission Transportation Technologies	75,000				75,000
The Tioga Group	Emissions Analysis, Goods Movement, Infrastructure Projects	25,000				25,000
ICF International	Goods Movement, Zero-Emission Transportation Technologies	50,000				50,000
Tech Compass	Alternative Fuels, Fuel Cells, Aftertreatment Technologies	75,000				75,000
Power-Tech Engineers, Inc.	Shore Power Projects, Stationary Sources			\$200,000		200,000
Joseph C. Calhoun, P.E., Inc.	Low- and Zero-Emission Vehicles, Engine Technology, Emissions Analysis	20,000				20,000
Clean Fuel Connection, Inc.	Alternative Fuels, Renewable Energy, Electric Vehicles, Incentive Programs	30,000	\$150,000	50,000		230,000
Gladstein, Neandross & Associates	Alternative Fuels, Emissions Analysis, On-Road Sources	75,000				75,000
Jerald A. Cole	Alternative Fuels, Combustion Technology, Emissions Analysis	30,000				30,000
Tetra Tech, Inc.	Low- and Zero-Emission Transportation Technologies, Port Projects, Goods Movement, Incentive Programs				\$100,000	100,000
CALSTART	Low- and Zero-Emission Transportation Technologies, Goods Movement, Alternative Fuels, Transit Applications	50,000				50,000
TIAX, LLC.	Low- and Zero-Emission Transportation Technologies, Goods Movement, Incentive Programs	75,000	100,000*	200,000	100,000	475,000
Total		\$540,000	\$250,000	\$450,000	\$200,000	\$1,440,000

*Carl Moyer Multi-District Program

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 9

PROPOSAL: Establish Fund, Recognize Revenue, Execute Contracts for Zero Emissions Goods Movement Demonstration Projects and Release Request for Information

SYNOPSIS: Staff is recommending three projects consistent with the development and demonstration of zero emissions goods movement technologies. These projects include the demonstration of Linear Synchronous Motor (LSM) technology to move cargo containers and the development of two discrete hybrid electric drive systems for heavy-duty vehicles. This action is to recognize up to \$4,000,000 from the Ports of Los Angeles and Long Beach into a special fund for the development of goods movement technologies and execute contracts with General Atomics for the demonstration of an LSM container movement system at a total cost not to exceed \$7,140,000 and Volvo for the development of a plug-in hybrid electric Class 8 vehicle at a cost not to exceed \$1,200,000. The remaining truck project is with Capstone Turbine Corporation for the development of a microturbine series hybrid Class 7 vehicle at a cost not to exceed \$360,000 from the Clean Fuels Fund (31). Finally, this action is to release a Request for Information for zero and near-zero emission locomotives technologies.

COMMITTEE: Technology, October 21, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Create the Advanced Technology Goods Movement Fund.
2. Authorize the Executive Officer to enter into all necessary agreements with the Port of Los Angeles and the Port of Long Beach to receive a combined total of up to \$4,000,000 and recognize upon receipt into the Advanced Technology Goods Movement Fund.
3. Transfer into the Advanced Technology Goods Movement Fund up to \$3,000,000 from Rule 1309.1 Priority Reserve Fund (36) and up to \$1,340,000 from the Clean Fuels Fund (31) on an as-needed basis.

4. Authorize the Chairman to execute the following contracts from the Advanced Technology Goods Movement Fund, contingent upon receipt of up to \$4,000,000 in cofunding from the Port of Los Angeles and the Port of Long Beach:
 - A. General Atomics to demonstrate zero-emissions Linear Synchronous Motor (LSM) container movement system in an amount not to exceed \$7,140,000; and
 - B. Volvo for the development of a Class 8 plug-in hybrid heavy-duty vehicle in an amount not to exceed \$1,200,000.

- 5 Authorize the Chairman to execute a contract with Capstone Turbine Corporation for the development of a microturbine series hybrid system for Class 7 heavy-duty vehicle applications in an amount not to exceed \$360,000 from the Clean Fuels Fund (31).

- 6 Release Request for Information for zero and near-zero emission freight and passenger locomotives utilizing, but not limited to, electrification, hybridization, dual-mode or other technologies.

Barry R. Wallerstein, D.Env.
Executive Officer

CSL:MMM:DS:BC/JC

Background

The AQMD has identified the development and deployment of zero-emissions goods movement transportation systems as one of the agencies top three priority projects. This transportation category has been recognized as an area where targeted investment in cleaner and more efficient solutions could provide significant returns in terms of air quality improvement and reduction in fossil fuel consumption, specifically through the development and adoption of low- and zero-emission technologies.

AQMD staff has been working with the Ports of Los Angeles and Long Beach (Ports) to facilitate demonstration projects for zero-emissions container movement systems. As part of this collaboration, AQMD staff has identified three projects that could support the electrification of goods movement in and around the ports, and through the region. These projects include a container movement system for existing rail lines utilizing the LSM propulsion technology developed by General Atomics; a plug-in hybrid drive system for Class 8 heavy-duty vehicle applications being developed by Volvo; and a hybrid electric drive system using a microturbine generator that has the capability of providing all electric driving range for Class 7/8 vehicles developed by Capstone Turbine Corporation (Capstone). It should be noted that these are only the initial projects that are ready for

development and demonstration; AQMD and the Ports are continuing to investigate other zero-emission technologies for both rail and drayage.

Proposals

General Atomics Linear Synchronous Motor Project

General Atomics (GA) proposes a MagneRail system demonstration project that includes a zero-emission, all-electric rail container movement system for goods movement activities in port-related operations. The objective of this proposed project is to design, construct, and perform testing on a 600-foot LSM rail demonstration track operating with a single vehicle at GA's San Diego headquarters. The testing will demonstrate the transportation capability of a fully-loaded (67,200 lb) 40-foot container on a MagneRail vehicle, which will provide operational and performance data for a single container. The testing will also validate the system's reliability and scalability, with a goal to match the propulsion traction performance capabilities of existing diesel locomotives.

The main component of the proposed MagneRail system is the Permanent Magnet LSM propulsion technology which has many benefits in container movement applications for both rails and trucks. LSM is all-electric, produces zero emissions, and it has about twice the operational efficiency of diesel engines resulting in significant emissions reductions. It has a number of other potential benefits. For example, the technology is being designed to be deployable over existing rail lines, it would not require the railroads to acquire electric locomotives, and it would avoid a need to switch from electric to diesel locomotives at the edge of the Basin. The MagneRail system also would not have any high-voltage equipment on-board, and does not require overhead catenaries or high-voltage third rails.

The main components of the proposed MagneRail system consists of LSM winding modules encased in cement and mounted between rails that will provide a magnetic field to interact with permanent magnets attached to the bottom of a test vehicle to move a fully loaded 40-foot container on the 600-foot test track. GA proposes to utilize the existing key support systems and infrastructure at its headquarters, including the power systems, block switches, control room, data acquisition system, and connection to the electrical grid to reduce the project cost for this phase.

Volvo Plug-in Hybrid Electric Class 8 Drayage Truck Project

Volvo proposes to develop, build and demonstrate a prototype Class 8 heavy-duty plug-in hybrid drayage truck. The truck will feature a new MD8 engine in a proprietary 6x2 Mack chassis with a second generation I-SAM hybrid powertrain, a new energy optimized battery, external charging interface and newly developed energy management and control systems. Due to the power and torque capabilities of the hybrid system, the combustion engine will be significantly downsized. The plug-in hybrid system could also at a later stage be adapted to interface with a wayside power supply that would

enable the vehicle to drive electrically, on a dedicated corridor, without the need for its own electrical energy storage system.

The project will deliver a working prototype plug-in hybrid truck and a first evaluation of the efficiency and emissions reduction potentials of the technology. In addition the demonstration will provide operations data on: the benefits of integrated parallel hybrid trucks in drayage and regional delivery applications; engine downsizing in heavy haul applications enabled by hybrid technology; and plug-in charging technology to enable short distance zero emissions driving.

Capstone Microturbine Series Hybrid Project

Capstone and Kenworth Trucks propose to advance the development of their microturbine generator (MTG) hybrid on a Class 7 refrigeration truck chassis and demonstrate the potential benefits of the drive system architecture in a real-world application. The proposed vehicle will utilize a series hybrid electric drive system that will afford it up to ten miles of all-electric driving range. After the vehicle breaches the battery's lower state of charge threshold, an on-board MTG will be utilized to provide extended range driving beyond the initial ten miles. Capstone's existing 65 kW MTG uses diesel fuel, yet has emissions that are expected to be four times lower than the 2010 engine standard for both NO_x and PM; the generator is currently going through CARB certification and emissions will be monitored in this project. This system architecture also holds the development potential for evolution that could provide tractive power through a wayside power connection, such as a catenary line. The potential for wayside compatibility could enable the vehicle to be used on future electrified transportation corridors currently being evaluated.

The proposed project will validate the Kenworth-Capstone drive system with Costco as a demonstration partner using real drive cycles; road harden and demonstrate a commercially viable Class 7 microturbine powered vehicle with a hybrid range extender drivetrain; collect performance and component data for product engineering improvements to a production-intent design; and validate the benefits and commercial viability of an extended range, zero "tailpipe" emissions capable vehicle. The project team will also evaluate the upsizing or downsizing of the system for Class 8 and Class 6 applications.

Request for Information

Finally, staff recommends releasing a Request for Information from locomotive manufacturers to identify the scope, timeframe, cost and infrastructure requirements to fully develop, demonstrate and commercialize zero- and near-zero emission freight and passenger locomotives for the region. It is envisioned that the technologies will include, but are not limited to, dual-mode locomotives (using wayside power, e.g., a third rail or catenary), hybrid with battery storage to allow all-electric range in the region, a battery tender car, or other variations of these designs. The intent is to fully understand the

requirements before potentially releasing a request for proposals or identifying several projects to jointly pursue with the Ports, Metrolink and other stakeholders.

Benefits to AQMD

AQMD identified development and demonstration of zero-emissions goods movement systems as one of three priority projects for FY 2011-2012 in order to meet federal and state clean air standards. The electrification of transportation technologies in this market segment has the potential for lower criteria pollutant emissions, zero local emissions, and reduced greenhouse gas emissions. This can provide substantial benefits to communities, neighborhoods, and areas close to schools where these vehicles operate. The proposed projects are included in the *Technology Advancement Office 2011 Plan Update* under the category of “Electric and Hybrid Technologies.”

Sole Source Justification

GA Linear Synchronous Motor Project

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified. For this demonstration project, the request for a sole source award is made under provisions B.2.c.(1): the unique experience and capabilities of the proposed contractor or contractor team; B.2.c.(2): the project involves the use of proprietary technology; and B.2.d.(1): project involving cost sharing by multiple sponsors. The proposed MagneRail system is based on LSM propulsion technology developed by GA. In addition, GA is a leading developer of advanced transportation systems using linear synchronous motor technologies and has extensive knowledge and experience needed to successfully complete this project. AQMD is also cost-sharing this project with partners that include GA, Port of Los Angeles and Port of Long Beach.

Volvo – Plug-in Hybrid Electric Class 8 Drayage Truck Project

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified. For this demonstration project, the request for a sole source award is made under provision B.2.c.(1): the unique experience and capabilities of the proposed contractor or contractor team. Volvo is uniquely positioned as a vertically integrated organization that will allow them to have complete design authority over the entire vehicle architecture. Volvo has design control over all key system components that will be required to successfully integrate a no-compromise PHEV system in a Class 8 vehicle, since they manufacture all of the key system level components from the engine, transmission and chassis. This design authority will allow Volvo to properly integrate a full-functioning PHEV system that will not compromise performance.

Capstone Microturbine Series Hybrid Project

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified. This request for a sole source award is made

under provision B.2.d.: Other circumstances exist which in the determination of the Executive Officer require such waiver in the best interest of the AQMD. Specifically, these circumstances are: B.2.d. (1) Project involving cost-sharing by multiple sponsors. The multiple sponsors contributing financially to this project include Capstone, Kenworth and Costco.

Resource Impacts

The Ports have agreed to provide up to \$4 million as part of their collaboration with AQMD to facilitate development of zero- and near-zero emissions goods movement technologies. Upon receipt, the funds will be recognized into the proposed Advanced Technology Goods Movement Fund and will be used to co-fund the GA and Volvo projects pending approvals by the Ports’ respective Boards. The total cost for the proposed GA demonstration project is estimated to be \$10,140,000 including in-kind contributions. AQMD and Ports’ staff have negotiated with GA to increase their contribution to \$3,000,000 leaving the remaining \$7,140,000 to be funded by the Ports and AQMD. The total cost of the proposed Volvo project is \$2,400,000 with Volvo requesting \$1,200,000 from the Ports and AQMD. The anticipated funding distribution among the projects is reflected in the Table below.

Funding Entities	Projected Project Funding			Total
	GA	Volvo	Capstone	
General Atomics	\$ 3,000,000			\$ 3,000,000
Volvo		\$1,200,000		1,200,000
Capstone, Kenworth and Costco			\$ 850,000	850,000
POLA and POLB	3,400,000*	600,000*		4,000,000
AQMD Requested (1309.1)	3,000,000			3,000,000
AQMD Requested (Clean Fuels)	740,000*	600,000*	360,000	1,700,000
Contract Amount	7,140,000	1,200,000	360,000	8,700,000
Total Project Cost	\$10,140,000	\$2,400,000	\$1,210,000	\$13,750,000

* If any changes are made in the funding distribution between the GA and Volvo projects for the \$4 million from the Ports, accommodating changes will be also made in funding distributions from the Clean Fuels Fund for the two projects.

At the July 7, 2011 Joint Board Workshop, Port staff presented the LSM project as a near-term effort that they would be bringing back to their respective Commissions for approval. The Volvo project is scheduled to be vetted by the Ports Technology Advancement Program on October 17, with both projects to be considered at their respective Commission meetings in November.

The total cost for the proposed Capstone range-extended series hybrid demonstration project is estimated to be \$1,210,000 including in-kind contributions. AQMD’s cost-share shall not exceed a total of \$360,000 from the Clean Fuels Fund with Capstone,

Kenworth and Costco providing the remaining project funding as summarized in the Table above.

Sufficient AQMD funds are available in the Rule 1309.1 Priority Reserve Fund (36) and the Clean Fuels Fund (31) for the proposed projects. The Clean Fuels Fund is established as a special revenue fund resulting from the state-mandated Clean Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile sources to support projects to increase the utilization of clean fuels, including the development of the necessary advanced enabling technologies. Funds collected from motor vehicles are restricted, by statute, to be used for projects and program activities related to mobile sources that support the objectives of the Clean Fuels Program.

Attachment

RFI#2012-01 – Zero- and Near-Zero Emission Locomotive Technologies

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

REQUEST FOR INFORMATION

ZERO- AND NEAR-ZERO EMISSION LOCOMOTIVE TECHNOLOGIES

RFI# 2012-01

The South Coast Air Quality Management District (AQMD) requests information for the following purpose according to the terms and conditions attached.

PURPOSE

The purpose of this Request for Information (RFI) is to obtain information from qualified entities to identify viable zero- and near-zero emission locomotive technologies that could be fully developed, demonstrated and commercialized for freight and passenger transportation in the South Coast Air Basin (Basin). The information provided in response to this RFI will be used to evaluate technology options and assess the requirements for zero- and near-zero emission locomotives with the potential for future funding of such technologies.

INTRODUCTION

The AQMD is a regional governmental agency responsible for meeting air quality health standards in Orange county and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties encompassing 10,743 square miles with over 16 million residents.

In order to attain the stringent 75 ppb 8-hour average federal ozone standard, the South Coast Air Basin needs to achieve an additional 75% of NO_x reductions beyond all regulatory and incentive measures that are either adopted or to be adopted in the near term. Recognizing that over 90% of NO_x emissions in the Basin originate from fuel combustion in the mobile source sector, the AQMD has identified zero- and near-zero emission transportation technologies as a critical component in achieving the federal standards. Moreover, the emissions from heavy-duty diesel engines represent a health-risk due to the toxicity of diesel particulate matter and pose a significant exposure threat to communities located nearby.

Diesel locomotives used for the transportation of cargo containers and passengers represent one of the top ten NO_x emission sources in the Basin. Although cleaner diesel locomotives are to be deployed in the future to meet federal engine emission standards, it is anticipated that more aggressive and innovative approaches relying on advanced technologies will be required in order to achieve the federal air quality standards as well as protect the public health in communities adjacent to the rail lines. AQMD has been working closely with Ports of Los Angeles and Long Beach, as well as other regional stakeholders, to facilitate the demonstration of such technologies, and this RFI seeks information from locomotive manufacturers and other entities to further these efforts. Specifically, we are seeking information on the scope, timeframe, cost and infrastructure requirements to fully develop, demonstrate and deploy zero- and near-zero emission freight and passenger locomotives for this region. The applicable technologies are expected to include, but are not limited to, dual-mode locomotives using wayside power, e.g., a third rail or catenary, hybrid electric with battery storage, a battery tender car, linear synchronous motor, magnetic levitation, fuel cell and other applicable technologies. AQMD intends to use the information provided to better understand technology options and the requirements for zero-

and near-zero emission locomotives in preparation for potential future development and deployment initiatives.

CRITERIA and CONDITIONS

The following criteria and conditions are to be met by the proposed locomotive technologies to be considered under this RFI:

- The proposed technology should be a zero- or near-zero emission locomotive for transportation of cargo containers and/or passengers that is capable of reducing criteria pollutant and greenhouse gas emissions compared to existing technologies without compromising load handling capabilities.
- The proposed technology can either be new equipment or the retrofit of an existing locomotive developed by locomotive manufacturers or qualified technology providers.
- The technologies to be considered include, but are not be limited to, dual-mode locomotives using wayside power, e.g., a third rail or catenary, hybrid with battery storage, a battery tender car, linear synchronous motor, magnetic levitation, fuel cell and other applicable technologies.
- The proposed technology can be integrated with existing rail operations and will not negatively affect the operation of existing locomotives.
- The proposed technology can be used to reduce traffic congestion in the Basin.

INFORMATION REQUESTED

Respondents are requested to provide sufficient information about the zero- and near-zero emission locomotive technologies so the AQMD can determine whether the system(s) as described can be successfully developed, demonstrated and deployed, will be financially viable, and can operate reliably on a long-term basis. The information provided shall include, but not be limited to, the following items:

- Description of the proposed technology, equipment and operational requirements
- Discussion of potential applications for the proposed technology
- Anticipated challenges for full project implementation and recommended measures and strategies to overcome those challenges
- Estimated pre-development and development costs
- Demonstration project requirements including cost estimates
- Projected equipment costs upon full commercialization
- Identification of revenue sources and projected annual revenue
- Projected annual operating and maintenance costs
- Productivity measures such as annual throughput capacity, maximum load capacity, travel speed, and loading and unloading rates

- Overall time schedule, in Gantt chart form, to develop and demonstrate the proposed technology
- Estimated environmental benefits including reductions of criteria pollutants, greenhouse gas emissions, and diesel fuel consumption

SCHEDULE of EVENTS

November 4, 2011	Release of RFI
December 2, 2011	Last day to submit written questions to AQMD
December 16, 2011	Last day for AQMD to provide answers to questions
December 30, 2011	RFI responses due by 1 p.m.

RESPONSE FORMAT and REQUIREMENTS

Respondents shall submit a technology concept paper(s) (Concept Paper) following the format as outlined below, in an environmentally friendly format: recycled paper; stapled, not bound; double-sided, black and white print; no three-ring, spiral, or plastic binders; and no card stock or colored paper.

Cover Letter

The Concept Paper must be submitted with a cover letter specifying the subject of the proposal and containing the name, address, telephone number, fax number and e-mail address of the respondent. The letter must also include contact person(s) and be signed by person(s) authorized to represent the firm.

Table of Contents

A table of contents shall identify materials contained in the Concept Paper by section and page numbers.

Executive Summary

Limited to 3 pages, an overview of the proposed technology and its application concept shall be provided in the executive summary along with a short statement on the plans and strategies to develop, demonstrate and deploy the proposed technology including project costs, schedules, and financial viability. The summary shall also address expected environmental benefits including reductions in fuel consumptions, criteria pollutants, and greenhouse gas emissions. A brief background on the experience and qualifications of the respondent and its associates related to the proposed technology shall be also included in this section.

Technology Description and Application

Respondents shall provide a comprehensive discussion of the proposed technology and its applicability per the RFI requirements, including technical details and specifications. Specific attention should be given to the following areas:

- Background on the proposed technology, including related previous research and development projects that the Respondent was involved in, and potential applications of the technology.
- A description of the basic principles of operation for the proposed technology including, but not limited to, the following topics:
 - Description of the proposed propulsion system
 - Command and control components to ensure safety and efficiency
 - Switching ability to change from one guideway to another
 - Algorithm applied to properly sort and store containers
 - Projected performance such as maximum load capacity, speed and grade
 - Loading/unloading operations at various points in the system, such as terminals, sorting yards, rail yards, and passenger train terminals
 - System and operational issues such as constraints due to weather conditions and limitations on grade and turning radius
 - Use of commercially-proven systems and components
- A clear statement of objectives and goals to be accomplished with specific emphasis on anticipated benefits in emission reductions and fuel economy.
- An overview of how the proposed technology will be developed, demonstrated and deployed, especially in a phased-approach, including proposed application concept, infrastructure requirements, and any challenges and impediments to overcome.

Project Schedule

This section shall identify the project schedule for the development and demonstration of the proposed technology, including a list of milestones. Specifically this section should include:

- An overall time schedule, in Gantt chart form
- A list of significant milestones, project deliverables, and the projected calendar delivery dates of each.

Project Costs

Respondents shall identify the projected development, demonstration and operation costs for the proposed technology and its application including, but not limited to:

- Estimated pre-development and development costs
- Demonstration project cost estimates
- Projected equipment costs upon full commercialization
- Projected annual operating and maintenance costs
- Discussion of potential revenue sources and projected annual revenues
- Identified or potential in-kind and direct project funding by sources

Respondent Qualifications and Background

This section shall describe the history, organization, and background of the Respondent including relevant qualifications of all key personnel necessary for the development, demonstration and commercialization of the proposed technology. To the extent possible, the Respondent should provide its individual member and collective design and construction experience, including experience in prior applications of the proposed technology or any related technologies.

Submittal Requirements

Three (3) complete copies of the Concept Paper must be submitted in a sealed envelope, plainly marked in the upper, left-hand corner with the name and address of the Respondent with the words, "Request for Information RFI# 2012-01." It should be addressed to:

Procurement Unit
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Concept Papers are due no later than 1:00 p.m. on December 30, 2011.

Concept Papers must be received, not post marked, by the submittal deadline and AQMD may refuse to accept any Concept Papers submitted after the deadline. The delivery of Concept Papers to the AQMD by the submittal deadline is the sole responsibility of the Respondent.

All responses shall become the property of the AQMD. One copy of the responses shall be retained for AQMD files. Additional copies and materials will be returned only if requested and at the Respondent's expense. AQMD considers information submitted in response to this RFI in the public domain, in conformance with the California Public Records Act. Any trade secret information may be submitted to the AQMD in a separate document in which the trade secret information is specifically identified. AQMD agrees to treat such trade secret information in accordance with its Public Records Act guidelines relating to trade secret information.

AQMD CONTACT

Questions regarding this RFI should be addressed to:

Brian Choe
Air Quality Specialist
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
909-396-2617; Fax: 909-396-3252
E-mail: bchoe@aqmd.gov

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 10

PROPOSAL: Appropriate Funds for PAMS Program from U.S. EPA Section 105 and Authorize Purchases and Release of RFQ

SYNOPSIS: U.S. EPA has allocated Section 105 funding for the 20th Year PAMS Program. Section 105 revenue for this program has been included in the FY 2011-12 Budget. This action is to: (1) appropriate funds to the FY 2011-12 Budget for the 20th year PAMS Program and; (2) authorize purchases and the release of an RFQ.

COMMITTEE: Administrative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Appropriate \$833,441 of the total estimated U.S. EPA Section 105 20th year (FY 2011-12) PAMS award of \$1,238,426 from the Undesignated Fund balance to the Major Objects in the Science & Technology Advancement and Planning, Rule Development & Area Sources FY 2011-12 Budgets as set forth in Attachment 1. Upon receipt of the grant final award, appropriate the remaining balance. (Expenditure appropriations exclude \$218,985 in Salary and Employee Benefits which are already included in the FY 2011-12 Budget.) Revenue associated with this grant has been included in the FY 2011-12 Budget.
2. Authorize the Procurement Manager to:
 - a. Issue a sole source purchase order with Teledyne Advanced Pollution Instrumentation, Inc. for an amount not to exceed \$27,000 for the purchase of four (4) Clean Air Generators as budgeted in the 20th year PAMS award;
 - b. Issue a sole source purchase order with Thermo Fisher Scientific for an amount not to exceed \$22,000 for the purchase of two (2) NO_x analyzers as budgeted in the 20th year PAMS award;
 - c. Issue a sole source purchase order with Teledyne Advanced Pollution Instrumentation, Inc. for an amount not to exceed \$12,000 for the purchase of two (2) O₃ analyzers as budgeted in the 20th year PAMS award;

- d. Issue a sole source purchase order with Vaisala, Inc. for extended warranty services for five upper air radar profiler systems at a total cost not to exceed \$100,000 as budgeted in the 20th year PAMS award;
 - e. Issue a sole source purchase order with Atmospheric Systems, Inc. for extended warranty services for four (4) upper air Sodar profiling systems at a total cost not to exceed \$28,000 as budgeted in the 20th year PAMS award;
 - f. Issue a sole source purchase order with Environics, Inc. for an amount not to exceed \$21,000 for the purchase of one (1) Blanking System as budgeted in the 20th year PAMS award;
 - g. Amend an existing contract with Technical & Business Systems, Inc. for an additional amount not to exceed \$20,000 to conduct enhanced meteorological calibrations as budgeted in the 20th year PAMS award;
 - h. Amend an existing contract with Sonoma Technology, Inc. in an amount not to exceed \$75,000 for data management support and air quality data analysis as budgeted in the 20th year PAMS award;
 - i. Amend an existing contract with Technical & Business Systems in an amount not to exceed \$49,802 to conduct upper air audits as budgeted in the 20th year PAMS award; and
 - j. Amend an existing contract with Sonoma Technology, Inc. in an amount not to exceed \$45,839 to conduct surface air audits as budgeted in the 20th year PAMS award.
3. Release RFQ #Q2012-06 for six (6) Gas Calibration Systems at a cost not to exceed \$66,000 as budgeted in the 20th year PAMS award.

Barry R. Wallerstein, D.Env.
Executive Officer

CSL:RE:av

Background
PAMS Program

In February 1993, the U.S. EPA promulgated the PAMS regulations for areas classified as serious, severe or extreme nonattainment. These regulations require AQMD to conduct monitoring for ozone precursors with enhanced monitoring equipment at a total of seven sites. The PAMS program is also funding the meteorological upper air profilers sited at LAX and Ontario airports, the upper air site installed at Moreno Valley in Riverside County, and the upper air site in Orange County. Since the onset of the PAMS program, U.S. EPA has annually allocated Section 105 supplemental grant funds in support of this requirement.

Proposal

PAMS Program

U.S. EPA estimated that the 20th year PAMS Program (FY 2012) will be funded at \$1,238,426 and the funds have already been recognized in the FY 2011-12 Budget. The proposed allocation of the 20th year PAMS funds is provided in Attachment 1. The U.S. EPA concurs with staff's proposed allocation. To ensure that the AQMD is able to continue program activities prior to receiving the award, staff is recommending that a portion of the award (\$833,441) be appropriated to the specified Major Objects in Science & Technology Advancement's and Planning, Rule Development & Area Sources' FY 2011-12 Budgets. The balance will be appropriated upon receipt of the award.

Issue a Sole Source Purchase Order for Four (4) Clean Air Generators

Clean Air Generators, also known as Zero Air Generators, serve an essential function in Monitoring & Analysis. In the AQMD Air Monitoring Stations, Clean Air Generators provide a flow of clean, pollutant-free air to the air quality instruments to check their "zero" readings. The Clean Air Generators also provide clean air to dilute standard gases to their span and precision check levels. Such checks are done automatically on a daily or weekly basis to ensure accurate measurements of gaseous pollutants. Clean Air Generators are similarly used for instrument calibration, for Quality Assurance functions, for instrument testing and repair, and for laboratory analyses requiring clean air dilution. The current AQMD inventory of Clean Air Generators is aging and in need of replacement. Some are no longer supported by the manufacturers. This purchase is part of a longer term plan to replace the older equipment.

The vendor and purchase price for the Clean Air Generators is based on RFQ #Q2010-1 released in June, 2009. In October 2009, the Board authorized a purchase order based on the proposal evaluation results. The selected vendor, Teledyne Advanced Pollution Instrumentation, Inc., has agreed to honor the pricing in their previous bid. Therefore, staff is recommending that the Board authorize the Procurement Manager to issue a purchase order with Teledyne Advanced Pollution Instrumentation, Inc. for an amount not to exceed \$27,000 for the purchase of four (4) Clean Air Generators as budgeted in the 20th year PAMS award.

Issue a Sole Source Purchase Order for Two (2) Oxides of Nitrogen (NO_x) Analyzers and Two (2) Ozone (O₃) Analyzers

AQMD's extensive air monitoring network consists of over 35 air monitoring stations utilizing a variety of instrumentation to provide real time air quality information to the public and the AQMD staff. Oxides of Nitrogen (NO_x) and Ozone (O₃) analyzers are a critical component of the network. As the existing instrumentation ages, data loss due to repair becomes more frequent. The new instruments will be used to provide replacement units while non-functioning units are being repaired, thereby minimizing

data loss. As such, these instruments must be fully compatible with existing NO_x and O₃ analyzers. Therefore, staff is recommending that the Board authorize the Procurement Manager to issue a sole source purchase order with Thermo Fisher Scientific for an amount not to exceed \$22,000 for the purchase of two (2) NO_x analyzers and a sole source purchase order with Teledyne Advanced Pollution Instrumentation, Inc. for an amount not to exceed \$12,000 for the purchase of two (2) O₃ analyzers as budgeted in the 20th year PAMS award.

Issue a Sole Source Purchase Order for Extended Warranty Services for Five (5) Profiler Systems and Four (4) Sodar Systems

Currently, there are five Model LAP-3000 radar wind and temperature profilers manufactured by Vaisala, Inc. in operation in the South Coast Air Basin. In addition, four acoustic profiling systems (Sodars) are also in operation. These instruments reduce the need for balloon-borne soundings and help fulfill upper air monitoring requirements of the PAMS Program and data needs for air quality analysis, modeling and forecasting. After the initial one-year warranty period, annual extended warranty services have been purchased from the instrument manufacturers, Vaisala, Inc. and Atmospheric Systems, Inc. to cover repairs and parts replacement. The extended warranties cover contact with Vaisala programmers, engineers and technicians for system analysis and operational advice; priority for response when further testing, part replacement or repairs are needed; and the cost of all replacement parts and repairs. The warranty service assures that electronics, hardware and software problems will be resolved in a timely manner, without the need to separately obtain funding for individual tests and parts. Therefore, staff is recommending that the Board authorize the Procurement Manager to issue a sole source purchase order with Vaisala, Inc. for an amount not to exceed \$100,000 for extended warranty services for five upper air profiler systems as budgeted in the 20th year PAMS award. Furthermore, staff is recommending that the Board authorize the Procurement Manager to issue a sole source purchase order with Atmospheric Systems, Inc. for an amount not to exceed \$28,000 for extended warranty services for four upper air Sodar systems as budgeted in the 20th year PAMS award.

Issue a Sole Source Purchase Order for a Blanking System

As part of the PAMS monitoring program, the air samplers must be certified once per year. The certification procedure involves challenging the samplers with a calibration standard of known concentration, and then subsequent analysis to confirm the results match the expected result. To perform the procedure, the flow of the calibration standard gas must be precisely diluted and controlled. This is currently being accomplished in the NATTS program with a specially configured Calibration Gas Dilution System similar to those used in the AQMD Monitoring Network. The system has the ability to add heat and humidification to the sample stream, which is required under the PAMS/NATTS protocols. It is important that the same model system currently being used for this purpose is purchased to allow for the interchangeability of parts and consistency of procedures. Therefore, staff recommends that the Board

authorize the Procurement Manager to issue a sole source purchase order with Environics, Inc. for an amount not to exceed \$21,000 for the purchase of one (1) Custom Environics Series 9100 Computerized Calibration Gas Dilution System.

Amend Existing Contract to Enhance Meteorological Calibrations

In order to meet U.S. EPA quality assurance guidelines, annual calibrations of all surface meteorological instruments are required. Under an existing contract funded by the PAMS program, Technical & Business Systems (T & B Systems) was providing auditing services of meteorological systems to the AQMD. As a result of that work, T & B Systems is familiar with AQMD's meteorological systems and best qualified to perform calibrations of those systems. Therefore, staff recommends that the Board authorize the Procurement Manager to extend and amend an existing contract with T & B Systems, Inc. for an additional amount not to exceed \$20,000 to enhance meteorological calibrations as budgeted in the 20th year PAMS award.

Amend Existing Contract for Data Management Support and Air Quality Data Analysis

Sonoma Technology, Inc. is currently under contract to develop an enhanced Air Quality Data Management System to store, validate, analyze and archive data from the AQMD monitoring network. As the system is implemented in FY 2011-12, there is a need for continuing technical support as well as some additional tasks related to improving functionality. There is also a need for technical support in the analysis of air quality data, and Sonoma Technology, Inc. is uniquely positioned to provide this support given their familiarity with AQMD's data systems as well as their experience with similar analysis efforts on a national scale. Therefore, staff recommends that the Board authorize the Procurement Manager to extend and amend an existing contract with Sonoma Technology, Inc. in an amount not to exceed \$75,000 for data management support and air quality data analysis as budgeted in the 20th year PAMS award.

Amend Existing Contracts for Upper Air Audits and Surface Audits

High quality wind and temperature data are required from the surface and upper air monitoring stations to provide critical data for operational, research and planning needs, including: daily air quality forecasts issued to the public; pollution transport assessment, operational forecasts for focused field studies; case study analyses; inputs to meteorological models used to describe air flows and atmospheric mixing; and inputs to regional photochemical models used for strategic planning and attainment demonstration purposes. To ensure the quality of measurements from the surface and upper air sites meet the acceptance criteria and overall objectives of the U.S. EPA PAMS program and AQMD, quality assurance evaluations of surface and upper meteorological equipment are conducted in accordance and Quality Assurance Handbook for Air Pollution Measurement Systems, Volume IV: Meteorological Measurements Version 2.0 (2008) and to criteria in the PAMS Technical Advisory Document (1998). Therefore, staff recommends that the Board authorize the

Procurement Manager to extend and amend an existing contract with Technical & Business Systems in an amount not to exceed \$49,802 for conducting upper air meteorological network performance and system evaluations and to extend and amend an existing contract with Sonoma Technology, Inc. in an amount not to exceed \$45,839 for conducting surface meteorological network performance and system evaluations as budgeted in the 20th year PAMS award.

Issue RFQ for Six (6) Gas Calibration Systems

Gas Calibration Systems are deployed in all air monitoring stations to dilute the standard gases to known levels in order to perform automated span and precision checks of air quality monitoring equipment. They are also utilized by staff in calibration, repair, quality assurance, and the laboratory. The current inventory of Gas Calibration Systems includes many aging systems that are no longer supported by the manufacturers, and these systems are in need of replacement. This RFQ will solicit bids for systems to meet the objectives of AQMD's monitoring programs. Therefore, staff is requesting the Board to release RFQ #Q2012-06 for six (6) Gas Calibration Systems at a cost not to exceed \$66,000 as budgeted in the 20th year PAMS award.

Sole Source Justifications

A sole source award is authorized under Sections IV.B. of the Procurement Policy and Procedure when a purchase does not lend itself to substitution. Section VIII, B.2 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified.

The requests for sole source purchases of the Clean Air Generators, the Ambient NO_x and O₃ analyzers, and Calibration Gas Dilution System are made under Section VIII, B.2.d (6) of the Procurement Policy and Procedure. The equipment must be compatible with existing specialized equipment. Teledyne Advanced Pollution Instrumentation, Inc., Thermo Fisher Scientific, and Envirionics, Inc. in the past have been winning bidders and continue to produce instruments which are compatible with existing specialized equipment. U.S. EPA staff concurs with the sole source purchases as also meeting U.S. EPA requirements.

The requests for sole source purchases of the extended warranty services are made under Section VIII, B.2.c of the Procurement Policy and Procedure: The desired services are available from only the sole source based upon the unique experience and capabilities of the proposed contractor or contractor team; (2) The project involves the use of proprietary technology; and (3) The contractor has ownership of key assets required for project performance. Vaisala, Inc. and Atmospheric Systems, Inc. are the only companies capable of providing repair parts and services for the equipment they manufacture. U.S. EPA staff concurs with the sole-source purchase as also meeting U.S. EPA requirements.

Resource Impacts

U.S. EPA Section 105 Grant funding will support the 20th year operation of the PAMS Program, including equipment, temporary services, supplies and services necessary to meet the objectives of the program.

Attachments

- 1 - Proposed PAMS 20th Year Expenditures
- 2 - RFQ #Q2012-06 for Gas Calibration Systems

ATTACHMENT 1

PROPOSED PAMS 20TH YEAR EXPENDITURES

	Budget Code	Program Code	Quantity	Estimated Expenditure	Initial Appropriation
A. Fixed Assets				\$245,000	\$226,000
CNG Vehicles	77000	44530	3	\$97,000	\$78,000
Clean Air Generators	77000	44530	4	\$27,000	\$27,000
Ozone Analyzer	77000	44530	2	\$12,000	\$12,000
NOx Analyzer	77000	44530	2	\$22,000	\$22,000
Gas Calibration Systems	77000	44530	6	\$66,000	\$66,000
Blanking System	77000	44530	1	\$21,000	\$21,000
B. Temporary Agency Services				\$78,000	\$0
A.Q. Instrument Specialist	67460	44530	2	\$40,000	\$0
Chemist	67460	44530	1	\$22,000	\$0
Lab Technician	67460	44530	1	\$16,000	\$0
C. Laboratory Supplies				\$100,000	\$50,000
Misc. Supplies	68050	44530		\$100,000	\$50,000
D. Maintenance of Equipment				\$40,000	\$30,000
Misc. Parts	67600	44530		\$30,000	\$20,000
Misc. Parts	67600	26530		\$10,000	\$10,000
E. Office Expense				\$20,000	\$20,000
Office Supplies	68100	44530		\$5,000	\$5,000
Office Supplies	68100	26530		\$15,000	\$15,000
F. Building Maintenance Operation				\$25,000	\$25,000
Building Maintenance	67650	44530		\$20,000	\$20,000
Building Maintenance	67650	26530		\$5,000	\$5,000
G. Contracts				\$415,641	\$415,641
Upper Air Warranties	67450	26530		\$125,000	\$125,000
Data Management and Analysis	67450	44530		\$75,000	\$75,000
Technical Support	67450	26530		\$100,000	\$100,000
Program Audits	67450	26530		\$20,000	\$20,000
Program Audits	67450	44530		\$95,641	\$95,641
H. Small Tools				\$31,000	\$16,000
Miscellaneous Tools	68300	44530		\$30,000	\$15,000
Miscellaneous Tools	68300	26530		\$1,000	\$1,000
I. Communications				\$10,000	\$5,000
Communications Expenses	67900	26530		\$10,000	\$5,000
J. Travel				\$6,000	\$6,000
Travel Expenses	67800	44530		\$3,000	\$3,000
Travel Expenses	67800	26530		\$3,000	\$3,000

	Budget Code	Program Code	Quantity	Estimated Expenditure	Initial Appropriation
K. Rents and Leases of Structures				\$18,000	\$18,000
Upper Air Leases	67350	26530		\$16,000	\$16,000
Station Leases	67350	44530		\$2,000	\$2,000
L. Training				\$1,000	\$1,000
Training Expenses	69500	26530		\$1,000	\$1,000
M. Conference Registration				\$1,000	\$1,000
Conference Registration	69500	26530		\$1,000	\$1,000
N. Demurrage				\$20,000	\$15,000
Demurrage Expenses	67550	44530		\$20,000	\$15,000
O. Postage				\$100	\$100
Misc. Postage	68060	26530		\$100	\$100
P. Taxes				\$200	\$200
Misc. Taxes	69600	44530		\$200	\$200
Q. Rents and Leases of Equipment				\$1,500	\$1,500
Misc. Equipment	67300	26530		\$500	\$500
Misc. Equipment	67300	44530		\$1,000	\$1,000
R. Auto Mileage				\$7,000	\$3,000
Auto Mileage - Temporary Staff	67700	44530		\$7,000	\$3,000
Subtotal				\$1,019,441	\$833,441
S. Salaries and Benefits				\$218,985	\$0
Salaries and Benefits	51000	44530		\$171,985	\$0
Salaries and Benefits	51000	26530		\$47,000	\$0
Total (EPA 20th Year 105 Grant)				\$1,238,426	\$833,441

award total \$1,238,426

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

REQUEST FOR QUOTATION (RFQ) FOR CALIBRATION GAS DILUTION SYSTEMS

RFQ #Q2012-06

PURPOSE

The South Coast Air Quality Management District (AQMD) invites sealed quotes from qualified firms interested in providing up to 6 Calibration Gas Dilution Systems to dilute superblend concentrations of gas, generate precise amounts of ozone, and perform NOX gas phase titration's for use in ambient air monitoring stations. In the preparation of this Request for Quotes (RFQ), the word "Proposer," "Contractor," "Vendor," and "Consultant" are used interchangeably.

INDEX - The following are contained in this RFQ.

Section I	Background/Information/Schedule of Events
Section II	Participation in the Procurement Process
Section III	Response Submittal Requirements
Section IV	Qualification Evaluation and Selection Criteria
Section V	Request for Quotation
Attachment A	Terms and Conditions
Attachment B	Certifications and Representations

SECTION I: BACKGROUND/INFORMATION/SCHEDULE OF EVENTS

The South Coast Air Quality Management District (AQMD) is a regional governmental agency responsible for meeting air quality health standards in Orange County and parts of Los Angeles, Riverside and San Bernardino counties.

The AQMD has the need to procure Calibration Gas Dilution Systems for the ambient air monitoring network to precisely generate concentrations of O3, NO, NO2, CO, and SO2.

AQMD CONTACT PERSONS:

Questions regarding the content or intent of this RFQ or on procedural matters should be addressed to:

<u>Administrative:</u>	<u>Technical:</u>
Procurement Unit	David Sawyer, Principal Air Quality Instrument Specialist
South Coast Air Quality Management District	South Coast Air Quality Management District
21865 Copley Drive	21865 Copley Drive
Diamond Bar, CA 91765	Diamond Bar, CA 91765
909-396-3520	909-396-2112

SCHEDULE OF EVENTS

November 4, 2011	Release of RFQ
December 9, 2011	RFQ Closes, 2:00 P.M.
December 23, 2011	Quotation Evaluation
January 6, 2012	Governing Board Approval

SECTION II: PARTICIPATION IN THE PROCUREMENT PROCESS

A. It is the policy of the AQMD to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises, and small businesses have a fair and equitable opportunity to compete for and participate in AQMD contracts.

B. Definitions:

The definition of minority or women business enterprise set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph F below on procurements funded in whole or in part with U.S. EPA grant funds which involve the use of subcontractors. The definition provided for disabled veteran business enterprise, local business, and small business enterprise, low-emission vehicle business and off-peak hours delivery business are provided for purposes of determining eligibility for point or cost considerations in the evaluation process.

1. "Minority-or-women business enterprise" (MBE/WBE) as used in this policy means a business enterprise that meets all the following criteria:
 - a. a business that is at least 51 per cent owned by one or more minority persons or women, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons or women.
 - b. a business whose management and daily business operations are controlled by one or more minority persons or women.
 - c. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
2. "Minority person" for purposes of this policy, means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, and Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, and Taiwan).
3. "Disabled veteran" as used in this policy is a United States military, naval, or air service veteran with at least 10 per cent service-connected disability who is a resident of California.

4. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans or, in the case of a publicly owned business, at least 51 percent of its stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
 - b. the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
 - c. is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.
5. "Local business" as used in the Procurement Policy and Procedure means a company that has an on-going business within the boundaries of the South Coast AQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the boundaries of the AQMD and satisfies the requirements of Paragraph H below.
6. "Small business" as used in this policy means a business that meets the following criteria:
 - a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - A manufacturer with 100 or fewer employees.
 - b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
7. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.

8. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to the AQMD. Low-emission vehicles include vehicles powered by electric, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum (LPG), ethanol, methanol, hydrogen and diesel retrofitted with particulate matter (PM) traps.
 9. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to the AQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.
- C. Under Request for Quotations (RFQ), DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Low-Emission Vehicle Businesses shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Off-Peak Hours Delivery Businesses shall be granted a preference in the amount equal to 2% of the lowest cost responsive bid. Local businesses (if the procurement is not funded in whole or in part by U.S. EPA grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid.
- D. Under Request for Proposals (RFP), DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be awarded ten (10) points in the evaluation process. A non-DVBE or large business shall receive seven (7) points for subcontracting at least twenty-five (25%) of the total contract value to a DVBE or small business. Low-Emission Vehicle Businesses shall be awarded five (5) points in the evaluation process. On procurements which are not funded in whole or in part by U.S. EPA grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process.
- E. AQMD will ensure that discrimination in the award and performance of contracts does not occur on the basis of race, color, sex, national origin, marital status, sexual preference, creed, ancestry, medical condition, or retaliation for having filed a discrimination complaint in the performance of AQMD contractual obligations.
- F. When contracts are funded in whole or in part by U.S. EPA grant funds and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit minority and women owned enterprises. Contractor shall submit a certification signed by an authorized official affirming compliance with the steps below at the time of proposal submission. The AQMD reserves the right to request documentation demonstrating compliance with these steps prior to contract execution.
1. Place qualified small and minority businesses and women's business enterprises on solicitation lists;
 2. Ensure that small and minority businesses, and women's business enterprises are solicited whenever they are potential sources including advertising at least ten days in advance of the bid in a variety of media directed to minority- and women-owned business audiences;
 3. Divide total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority business, and women's business enterprises;

4. Establish delivery schedules, where requirements permit, which encourage participation by small and minority business, and women's business enterprises; and
 5. Use the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
- G. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE, WBE, and/or DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- H. When contracts are not funded in whole or in part by U.S. EPA grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an on-going business within the geographical boundaries of the AQMD. However, if the subject matter of the RFP or RFQ calls for the fabrication or manufacture of custom products, only companies performing 90% of the manufacturing or fabrication effort within the geographical boundaries of the AQMD shall be entitled to the local business preference.
- I. In compliance with federal fair share requirements set forth in 40 C.F.R. 35.6580, the AQMD shall establish a fair share goal annually for expenditures covered by its procurement policy.

DISPOSITION: The AQMD reserves the right to reject any or all quotations. All materials and documents submitted with the quote will become the property of the AQMD.

SECTION III: RESPONSE SUBMITTAL REQUIREMENTS

QUOTES - All quotes must be submitted according to specifications set forth in this RFQ.

SIGNATURE- Quotes must be signed by an authorized representative of the vendor.

DUE DATE - Four (4) complete copies of the quotes must be submitted. Quotes must be typewritten and submitted in a sealed envelope, plainly marked in the upper, left-hand corner with the name and address of the vendor with the words, "Request for Quotation # Q2012-06". It should be addressed to:

Procurement Unit
 South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765

Quotes are due no later than 2:00 p.m. on December 9, 2011. Any corrections or resubmissions of the quote will not be sufficient reason to extend the deadline.

No late quotations will be accepted under any circumstances.

Grounds for rejection: A quote may be rejected if:

1. It is not prepared in the format described, or

2. It is signed by an individual not authorized to represent the firm.

FORMAT - the content and format of the quote will adhere to the specifications listed below. Failure to follow this format may result in quote disqualification.

1. The name and address of the vendor must be typed on the title page of the RFQ. An authorized signature is also required.
2. Include completed documents contained in Certifications and Representations attachment.
3. **Submit four (4) complete copies of the RFQ response.**

SECTION IV: EVALUATION AND SELECTION CRITERIA

Award will be made to the vendor submitting the lowest cost quotation which is most fully responsive to the specifications set forth in the RFQ. For purposes of determining lowest cost, cost shall be determined based upon the following factors which comprise the AQMD's Cost of Ownership:

- 1) Base price of system.
- 2) Annual cost of spare parts after warranty expires based on vendor-supplied failure rates for individual instruments and sub-systems comprising the total system. Vendor must supply documented data to support the failure rates quoted.

Staff will also award points based on the evaluation of analyzer reliability, performance, features, reputation, and ease of service.

Disabled Veteran Business Enterprises (DVBE's), Small Businesses, Low-Emission Vehicle Businesses, Off-Peak Hours Delivery Businesses, and Local Businesses meeting the definitions contained in Section II of this RFQ shall be granted a preference in an amount equal to the percentage listed below of the lowest cost responsive quote. Since the funds for is procurement is partially funded by U.S. EPA grant funds, Section II,C (pertaining to local business) is not applicable and no local business preference will be awarded.

Small Business or Small Business Joint Venture	5%
DVBE or DVBE Joint Venture	5%
Low-Emission Vehicle Business	5%
Local Business (Non-EPA Funded Projects only)	2%
Off-Peak Hours Delivery Business	2%

To receive additional points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-EPA funded projects), the bidder must submit a self-certification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the bidder meets the requirements set forth in Section III. To receive points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive points as a Low-Emission Vehicle Business, the bidder must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to the AQMD are delivered in vehicles that operate on either clean-fuels or if powered by diesel fuel, that the vehicles have particulate traps installed. To receive points as an Off-Peak Hours Delivery Business, the proposer must submit,

at proposal submission, certification of its commitment to delivering supplies and materials to AQMD between the hours of 10:00 a.m. and 3:00 p.m. The cumulative points awarded for Small Business, DVBE, use of Small Business or DVBE Subcontractors, Local Business, Low-Emission Vehicle Business and Off-Peak Hour Delivery Business shall not exceed 15 points.

Note: The award of these additional points shall be contingent upon Proposer completing the Self-Certification section of Attachment B – Certifications and Representations and/or inclusion of a statement in the quotation self-certifying that Proposer qualifies for additional points as detailed above.

The Procurement Section will be responsible for monitoring compliance of suppliers awarded purchase orders based upon use of low-emission vehicles or off-peak traffic hour delivery commitments through the use of vendor logs which will identify the contractor awarded the incentive. The purchase order shall incorporate terms which obligate the supplier to deliver materials in low-emission vehicles or deliver during off-peak traffic hours. The Receiving department will monitor those qualified supplier deliveries to ensure compliance to the purchase order requirements. Suppliers in non-compliance will be subject to a two percent of total purchase order value penalty. The Procurement Manager will adjudicate any disputes regarding either low-emission vehicle or off-peak hour deliveries.

SECTION V:

RFQ/TITLE PAGE

REQUEST FOR QUOTATION (RFQ) FOR CALIBRATION GAS DILUTION SYSTEMS

TO: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Attention: Procurement Manager

The undersigned, having carefully examined AQMD's specifications attached hereto, hereby proposed and agrees to the conditions stated in this quotation. If this quote is accepted by the AQMD, the undersigned agrees to the conditions as stated.

Company Name _____

Company Address _____

Authorized by _____
(print name)

Authorized Signature _____

Title _____

Telephone No. _____ Fax No. _____

NOTE: FOUR (4) COMPLETE COPIES OF RFQ RESPONSE MUST BE SUBMITTED.

**REQUEST FOR QUOTATION #Q2012-06
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

DESCRIPTION	QTY	BRAND/MFG./MODEL	UNIT PRICE	EXTENDED
Calibration Dilution System--per attached specifications which are an integral part of this Request for Quotation	6			
Options				
Annual cost of spare parts				
Cost of warranty for first year - includes all units				
Training Cost				
Unit shipping cost/Delivery (F.O.B. Destination)				
Total				

Annual unit cost of spare parts after warranty expires: _____

COMPLETE DELIVERY WILL BE MADE IN _____ DAYS FROM RECEIPT OF ORDER.

CASH DISCOUNT _____% IN _____ DAYS.

QUOTATIONS ARE SUBJECT TO ACCEPTANCE AT ANY TIME WITHIN 90 CALENDAR DAYS AFTER OPENING OF QUOTE, UNLESS OTHERWISE STIPULATED.

AQMD PAYMENT TERMS: NET 30*

*Where acceptance testing is applicable, payment will be made within thirty (30) days after the completion of the acceptance test as stated in RFQ specifications.

FIRM NAME _____

AUTHORIZED SIGNATURE _____ DATE _____

**REQUEST FOR QUOTATION (RFQ) FOR CALIBRATION GAS DILUTION SYSTEMS
RFQ #Q2012-06**

November 4, 2011

GENERAL

These specifications cover the requirements of the South Coast Air Quality Management District for Calibration Gas Dilution Systems for the ambient air monitoring network to dilute superblend concentrations of gas, generate precise amounts of ozone, and perform NOX gas phase titration's for use in ambient air monitoring stations.

MANUFACTURER QUALIFICATIONS

The manufacturer of the instrument offered shall have been engaged for a period of three or more years in the fabrication of Calibration Gas Dilution Systems of the type being sought and shall supply evidence of his/her financial and technical capabilities. The vendor shall supply the names, addresses and phone numbers or point of contact of at least four users of the instrument being offered.

EQUIPMENT AND SERVICES TO BE FURNISHED BY THE VENDOR

The vendor shall provide with the dilution system the following:

1. All accessories and specialized tools required for operation and necessary servicing of each dilution system for a period of one year after completion of acceptance testing.
2. Each system shipped shall be included with two operating manuals, two service manuals, and two sets of electronic schematics and flow diagrams. In addition, electronic versions of all these should be provided.
3. One (1) copy of the report of calibration by the manufacturer for each dilution system.
4. Four (4) copies of a complete list of spare parts, including current prices.
5. A list of vendor's standard rates for time and travel of his/her service personnel.
6. The vendor shall provide delivery and training schedules within 30 days of contract approval.

TRAINING

Vendor shall provide a one-day training to include operation, routine servicing, calibration, repair, and non-routing servicing, using dilution system schematics, flow diagrams and written trouble shooting guidelines. Training must be itemized in the quoted price.

WARRANTY

1. **Specifications:** The vendor shall provide a written warranty that, for a period of at least one year following its acceptance, each dilution system, including its components, will meet the requirements listed above and will comply with the physical and performance specifications listed hereinafter. If there is a failure of any component or part in a dilution system during the warranty period, the vendor shall agree to replace such component or part at no cost in time to arrive at the South Coast Air Quality Management District within 72 hours of notification of the vendor.

2. Field Service: In the event a dilution system develops a malfunction which cannot be solved by the application of routine servicing procedures described in the operating and service manual or by replacement of a part supplied under the warranty, the vendor shall agree to place the dilution system into proper operating condition within seven days after the arrival of service personnel or to provide an operational, equivalent dilution system within the same seven-day period for use as a substitute until the original dilution system has been repaired. During the first year following acceptance by the AQMD, the vendor shall agree to make no charge for this service at any location within the jurisdiction of the AQMD and to provide this service in time to comply with the terms of the warranty concerning total operating hours per year.
3. Spare Parts: The vendor shall agree to supply, on request, spare parts for dilution system for at least ten years following the date of acceptance by the AQMD. The vendor shall agree to place parts vendor manufactured in the hands of the AQMD within 15 days of receipt of the order. In the case of spare parts which the vendor does not manufacture, the vendor shall agree to either of the following: (1) place the parts requested in the hands of the AQMD within 45 days of receipt of the first order and within 15 days of receipt of subsequent orders, or (2) find and identify to the AQMD, within 15 days a convenient, reliable source of supply which will place parts in the hands of the AQMD within 30 days of the receipt of the order.

The vendor shall warrant all replacement parts to be of quality equal or superior to the components in the original dilution system. Repairs or replacements accomplished under the warranty during the last 90 days of the warranty year shall be further warranted for a minimum period of 90 days following completion of the work or delivery of replacement parts.

The vendor shall agree not to make any unreasonable increases in the prices of spare parts and in no case more than those necessary to offset actual increases in costs of labor and materials. The vendor shall warrant that the price charged the AQMD for spare parts are no higher than the prices charged the vendor's most favored customer.

As part of the response to this RFQ, vendor shall provide an annual estimated cost of spare parts after expiration on the warranty period. The annual estimated cost shall be based on an anticipated 10-year life and vendor supplied failure rates. Vendors must provide supporting documentation to substantiate the failure rates quoted.

ACCEPTANCE TESTING

The dilution system(s) will be required to pass acceptance testing. Within ten days after the equipment delivery, the acceptance test shall be initiated. The acceptance test shall consist of checking the dilution system for compliance with the requirements listed above and those listed under "PHYSICAL SPECIFICATIONS" and "PERFORMANCE SPECIFICATIONS". The duration of the acceptance test shall be 30 days minimum and 60 days maximum. Representatives of the vendor shall have the option, but not the requirement, of setting up the dilution system and making it ready for acceptance testing.

If the dilution system does not meet the specifications listed, the dilution system will be rejected and the vendor will have one opportunity to repair or replace the dilution system to cure all defects. The dilution system will be returned to the vendor freight collect. If the dilution system fails, except for external causes, within a 30-day period, the vendor shall be given the opportunity to make any necessary corrections or replacements, including the entire dilution system, if necessary, after which another 30-day test shall be initiated. If, by the end of 70 days after the beginning of the first 30-day test, the dilution system has not met all specifications, including a 30-

day period of continuous operation (with allowance for shut-downs due to external causes) followed by compliance with the performance specifications and the acceptance tests, the dilution system shall be rejected and the order canceled.

PAYMENT:

Payment will be made within thirty (30) days after the completion of the acceptance test.

SHIPMENT:

The dilution system ordered, assembled and complete with all accessories, specialized tools, manuals, calibration reports and parts lists, shall be shipped, transportation prepaid, to:

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, Ca. 91765-4182

Science and Technology Advancement
Attn.: David Sawyer
Principal Air Quality Instrument Specialist
Monitoring & Source Test Engineering Branch
Monitoring & Analysis Division

SPECIFICATIONS

The dilution system will be expected to meet the specifications listed below. Minor deviations to the specifications may be acceptable if the AQMD determines that the performance of the dilution system meets the AQMD’s requirements. Any deviations from these specifications must be listed in detail by the vendor in the space provided or on a separate page.

Specifications for a Calibration Gas Dilution System	
<u>FUNCTIONAL REQUIREMENTS:</u>	Exceptions or Alternatives ^(a)
<p style="text-align: center;"><u>FLOW SYSTEM</u></p> <ol style="list-style-type: none"> 1. Shall be a microprocessor based unit capable of delivering and mixing precise blends of gases. 2. Shall include a clean air dilution MFC capable of delivering 0 to 20 SLPM with an accuracy of 1% full scale. 3. Shall include a cylinder gas MFC capable of delivering 0 to 100 SCCM with an accuracy of 1% full scale. 4. Shall be capable of calculating dilution and span gas flows based on command concentration or by manual mode. 5. Response time for flows shall be <= 60 seconds (98%) 6. Shall be equipped with digital control inputs/ outputs (opto-isolated). 7. Shall be equipped with digital status outputs (opto-isolated). 	

^(a) Where no exceptions are taken or alternatives proposed, and the space provided is left blank, it is assumed that bidder does not take any exceptions to the specification. Should an exception be later found, where none was taken by the bidder, this may constitute grounds for disqualification

Specifications for a Calibration Gas Dilution System	
<u>FUNCTIONAL REQUIREMENTS</u> (cont.)	Exceptions or Alternatives ^(a)
<p>8. Shall meet or exceed all EPA requirements for air monitoring gas dilution systems.</p> <p>9. Shall be equipped with multi-event programming functionality to perform unattended automatic operation of the instrument over a seven-day schedule.</p> <p>10. Shall be entirely user calibratable for MFC operation and ozone generator.</p> <p style="text-align: center;"><u>Ozone Generator</u></p> <p>1. Shall include a reliable ozone generator for providing precise ozone calibrations and NO2 gas phase titrations.</p> <p>2. Shall be equipped with optical feedback control.</p> <p>3. (optional) Shall be equipped with O3 photometer for O3 generator control. This item may be listed and itemized in the final bid.</p> <p>4. Generator performance must meet or exceed U.S. EPA criteria for ozone transfer standards.</p> <p>5. Shall be equipped with pressure compensation.</p> <p>6. Ozone generator control shall be user selectable for voltage control, lamp feedback control, or photometer control modes*.</p> <p>7. Preferred ozone concentration range should be 0.1-2 PPM.</p> <p>8. Response time should be <= 180 seconds (98%)</p>	

*If equipped with a photometer.

^(a) Where no exceptions are taken or alternatives proposed, and the space provided is left blank, it is assumed that bidder does not take any exceptions to the specification. Should an exception be later found, where none was taken by the bidder, this may constitute grounds for disqualification

Specifications for a Calibration Gas Dilution System	
<u>FUNCTIONAL REQUIREMENTS</u> (cont.)	Exceptions or Alternatives ^(a)
<p><u>PHYSICAL SPECIFICATIONS:</u></p> <ol style="list-style-type: none"> 1. The front panel of each dilution system shall include all the controls and displays necessary to operate and calibrate the dilution system. 2. Shall have at least four cylinder gas input ports and one clean air (diluent) input port. 3. (optional) Shall have two output ports. Instrument should be capable of switching between the two ports through the use of a three way valve controlled by the instrument's firmware. This item may be listed and itemized in the final bid. 4. Shall have a digital read-out on the front panel that has the capability to continuously display the current status of gas dilutions and all relevant operational and diagnostic parameters. 5. All tubing in each dilution system shall have connections, controls and fittings that are designed for rapid, easy and repeated disassembly and reassembly as may be required for cleaning, repair, and installations. All tubing, connections, fittings and controls shall be constructed of materials that will not react with atmospheric or higher concentrations of NO, NO₂, ozone or hydrocarbons. All ports must be of type 316 stainless steel 1/4 inch Swagelock - <u>NO EXCEPTIONS</u>. The materials, design and construction of tube fittings shall be such that no leaks will develop as a result of repeated disassembly and reassembly. All gas handling dilution system and components will be free of leaks. 	

^(a) Where no exceptions are taken or alternatives proposed, and the space provided is left blank, it is assumed that bidder does not take any exceptions to the specification. Should an exception be later found, where none was taken by the bidder, this may constitute grounds for disqualification

Specifications for a Calibration Gas Dilution System	
<u>FUNCTIONAL REQUIREMENTS</u> (cont.)	Exceptions or Alternatives ^(a)
<p>6. Each dilution system shall be equipped with an RS-232 data communications port and an Ethernet data communications port.</p> <p>7. Communication software shall be provided allowing for remote communication and full operation of dilution system.</p> <p>8. System should be capable of diagnostic data logging via modbus protocol.</p> <p>9. All components in each dilution system shall be mounted so that they can be easily and quickly serviced, removed and installed. All units and subunits shall be interchangeable and shall be of modular construction.</p> <p>10. Rack Mount: with slides and brackets that are necessary for mounting in 19" wide by 25" deep instrument rack.</p> <p>11. Power Requirements: 105 - 125 VAC, 60 Hz, less than 400 watts.</p> <p>12. Operating Temperature Range: 15 - 35 deg. The dilution system shall meet all performance specifications when operated in this temperature range. Safe Operating Temperature Range: 5 - 40 deg. C. The dilution system shall not suffer any damage or require extraordinary maintenance when operated within this range.</p> <p>13. Dilution system shall be unaffected by normal vibration associated with air monitoring instrument operation and vibration of normal transport.</p> <p>14. Shall meet all performance specifications when operated at any elevation between sea level and 8000 feet.</p>	

^(a) Where no exceptions are taken or alternatives proposed, and the space provided is left blank, it is assumed that bidder does not take any exceptions to the specification. Should an exception be later found, where none was taken by the bidder, this may constitute grounds for disqualification

ATTACHMENT A

TERMS AND CONDITIONS

TERMS AND CONDITIONS

1. Cash Discount Cash discount period will be computed either from the date of delivery and acceptance of the goods ordered or the date of receipt of correct and proper invoices, prepared in accordance with the terms of the purchase order, whichever is later.
2. Sales or Use Taxes Unless otherwise definitely specified, the prices quoted herein do not include sales or use taxes.
3. Transportation Charges No charges for transportation, unloading, containers, packing, etc., will be allowed unless specified in vendor's quotation.
4. Infringement Indemnity Vendor shall defend at its expense any suit against the District based on a claim that any item furnished under this agreement or the normal sale thereof infringes any United States Letters Patent or copyright and shall pay costs and damages finally awarded in any such suit provided Vendor is notified in writing of the suit and given authority, information, and assistance at Vendor's expense for defense of same if the use of said item is enjoined as a result of such suit. Vendor at no expense to District shall obtain for District the right to use and sell said item or shall substitute an equivalent item acceptable to District and extend this patent indemnity thereto.
5. Force Majeure Neither District nor Vendor shall be liable or deemed to be in default for any delay or failure in performance under this agreement or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of District or Vendor.
6. Non-Discrimination In the performance of this agreement, Vendor shall not discriminate in recruiting, hiring, promotion, demotion, or termination practices on the basis of race, religious creed, color, national origin, ancestry, sex, age, or physical or mental disability and shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Section 12900 et. seq.), the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, Executive Order no. 11246 (30 Federal Register 12319), and all administrative rules and regulations issued pursuant to said Acts and Order. Vendor shall likewise require each subcontractor to comply with this paragraph and shall include in each subcontract language similar to this paragraph.
7. Federal, State, and Local Laws Vendor warrants that in the performance of this agreement it shall comply with all applicable Federal, State and local laws and ordinances and all lawful orders, rules and regulations hereunder.
8. Assignments and Subcontractors Neither this agreement or any interest herein nor claim hereunder may be assigned by Vendor voluntarily or by operation of law, nor may all or substantially all of this agreement be further subcontracted by Vendor without the prior written consent of District. Consent by District shall not be deemed to relieve Vendor of its obligations to comply with the requirements hereof.
9. Indemnification Vendor agrees to hold harmless, indemnify, and defend District, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, cost, or expenses which District, its officers, employees, agents, representatives, and successors-in-interest may incur or be required to pay by reason of any injury or property damage caused or incurred by Vendor, its employees, contractors, or agents in the performance of this agreement.
10. Termination In the event Vendor fails to comply with any term or condition of this agreement, or fails to provide the supplies or services in the manner agreed upon by the parties, this failure shall constitute a breach of the agreement. District at its sole discretion shall either notify the Vendor that it must cure this breach within fifteen (15) days of notice of breach or provide written notification of its intention to terminate this agreement. District reserves the right to terminate this agreement for its convenience and will reimburse Vendor for actual

costs incurred in performance of this agreement through the effective date of termination. Upon receipt of notice of termination, Vendor shall immediately take action not to incur any further obligations, cost, or expenses except as may be reasonably necessary to termination activities. All finished or unfinished materials procured or produced by Vendor hereunder shall, at the option of District, become District property upon the date of such termination.

11. Changes By written notice, District may, from time to time, order work suspension or make changes in quantities, drawings, specifications, place of delivery or delivery schedules, methods of shipment and packaging and/or property and services to be furnished by District. If a change causes an increase or decrease in the price of this agreement or in the time required for its performance, Vendor shall promptly notify District and assert its claim for adjustment within thirty (30) days after the change is ordered and an equitable adjustment shall be made to the agreement. However, nothing in this clause shall excuse Vendor from proceedings immediately with the agreement as changed.

12. Title and Risk of Loss Unless otherwise provided in this agreement, Vendor shall have title to and bear the risk of any loss of or damage to items purchased hereunder until they are delivered in conformity with this agreement at the F.O. B. point specified herein. Upon such delivery, title shall pass from Vendor to District and Vendor's responsibility for loss or damage shall cease, except for loss or damage resulting from Vendor's negligence. Passing of title upon such delivery shall not constitute acceptance of the item by the District.

13. Inspection and Acceptance All items are subject to final inspection and acceptance by District at destination notwithstanding any payment or prior inspection at Vendor's facilities. Final inspection will be made within a reasonable time after receipt of items hereunder.

14. Payment Unless otherwise provided in this agreement, terms are net 30 days.

ATTACHMENT B

CERTIFICATIONS AND REPRESENTATIONS



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

Business Information Request

Dear SCAQMD Contractor/Supplier:

The South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, complete the enclosed W-9 form, remember to sign both documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Michael B. O'Kelly
Chief Financial Officer

DH:LV:CW:tm

Enclosures: Business Information Request
Disadvantaged Business Certification
W-9
Federal Contract Debarment Certification



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

Business Name	
Division of:	
Subsidiary of:	
Website Address	
Type of Business	

REMITTING ADDRESS INFORMATION

Address			
City/Town			
State/Province		Zip	
Phone	() - Ext	Fax	() -
Contact		Title	
E-mail Address			
Payment Name if Different			

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

DISADVANTAGED BUSINESS CERTIFICATION

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

- is certified by the Small Business Administration or
- is certified by a state or federal agency or
- is an independent MBE(s) or WBE(s) business concern which is at least 51 percent owned and controlled by minority group member(s) who are citizens of the United States.

Statements of certification:

As a prime contractor to the SCAQMD, _____ (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 31.36(e), and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

1. Place qualified SBEs, MBEs, and WBEs on solicitation lists.
2. Assure that SBEs, MBEs, and WBEs are solicited whenever possible.
3. When economically feasible, divide total requirements into small tasks or quantities to permit greater participation by SBEs, MBEs, and WBEs.
4. Establish delivery schedules, if possible, to encourage participation by SBEs, MBEs, and WBEs.
5. Use services of Small Business Administration, Minority Business Development Agency of the Department of Commerce, and/or any agency authorized as a clearinghouse for SBEs, MBEs, and WBEs.
6. If subcontracts are to be let, take the above affirmative steps.

Self-Certification Verification: Also for use in awarding additional points, as applicable, in accordance with SCAQMD Procurement Policy and Procedure:

Check all that apply:

- Small Business Enterprise/Small Business Joint Venture Women-owned Business Enterprise
 Local business Disabled Veteran-owned Business Enterprise/DVBE Joint Venture
 Minority-owned Business Enterprise

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

I, the undersigned, hereby declare that to the best of my knowledge the above information is accurate. Upon penalty of perjury, I certify information submitted is factual.

NAME

TITLE

TELEPHONE NUMBER

DATE

Definitions

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of the SCAQMD at the time of bid application.
- performs 90 percent of the work within SCAQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

"Minority" person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Request for Taxpayer Identification Number and Certification

Give form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)	
Business name, if different from above	
Check appropriate box: <input type="checkbox"/> Individual/Sole proprietor <input type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Other ▶	
<input type="checkbox"/> Exempt from backup withholding	
Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
City, state, and ZIP code	
List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number								
or								
Employer identification number								

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. person (including a U.S. resident alien).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. (See the instructions on page 4.)

Sign Here	Signature of U.S. person ▶	Date ▶
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Purpose of Form

A person who is required to file an information return with the IRS, must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

U.S. person. Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding,
- or
3. Claim exemption from backup withholding if you are a U.S. exempt payee.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

For federal tax purposes you are considered a person if you are:

- An individual who is a citizen or resident of the United States,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States, or

• Any estate (other than a foreign estate) or trust. See Regulations sections 301.7701-6(a) and 7(a) for additional information.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien. Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the recipient has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

1. The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
2. The treaty article addressing the income.
3. The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments (after December 31, 2002). This is called "backup withholding." Payments that may be subject to backup withholding include interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester, or
2. You do not certify your TIN when required (see the Part II instructions on page 4 for details), or
3. The IRS tells the requester that you furnished an incorrect TIN, or
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate Instructions for the Requester of Form W-9.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your social security card. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your social security card on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name" line.

Limited liability company (LLC). If you are a single-member LLC (including a foreign LLC with a domestic owner) that is disregarded as an entity separate from its owner under Treasury regulations section 301.7701-3, enter the owner's name on the "Name" line. Enter the LLC's name on the "Business name" line. Check the appropriate box for your filing status (sole proprietor, corporation, etc.), then check the box for "Other" and enter "LLC" in the space provided.

Other entities. Enter your business name as shown on required Federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name" line.

Note. You are requested to check the appropriate box for your status (individual/sole proprietor, corporation, etc.).

Exempt From Backup Withholding

If you are exempt, enter your name as described above and check the appropriate box for your status, then check the "Exempt from backup withholding" box in the line following the business name, sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

Exempt payees. Backup withholding is not required on any payments made to the following payees:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
 2. The United States or any of its agencies or instrumentalities,
 3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
 4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
 5. An international organization or any of its agencies or instrumentalities.
- Other payees that may be exempt from backup withholding include:
6. A corporation,

- 7. A foreign central bank of issue,
- 8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
- 9. A futures commission merchant registered with the Commodity Futures Trading Commission,
- 10. A real estate investment trust,
- 11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
- 12. A common trust fund operated by a bank under section 584(a),
- 13. A financial institution,
- 14. A middleman known in the investment community as a nominee or custodian, or
- 15. A trust exempt from tax under section 664 or described in section 4947.

The chart below shows types of payments that may be exempt from backup withholding. The chart applies to the exempt recipients listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt recipients except for 9
Broker transactions	Exempt recipients 1 through 13. Also, a person registered under the Investment Advisers Act of 1940 who regularly acts as a broker
Barter exchange transactions and patronage dividends	Exempt recipients 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt recipients 1 through 7 ²

¹See Form 1099-MISC, Miscellaneous Income, and its instructions.

²However, the following payments made to a corporation (including gross proceeds paid to an attorney under section 6045(f), even if the attorney is a corporation) and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees; and payments for services paid by a Federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-owner LLC that is disregarded as an entity separate from its owner (see *Limited liability company (LLC)* on page 2), enter your SSN (or EIN, if you have one). If the LLC is a corporation, partnership, etc., enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.socialsecurity.gov/online/ss-5.pdf. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses/ and clicking on Employer ID Numbers under Related Topics. You can get Forms W-7 and SS-4 from the IRS by visiting www.irs.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Writing "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, and 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). Exempt recipients, see *Exempt From Backup Withholding* on page 2.

Signature requirements. Complete the certification as indicated in 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
5. Sole proprietorship or single-owner LLC	The owner ³
For this type of account:	Give name and EIN of:
6. Sole proprietorship or single-owner LLC	The owner ³
7. A valid trust, estate, or pension trust	Legal entity ⁴
8. Corporate or LLC electing corporate status on Form 8832	The corporation
9. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
10. Partnership or multi-member LLC	The partnership
11. A broker or registered nominee	The broker or nominee
12. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity

¹List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

²Circle the minor's name and furnish the minor's SSN.

³You must show your individual name and you may also enter your business or "DBA" name on the second name line. You may use either your SSN or EIN (if you have one). If you are a sole proprietor, IRS encourages you to use your SSN.

⁴List first and circle the name of the legal trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.)

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA, or Archer MSA or HSA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. The IRS may also provide this information to the Department of Justice for civil and criminal litigation, and to cities, states, and the District of Columbia to carry out their tax laws. We may also disclose this information to other countries under a tax treaty, to federal and state agencies to enforce federal nontax criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism.

You must provide your TIN whether or not you are required to file a tax return. Payers must generally withhold 28% of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to a payer. Certain penalties may also apply.



CAMPAIGN CONTRIBUTIONS DISCLOSURE

California law prohibits a party, or an agent, from making campaign contributions to AQMD Governing Board Members or members/alternates of the Mobile Source Pollution Reduction Committee (MSRC) of \$250 or more while their contract or permit is pending before the AQMD; and further prohibits a campaign contribution from being made for three (3) months following the date of the final decision by the Governing Board or the MSRC on a donor's contract or permit. Gov't Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling \$250 or more in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c). When abstaining, the Board Member or members/alternates of the MSRC must announce the source of the campaign contribution on the record. *Id.* The requirement to abstain is triggered by campaign contributions of \$250 or more in total contributions of the bidder or contractor, *plus* any of its parent, subsidiary, or affiliated companies. 2 C.C.R. §18438.5.

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to Board Members or members/alternates of the MSRC, including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b).

The list of current AQMD Governing Board Members can be found at the AQMD website (www.aqmd.gov). The list of current MSRC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

SECTION I. Please complete Section I.

Contractor:

RFQ #: Q2012-06

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor: (See definition below).

SECTION II

Has contractor and/or parent, subsidiary, or affiliated company, or agent thereof, made a campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or members/alternates of the MSRC in the 12 months preceding the date of execution of this disclosure?

Yes No

If YES, complete Section II below and then sign and date the form. If NO, sign and date below. Include this form with your submittal.

Campaign Contributions Disclosure, *continued*:

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/alternate	Amount of Contribution	Date of Contribution

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity.

- (1) *Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.*

- (2) *Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:*
 - (A) *One business entity has a controlling ownership interest in the other business entity.*
 - (B) *There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:*
 - (i) *The same person or substantially the same person owns and manages the two entities;*
 - (ii) *There are common or commingled funds or assets;*
 - (iii) *The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;*
 - (iv) *There is otherwise a regular and close working relationship between the entities; or*
 - (C) *A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.*

2 Cal. Code of Regs., §18703.1(d).

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 11

PROPOSAL: Issue Program Announcement for SOON Provision and Execute Contracts for Truck Retrofit Projects

SYNOPSIS: This action is to approve the release of a Program Announcement to provide funding assistance for additional NOx emission reductions from off-road vehicles and equipment subject to the SOON provision of the CARB In-Use Off-Road Diesel Vehicle regulation and to provide the authority to reissue the Program Announcement if the Program Announcement is undersubscribed. On September 9, 2011, the Board awarded contracts to 13 fleets totaling \$1,000,000 to retrofit 200 heavy-duty diesel trucks with diesel particulate filters. Two of the fleets cannot proceed with the retrofit project due to lack of financial resources. To meet the U.S. EPA deadline, staff proposes utilizing the funds for other diesel truck retrofit projects. This action is to execute contracts to retrofit heavy-duty diesel trucks with DPFs at a total cost not to exceed \$60,000.

COMMITTEE: Technology, October 21, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Issue Program Announcement PA #2012-04 to solicit projects for off-road vehicles and equipment subject to Rule 2449 - SOON Program.
2. Authorize the Executive Officer to:
 - a. Reissue Program Announcement PA #2012-04 should the announcement be undersubscribed.
 - b. Execute contracts to retrofit heavy-duty diesel trucks with particulate filters for the total amount not to exceed \$60,000 from the Clean Fuels Fund (31)
 - i. Pipeline Carriers Incorporated for 5 trucks for \$25,000 in total; and
 - ii. RRM Properties for 7 trucks for \$35,000 in total.

- c. Execute contracts to retrofit heavy-duty diesel trucks with particulate filters in order from the attached list in Table 3 should any of the projects in Table 1 or Table 2 fall through.

Barry R. Wallerstein, D.Env.
Executive Officer

CSL:MMM:FM:RP:AAO

Background

SOON Program Announcement

On November 2, 2007, the AQMD issued the first Program Announcement PA #2008-01 for \$30 million under the SOON Provision and opted into this provision of the state regulation at its May 2, 2008 Board meeting. The most recent Program Announcement #2011-16 was issued on May 6, 2011 and closed on November 4, 2011. To ensure SOON Program emissions reductions are realized, continued access to the SOON funding to encourage affected fleets to apply is necessary. As such, staff is recommending that a new Program Announcement be issued, and should the proposed announcement be undersubscribed, reissue the Program Announcement up to three times (May 2012, November 2012, and May 2013).

Truck Retrofit Project

On September 9, 2011, the Board awarded contracts to 13 fleets to retrofit 200 heavy-duty diesel trucks with DPFs. Two of the fleets, SLR Enterprises and MCLD Holdings, have indicated that they cannot initiate the retrofit project and would be unable to complete all 12 trucks within the time allowed by the U.S. EPA due to lack of financial resources. In order to meet the U.S. EPA deadline, staff proposes to use the funds for other diesel truck retrofit projects.

On March 4, 2011, Program Announcement PA #2011-11 was issued to solicit projects in the funding category of heavy-duty diesel trucks under “Year 2” Proposition 1B – Goods Movement Program. A total of 833 applications were received and ranked based on emission reductions and cost effectiveness of the projects. From the ranked applications that would not be funded under Proposition 1B for retrofit projects at \$5,000 per truck, staff has selected six applications and further ranked them on the basis of the U.S. EPA program requirements. Staff has been in discussion with the applicants to ensure that upon Board approval, the retrofit projects will be completed before the end of December.

Proposals

Program Announcement

This action is to approve the release of the attached Program Announcement #2012-04 to provide funding assistance for off-road diesel vehicle projects to achieve additional NOx emission reductions under the SOON Provision and to reissue the Program Announcement up to three additional times (May 2012, November 2012, and May 2013) should the Program Announcement be undersubscribed. Funding will be set aside from the Carl Moyer Program AB 932 and SB 1107 Funds and will be subject to the Carl Moyer Program guidelines.

Truck Retrofit Project

This action is to execute contracts with Pipeline Carriers Incorporated and RRM Properties to retrofit heavy-duty diesel trucks with DPFs in an amount not to exceed \$60,000. The scope of the project includes the design, installation and operation of DPF technologies on 12 2004-2006 model year heavy-duty diesel trucks.

Staff also recommends due to the short timeframe to allow Executive Officer to execute backup projects from Table 2 should any of the projects in Table 1 not proceed.

Outreach

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

Additionally, potential bidders may be notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ will be e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at AQMD's website (<http://www.aqmd.gov> where it can be viewed by making menu selections "Inside AQMD"/"Employment and Business Opportunities"/"Business Opportunities" or by going directly to <http://www.aqmd.gov/rfp/index.html>). Information is also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724.

Benefits to AQMD

The successful implementation of the SOON Program and the truck retrofit project will provide direct emissions reductions for both NOx and PM. Since the vehicles and equipment funded under the SOON Program and the truck retrofit projects will operate for many years, the emissions reductions will provide long-term benefits.

Resource Impacts

There are sufficient funds in the Carl Moyer Program to support the SOON Program projects approval under the Program Announcement. Additionally, the truck retrofit projects will not result in an additional resource impact as the same funding amount was part of the \$1,000,000 previously recognized from U.S. EPA in the Clean Fuels Fund (31) for truck retrofit projects.

Attachment

Table 1: Primary List of Recommended Retrofit Projects

Table 2: Secondary List of Recommended Retrofit Projects

Table 3: Backup List of Retrofit Projects

SOON Program Announcement PA #2012-04

Table 1: Primary List of Recommended Retrofit Projects

Award Recipients	No. of Retrofits	Funding Amount
Bear Trucking	2	\$10,000
Challenge Dairy Products	2	\$10,000
Gaio Trucking	9	\$45,000
MCLD Holdings	6	\$30,000
National Ready Mixed Concrete	13	\$65,000
Ranjan Rajasekara	1	\$5,000
RRM Properties	107	\$535,000
SLR Enterprises	6	\$30,000
Spragues Ready Mix	4	\$20,000
South Bound Express	3	\$15,000
Southern Counties Terminal dba Griley Air Freight	3	\$15,000
Standard Concrete Products	41	\$205,000
Transloading Express	3	\$15,000
Total	200	\$1,000,000

Table 2: Secondary List of Recommended Retrofit Projects

Award Recipients	No. of Retrofits	Funding Amount
Pipeline Carriers Incorporated	5	\$25,000
RRM Properties	7	\$35,000
Total	12	\$60,000

Table 3: Backup List of Retrofit Projects

Award Recipients	No. of Retrofits	Funding Amount
RRM Properties	10	\$50,000
Pipeline Carriers Incorporated	20	\$100,000
Muse Trucking	2	\$10,000
Mountain Valley Express Co., Inc	2	\$10,000
Cerenzia Foods Inc.	2	\$10,000
Heimark Distributing Co Lic	1	\$5,000
Total	37	\$185,000

**Surplus Off-Road Opt-In for NOx (SOON)
Program Announcement**

**AQMD PROGRAM ANNOUNCEMENT
PA #2012-04**

The South Coast Air Quality Management District (AQMD) is soliciting project proposals for the following purpose according to terms and conditions attached. In this Program Announcement (PA) the words “Proposer,” “Applicant,” “Contractor,” and “Consultant” are used interchangeably.

SECTION I – OVERVIEW

PURPOSE

The AQMD is seeking proposals for the Surplus Off-Road Opt-In for NOx (SOON) Provision of the California Air Resources Board’s (CARB’s) In-Use Off-Road Diesel Vehicle Regulation. The primary purpose of this program is to provide financial incentives to assist in the purchase of low-emission heavy-duty engine technologies to achieve near-term nitrogen oxides (NOx) emission reductions from in-use off-road equipment. Since funding for the SOON Program is from the Carl Moyer Program (CMP), all CMP requirements apply to this program, except where specifically noted, or where the AQMD implements more stringent program criteria as described in the Rule 2449 SOON Implementation Guidelines.

INTRODUCTION

The SOON Program is designed to achieve additional NOx reductions above those that would be obtained from the State In-Use Off-Road Vehicle Regulation. These reductions are critical to meeting the PM 2.5 ambient air quality standard in the South Coast Air Basin by 2014.

Funding is available for PA #2012-04 and is from a combination of SB 1107 and AB 923 funds. Project awards are contingent upon receiving these funds from CARB. Additional sources of funding may become available and added to this program.

Desirable projects must strive to meet a cost-effectiveness of \$5,000 (maximum of \$16,640) per ton of NOx emissions reduced and any additional AQMD criteria as stated in this PA (the cost-effectiveness limit may be changed depending on the demand for program funds). Except where otherwise stated, projects must meet the requirements of the CMP program guidelines.

The current Program Announcement was prepared using the Approved Revision of the Carl Moyer Program Guidelines released on June 6, 2011. It is the applicant’s responsibility to ensure that the most current information and requirements are reflected in a submitted application. Applicants should check the CARB website for updates and advisories to the guidelines (www.arb.ca.gov/msprog/moyer/moyer.htm).

AQMD SOON requirements may sometimes be more stringent than CARB guidelines. For example, AQMD may have a lower cost-effectiveness ceiling for a particular category. In case there are any conflicts between CARB guidelines and AQMD criteria, the more stringent criteria will prevail. AQMD will post any new information and requirements on its SOON web page at <http://www.aqmd.gov/tao/implementation/soonprogram.htm>. It is the responsibility of the applicant to ensure that the most current information and requirements are reflected in a submitted application.

GENERAL PROGRAM INFORMATION

The primary focus of the SOON Program is to achieve emission reductions from heavy-duty vehicles and equipment operating in California as early and as cost-effectively as possible. The SOON Program is intended to achieve additional NO_x reductions which are needed to meet the PM_{2.5} ambient air quality standard in the South Coast Air Basin by 2014. The emission reductions expected through the deployment of low-emission engines or retrofit technologies under this program must be real, surplus, and quantifiable. To avoid double counting of emission reductions, project vehicles and/or equipment may not receive funding from any other government grant program that is designed to reduce mobile source emissions. Specifically, these programs include, but are not limited to:

- All Mobile Source Air Pollution Reduction Review Committee (MSRC) Programs
- All CARB Emission Reduction Credit Programs
- AQMD Rule 2202 Air Quality Investment Program
- AQMD RECLAIM Air Quality Investment Program for NO_x
- Emission Credit Programs encompassed in the AQMD Rule 1600-series and 1309.1
- 1B Bond Program
- AB 118 Funding Program

Both alternative fuel and diesel to diesel projects are eligible. **All projects must meet the program's cost-effectiveness limits and be operational no later than May 31, 2014.** No administrative or vehicle operational costs are eligible.

It is expected that multiple awards will be granted under this PA, subject to the approval of the AQMD's Governing Board.

All proposals will be evaluated based on criteria set forth in this PA. The AQMD will evaluate and/or verify information submitted by the applicant. At AQMD's discretion, consultants to the AQMD may conduct all or part of such evaluation and/or verification. Data verification during the evaluation and contracting process may cause initial cost-effectiveness rankings, and associated awards, to change. Furthermore, the AQMD reserves the right to make adjustments to awards based on the subsequent verification of information as well as changes in cost-effectiveness.

DEFINITIONS

Alternative Fuel

Alternative fuels include compressed natural gas (CNG), liquefied natural gas (LNG), methanol, ethanol, propane (LPG), and electric technologies. Dual-fuel technologies such as CNG/diesel, LNG/diesel and electric hybrids are also eligible, as long as they are CARB-

certified to the optional standards. Experimental technologies and fuels will be referred to CARB for evaluation and possible eligibility in the program.

Base Rule

Base rule is defined as CARB's In-Use Off-Road Diesel regulation without the SOON provisions.

Repower

Vehicle repower refers to replacing an existing engine in an existing vehicle with a newer engine certified to lower emission standards. The replacement engine must be certified for sale in California to the current NOx emission standard or to at least 15 percent lower than the original NOx certification level for the engine being replaced.

For vehicle repower projects, the portion of the cost for a vehicle repower project eligible to be funded through the SOON is up to 85% of the total cost of purchasing and installing the new emission-certified engine (for a Tier 4I or Tier 3 repower). Fleets applying for funding may voluntarily choose to use the funding for replacement of a vehicle with a new Interim Tier 4 vehicle in lieu of repowering the vehicle.

Retrofit

Retrofit devices may be eligible for SOON provided they obtain NOx reductions. All retrofit devices will be evaluated on a case by case basis. Add-on after-treatment devices reducing PM and/or NOx emissions are considered retrofit devices. The retrofit device must be CARB-verified to achieve specific emission reductions. CARB guidance requires the applicant to select the highest level technology that provides the most emission reductions. In order to be eligible for SOON funding, the retrofit device must be verified for the specific engine family found on the equipment and achieve the highest level emission reductions when compared to other verified retrofit devices. In case a combined NOx and PM retrofit system is being installed, PA #2012- will pay for only the NOx portion of the retrofit device.

IMPORTANT PROGRAM INFORMATION

- Fleets with a total statewide equipment horsepower over 20,000 hp and with 40 percent or more of their vehicles at Tier 0 and Tier 1 emission levels as of January 1, 2008 are subject to the SOON Program. Fleets not meeting both of the above criteria on January 1, 2008 may voluntarily participate in this program.
- For this program cycle, all projects will be subject to a seven year operational requirement within the South Coast Air District. Shorter project life will be considered on a case-by-case basis and may be required if repower funds are instead used for replacement projects. However, a shorter project life may affect the project's ranking relative to other project applicants and the amount of funding that can be provided.
- For all repower projects, fleets are **not** required to, but may install the highest level verified diesel emission control system (VDECS) at their own cost. Retrofits which can achieve NOx reductions may be funded on a case-by-case basis. Repowers or NOx retrofits funded under SOON are ineligible for compliance with the base rule until the end of the contract period.
- Applicants **must** provide vendor quotes with their application to document the cost of implementing the proposed technology. **All quotes must have been obtained within**

90 days of application submittal. Applicants may be required to submit quotes from more than one technology provider.

- Applicants must demonstrate that they are in full compliance with all CARB applicable regulations and that vehicle/equipment funding requests under this program provide surplus emissions reductions. **Applicants are required to submit a compliance plan showing how they will comply with the 2014-2019 targets of CARB's In-Use Off-Road Vehicle regulation, as well as identify new projects under this PA to meet SOON NOx targets in 2014 and 2017.**
- Any associated tax obligation with the award is the responsibility of the grantee.
- The project life is seven (7) years. Shorter project life will be considered on a case-by-case basis. However, a shorter project life may affect the project's ranking relative to other project applicants.
- No third party contracts will be executed.
- Pre- and post-inspection of all vehicles/engines/equipment approved for funding will be conducted by AQMD.
- Destruction of the engine/equipment being replaced is required.
- To avoid double dipping, applicants shall not apply for funding of the same equipment in any other air district.

POTENTIAL PROJECTS

All eligible projects must use certified technology or technology that has been verified by CARB for real and quantifiable emission reductions that go beyond any regulatory requirement.

Off-road projects fall into three distinct categories: 1) repower with an emission certified engine, 2) retrofit with a verified diesel emission control strategy (VDECS), and 3) replacement by a vehicle with an engine certified as meeting the current off-road emission standards.

Repower

A repower is the replacement of the in-use engine (i.e., repower) with an emission certified engine instead of rebuilding the existing engine to its original specifications. Although this is commonly a diesel-to-diesel repower, significant NOx and PM benefits are achieved due to the high emission levels of the older in-use engine being replaced. Eligible engines are those that are certified to the current applicable emission standard or to an optional credit emission standard. For off-road equipment with similar modes of operation to on-road vehicles, other possible options include the replacement of an older diesel off-road engine with a new or rebuilt on-road engine certified to an emission standard equal to or cleaner than the Tier 3 off-road emission standard or a newer emission certified alternative fuel engine.

Funding is not available for projects where a spark-ignition engine (i.e., natural gas, gasoline, etc.) is replaced with a diesel engine.

Retrofit

Retrofit refers to modifications made to an engine and/or fuel system such that the specifications of the retrofitted engine are different from the original engine. The most

straightforward retrofit projects are add-on after treatments. To qualify for SOON Program funding, the retrofit technology must be verified for sale in California, must comply with established durability and warranty requirements and cost effectiveness criteria and must be designed to reduce NOx only or NOx and PM. Retrofit technology options for off-road diesel engines are increasing and the applicant will find more information on VDECS, including a list of currently verified DECS, at <http://www.arb.ca.gov/diesel/verdev/verdev.htm>.

Replacement

Fleets may voluntarily apply for replacement funding in lieu of repowering their vehicle. The amount of funding will be equivalent to that of repowering the vehicle and will be calculated using an actual repower quote, or if no repower solution is available, the replacement funding will be calculated at \$420/hp (this value may change as more information becomes available and is contingent on CARB approval). This means that a 100 hp vehicle would receive funding up to 85% of \$42,000 (or \$35,700) toward purchase of a new Interim Tier 4 or Tier 4 vehicle. All applicable Moyer Guidelines for Off-Road Equipment Replacement must be met including project life, maximum funding cap not to exceed 80% of purchase price, and the cost effectiveness limit. Funding under this SOON option may only be 10-15% of the vehicle replacement cost. Applicants interested in equipment replacement are encouraged to apply for traditional Carl Moyer Program funding,

Maximum project life for all off-road diesel powered replacement vehicle projects is five years with the following exceptions:

- Three year life for excavators, skid steer loaders, and rough terrain forklifts.
- Seven years for crawler tractors, off-highway tractors, rubber tired dozers and workover rigs.

PROJECT CRITERIA

The AQMD retains the authority to impose more stringent additional requirements in order to address local concerns.

- Off-road CI equipment eligible for SOON Program funding includes equipment 25 hp (19 kilowatt) or greater. The complete definition can be found in CARB's In-use Off-road Diesel regulation at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.
- SOON Program grants can be no greater than a project's incremental cost. The incremental cost is the cost of the project minus the baseline cost. The incremental cost shall be reduced by the value of any current financial incentive that reduces the project price, including, but not limited to, tax credits or deductions, grants, or other public financial assistance.
- Potential projects that fall outside of these criteria may be considered on a case-by-case basis if evidence provided to the air district suggests potential surplus, real, quantifiable, and enforceable emission reduction benefits.
- The certification emission standard and Tier designation for the engine must be determined from the CARB's Executive Order issued for that engine, not by the engine model year. Executive orders for off-road engines may be found at <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>.
- Reduced-emission engines or retrofits must be certified/verified for sale in California and must comply with durability and warranty requirements. These may include new

CARB certified engines, CARB certified after-market part engine/control devices, and verified diesel emission control strategies.

- New vehicles equipped with FEL engines participating in the ABT program are ineligible for participation in the SOON Program. *However, FEL engines may be eligible for a repower project if the FEL is below the applicable emission standard for the engine model year.*
- Equipment manufactured under the “Flexibility Provisions for Equipment Manufacturers”, as detailed in Title 13, CCR, section 2423(d), are not eligible for SOON Program funding.
- Class 7 diesel forklifts are the only diesel forklifts eligible for SOON Program funding and are subject to all off-road project criteria. The AQMD must obtain and verify documentation of the classification of the forklift prior to funding.
- If repower with an engine meeting the current applicable standard is technically infeasible, unsafe, or cost prohibitive, the replacement engine must meet the most current practicable previously applicable emission standard and the cost-effectiveness criteria.
- Replacement of an uncontrolled diesel off-road engine with a new or rebuilt on-road engine certified to an emission standard equal to or lower than the Tier 3 off-road emission standard or a newer emission-certified alternative-fuel engine may be eligible for funding in off-road equipment with similar modes of operation to on-road vehicles on a case-by-case basis. Other equipment may be eligible for funding on a case-by-case basis. These repowers must meet all other applicable project criteria.
- Applicants must provide their DOORS fleet number.
- Applicants must provide their DOORS EIN and proof of ownership for each vehicle for which funding is requested.

COST-EFFECTIVENESS EVALUATION DISCUSSION

Cost-effectiveness calculations are based on oxides of nitrogen (NO_x) only. AQMD staff will calculate the NO_x emissions reductions from the difference between the average annual emissions from the old and new engine. The methodology for determining cost-effectiveness is developed by (CARB) and can be found in Appendix E of The Carl Moyer Program Guidelines (see <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>). Typically the formula for determining the tons per year emission reduction is:

$$\text{Annual NO}_x \text{ Emission Reduction} = (ER_{\text{NO}_x\text{-old}} - ER_{\text{NO}_x\text{-new}}) * \text{LF} * \text{AAHours} * \text{HP} * \text{CF}$$

where

ER _{NO_x-old} =	NO _x emission rate of old engine (g/bhp-hr)
ER _{NO_x-new} =	NO _x emission rate of new engine (g/bhp-hr)
LF =	Load factor (unit less)
AAHours =	Annual average vehicle operational hours
HP =	Maximum horsepower rating of engine
CF =	Conversion factor from grams to tons

Only SOON funds are to be used in determining cost-effectiveness¹. The one-time incentive grant amount is to be amortized over the project life (which is also the contract term) at a

¹ Unless the AQMD “buys down” the cost of the project by adding additional funding, in which case the total grant funding amount should be used for the cost-effectiveness calculation.

discount rate of 2 percent. The amortization formula (given below) yields a capital recovery factor (CRF), which, when multiplied by the initial capital cost, gives the annual cost of a project over its project term.

$$CRF = [(1 + i)^n (i)] / [(1 + i)^n - 1]$$

where

i = discount rate (2 percent)
 n = project life

Table 1 lists the CRF for different project lives using a discount rate of 2 percent. Cost-effectiveness is determined by dividing the annualized costs of a project by the annual NOx emission reductions offered by the project.

Table 1 – Capital Recovery Factors (CRF) for Various Project Lives at 2 Percent Discount Rate

Project Life	CRF
3	0.347
4	0.263
5	0.212
6	0.179
7	0.155
8	0.137
9	0.123
10	0.111
11	0.102
12	0.095
13	0.088
14	0.083
15	0.078
16	0.074
17	0.070
18	0.067
19	0.064
20	0.061

REPORTING AND MONITORING

All participants in the SOON Program are required to keep appropriate records during the full contract period. Project life is the number of years used to determine the cost-effectiveness and is equivalent to the contract life. All equipment must operate in the AQMD for this full project life. The AQMD shall conduct periodic reviews of each project's operating records to ensure that the engine is operated as stated in the program application. Annual records must contain the following, at a minimum:

- Total Hours of Operation
- Total Hours of Operation in the South Coast Air District
- Annual Fuel Consumed (if cost-effectiveness was determined on fuel basis)
- Annual Maintenance and Repair Information

Records must be retained and updated throughout the project life and made available for AQMD inspection. The AQMD may conduct periodic reviews of each vehicle/equipment project's operating records to ensure that the vehicle is operated as required by the project requirements.

PROGRAM ADMINISTRATION

The SOON Program will be administered locally by the AQMD through the Science and Technology Advancement Office.

FUNDING CATEGORIES

Only equipment identified in the CARB In-Use Off-Road Diesel Vehicle regulation is eligible for this program.

PROJECT EVALUATION/AWARDS

AQMD staff will evaluate all submitted proposals and make recommendations to the Governing Board for final selection of project(s) to be funded. Proposals will be evaluated on the cost-effectiveness of NOx reduced on a vehicle/equipment-by-vehicle/equipment basis, as well as a project's disproportional impact evaluation (This is discussed further in Section IV).

SCHEDULE OF EVENTS

Release of PA #2012-04	November 4, 2011
Workshops	February through April 2012
All Applications due by 1:00 p.m.	Tuesday, May 8, 2012
Anticipated Award Consideration by the Board	October 2, 2012

**ALL PROPOSALS MUST BE RECEIVED AT THE AQMD HEADQUARTERS
NO LATER THAN 1:00 P.M. ON TUESDAY, MAY 8, 2012**

Postmarks will not be accepted. Faxed or email proposals will not be accepted. Proposers may hand-deliver proposals to the AQMD by submitting the proposal to the AQMD Public Information Center. The proposal will be date and time-stamped and the person delivering the proposal will be given a receipt.

AQMD may issue subsequent solicitations if insufficient applications are received in the initial solicitation.

STATEMENT OF COMPLIANCE

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

SECTION II: WORK STATEMENT/SCHEDULE OF DELIVERABLES

All applicants that are selected for funding awards must complete the Work Statement and Schedule of Deliverables described below as part of the contracting process. Development of these materials for the initial application is NOT required; however, applicants must sign the application form indicating their understanding of the requirements for submittal of additional project information to finalize a contract and that all vehicles, engines, or equipment must be in operation no later than May 31, 2014.

WORK STATEMENT

The scope of work involves a series of tasks and deliverables that demonstrate compliance with the requirements of the SOON Program as administered by CARB and the AQMD. The project applicant is responsible for developing detailed project plans that address the program criteria. In addition, alternative fuel project applicants must discuss their plan for refueling the proposed vehicles/equipment, and if appropriate, should provide a letter of agreement from their fuel provider.

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

- Provide emission reductions that are real, quantifiable, enforceable, and surplus in accordance with CARB and AQMD guidelines.
- Cost-effectiveness of the project must meet the minimum requirement of the Carl Moyer guidelines.
- Commit project engines or equipment to operate in-service for the full project life. Project life is the number of years used to determine the cost-effectiveness.
- Commit all vehicles/engines/equipment to be in operation no later than May 31, 2013.
- Provide for appropriate record-keeping during the project life (i.e., annual hours of operation).
- Provide a compliance plan.
- Ensure that the project complies with other local, state, and federal programs, and resulting emission reductions from a specific project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or the National Environmental Policy Act.
- If requested, a contractor must provide a financial statement and bank reference, or other evidence of financial ability to fulfill contract requirements.

DELIVERABLES

The contract will describe how the project will be monitored and what type of information will be included in project progress reports. At a minimum, the AQMD expects to receive the following reports:

1. Quarterly status reports until the vehicle(s) or equipment purchase(s), repower(s), or retrofit(s) has been completed and the vehicle(s) is operational. These reports shall include a discussion of any problems encountered and how they were resolved, any changes in the schedule, and recommendations for completion of the project. These

progress reports are required before payment for the purchase, repower or retrofit will be made.

2. An annual report, throughout the project life, which provides the annual hours of operation, where the vehicle(s) or equipment(s) was operated, annual fuel consumption, and operational and maintenance issues encountered and how they were resolved. AQMD reserves the right to verify the information provided.

SECTION III: PROPOSAL SUBMITTAL REQUIREMENTS

Proposers **must** complete the appropriate application forms committing that the information requested in Section II, Work Statement/Schedule of Deliverables will be submitted if the Proposer's project is selected for funding.

In addition, Conflict of Interest and Project Cost information, as described below, must also be submitted with the application. It is the responsibility of the proposer to ensure that all information submitted is accurate and complete.

CONFLICT OF INTEREST

Applicant must address any potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the AQMD. Although the proposer will not be automatically disqualified by reason of work performed for such firms, the AQMD reserves the right to consider the nature and extent of such work in evaluating the proposal. Conflicts of interest will be screened on a case-by-case basis by the AQMD District Counsel's Office. Conflict of interest provisions of the state law, including the Political Reform Act, may apply to work performed pursuant to this contract. Please discuss potential conflicts of interest on the application form entitled "Contracting Statements".

PROJECT COST

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by attaching vendor quotes to the application. Applicants need to inform vendors of the time frame of the award process so that they can project costs to the projected order/purchase date. **Note that no purchase orders may be placed or work performed for projects awarded under this PA until after the date of award approval by the AQMD Governing Board. Any orders placed or payments made in advance of an executed contract with the AQMD are done at the risk of the applicant. The AQMD has no obligation to fund the project until a contract is fully executed by both parties.**

The SOON Program funds only the differential cost between existing technology and low-emission technology. The proposed low-emission technology must be CARB-certified in most cases.² Proposals will be ranked by cost-effectiveness on a vehicle/equipment-by-vehicle/equipment basis. The cost-effectiveness limit has been established at \$16,640/ton of NOx emissions reduced. The cost-effectiveness may be changed depending on the demand for program funds. No fueling infrastructure, administrative or operational costs will be funded.

² Note that non-CARB certified engines/devices requiring an experimental permit from CARB may be considered, but the project will require special CARB approval.

All project costs must be clearly indicated in the application. In addition, applicants must include any sources of co-funding and the amount of each cofunding source in the application. **Applicants are cautioned that the project life period used in calculating emissions reductions will be used to determine the length of their data reporting obligation. In other words, a project applicant using a seven year life for the emissions reduction calculations will be required to operate and track activity for the project vehicle for the full seven years.** A seven year life (5 or 6 year project life will be considered on a case-by-case basis) will be used for all projects subject to PA #2012-04 .

PROPOSAL SUBMISSION

All proposals must be submitted according to specifications set forth herein.

Application Forms

Program application forms are provided after this document. These must be completed and submitted with other required documents (i.e., Certifications and Representations and vendor quotations) discussed in the application and below.

Certifications and Representations

Contained in Form A-1 of this PA are five forms which must also be completed and submitted with the application.

Compliance Plan

Projects funded by SOON monies must result in emission reductions that are surplus to those that would be realized by fleets complying with the base rule. Fleets are required to submit a compliance plan in electronic format to demonstrate how they comply with both the base rule as well as the SOON provision of the rule. Fleet owners, at a minimum, must provide the following information for each year 2010 through 2020 inclusive:

- A vehicle list which includes, but is not limited to, vehicle type, manufacturer, model, model year, and if the equipment is included in the base or SOON fleet for each piece of equipment in the fleet.
- Information including, but not limited to, calculations, fleet information, etc., showing compliance with the base rule fleet target levels or compliance with the BACT turnover and retrofit requirements.
- Information including, but not limited to, calculations, fleet information, etc., showing whether the fleet is in compliance with the SOON NOx fleet average target levels.

SOON Compliance Plan documents and the Microsoft Excel SOON fleet calculator can be downloaded at the SOON website

<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>.

Due Date

The proposer shall submit **four (4) complete copies of the application and one electronic copy of the compliance plan** in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the proposer and the words "**Program Announcement #2012- 04**". All proposals/applications shall be submitted in an eco-friendly format: stapled, not bound, black and white print; no three-ring, spiral, or plastic binders, and no card stock or colored paper. Applicants must also submit a CD of the application in Microsoft Word format

and compliance plan. All proposals must be received no later than **1:00 p.m., on Tuesday, May 8, 2012**. Postmarks are not accepted as proof of deadline compliance. **Faxed or emailed proposals will not be accepted.** Proposals must be directed to:

Procurement Unit
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Any correction or resubmission done by the proposer will not extend the submittal due date.

Grounds for Rejection

A proposal may be immediately rejected if:

1. It is not prepared in the format described.
2. It is not signed by an individual authorized to represent the firm.
3. Does not include current cost quotes, Contractor Statement Forms, and other forms required in this PA.

Disposition of Proposals

The AQMD reserves the right to reject any or all proposals. All responses become the property of the AQMD. One copy of the proposal shall be retained for AQMD files. Additional copies and materials will be returned only if requested and at the proposer's expense.

Modification or Withdrawal

Once submitted, proposals cannot be altered without the prior written consent of AQMD. All proposals shall constitute firm offers and may not be withdrawn for a period of ninety (90) days following the last day to accept proposals.

SECTION IV: PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA

AQMD staff will evaluate all submitted proposals and make recommendations to the Governing Board for final selection of project(s) to be funded. Proposals will be evaluated based on the cost-effectiveness of NOx reduced on a vehicle/equipment-by-vehicle/equipment basis. Be aware that there is a possibility that due to program priorities, cost-effectiveness and/or funding limitations, project applicants may be offered only partial funding, and not all proposals that meet minimum cost-effectiveness criteria may be funded.

Funding will be awarded based on the cost-effectiveness of each piece of equipment. .

Distribution will be as follows:

1. 75% of total project funding will be awarded to the most cost-effective projects. No individual company shall receive more than 10% of this portion of the funding.
2. The remaining 25% of funding will be distributed so that at least one piece of equipment per applicant is funded, until funding is expended. If funds are still remaining after this distribution, they will be distributed according to cost-effectiveness.

In addition, at least 50 percent of the CMP funds must be spent in areas that are most significantly impacted by air pollution and are low income or communities of color, or both

(i.e., receive a disproportionate impact from these factors). CARB issued broad goals and left the details of how to implement this requirement to each air agency. AQMD uses the following method to meet these requirements.

1. All projects must qualify for the CMP by meeting the cost-effectiveness limit of \$16,640 per ton of NOx controlled.
2. All projects will be evaluated according to the following criteria to qualify for disproportionate impact funding:
 - a. Poverty Level: All projects in areas where at least 10 percent of the population falls below the Federal poverty level, based on the year 2000 census data, will be eligible to be included in this category
 - b. PM Exposure: All projects in areas with the highest 15 percent of PM concentration will be eligible to be ranked in this category. The highest 15 percent of PM concentration is 46 micrograms per cubic meter and above, on an annual average
 - c. Toxic Exposure: All projects in areas with a cancer risk of 1,000 in a million and above (based on Mates II estimates) will be eligible to be ranked in this category.
3. 50 percent of the available funding from this PA will be allocated among proposals located in disproportionately impacted areas. If available funding is not exhausted with the outlined methodology, then staff will return to the Governing Board for direction. If on the other hand, funding requests exceed the available funding levels, then all qualified projects will be ranked for poverty level, PM and toxic exposures. The maximum score will be comprised of 40 percent for poverty level, and 30 percent each for PM and toxic exposures
4. All the proposals not awarded under the 50 percent disproportional impact funding will then be ranked according to cost-effectiveness, with the most cost-effective project funded first and then in descending order for each funding category until the remainder of the CMP funds are exhausted.

SECTION V: PAYMENT TERMS

For all projects, full payment will be made upon installation and commencement of operation of the funded equipment.

CONTACT FOR ADDITIONAL INFORMATION

Questions regarding the content or intent of this PA, procedural matters, sample contract, or locations of workshops can be found at the SOON website (<http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>), or can be addressed to:

Adewale Oshinuga
Science and Technology Advancement
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
Phone: (909) 396-2599 Fax: (909) 396-3324

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Application Forms

FORM A-1 - GENERAL PROJECT INFORMATION APPLICATION

All Sections of Form A-1 must be submitted for an application to be deemed complete. If information does not pertain to your project, please write "NA" on the form and sign it. In addition, supplemental forms are required for each piece of requested equipment.

I. APPLICANT INFORMATION

Company name/ Organization name/ Individual name:		
Business address (Mailing address): Street:		
City:	State:	Zip code:
Contact name and title:		
E-mail:		
Phone: ()	Fax: ()	
Person with contract signing authority (if different from above):		

I hereby certify that all information provided in this application and any attachments are true and correct.

Printed Name of Responsible Party:	Title:
Signature of Responsible Party:	Date:

Complete this section if application was prepared by another person

I have completed the application, in whole or in part, on behalf of the applicant.

Printed Name:	Title:
Signature:	Date:
Amount Being Paid for Application Completion in Whole or Part:	Source of funding to 3rd party:

II. FUNDING INFORMATION

Total Number of Equipment Included in Project:	
Total Number of Engines Included in Project:	
Total Amount of Funding Requested: \$	Total Applicant Co-Funding Amount (if any): \$

III. GENERAL PROJECT INFORMATION

There are three types of emission reduction projects:

New Purchase - Purchasing a new vehicle or piece of equipment with an engine that is cleaner than the current year standard.

Repower - Replacing an existing engine with a new reduced-emission engine.

Retrofit – Installing an ARB-verified emission control system on an in-use engine.

IMPORTANT REMINDER: Only projects that are demonstrated to be surplus to California Air Resources Board (ARB) regulations are eligible for Carl Moyer Program (CMP) funding. Please ensure your proposed project is eligible prior to submitting an application.

Check the appropriate box(es) below for each type of project and indicate the total number of equipment/engines included in your project.

B. Off-Road Diesel - SOON

(Please Circle Fleet Size)

Diesel Fleet Size (Total hp): **Small** \leq 2,500 **Medium** 2,501-5,000 **Large** > 5,000

Equipment Replacement – Total pieces of equipment: _____

A supplemental application (Form B-1) must be completed for each piece of new equipment

Repower Only– Total engines to be repowered: _____

A supplemental application (Form B-2) must be completed for each engine repower

Repower with NOx Retrofit – Total engines to be repowered/retrofit: _____

A supplemental application (Form B-2) must be completed for each engine repower

NOx Retrofit Only – Total engines to be retrofit: _____

A supplemental application (Form B-3) must be completed for each retrofit

IV. FUNDING DISCLOSURE

Have any engines or vehicles listed in this application been awarded funding from the Air Resources Board or another public agency or are any being considered for funding?

- Yes
 No

If "yes", complete the following for each engine or vehicle:

Agency applied to:
Date/Number of Agency Solicitation:
Total Funding Amount Requested or Awarded: \$
Amount per Unit Requested or Awarded: \$
Status:
Do you plan to claim a tax credit or deduction for the project vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No If "yes", please indicate the estimated tax credit amount to be claimed per vehicle: _____.



Application Statement – Please Read and Sign

All information provided in this application will be used by AQMD staff to evaluate the eligibility of this application to receive program funds. AQMD staff reserves the right to request additional information and can deny the application if such requested information is not provided by the requested deadline. Incomplete or illegible applications will be returned to applicant or vendor, without evaluation. An incomplete application is an application that is missing information critical to the evaluation of the project.

- ◆ I certify to the best of my knowledge that the information contained in this application is true and accurate.
- ◆ I understand that, if awarded funding under the CMP, development and submittal of a detailed work statement, with deliverables and schedule is a requirement of the contracting process.
- ◆ I understand that it is my responsibility to ensure that all technologies are either verified or certified by the California Air Resources Board (CARB) to reduce NO_x and/or PM pollutants. CARB Verification Letters and/or Executive Orders are attached, as applicable.
- ◆ I understand that for SOON repower projects, I am **not** required to install the highest level available verified diesel emission control device (VDECS).
- ◆ I understand that there may be conditions placed upon receiving a grant and agree to refund the grant (or pro-rated portion thereof) if it is found that at any time I do not meet those conditions and if directed by the AQMD in accordance with the contract agreement.
- ◆ I understand that, for this equipment, I will be prohibited from applying for any other form of emission reduction credits for Moyer-funded vehicles/engines, including: Emission Reduction Credit (ERC); Mobile Source Emission Reduction Credit (MSERC) and/or Certificate of Advanced Placement (CAP), for all time, from the AQMD, CARB or any other Air Quality Management or Air Pollution Control District.
- ◆ The proposed project has not been funded and is not being considered for Carl Moyer Program funds by another air district, CARB, or any other public agency.
- ◆ In the event that the vehicle(s)/equipment do not complete the minimum term of any agreement eventually reached from this application, I agree to ensure the equivalent project emissions reductions, or to return grant funds to the AQMD as required by the contract.
- ◆ I have the legal authority to apply for grant funding for the entity described in this application.
- ◆ Disclosure of that value of any current financial incentive that directly reduces the project price, including tax credits or deductions, grants, or other public financial assistance for the same engine is required. To avoid double counting of incentives, all tax credits or deductions, grants, or other public financial assistance must be deducted from the CMP request.

- ◆ I understand that third party contracts are not permitted. A third party may, however complete an application on an owner's behalf. Third parties are required to list how much compensation, if any, they are receiving to prepare the application(s), and to certify that no CMP funds are being used for this compensation. (see below)
- ◆ I understand that additional project information must be submitted to finalize a contract. This information may be found under Section II: Work Statements/Schedule of Deliverables in the PA.
- ◆ I understand that all vehicles, engines or equipment funded by this program must be operational within eighteen (18) months of contract execution, or by May 31, 2013, whichever is earlier.
- ◆ I have initialed this bullet to indicate that there are no potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the AQMD. If this bullet is not initialed, I have attached a description to this application of the potential conflict of interest, which will be screened on a case-by-case basis by the AQMD District Counsel's Office. There is no potential conflict of interest: _____(Please Initial if applicable, otherwise attach separate sheet describing the potential conflict)

Applicant's Signature

Applicant's Name (please print)

Date

Title

Please initial each section.
(See PA #2012-04 for additional information and requirements.):

The purchase of this low-emission technology is NOT required by any other local, state, and/or federal rule or regulation.

The definitions of qualifying projects are described in PA #2012-04. These definitions have been reviewed and this application is consistent with those definitions.

The vehicle/engine will be used within the SCAQMD boundaries (with the emission reduction system operating) for at least the projected usage shown in this application, and no less than 75 percent of the time.

All project applicants must submit documentation that supports the activity claimed in the application (i.e., fuel receipts, mileage logs and/or hour-meter readings covering the last two years). This documentation is attached.

The grant contract language cannot be modified without the written consent of all parties. I have reviewed and accepted the sample contract language.

I understand that an IRS Form 1099 may be issued to me for incentive funds received under the Moyer Program. I understand that it is my responsibility to determine the tax liability associated with participating in the Moyer Program.

I understand that a SCAQMD-funded Global Positioning System (GPS) unit may be installed on vehicles/equipment not operating within SCAQMD boundaries full time. I will submit data as requested and otherwise cooperate with all data reporting requirements. I also understand that the additional cost of the GPS unit will be added to the project cost when calculating cost-effectiveness, though the SCAQMD will pay for this system directly.

I understand that the SCAQMD has the right to conduct unannounced inspections for the full project life to ensure the project equipment is fully operational at the activity level committed to by the contract.

I understand that all emission reductions resulting from funded projects will be retired. To avoid double counting of emission reductions, project vehicles and/or equipment may not receive funding from any other government grant program that is designed to reduce mobile source emissions.

I understand that a tamper proof, non-resettable digital hour meter/odometer must be installed on all vehicles/equipment and that the digital hour meter/odometer will record the hours/miles accumulated within the SCAQMD boundaries. This cost is my responsibility.

I understand that any tax credits claimed must be deducted from the CMP request. Please check one:

I do not plan to claim a tax credit or deduction for costs funded by the CMP.

I do plan to claim a tax credit or deduction for costs funded by the CMP.
If so, please indicate amount here: \$ _____

I plan to claim a tax credit or deduction only for the portion of incremental costs not funded by the CMP. If so, please indicate amount here: \$ _____



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178

(909) 396-2000 • www.aqmd.gov

Business Information Request

Dear SCAQMD Contractor/Supplier:

The South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, complete the enclosed W-9 form, remember to sign both documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Michael B. O'Kelly
Chief Financial Officer

DH:tm

Enclosures: Business Information Request
Disadvantaged Business Certification
W-9
Federal Contract Debarment Certification
Campaign Contribution Disclosure

REV 2/11



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

Business Name	
Division of	
Subsidiary of	
Website Address	
Type of Business <i>Check One:</i>	<input type="checkbox"/> Individual <input type="checkbox"/> DBA, Name _____, County Filed In _____ <input type="checkbox"/> Corporation, ID No. _____ <input type="checkbox"/> LLC/LLP, ID No. _____ <input type="checkbox"/> Other _____

REMITTING ADDRESS INFORMATION

Address			
City/Town			
State/Province		Zip	
Phone	() - Ext	Fax	() -
Contact		Title	
E-mail Address			
Payment Name if Different			

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

DISADVANTAGED BUSINESS CERTIFICATION

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

- is certified by the Small Business Administration or
- is certified by a state or federal agency or
- is an independent MBE(s) or WBE(s) business concern which is at least 51 percent owned and controlled by minority group member(s) who are citizens of the United States.

Statements of certification:

As a prime contractor to the SCAQMD, _____ (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 31.36(e), and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

1. Place qualified SBEs, MBEs, and WBEs on solicitation lists.
2. Assure that SBEs, MBEs, and WBEs are solicited whenever possible.
3. When economically feasible, divide total requirements into small tasks or quantities to permit greater participation by SBEs, MBEs, and WBEs.
4. Establish delivery schedules, if possible, to encourage participation by SBEs, MBEs, and WBEs.
5. Use services of Small Business Administration, Minority Business Development Agency of the Department of Commerce, and/or any agency authorized as a clearinghouse for SBEs, MBEs, and WBEs.
6. If subcontracts are to be let, take the above affirmative steps.

Self-Certification Verification: Also for use in awarding additional points, as applicable, in accordance with SCAQMD Procurement Policy and Procedure:

Check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> Small Business Enterprise/Small Business Joint Venture | <input type="checkbox"/> Women-owned Business Enterprise |
| <input type="checkbox"/> Local business | <input type="checkbox"/> Disabled Veteran-owned Business Enterprise/DVBE Joint Venture |
| <input type="checkbox"/> Minority-owned Business Enterprise | |

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

I, the undersigned, hereby declare that to the best of my knowledge the above information is accurate. Upon penalty of perjury, I certify information submitted is factual.

_____	_____
NAME	TITLE
_____	_____
TELEPHONE NUMBER	DATE

DEFINITIONS

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of the SCAQMD at the time of bid application.
- performs 90 percent of the work within SCAQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

"Minority" person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Request for Taxpayer Identification Number and Certification

Give form to the requester. Do not send to the IRS.

Print or type
See Specific Instructions on page 2.

Name (as shown on your income tax return)	
Business name, if different from above	
Check appropriate box: <input type="checkbox"/> Individual/Sole proprietor <input type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Other ▶	
<input type="checkbox"/> Exempt from backup withholding	
Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
City, state, and ZIP code	
List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number

or

Employer identification number

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
- I am a U.S. person (including a U.S. resident alien).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. (See the instructions on page 4.)

Sign Here

Signature of U.S. person ▶

Date ▶

Purpose of Form

A person who is required to file an information return with the IRS, must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

U.S. person. Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding,
- or
- Claim exemption from backup withholding if you are a U.S. exempt payee.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

For federal tax purposes you are considered a person if you are:

- An individual who is a citizen or resident of the United States,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States, or

- Any estate (other than a foreign estate) or trust. See Regulations sections 301.7701-6(a) and 7(a) for additional information.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien.

Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the recipient has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

- The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
- The treaty article addressing the income.
- The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments (after December 31, 2002). This is called "backup withholding." Payments that may be subject to backup withholding include interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester, or
2. You do not certify your TIN when required (see the Part II instructions on page 4 for details), or
3. The IRS tells the requester that you furnished an incorrect TIN, or
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate Instructions for the Requester of Form W-9.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your social security card. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your social security card on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name" line.

Limited liability company (LLC). If you are a single-member LLC (including a foreign LLC with a domestic owner) that is disregarded as an entity separate from its owner under Treasury regulations section 301.7701-3, enter the owner's name on the "Name" line. Enter the LLC's name on the "Business name" line. Check the appropriate box for your filing status (sole proprietor, corporation, etc.), then check the box for "Other" and enter "LLC" in the space provided.

Other entities. Enter your business name as shown on required Federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name" line.

Note. You are requested to check the appropriate box for your status (individual/sole proprietor, corporation, etc.).

Exempt From Backup Withholding

If you are exempt, enter your name as described above and check the appropriate box for your status, then check the "Exempt from backup withholding" box in the line following the business name, sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

Exempt payees. Backup withholding is not required on any payments made to the following payees:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
 2. The United States or any of its agencies or instrumentalities,
 3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
 4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
 5. An international organization or any of its agencies or instrumentalities.
- Other payees that may be exempt from backup withholding include:
6. A corporation,

- 7. A foreign central bank of issue,
- 8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
- 9. A futures commission merchant registered with the Commodity Futures Trading Commission,
- 10. A real estate investment trust,
- 11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
- 12. A common trust fund operated by a bank under section 584(a),
- 13. A financial institution,
- 14. A middleman known in the investment community as a nominee or custodian, or
- 15. A trust exempt from tax under section 664 or described in section 4947.

The chart below shows types of payments that may be exempt from backup withholding. The chart applies to the exempt recipients listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt recipients except for 9
Broker transactions	Exempt recipients 1 through 13. Also, a person registered under the Investment Advisers Act of 1940 who regularly acts as a broker
Barter exchange transactions and patronage dividends	Exempt recipients 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt recipients 1 through 7 ²

¹See Form 1099-MISC, Miscellaneous Income, and its instructions.

²However, the following payments made to a corporation (including gross proceeds paid to an attorney under section 6045(f), even if the attorney is a corporation) and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees; and payments for services paid by a Federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-owner LLC that is disregarded as an entity separate from its owner (see *Limited liability company (LLC)* on page 2), enter your SSN (or EIN, if you have one). If the LLC is a corporation, partnership, etc., enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.socialsecurity.gov/online/ss-5.pdf. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses/ and clicking on Employer ID Numbers under Related Topics. You can get Forms W-7 and SS-4 from the IRS by visiting www.irs.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Writing "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, and 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). Exempt recipients, see *Exempt From Backup Withholding* on page 2.

Signature requirements. Complete the certification as indicated in 1 through 5 below.

1. **Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983.** You must give your correct TIN, but you do not have to sign the certification.

2. **Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983.** You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. **Real estate transactions.** You must sign the certification. You may cross out item 2 of the certification.

4. **Other payments.** You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. **Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions.** You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
5. Sole proprietorship or single-owner LLC	The owner ³
For this type of account:	Give name and EIN of:
6. Sole proprietorship or single-owner LLC	The owner ³
7. A valid trust, estate, or pension trust	Legal entity ⁴
8. Corporate or LLC electing corporate status on Form 8832	The corporation
9. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
10. Partnership or multi-member LLC	The partnership
11. A broker or registered nominee	The broker or nominee
12. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity

¹List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

²Circle the minor's name and furnish the minor's SSN.

³You must show your individual name and you may also enter your business or "DBA" name on the second name line. You may use either your SSN or EIN (if you have one). If you are a sole proprietor, IRS encourages you to use your SSN.

⁴List first and circle the name of the legal trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.)

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA, or Archer MSA or HSA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. The IRS may also provide this information to the Department of Justice for civil and criminal litigation, and to cities, states, and the District of Columbia to carry out their tax laws. We may also disclose this information to other countries under a tax treaty, to federal and state agencies to enforce federal nontax criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism.

You must provide your TIN whether or not you are required to file a tax return. Payers must generally withhold 28% of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to a payer. Certain penalties may also apply.



United State Environmental Protection Agency
Washington, DC 20460

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgment rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

I am unable to certify to the above statements. My explanation is attached.

EPA Form 5700-49 (11-88)



CAMPAIGN CONTRIBUTIONS DISCLOSURE

California law prohibits a party, or an agent, from making campaign contributions to AQMD Governing Board Members or members/alternates of the Mobile Source Pollution Reduction Committee (MSRC) of \$250 or more while their contract or permit is pending before the AQMD; and further prohibits a campaign contribution from being made for three (3) months following the date of the final decision by the Governing Board or the MSRC on a donor's contract or permit. Gov't Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling \$250 or more in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c). When abstaining, the Board Member or members/alternates of the MSRC must announce the source of the campaign contribution on the record. *Id.* The requirement to abstain is triggered by campaign contributions of \$250 or more in total contributions of the bidder or contractor, *plus* any of its parent, subsidiary, or affiliated companies. 2 C.C.R. §18438.5.

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to Board Members or members/alternates of the MSRC, including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b).

The list of current AQMD Governing Board Members can be found at the AQMD website (www.aqmd.gov). The list of current MSRC members/alternates can be found at the MSRC website (<http://www.cleantransportationfunding.org>).

SECTION I. Please complete Section I.

Contractor:

RFP #: PA2012-04

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor: (See definition below).

SECTION II

Has contractor and/or parent, subsidiary, or affiliated company, or agent thereof, made a campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or members/alternates of the MSRC in the 12 months preceding the date of execution of this disclosure?

Yes No **If YES, complete Section II below and then sign and date the form. If NO, sign and date below. Include this form with your submittal.**

Campaign Contributions Disclosure, *continued*:

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/Alternate Amount of Contribution Date of Contribution

Name of Contributor _____

Governing Board Member or MSRC Member/alternate Amount of Contribution Date of Contribution

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity.

- (1) Parent subsidiary.** *A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.*

- (2) Otherwise related business entity.** *Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:*

 - (A)** *One business entity has a controlling ownership interest in the other business entity.*
 - (B)** *There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:*

 - (i)** *The same person or substantially the same person owns and manages the two entities;*
 - (ii)** *There are common or commingled funds or assets;*
 - (iii)** *The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;*
 - (iv)** *There is otherwise a regular and close working relationship between the entities; or*
 - (C)** *A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.*

2 Cal. Code of Regs., §18703.1(d).



RULE 2449 FLEET COMPLIANCE PLAN

1.	COMPANY NAME:
2.	MAILING ADDRESS:
3.	CONTACT PERSON, TITLE, TELEPHONE, EMAIL:
4.	ALTERNATE CONTACT, TITLE, TELEPHONE, EMAIL:
5.	<p>FLEET SUMMARY</p> <p>PLEASE PROVIDE DESCRIPTION OF YOUR FLEET AND TYPE OF BUSINESS IT IS IN.</p> <p>FLEET DESCRIPTION: _____</p> <p># OF VEHICLES: _____ # OF ENGINES: _____ DOORS FLEET # _____</p> <p>TOTAL HORSEPOWER OF FLEET: _____</p>
6.	<p>SIGNATURE OF PERSON RESPONSIBLE FOR RULE 2449 COMPLIANCE</p> <p>I HEREBY CERTIFY, UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA, THAT ALL INFORMATION CONTAINED HEREIN AND INFORMATION SUBMITTED WITH THIS COMPLIANCE PLAN IS TRUE AND CORRECT. I ALSO ACKNOWLEDGE THAT THIS PLAN IS BEING PROVIDED TO THE AQMD EXECUTIVE OFFICER IN COMPLIANCE WITH THE AQMD RULE 2449. APPROVAL OF THIS COMPLIANCE PLAN IS SUBJECT TO VERIFICATION OF INFORMATION SUBMITTED. I UNDERSTAND THAT AQMD STAFF MAY REQUIRE ADDITIONAL INFORMATION TO PROCESS THIS COMPLIANCE PLAN, AND AGREE TO PROVIDE SUCH INFORMATION.</p> <p>SIGNATURE: _____</p> <p>NAME: _____</p> <p>TITLE: _____</p> <p>SIGNED THIS _____ DAY OF _____</p> <p>IN _____, CALIFORNIA</p>

If you need assistance in preparing the compliance plan,
 please call the Off-Road Mobile Source Section at (909) 396-2903.



AQMD Use Only: App. # _____ Project Type: _____

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SOON PROGRAM (FY 10/11)

FORM B-1 - OFF-ROAD HEAVY-DUTY
EQUIPMENT REPLACEMENT

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:
Equipment Identifier (Unit # or Company ID): EIN
Is the vehicle location address the same as the applicant address? [] Yes [] No, (please provide vehicle address below)
Street Address:
City:
Zip Code:

I. BASELINE (EXISTING) EQUIPMENT INFORMATION

Equipment Type/Function (Diesel): _____
(Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)

Equipment Make: Equipment Model:
Equipment Model Year: Equipment Serial Number or VIN:
Number of Engines on this Equipment:
_____ Main (Front) _____ Auxiliary

II. USAGE/ACTIVITY INFORMATION

Note: Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline equipment. You MUST attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.
Total Annual Hours of Operation: _____ or Gallons of Fuel Used: _____
If Hours, Does the Equipment Have a Functioning Hour Meter? []Yes []No
Percent Operation within CA: _____% Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.

III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
Method proposed for rendering the baseline engine(s) inoperable:			

IV. NEW REPLACEMENT EQUIPMENT INFORMATION

Equipment Type/Function:		Equipment Make:	
Equipment Model:		Equipment Model Year:	
Equipment Serial Number or VIN (If available):		Number of Engines on this Equipment: _____ Main (Front) _____ Auxiliary (Rear)	

V. NEW REPLACEMENT EQUIPMENT ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
Engine Serial No:		New Engine Horsepower:	
New Engine Tier:		New Engine Family:	
New Engine ARB Executive Order Number (Attach a copy):			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
Engine Serial No:		New Engine Horsepower:	
New Engine Tier:		New Engine Family:	
New Engine ARB Executive Order Number (Attach a copy):			

VI. FUNDING INFORMATION

New Equipment Cost (incl. tax): \$_____
NOTE: You MUST attach a written estimate or quotation from the equipment vendor documenting the cost of the new equipment. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.
Applicant Co-Funding Amount (if any): \$
Funds Requested: \$
New Equipment Vendor:



AQMD Use Only: App. # _____ Project Type: _____

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SOON PROGRAM (FY 10/11)
FORM B-2 - OFF-ROAD HEAVY-DUTY EQUIPMENT
Repower Only or Repower/Retrofit**

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:	
Equipment Identifier (Unit # or Company ID):	EIN
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)	
Street Address:	
City:	
Zip Code:	

I. BASELINE (EXISTING) EQUIPMENT INFORMATION

Equipment Type/Function (Diesel): _____ (Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)

Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front) _____ Auxiliary	

II. USAGE/ACTIVITY INFORMATION

Note: Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline equipment. You MUST attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.	
Total Annual Hours of Operation: _____ or Gallons of Fuel Used: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	

III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
Method proposed for rendering the baseline engine(s) inoperable:			

IV. NEW ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
New Engine Tier:		New Engine Horsepower:	
New Engine ARB Executive Order Number (Attach a copy):		New Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
New Engine Tier:		New Engine Horsepower:	
New Engine ARB Executive Order Number (Attach a copy):		New Engine Family:	

V. RETROFIT INFORMATION (If Applicable)

NOTE: You **MUST** attach a copy of the ARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:	Verified NOx Reduction:	%	
Retrofit Device Model:	Verified PM Reduction:	%	
Retrofit Family Name:	Verified ROG Reduction:	%	
Verification Level:			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:	Verified NOx Reduction:	%	
Retrofit Device Model:	Verified PM Reduction:	%	
Retrofit Family Name:	Verified ROG Reduction:	%	
Verification Level:			

VI. FUNDING INFORMATION (ENGINE REPOWER)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
New Engine Cost (incl. tax): \$	Installation Cost: \$		
NOTE: You MUST attach a written estimate or quotation from the equipment vendor documenting the cost of the new engine. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.			
Applicant Co-Funding Amount (if any): \$			
Applicant Grant Request Amount: \$			
New Equipment Vendor:			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
New Engine Cost (incl. tax): \$	Installation Cost: \$		
NOTE: You MUST attach a written estimate or quotation from the equipment vendor documenting the cost of the new engine. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.			
Applicant Co-Funding Amount (if any): \$			
Applicant Grant Request Amount: \$			
New Equipment Vendor:			

VII. FUNDING INFORMATION (RETROFIT)

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____
Retrofit Device Cost (including tax): \$
NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:
<input type="checkbox"/> Main (Front) Engine <input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$
NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:



AQMD Use Only: App. # _____ Project Type: _____

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
SOON PROGRAM (FY 10/11)
FORM B-3 - OFF-ROAD HEAVY-DUTY EQUIPMENT
NOx Retrofit Only**

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:	
Equipment Identifier (Unit # or Company ID):	EIN
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)	
Street Address:	
City:	
Zip Code:	

I. BASELINE (EXISTING) EQUIPMENT INFORMATION

Equipment Type/Function (Diesel): _____ <small>(Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)</small>
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Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front) _____ Auxiliary	

II. USAGE/ACTIVITY INFORMATION

Note: Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline equipment. You MUST attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.	
Total Annual Hours of Operation: _____ or Gallons of Fuel Used: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	

III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
Method proposed for rendering the baseline engine(s) inoperable:			

IV. RETROFIT INFORMATION (for each engine)

NOTE: You **MUST** attach a copy of the ARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:		Verified NOx Reduction: %	
Retrofit Device Model:			
Retrofit Family Name:			
Verification Level:			
Retrofit Device Serial #:			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:			
Retrofit Device Model:			
Retrofit Family Name:			
Verification Level:			
Retrofit Device Serial #:			

V. FUNDING INFORMATION

<input type="checkbox"/> Main (Front) Engine	<input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$	
NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.	
Retrofit Device Installation Cost:	
Retrofit Device Maintenance Cost:	
Applicant Grant Request: \$	
Retrofit Device Vendor and Installer:	
<input type="checkbox"/> Main (Front) Engine	<input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$	
NOTE: You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.	
Retrofit Device Installation Cost:	
Retrofit Device Maintenance Cost:	
Applicant Grant Request: \$	
Retrofit Device Vendor and Installer:	

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 12

PROPOSAL: Authorize Purchase of Ingres Relational Database Management System Software Support

SYNOPSIS: The Ingres Relational Database Management System is used for the implementation of the Central Information Repository database. This database is used by most enterprise-level software applications at the AQMD and currently supports a suite of client/server and web-based applications known collectively as the Clean Air Support System (CLASS). The CLASS applications are used to support all of the AQMD core activities. Maintenance support for this software expires November 29, 2011. This action is to obtain approval for the purchase of Ingres Database software maintenance support for an additional year. Funds in the amount of \$121,371 for this expense are included in the FY 2011-12 Budget.

COMMITTEE: Administrative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTION:

Authorize the Executive Officer to execute contract to purchase Ingres Relational Database Management System software maintenance support for one year from Actian Corporation (formerly Ingres Corporation) in an amount not to exceed \$121,371, which is allocated in the FY 2011-12 Budget.

Barry R. Wallerstein, D.Env.
Executive Officer

JCM: MH:agg

Background

In November 2006, the AQMD entered into an annual support and maintenance agreement for Ingres Relational Database Management System (RDBMS) software.

The RDBMS software runs on three database servers for production, development, and ad hoc reporting. The production server hosts the Central Information Repository database (DBCIR). This database supports a collection of more than 30 client/server and web-based applications known as the Clean Air Support System (CLASS). The CLASS application suite supports permits administration and processing of command-and-control and facility-based permits; emissions offsetting, monitoring and inventory management for New Source Review, RECLAIM and annual emission reporting operations; compliance-related complaint, inspection, assignment, notification, investigation and settlement operations; and financial accounts receivable operations. The development server supports software development for the CLASS and for other mini-computers and micro-computers accessing the Central Information Repository. The decision support server supports CLASS system ad-hoc query and reporting; and web-based inquiry applications. These applications are an integral component of the AQMD's day-to-day responsibilities. The Ingres software maintenance support expires on November 29, 2011.

Ingres maintenance includes the following services:

Software Maintenance	Licensed product updates, enhancements, and repairs; and
Software Support	Assistance in resolving online operating difficulties, system failures, Ingres application-related problems, potential system bugs, and installation and upgrade issues.

Sole-Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies circumstances under which a sole-source purchase award may be justified. These requests for a sole-source award are made under provision VIII.B.2.c.(2) the project involves the use of proprietary technology, and (3) the contractor has ownership of key assets required for project performance. Actian Corporation is the sole manufacturer and provider of this software and therefore the only source for its maintenance and support licensing agreements.

Proposal

Staff recommends the purchase of one year of Ingres Relational Database Management System Software maintenance support to provide continued support for AQMD's CLASS applications in an amount not to exceed \$121,371.

Resource Impacts

Sufficient funds are included in the FY 2011-12 Budget, under Information Management Professional and Special Services.

 Back to Agenda

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 13

PROPOSAL: Issue RFP for Redesign of the AQMD Website and Implementation of Web Content Management System

SYNOPSIS: AQMD's website has evolved over time and, while it contains a great deal of meaningful information, specific content can be difficult to find using current site navigation. The site design was last updated in 2008. This action is to issue an RFP to solicit bids from qualified firms to redesign AQMD's website (www.aqmd.gov) and to implement a Content Management System for subsequent maintenance of the website by AQMD employees.

COMMITTEE: Administrative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTION:

Approve the release of the attached RFP #P2012-06 for Web Redesign and Content Management System.

Barry R. Wallerstein, D.Env.
Executive Officer

JCM:rl

Background

AQMD's Information Management (IM) administers agency websites, both internal and external. AQMD's internet site, www.aqmd.gov, contains a wealth of information about AQMD programs, rules and regulations, permitting requirements, compliance and enforcement provisions, public notices, air quality data and analysis, air quality management plans, employment opportunities, and much more. Because the website has evolved over time, specific content can be difficult to find using current site navigation.

The last update to the website design was made in 2008 and reflects an organizational structure as opposed to a user-oriented approach to information access and design. Content development and maintenance is done organizationally as well; pages are built

and maintained by staff from the group responsible for the program or activity reflected in the content.

Proposal

AQMD desires to reorganize its website from the user's perspective, providing easy access to information for all users (including the regulated community, general public, other air quality agencies or environmental entities and internal staff) as a public communication tool. AQMD seeks to create an aesthetically pleasing website with an intuitively accessible navigation scheme. In addition, the website should be adaptable to current and changing technology and provide content management capability for AQMD Staff.

AQMD's web redesign project comprises both the redesign effort (including analysis and evaluation of current and future web needs, assessment of the information architecture with recommendations for improvement, development of the new web design, migration of existing content, and testing and implementation) and the selection and implementation of a web content management system (CMS). Recommended software, including the CMS, will be purchased separately by AQMD.

A CMS is a software system used to control a dynamic collection of Web-based material (HTML pages, images, documents, and other forms of media) and to allow users with little knowledge of web programming languages or HTML code to create and manage website content with relative ease. Most CMS packages include graphical user interface tools for content editing and system administration; built-in versioning, publication approval, and content syndication processes; a database to store page content, metadata, and other information assets needed by the system; and a set of automated templates to display the content to website visitors. A CMS simplifies content updates and site design changes and codifies the update approval process.

Outreach

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

Additionally, potential bidders may be notified through the Los Angeles County MTA Directory of Certified Firms, the Inland Area Opportunity Pages Ethnic/Women Business & Professional Directory; and AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ will be e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at AQMD's website (<http://www.aqmd.gov>)

where it can be viewed by making menu selections “Inside AQMD”/“Employment and Business Opportunities”/“Business Opportunities” or by going directly to <http://www.aqmd.gov/rfp/index.html>). Information is also available on AQMD’s bidder’s 24-hour telephone message line (909) 396-2724.

Benefits to AQMD

AQMD’s website represents the agency to the world, providing essential information to many communities within and outside of the southland. The proposed project will significantly improve AQMD’s outward-facing representation and strengthen outreach capabilities.

Resource Impacts

Funding for this project will be requested from AQMD’s Undesignated Fund Balance and would be appropriated to Information Management’s FY 2011-12 Budget, Services & Supplies Major Object, Professional & Special Services Account for design and implementation; and Capital Outlays Major Object, Computer Software Intangible Account for purchase of recommended hardware and software.

Attachment

RFP #P2012-06 - Web Redesign and Content Management System



**South Coast
Air Quality Management District**

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

REQUEST FOR PROPOSALS

Web Redesign and Content Management System

#P2012-06

The South Coast Air Quality Management District (AQMD) requests proposals for the following purpose according to terms and conditions attached. In the preparation of this Request for Proposals (RFP) the words "Proposer," "Contractor," and "Consultant" are used interchangeably.

PURPOSE

The purpose of this Request for Proposals (RFP) is to solicit bids from qualified firms to redesign AQMD's website and to implement a Content Management System (CMS) for subsequent maintenance of the website by AQMD employees. The agency's current website at <http://www.aqmd.gov> reflects an organizational structure as opposed to a user-oriented approach to information access and design. Our website has evolved over time and, while it contains much meaningful information, content is hard to find and navigation can be difficult. AQMD desires to reorganize its website from the user's perspective, providing easy access to information for all users (including the regulated community, general public, other air quality agencies or environmental entities and internal staff) as a public communication tool. AQMD seeks to create an aesthetically pleasing website with an intuitively accessible navigation scheme. The website should also be adaptable to current and changing technology and provide content management capability for AQMD Staff.

INDEX - The following are contained in this RFP:

Section I	Background/Information
Section II	Contact Person
Section III	Schedule of Events
Section IV	Participation in the Procurement Process
Section V	Statement of Work/Schedule of Deliverables
Section VI	Required Qualifications
Section VII	Proposal Submittal Requirements
Section VIII	Proposal Submission
Section IX	Proposal Evaluation/Contractor Selection Criteria
Section X	Draft Contract

Attachment A - Certifications and Representations

SECTION I: BACKGROUND/INFORMATION

The South Coast Air Quality Management District (AQMD) is the local government agency designated by federal and state law with the responsibility for regulating air pollution in the South Coast Air Basin. The Basin comprises Los Angeles, Orange, Riverside and the non-desert portion of San Bernardino Counties. Information Management provides a wide range of information systems and services in support of the AQMD's mission.

AQMD's website is located at www.aqmd.gov. It was initiated in the mid-1990s and underwent a major design and structural update in March 2004. The last minor update to the template design was made in 2008. The website is hosted internally with static content maintained on separate server group from web applications (which include an interactive air quality map and associated air quality measurement details, regulatory programs such as Annual Emission Reporting, et c.). Static content is maintained by AQMD staff using Microsoft SharePoint Designer 2007.

The objective of AQMD's redesign effort is a dynamic website that:

- 1) Facilitates easy electronic access to public information for AQMD's audiences in a visually appealing, cohesive, user-friendly way.
- 2) Uses a common theme and consistent design throughout the website.
- 3) Offers the public an alternative means of communicating with AQMD staff.
- 4) Allows members of the public with limited computer experience to easily find and access information and online services.
- 5) Is easy to update and modify by AQMD staff through a web-based Content Management System (CMS). The CMS should simplify website administration and allow staff with a variety of skill levels the means to update web content.
- 6) Is on a flexible and industry-standard platform that allows for future development that is not necessarily dependent upon a vendor.
- 7) Builds upon proven and accepted web development standards while maintaining the flexibility to easily grow and add new functionality for target audiences and administrators over time and with minimal cost.
- 8) Is easily and cost-effectively upgradeable.
- 9) Can seamlessly integrate with calendars and other features of our Sharepoint intranet, called AIRNet, hosted within our network environment.
- 10) Enhances delivery and awareness of public services and facilitates a process for public inquiry.
- 11) Provides 24/7 virtual access with the ability to conduct secure financial transactions online when e-commerce functions are implemented.
- 12) Complies with all applicable accessibility guidelines including ADA Best Practices for Website Accessibility for state and local governments, standards laid out in Section 508 of the Rehabilitation Act of 1973, and the Web Content Accessibility Guidelines developed by the Web Accessibility Initiative, a subgroup of the World Wide Web Consortium (W3C).
- 13) Offers a variety of communication methods to keep audiences up-to-date, including e-mail notifications, SMS text messages, RSS feeds, and live streaming.
- 14) Accommodates portal pages for external applications, e.g. online payment systems.
- 15) Incorporates content and interactive enhancements, such as: video-on-demand, interactive meetings, conference registration and payment, web-based complaint form,

web-based comment form, interactive map of regulated facilities, enhancement of wildfire page(s).

- 16) Provides mobile browsing capability.
- 17) Utilizes social media to reach interested stakeholders (communities).
- 18) Improves site search capability.
- 19) Improves access to historical air quality data.
- 20) Integrates permit and compliance information by facility type on a single page.

AQMD uses a three-stage environment for static web content: aqmddev for content development, aqmdstage for testing, and www.aqmd.gov for the outward-facing production website. Development and staging are hosted on a single server running Windows Server 2000, IIS v. 5 and Windows Frontpage Extensions. The production website is hosted on a single, similarly constituted server.

SECTION II: CONTACT PERSON:

Questions regarding the content or intent of this RFP or on procedural matters should be addressed to:

Roberta Lewis, Information Management
SCAQMD
21865 Copley Drive
Diamond Bar, CA 91765-4178
(909) 396-3160

SECTION III: SCHEDULE OF EVENTS

November 4, 2011	RFP Released
November 17, 2011	Mandatory Bidder's Conference*
December 9, 2011	Proposals Due – No Later Than 5:00 pm
December 13 – 21, 2011	Proposal Evaluations
December 20, 2011	Interviews, if required
February 3, 2012	Governing Board Approval
February 10, 2012	Anticipated Contract Execution

*Participation in the Bidder's Conference is mandatory. Only bidder's conference attendees will be notified of any updates or amendments during the bidding process. The Bidder's Conference will be held in Room CC-6 at the AQMD Headquarters in Diamond Bar, California at 10:00 am on Thursday, November 17, 2011. Please contact Nancy Velasquez at (909) 396-2557 by close of business on Thursday, November 17, 2011 if you plan to attend.

SECTION IV: PARTICIPATION IN THE PROCUREMENT PROCESS

- A. It is the policy of the South Coast Air Quality Management District to ensure that all businesses including minority business enterprises, women business enterprises, disabled veteran business enterprises and small businesses have a fair and equitable opportunity to compete for and participate in AQMD contracts.

B. Definitions:

The definition of minority or women business enterprise set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph F below on procurements funded in whole or in part with EPA grant funds which involve the use of subcontractors. The definition provided for disabled veteran business enterprise, local business, small business enterprise, low-emission vehicle business and off-peak hours delivery business are provided for purposes of determining eligibility for point or cost considerations in the evaluation process.

1. "Minority-or-women business enterprise" as used in this policy means a business enterprise that meets all the following criteria:
 - a. a business that is at least 51 percent owned by one or more minority persons or women, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons or women.
 - b. a business whose management and daily business operations are controlled by one or more minority persons or women.
 - c. a business which is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign-based business.
2. "Minority person" for purposes of this policy, means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, and Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, and Taiwan).
3. "Disabled veteran" as used in this policy is a United States military, naval, or air service veteran with at least 10 percent service-connected disability who is a resident of California.
4. "Disabled veteran business enterprise" as used in this policy means a business enterprise that meets all of the following criteria:
 - a. is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans or, in the case of a publicly owned business, at least 51 percent of its stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
 - b. the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.

- c. is a sole proprietorship, corporation, or partnership with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.
5. "Local business" as used in the Procurement Policy and Procedure means a company that has an ongoing business within the boundaries of the AQMD at the time of bid application and performs 90% of the work related to the contract within the boundaries of the AQMD and satisfies the requirements of Paragraph I below.
6. "Small business" as used in this policy means a business that meets the following criteria:
- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or
 - A manufacturer with 100 or fewer employees.
 - b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 and 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.
7. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or a small business and owns at least 51 percent of the joint venture.
8. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to the AQMD. Low-emission vehicles include vehicles powered by electric, compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), ethanol, methanol, hydrogen and diesel retrofitted with particulate matter (PM) traps.
9. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to the AQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.
- C. Under Request for Quotations (RFQ), DVBEs, DVBE business joint ventures, small businesses, and small business joint ventures shall be granted a preference in an amount equal to 5% of the lowest cost responsive bid. Low-Emission Vehicle Businesses shall be granted a preference in an amount equal to 5 percent of the lowest cost responsive bid. Off-Peak Hours Delivery Businesses shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid. Local businesses (if the procurement is not

funded in whole or in part by EPA grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid.

- D. Under Request for Proposals, DVBEs, DVBE joint ventures, small businesses, and small business joint ventures shall be awarded ten (10) points in the evaluation process. A non-DVBE or large business shall receive seven (7) points for subcontracting at least twenty-five (25%) of the total contract value to a DVBE and/or small business. Low-Emission Vehicle Businesses shall be awarded five (5) points in the evaluation process. On procurements which are not funded in whole or in part by EPA grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process.
- E. AQMD will ensure that discrimination in the award and performance of contracts does not occur on the basis of race, color, sex, national origin, marital status, sexual preference, creed, ancestry, medical condition, or retaliation for having filed a discrimination complaint in the performance of AQMD contractual obligations.
- F. AQMD requires Contractor to be in compliance with all state and federal laws and regulations with respect to its employees throughout the term of any awarded contract, including state minimum wage laws and OSHA requirements.
- G. When contracts are funded in whole or in part by EPA grant funds and if subcontracts are to be let, the Contractor must comply with the steps listed below, which demonstrate a good faith effort to solicit minority and women owned enterprises. Contractor shall submit a certification signed by an authorized official affirming compliance with the steps below at the time of proposal submission. The AQMD reserves the right to request documentation demonstrating compliance with these steps prior to contract execution.
 - 1. Place qualified small-and-minority businesses and women's business enterprises on solicitation lists;
 - 2. Ensure that small-and-minority businesses, and women's business enterprises are solicited whenever they are potential sources including advertising at least ten days in advance of the bid in a variety of media directed to minority-and women-owned business audiences;
 - 3. Divide total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small-and-minority business, and women's business enterprises;
 - 4. Establish delivery schedules, where requirements permit, which encourage participation by small-and-minority business, and women's business enterprises; and
 - 5. Use the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
- H. To the extent that any conflict exists between this policy and any requirements imposed by federal and state law relating to participation in a contract by a certified MBE/WBE/DVBE as a condition of receipt of federal or state funds, the federal or state requirements shall prevail.
- I. When contracts are not funded in whole or in part by EPA grant funds, a local business preference will be awarded. For such contracts that involve the purchase of commercial off-the-shelf products, local business preference will be given to suppliers or distributors of commercial off-the-shelf products who maintain an ongoing business within the geographical boundaries of the AQMD. However, if the subject matter of the RFP or RFQ

calls for the fabrication or manufacture of custom products, only companies performing 90% of the manufacturing or fabrication effort within the geographical boundaries of the AQMD shall be entitled to the local business preference.

J. In compliance with federal fair share requirements set forth in 40 C.F.R. 35.6580, the AQMD shall establish a fair share goal annually for expenditures covered by its procurement policy.

SECTION V: STATEMENT OF WORK/SCHEDULE OF DELIVERABLES

The web redesign focuses on the www.aqmd.gov site which holds static web content, consisting of html pages and other document types (generally Acrobat pdf, MS Word doc, MS Excel spreadsheets, or MS PowerPoint slide shows). The look and feel of the html pages is governed by cascading style sheets with navigation dropdown menus controlled through JavaScript. The type of content on our site is wide-ranging, addressing several audiences (the regulated community, general public, researchers, and other environmental agencies). Web content includes:

- Rules and regulations.
- Forms (for permitting, compliance reporting, etc.).
- Agenda packages for the monthly Governing Board meetings.
- Agendas for Board committee meetings.
- A general AQMD Calendar of Events and specialty calendars (e.g., Clean Fuels Calendar).
- Information about special programs (lawnmower exchange, permit amnesty, etc.).
- Toxic air pollutant data (such as health risk assessment maps, data from special monitoring studies, etc.).
- Wildfire smoke safety information.
- Public notification information.
- Publications, video and webcast libraries, and sign-up forms for electronic newsletters¹.
- Training class schedules.
- Test methods and protocols.
- Air quality planning and control plans and studies.
- Searchable permitted facility database.
- And much more.

Web content is developed and maintained using SharePoint Designer 2007, which also provides the mechanism for publishing content between the development, staging, and production environments. We also use a third-party marketing software package, eNewsletter Pro, for newsletter sign-up and conference/event registration as well as maintenance of the resultant subscriber lists. Another third-part software package, SelectSurvey, is used for online surveys and analysis of responses.

Web applications reside on a separate server complex (www3.aqmd.gov). Applications are called from the static pages on www.aqmd.gov.

¹ We currently maintain several listserves using Active Subscriber software and a custom sign-up application on our website but plan to migrate these lists to our marketing software, eNewsletter Pro.

AQMD is completing a redesign of the agency's internal website (AIRNet). The new site was developed using Microsoft SharePoint Foundation Server 2010. This project provided some insight into the conversion of an existing html-based web into a structured, content management-style architecture. No changes to AIRNet are included with this request.

Currently, development and staging environments for the AQMD external website are hosted on a single server running Windows Server 2000, IIS v. 5 and Windows Frontpage Extensions. The production website is hosted on a single, similarly constituted server. The infrastructure that AQMD is moving to, which the redesigned website must accommodate, is as follows:

1. Desktop Personal Computers (content contributors)
 - a. Operating System: Windows Vista Business
 - b. Office Productivity Suite: Office 2007 Pro Plus
2. Servers
 - a. Operating System: Windows Server 2008 R2
 - b. Web Server: IIS 7
 - c. Database: SQL Server 2008

A. Statement of Work

AQMD's web redesign project comprises both the redesign effort (including analysis and evaluation of current and future web needs, assessment of the information architecture with recommendations for improvement, development of the new web design, migration of existing content, and testing and implementation) and the selection and implementation of a web content management system (CMS).

1. Website Redesign

Design Guidelines

The design of the website should be welcoming, attractive and easy to navigate. The final version of the design should be a collaborative effort between the AQMD and the selected contractor. The following features reflect requirements for the website design (look and feel, theme, HTML, CSS, etc.):

- The web design must maintain consistency on all pages through the use of unified or common themes, except to differentiate specific programs as requested by AQMD. The design or "branding" of the website shall include a consistent color scheme throughout and a basic shell with modestly sized banner graphics or logos, signature icons, navigation, and action buttons for the main page and sub-pages. It should be apparent that it is AQMD's site on every page, but this must be balanced with the desire for some pages to have flexibility to meet specific needs.
- The web design must be flexible enough to support AQMD's internet for a minimum of three to five years and be cost-effective, easy to use, interactive and architecturally sound.
- The web design should **not** use tables to provide page layout.

- The website should not overwhelm the user with clutter; the look of each page should be as clean as possible while providing relevant information and links to other information on the site.
- The website design should incorporate navigational tools such as graphic navigation buttons or bars offering shortcuts, tabbed or drop down menus grouping related information, and breadcrumbs. Navigational tools should be included on every page. The design should include a link to the AQMD home page link in the same position on each page.
- The web design should accommodate reasonable flexibility in the navigation scheme so that the design does not need to be revamped when changes are made.
- The website design and associated elements must comply with Section 508 of the Rehabilitation Act of 1973 as well as Americans with Disabilities (ADA) Best Practices for Website Accessibility for state and local governments and the Web Content Accessibility Guidelines developed by the Web Accessibility Initiative, a subgroup of the World Wide Web Consortium (W3C).
- Ownership of the website design and all content should be transferred to AQMD upon completion of the project.
- The proposal should include representative web design examples with links to the sites.

Other Features/Requirements

- The website must run efficiently using a variety of modern web browsers, including:
 - Internet Explorer 7 and above.
 - Safari 3 and above.
 - FireFox 2 and above.
 - Google Chrome.
 - Opera 10 and above.
 - Incompatible or legacy browsers (e.g., Internet Explorer 6) should display a message asking visitors to upgrade their browser with links to a suggested alternative.
- The website must support mobile devices.
- The website must include a comprehensive search function for all content on the site. AQMD currently uses Google Site Search but is open to other search applications.
- The site will include a number of static forms for the public and the regulated community to use. The website must have links or embedded plug-ins such as Java and Adobe for opening and viewing these documents and allow the user to download the latest version of certain applications, for example Adobe Reader.
- Existing content must be migrated to the new website.
- Graphical files should be relative to the site and provide for quickest loading. Web pages should be tested with dial-up modems to ensure each web page can be accessed in a timely fashion by users with dial-up capabilities only.
- The contractor must provide on-site training for up to 15 administrator users and up to 100 contributing (content maintaining) users.
- The vendor must provide support services to up to 12 nominated users to assist them with ongoing maintenance of the site.

Desired Enhancements

AQMD is interested in introducing additional features to its website. Proposals may include the contractor's ability to provide the following:

- An event calendar that allows multiple categories and items, with the following features:
 - Single or recurring events
 - Space for full descriptions including the ability to post images, tables and video within the description
 - Ability to view calendars by a list of events, a week view or a month view
 - Ability to filter by category, a start date and an end date, and search for keywords
 - Post events automatically to an RSS feed
 - Importable into major calendar applications
- Content and interactive enhancements, such as: video-on-demand, interactive meetings, conference registration and payment, web-based complaint form, web-based comment form, interactive map of regulated facilities, enhancement of wildfire page(s).
- Improved access to historical air quality data
- Integration of permit and compliance information by facility type on a single page.

Although AQMD has identified specific requirements and desired enhancements for the website redesign, we are also interested in your ideas for features and enhancements to the web design. We encourage respondents to propose alternatives, recommendations and other enhancements.

2. Select and Implement a Web Content Management System (CMS)

AQMD would like to migrate to a web content management system that will further standardize the presentation of information on the website and allow users with little knowledge of web programming languages or markup languages to create and manage website content with relative ease. The proposed web content management system should provide the following capabilities:

CMS Guidelines/Desired Features

- Support multiple contributors, both content developers and administrators
- Allow non-technical content providers to:
 - Add, remove, and edit content using a WYSIWYG editor, including links to other websites
 - Upload images in standard formats (JPG, PNG, GIF), scale images as needed, and place within the content
 - Use page templates to format and develop new content.
- Allow the creation and maintenance of page templates to standardize content look and feel. Changes made to templates should automatically flow to the pages based on the template.

- Support a navigation system which is editable by administrators to facilitate the incorporation of new content or re-organization of existing content as needed.
- Allow administrators to create and assign users to roles, enabling differing levels of content control and authorship, including content approval for publishing.
- Roles should be completely contained within the website infrastructure, and not reliant on the existing borough network security or peer-to-peer connectivity.
- Roles should be able to define permission levels on a per-page or per-field basis
- Automatically create and update a sitemap and on-page breadcrumbs when content is added, edited or removed from the site.
- Provide the ability to organize the site's navigational system into multiple departments and divisions within departments, and the ability to create, update, and delete departments (based on role)
- Allows administrators to set dates and times for automated content publication.
- Allow content to expire on a particular date and time
- Add any number of attachments (such as PDFs) to specific content
- Support photo galleries, including the ability to "page" through a gallery in an intuitive manner
- Support sharing of content with social media: Facebook, Twitter, YouTube, etc.
- Allow creation of functional groupings of web pages or portions of web pages from multiple departments in order to facilitate public access to information that crosses departmental lines.
- Enable or disable comments on content.
- Provide support for content developers and administrators including:
 - Access to support materials including online training manuals, support FAQs, and other forms of customer support
 - Access to live support via e-mail or phone during normal business hours and designated administrators shall have access to live support via phone for emergencies.
- Incorporates a content repository with basic library services, such as check-in/check-out and versioning for multiple content types (including HTML/XHTML, CSS, images, JavaScript, etc.).
- Authentication of users (authors, editors and reviewers) and assignment of permissions.
- Content authoring, through browser-based templates or via conversion from a word processing application.
- Allows for the creation and capture of metadata for both search and administrative purposes.
- Supports AQMD's web production lifecycle with features for creating and customizing workflows for content editing, review, revision, approval, and publishing.
- Conversion to HTML or XML and support of templates for Web rendering.
- Managed delivery of content to Web servers or site management systems.
- Capabilities for multisite and multilingual management.
- Web analytics and reporting capabilities.
- "What you see is what you get" design capabilities with the ability to modify and customize the look, feel and behavior of Web pages independently of content.

- Support for developer, administrator, editor, marketer and author roles in a distributed contribution environment.
- Support for content aggregation and syndication (via APIs, representational state transfer [REST] interfaces, Really Simple Syndication [RSS] or similar protocols).
- Ability to manage rich media in the context of Web efforts.
- Ability to publish content for consumption on various devices.
- Support entry and display of UNICODE-enabled fonts.
- Include APIs and/or SDK for integration with and/or development of third-party or custom web apps.

3. Task Outline

The Website redesign project will follow a phased project approach that incorporates planning, analysis and evaluation, information architecture, design, site implementation and integration, quality assurance testing, and launch. It is understood and expected that the project as a whole will involve iteration and parallel development within and among each phase as further detailed in Contractor's proposal and incorporated into the Contract Statement of Work.

Task 1: Analysis and Evaluation.

Contractor will work with the AQMD's Information Management (IM) and the Web Redesign Committee (Committee) to understand the objectives for the redesign initiative. Contractor will work with the Committee during initial planning to define the scope, requirements, and resources for all the project tasks and to develop a strategy or approach to information design and the end user experience. The Committee will help the Contractor to understand the range of users of AQMD's website in order to better understand the target audience and their constraints. Contractor will analyze and assess the purpose of the Website in achieving AQMD's goals. Contractor will review and document existing website content, architecture, and structure and will develop content inventories. Contractor will review and evaluate the results of existing web metrics from reports generated by AQMD's web analytics tools, surveys, customer service calls/emails, and usability results to better understand how our visitors are accessing and interacting with our site. Contractor will provide AQMD with documentation to support the analysis of AQMD's existing content and organizational architecture and audience(s) (both current and desired).

Deliverables for this phase of the project shall be based on industry research, expert analysis, consultation with IM staff, and conversation with Committee members and include:

- A **project plan** (hard copy as well as electronic) which identifies resources for the remaining project activities and finalizes the project schedule/GANTT chart that will be used to manage and execute the entire project;
- A user experience **strategy document** detailing the objectives of the information architecture and usability services and the guiding principles/rationale underlying them;

- An **inventory** that assesses and documents AQMD's existing information architecture and catalogs the current contents of www.aqmd.gov;
- A **comprehensive written analysis of AQMD's existing online user feedback data** (web server logs and analysis, emails, and other customer service information as available);
- A **document** that summarizes representative user characteristics of all AQMD's on-line audiences and constituencies (e.g., typical needs, behaviors, and information seeking traits and requirements).

Task 2: Information Architecture Organization and Development

Contractor will develop the information architecture that will serve as the underlying structure for AQMD's new web design. In this context, based on industry best practices and the information and analysis completed in Task 1, Contractor shall provide the following services each captured in written deliverable(s):

- Analyze AQMD's existing information architecture and make recommendations for improvements;
- Develop website terminology, nomenclature, and labeling to ensure use of logical and intuitive terminology based on users' knowledge levels;
- Organize site content;
- Develop high-level categorization that is flexible, scalable, and modular;
- Develop wireframes and interface specifications for all content areas and properties to be included in the Website redesign;
- Consult on user interface design options to ensure layout, design, and organization is useful, usable, accessible, and otherwise consistent with the information architecture strategy and objectives established for the website;
- Develop a content migration strategy plan;
- Create high-level and detailed site maps and site navigation strategy; and
- Make recommendations on improving the current image library which stores image files confirmed for use on our website (that is, we hold the rights or have obtained the rights).

Task 3: Content Management System (CMS)

AQMD's current website is primarily composed of static HTML pages. To edit or add content onto an existing page, the file(s) must be manually updated using web content development software (currently, SharePoint Designer 2007). In order to effectively maintain our web pages and to ensure a flexible and sustainable architecture, AQMD would like to transition to a formal, yet modular, system for managing content creation, maintenance and workflow.

Contractor shall evaluate and make recommendations on a CMS strategy and solution for AQMD. AQMD is open to a variety of CMS platforms, including open source technology solutions, provided they integrate with AQMD's infrastructure and can be implemented in a cost-effective manner. Evaluation and recommendation of CMS must include at least six (6) candidates including the following:

- Ektron CMS400.NET

- Microsoft SharePoint 2010
- Sitecore CMS

Criteria used when evaluating CMS packages must include Total Cost of Ownership (TCO) factoring in the existing software owned by AQMD, and training provided to AQMD staff.

Acquisition and implementation of the CMS in AQMD's web environment will be a joint effort by AQMD staff and the Contractor.

Task 4: Design

Contractor shall design the user interface and graphic design (look and feel) of the website based on industry best practices. Building upon and complementing the user experience strategy and information architecture tasks, Contractor will develop a comprehensive visual design for the website to be inclusive of all content areas and types defined in the earlier phase to implement a flexible, unified design based upon the approved information architecture. The design phase will be performed in an iterative fashion, providing multiple rounds of discussion, presentation, and review by the Redesign Committee and AQMD's executive management of design options, concepts, and prototypes.

Deliverables for the design task will include the following:

- Incorporation of AQMD's visual identity and brand into site design principles;
- Iterated rounds of development of multiple **design options, concepts, and prototypes**;
- Development of **visual design templates** for all major content areas, page types and interaction contexts;
- Development of a comprehensive **style guide** that includes Website graphic design, content style, and usage; and
- Generally, suggested designs should be inclusive of all media types (text, image, audio, video, etc.) for publication through all media platforms (including mobile delivery).

Task 5: Website Implementation

Following the information architecture and design phases of the project, Contractor shall complete and implement the approved website (including CMS) on a turn-key basis for public launch.

Deliverables include the following:

- Development of **templates** / page types;
- Development of **functional prototype(s)** for testing and review;
- Assuring that all templates and final page displays (including multimedia components) are accessible and compliant with Section 508 and W3C guidelines;
- Assuring full functionality, operability, and freedom from conflicts and defects;

- Integration within the implemented CMS;
- Final design and **production inventory** of all the text, graphics, audio, video, linkages, and other components of the website including all software, files, and other work product produced pursuant to the contract that clearly distinguishes which components are AQMD content and which (if any) have been obtained, with permission, from other sources; and
- Delivery and installation of **the completed Website** on a designated AQMD server. Contractor will provide **all related materials and work product** (collectively including all original Photoshop, Illustrator or other graphics files, xml, xhtml, dhtml, CSS, cfm, kml, and html files as well as complete Java or JavaScript code, flash, FLA, PSD, PHP, Silverlight, non-proprietary source code, and website production files) on three (3) CD-ROM or DVD-ROM copies or other mutually agreed upon format.

Task 6: Usability Testing

Contractor shall facilitate and execute user testing of information architecture and implemented designs/website in part and in whole, analyze the results of such testing, and make recommendations as needed.

Deliverables should include the following:

- A **usability test plan** that includes measurable usability objectives set in conjunction with the Redesign Committee, a usability test strategy and methodology, and clear definition of all tests, tasks, scenarios, and success criteria;
- Create and administer a **usability test** with selected AQMD staff (e.g., prepare test documents, set-up testing environment, facilitate, and execute usability test) in accordance with the test plan; and
- **Report findings** ranked by severity/criticality/degree(s) of importance including comparative data from the baseline usability testing of original site, prototype testing, and redesigned site testing and Contractor's recommendations.

Task 7: Quality Assurance

Contractor shall conduct pre-launch website testing based on industry best practices, and subject to AQMD's final review and approval:

- Evaluate site requirements and specifications and develop and implement a **comprehensive quality assurance test plan** to ensure that the website is completely operational, void of defects, and with all conflicts resolved by the launch date;
- Develop manual and automated **test cases/scenarios**;
- Perform and execute the manual and automated QA test cases/scenarios;
- Document **testing results**, resolve all identified errors, conflicts, and bugs, and track/report the **bug/defect resolution**;
- Develop a **maintenance plan** that details expected maintenance tasks as well as detailed, written instructions for AQMD staff to access, add content to,

correct, repair, and/or otherwise modify the website during the initial 12-month warranty period; and

Task 8: Training

Contractor shall conduct on-site CMS **training** for AQMD staff and document any adjustments and/or modifications anticipated to be made by Contractor. Total staff to be trained include up to 15 administrative users and up to 100 contributing (content development/maintenance) users.

B. Schedule of Deliverables

Deliverables are noted above in the Statement of Work. As part of the work scope, the contractor will develop a detailed project timeline that includes deliverables.

SECTION VI: REQUIRED QUALIFICATIONS

A. AQMD considers contractors who have CMS integration and implementation, information architecture development, usability testing, and graphic user interface design among their core competencies to be critical to the success of this project. In addition, the selected Contractor should demonstrate experience in creating and developing websites that employ proven techniques, methodologies, and best practice for web interaction/usability, and demonstrate the ability to work collaboratively with the AQMD. The level of experience as evidenced by successful implementation of projects in other similar or larger agencies is one of the crucial elements of the selection criteria. It is essential that the vendor has the ability to work well in a knowledge transfer mode in addition to actual hands-on work.

B. Proposer must submit the following:

1. Resumés or similar statement of qualifications of person or persons who will serve as technical and functional leads for the various project tasks.
2. Review of similar experience with web redesign and implementation of a CMS.
3. Summary of proposer's general qualifications to meet required qualifications and fulfill statement of work, including additional firm personnel and resources.

SECTION VII: PROPOSAL SUBMITTAL REQUIREMENTS

Submitted proposals must follow the format outlined below and all requested information must be supplied. Failure to submit proposals in the required format will result in elimination from proposal evaluation.

Each proposal must be submitted in three separate volumes:

- Volume I - Technical Proposal
- Volume II - Cost Proposal

- Volume III - Certifications and Representations included in Attachment A to this RFP, should be executed by an authorized official of the Contractor.

A separate cover letter including the name, address, and telephone number of the contractor, and signed by the person or persons authorized to represent the firm should accompany the proposal submission. Firm contact information as follows should also be included in the cover letter:

1. Address and telephone number of office in, or nearest to, Diamond Bar, California.
2. Name and title of firm's representative designated as contact.

A separate Table of Contents should be provided for Volumes I and II.

VOLUME I - TECHNICAL PROPOSAL

DO NOT INCLUDE ANY COST INFORMATION IN THE TECHNICAL VOLUME

Summary (Section A) – State overall approach to meeting the objectives and satisfying the scope of work to be performed, the sequence of activities, and a description of methodology or techniques to be used.

Scope of Work (Section B) – Describe the work scope in detail by task as defined in Section V of this RFP. Provide detailed descriptions of the activities and delivered products associated with each task.

Program Schedule (Section B) – Provide projected milestones or benchmarks for submitting reports within the total time allowed.

Project Organization (Section C) – Describe the proposed management structure, program monitoring procedures, and organization of the proposed team.

Qualifications (Section D) – Describe the technical capabilities of the firm. Provide references of other similar studies performed during the last five years demonstrating ability to successfully complete the project. Include contact name, title, and telephone number for any references listed. Provide a statement of your firm's background and experience in performing similar projects for other governmental organizations.

Assigned Personnel (Section E) – Provide the following information on the staff to be assigned to this project:

1. List all key personnel assigned to the project by level and name. Provide a resume or similar statement of the qualifications of the lead person and all persons assigned to the project. Substitution of project manager or lead personnel will not be permitted without prior written approval of AQMD.
2. Provide a spreadsheet of the labor hours proposed for each labor category at the task level.
3. Provide a statement indicating whether or not 90% of the work will be performed within the geographical boundaries of the AQMD.

4. Provide a statement of the education and training program provided by, or required of, the staff identified for participation in the project, particularly with reference to management consulting, governmental practices and procedures, and technical matters.
5. Provide a summary of your firm's general qualifications to meet required qualifications and fulfill statement of work, including additional firm personnel and resources beyond those who may be assigned to the project.

Subcontractors (Section F) – This project may require expertise in multiple technical areas. List any subcontractors that may be used and the work to be performed by them.

Conflict of Interest (Section G) – Address possible conflicts of interest with other clients affected by actions performed by the firm on behalf of AQMD. Although the Proposer will not be automatically disqualified by reason of work performed for such firms, AQMD reserves the right to consider the nature and extent of such work in evaluating the proposal.

Additional Data (Section H) – Provide other essential data that may assist in the evaluation of this proposal.

VOLUME II - COST PROPOSAL

Name and Address - The Cost Proposal must list the name and complete address of the Proposer in the upper left-hand corner.

Cost Proposal – AQMD anticipates awarding a fixed price contract. Cost information must be provided as listed below:

1. Detail must be provided by the following categories:
 - A. Labor - List the total number of hours and the hourly billing rate for each level of professional staff. A breakdown of the proposed billing rates must identify the direct labor rate, overhead rate and amount, fringe benefit rate and amount, General and Administrative rate and amount, and proposed profit or fee. Provide a basis of estimate justifying the proposed labor hours and proposed labor mix.
 - B. Subcontractor Costs - List subcontractor costs and identify subcontractors by name. Itemize subcontractor charges per hour or per day.
 - C. Travel Costs - Indicate amount of travel cost and basis of estimate to include trip destination, purpose of trip, length of trip, airline fare or mileage expense, per diem costs, lodging and car rental.
 - D. Other Direct Costs - This category may include such items as postage and mailing expense, printing and reproduction costs, etc. Provide a basis of estimate for these costs.

VOLUME III - CERTIFICATIONS AND REPRESENTATIONS (see Attachment A to this RFP)

{CERTIFICATIONS AND REPRESENTATIONS MUST BE INCLUDED IN YOUR RFP}

SECTION VIII: PROPOSAL SUBMISSION

All proposals must be submitted according to specifications set forth in the section above. Failure to adhere to these specifications may be cause for rejection of proposal.

Signature - All proposals should be signed by an authorized representative of the Proposer.

Due Date - The Proposer shall submit **seven (7)** complete copies of the proposal and an electronic copy on a disk or flash drive in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the Proposer and the words "Request for Proposals #201X-XX." **All proposals are due no later than 5:00 p.m., December 9, 2011, and should be directed to:**

Procurement Unit
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178
(909) 396-3520

Late bids/proposals will not be accepted under any circumstances. Any correction or resubmission done by the Proposer will not extend the submittal due date.

Grounds for Rejection - A proposal may be immediately rejected if:

- It is not prepared in the format described, or
- It is signed by an individual not authorized to represent the firm.

Disposition of Proposals - AQMD reserves the right to reject any or all proposals. All responses become the property of AQMD. One copy of the proposal shall be retained for AQMD files. Additional copies and materials will be returned only if requested and at the proposer's expense.

Modification or Withdrawal - Once submitted, proposals cannot be altered without the prior written consent of AQMD. All proposals shall constitute firm offers and may not be withdrawn for a period of ninety (90) days following the last day to accept proposals.

SECTION IX: PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA

- A. Proposals will be evaluated by a panel of three to five AQMD staff members familiar with the subject matter of the project. The panel shall be appointed by the Executive Officer or his designee. In addition, the evaluation panel may include such outside public sector or academic community expertise as deemed desirable by the Executive Officer. The panel will make a recommendation to the Executive Officer and/or the Governing Board of the AQMD for final selection of a contractor and negotiation of a contract.
- B. Each member of the evaluation panel shall be accorded equal weight in his or her rating of proposals. The evaluation panel members shall evaluate the proposals according to the specified criteria and numerical weightings set forth below.

1. Proposal Evaluation Criteria

<u>(a) Basic Criteria</u>	<u>Points</u>
Understanding the Problem	20
Technical/Management Approach	20
Contractor Qualifications	20
Previous Experience on Similar Projects	10
Cost	<u>30</u>
TOTAL	100
<u>(b) Additional Points</u>	
Small Business or Small Business Joint Venture	10
DVBE or DVBE Joint Venture	10
Use of DVBE or Small Business Subcontractors	7
Low-Emission Vehicle Business	5
Local Business (Non-EPA Funded Projects Only)	5
Off-Peak Hours Delivery Business	2

The cumulative points awarded for small business, DVBE, use of small business or DVBE subcontractors, low-emission vehicle business, local business, and off-peak hours delivery business shall not exceed 15 points.

Note: The award of these additional points shall be contingent upon Proposer completing the Self-Certification section of Attachment A – Certifications and Representations and/or inclusion of a statement in the proposal self-certifying that Proposer qualifies for additional points as detailed above.

2. To receive additional points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-EPA funded projects), the proposer must submit a self-certification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the proposer meets the requirements set forth in Section III. To receive points for the use of DVBE and/or Small Business subcontractors, at least 25 percent of the total contract value must be subcontracted to DVBEs and/or Small Businesses. To receive points as a Low-Emission Vehicle Business, the proposer must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to the AQMD are delivered in vehicles that operate on either clean-fuels or if powered by diesel fuel, that the vehicles have particulate traps installed. To receive points as an Off-Peak Hours Delivery

Business, the proposer must submit, at proposal submission, certification of its commitment to delivering supplies and materials to AQMD between the hours of 10:00 a.m. and 3:00 p.m. The cumulative points awarded for small business, DVBE, use of Small Business or DVBE Subcontractors, Local Business, Low-Emission Vehicle Business and Off-Peak Hour Delivery Business shall not exceed 15 points.

The Procurement Section will be responsible for monitoring compliance of suppliers awarded purchase orders based upon use of low-emission vehicles or off-peak traffic hour delivery commitments through the use of vendor logs which will identify the contractor awarded the incentive. The purchase orders shall incorporate terms which obligate the supplier to deliver materials in low-emission vehicles or deliver during off-peak traffic hours. The Receiving department will monitor those qualified supplier deliveries to ensure compliance to the purchase order requirements. Suppliers in non-compliance will be subject to a two percent of total purchase order value penalty. The Procurement Manager will adjudicate any disputes regarding either low-emission vehicle or off-peak hour deliveries.

3. For procurement of Research and Development (R & D) projects or projects requiring technical or scientific expertise or special projects requiring unique knowledge and abilities, technical factors including past experiences shall be weighted at 70 points and cost shall be weighted at 30 points. A proposal must receive at least 56 out of 70 points on R & D projects and projects requiring technical or scientific expertise or special projects requiring unique knowledge and abilities, in order to be deemed qualified for award.
 4. The lowest cost proposal will be awarded the maximum cost points available and all other cost proposals will receive points on a prorated basis. For example if the lowest cost proposal is \$1,000 and the maximum points available are 30 points, this proposal would receive the full 30 points. If the next lowest cost proposal is \$1,100 it would receive 27 points reflecting the fact that it is 10% higher than the lowest cost (90% of 30 points = 27 points).
- C. During the selection process the evaluation panel may wish to interview some proposers for clarification purposes only. No new material will be permitted at this time.
- D. The Executive Officer or Governing Board may award the contract to a proposer other than the proposer receiving the highest rating in the event the Governing Board determines that another proposer from among those technically qualified would provide the best value to AQMD considering cost and technical factors. The determination shall be based solely on the Evaluation Criteria contained in the Request for Proposal (RFP), on evidence provided in the proposal and on any other evidence provided during the bid review process. Evidence provided during the bid review process is limited to clarification by the Proposer of information presented in his/her proposal.

- E. Selection will be made based on the above-described criteria and rating factors. The selection will be made by and is subject to Executive Officer or Governing Board approval. Proposers may be notified of the results by letter.
- F. The Governing Board has approved a Bid Protest Procedure which provides a process for a bidder or prospective bidder to submit a written protest to the AQMD Procurement Manager in recognition of two types of protests: Protest Regarding Solicitation and Protest Regarding Award of a Contract. Copies of the Bid Protest Policy can be secured through a request to the AQMD Procurement Department.
- G. The Executive Officer or Governing Board may award contracts to more than one proposer if in (his or their) sole judgment the purposes of the (contract or award) would best be served by selecting multiple proposers.
- H. If additional funds become available, the Executive Officer or Governing Board may increase the amount awarded. The Executive Officer or Governing Board may also select additional proposers for a grant or contract if additional funds become available.
- I. Upon mutual agreement of the parties of any resultant contract from this RFP, the original contract term may be extended.

SECTION X: DRAFT CONTRACT (Provided as a sample only)



**South Coast
Air Quality Management District**

1. PARTIES - The parties to this Contract are the South Coast Air Quality Management District (referred to here as "AQMD") whose address is 21865 Copley Drive, Diamond Bar, California 91765-4178, and *** (referred to here as "CONTRACTOR") whose address is ***.

2. RECITALS
 - A. AQMD is the local agency with primary responsibility for regulating stationary source air pollution in the South Coast Air Basin in the State of California. AQMD is authorized to enter into this Contract under California Health and Safety Code Section 40489. AQMD desires to contract with CONTRACTOR for services described in Attachment 1 - Statement of Work, attached here and made a part here by this reference. CONTRACTOR warrants that it is well-qualified and has the experience to provide such services on the terms set forth here.
 - B. CONTRACTOR is authorized to do business in the State of California and attests that it is in good tax standing with the California Franchise Tax Board.
 - C. All parties to this Contract have had the opportunity to have this Contract reviewed by their attorney.
 - D. CONTRACTOR agrees to obtain the required licenses, permits, and all other appropriate legal authorizations from all applicable federal, state and local jurisdictions and pay all applicable fees.

3. PERFORMANCE REQUIREMENTS
 - A. CONTRACTOR warrants that it holds all necessary and required licenses and permits to provide these services. CONTRACTOR further agrees to immediately notify AQMD in writing of any change in its licensing status.
 - B. CONTRACTOR shall submit reports to AQMD as outlined in Attachment 1 - Statement of Work. All reports shall be submitted in an environmentally friendly format: recycled paper; stapled, not bound; black and white, double-sided print; and no three-ring, spiral, or plastic binders or cardstock covers. AQMD reserves the right to review, comment, and request changes to any report produced as a result of this Contract.
 - C. CONTRACTOR shall perform all tasks set forth in Attachment 1 - Statement of Work, and shall not engage, during the term of this Contract, in any performance of work that is in direct or indirect conflict with duties and responsibilities set forth in Attachment 1 - Statement of Work.
 - D. CONTRACTOR shall be responsible for exercising the degree of skill and care customarily required by accepted professional practices and procedures subject to AQMD's final approval which AQMD will not unreasonably withhold. Any costs incurred due to the failure to meet the foregoing standards, or otherwise defective services which require re-performance, as directed by AQMD, shall be the responsibility of CONTRACTOR. CONTRACTOR's failure to achieve the performance goals and objectives stated in Attachment 1- Statement of Work, is not a basis for requesting re-performance unless work conducted by CONTRACTOR is deemed by AQMD to have failed the foregoing standards of performance.
 - E. CONTRACTOR shall post a performance bond in the amount of *** Dollars (\$***) from a surety authorized to issue such bonds within the State. **[USE IF REQUIRED]**
 - F. AQMD has the right to review the terms and conditions of the performance bond and to request modifications thereto which will ensure that AQMD will be compensated in the event CONTRACTOR fails to perform and also provides AQMD with the opportunity to review the qualifications of the entity

designated by the issuer of the performance bond to perform in CONTRACTOR's absence and, if necessary, the right to reject such entity. [USE IF REQUIRED]

G. CONTRACTOR shall ensure, through its contracts with any subcontractor(s), that employees and agents performing under this Contract shall abide by the requirements set forth in this clause.

4. TERM - The term of this Contract is from the date of execution by both parties (or insert date) to ***, unless further extended by amendment of this Contract in writing. No work shall commence until this Contract is fully executed by all parties.

5. TERMINATION

A. In the event any party fails to comply with any term or condition of this Contract, or fails to provide services in the manner agreed upon by the parties, including, but not limited to, the requirements of Attachment 1 – Statement of Work, this failure shall constitute a breach of this Contract. The non-breaching party shall notify the breaching party that it must cure this breach or provide written notification of its intention to terminate this contract. Notification shall be provided in the manner set forth in Clause 11. The non-breaching party reserves all rights under law and equity to enforce this contract and recover damages.

B. AQMD reserves the right to terminate this Agreement, in whole or in part, without cause, upon thirty (30) days' written notice. Once such notice has been given, CONTRACTOR shall, except as and to the extent or directed otherwise by AQMD, discontinue any Work being performed under this Agreement and cancel any of CONTRACTOR's orders for materials, facilities, and supplies in connection with such Work, and shall use its best efforts to procure termination of existing subcontracts upon terms satisfactory to AQMD. Thereafter, CONTRACTOR shall perform only such services as may be necessary to preserve and protect any Work already in progress and to dispose of any property as requested by AQMD.

C. CONTRACTOR shall be paid in accordance with this Agreement for all work performed before the effective date of termination under Clause 5.B. Before expiration of the thirty (30) days' written notice, CONTRACTOR shall promptly deliver to AQMD all copies of documents and other information and data prepared or developed by CONTRACTOR under this Agreement with the exception of a record copy of such materials, which may be retained by CONTRACTOR.

6. INSURANCE

A. CONTRACTOR shall furnish evidence to AQMD of workers' compensation insurance for each of its employees, in accordance with either California or other states' applicable statutory requirements prior to commencement of any work on this Contract.

B. CONTRACTOR shall furnish evidence to AQMD of general liability insurance with a limit of at least \$1,000,000 per occurrence, and \$2,000,000 in a general aggregate prior to commencement of any work on this Contract. AQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by CONTRACTOR to AQMD.

C. CONTRACTOR shall furnish evidence to AQMD of automobile liability insurance with limits of at least \$100,000 per person and \$300,000 per accident for bodily injuries, and \$50,000 in property damage, or \$1,000,000 combined single limit for bodily injury or property damage, prior to commencement of any work on this Contract. AQMD shall be named as an additional insured on any such liability policy, and thirty (30) days written notice prior to cancellation of any such insurance shall be given by CONTRACTOR to AQMD.

D. CONTRACTOR shall furnish evidence to AQMD of Professional Liability Insurance with an aggregate limit of not less than \$5,000,000. [OPTIONAL FOR PROFESSIONAL SERVICES]

- E. If CONTRACTOR fails to maintain the required insurance coverage set forth above, AQMD reserves the right either to purchase such additional insurance and to deduct the cost thereof from any payments owed to CONTRACTOR or terminate this Contract for breach.
- F. All insurance certificates should be mailed to: AQMD Risk Management, 21865 Copley Drive, Diamond Bar, CA 91765-4178. **The AQMD Contract Number must be included on the face of the certificate.**
- G. CONTRACTOR must provide updates on the insurance coverage throughout the term of the Contract to ensure that there is no break in coverage during the period of contract performance. Failure to provide evidence of current coverage shall be grounds for termination for breach of Contract.

7. INDEMNIFICATION - CONTRACTOR agrees to hold harmless, defend and indemnify AQMD, its officers, employees, agents, representatives, and successors-in-interest against any and all loss, damage, costs, lawsuits, demands, judgments, legal fees, or any other expenses incurred or required to be paid by AQMD, its officers, employees, agents, representatives, or successors-in-interest arising from or related to any injury to persons or damage to property caused directly or indirectly, in whole or in part, by any willful or negligent act or omission of CONTRACTOR, its employees, subcontractors, agents or representatives in the performance of this Contract.

8. CO-FUNDING [USE IF REQUIRED]

- A. CONTRACTOR shall obtain co-funding as follows: *****, *** Dollars (\$***); ***, *** Dollars (\$***); ***, *** Dollars (\$***); ***, *** Dollars (\$***); and ***, *** Dollars (\$***).**
- B. If CONTRACTOR fails to obtain co-funding in the amount(s) referenced above, then AQMD reserves the right to renegotiate or terminate this Contract.
- C. CONTRACTOR shall provide co-funding in the amount of ***** Dollars (\$***)** for this project. If CONTRACTOR fails to provide this co-funding, then AQMD reserves the right to renegotiate or terminate this Contract.

9. PAYMENT

[FIXED PRICE]-use this one or the T&M one below.

- A. AQMD shall pay CONTRACTOR a fixed price of ***** Dollars (\$***)** for work performed under this Contract in accordance with Attachment 2 - Payment Schedule, attached here and included here by reference. Payment shall be made by AQMD to CONTRACTOR within thirty (30) days after approval by AQMD of an invoice prepared and furnished by CONTRACTOR showing services performed and referencing tasks and deliverables as shown in Attachment 1 - Statement of Work, and the amount of charge claimed. Each invoice must be prepared in duplicate, on company letterhead, and list AQMD's Contract number, period covered by invoice, and CONTRACTOR's social security number or Employer Identification Number and submitted to: South Coast Air Quality Management District, Attn: *******.
- B. An amount equal to ten percent (10%) shall be withheld from all charges paid until satisfactory completion and final acceptance of work by AQMD. **[OPTIONAL]**
- C. AQMD reserves the right to disallow charges when the invoiced services are not performed satisfactorily in AQMD sole judgment.

[T & M]-use this one or the Fixed Price one above.

- A. AQMD shall pay CONTRACTOR a total not to exceed amount of ***** Dollars (\$***)**, including any authorized travel-related expenses, for time and materials at rates in accordance with Attachment 2 – Cost Schedule, attached here and included here by this reference. Payment of charges shall be made by AQMD to CONTRACTOR within thirty (30) days after approval by AQMD of an itemized invoice prepared and furnished by CONTRACTOR referencing line item expenditures as listed in Attachment 2 and the amount of charge claimed. Each invoice must be prepared in duplicate, on company letterhead, and list AQMD's Contract number, period covered by invoice, and CONTRACTOR's social security number or

Employer Identification Number and submitted to: South Coast Air Quality Management District, Attn:

- B. CONTRACTOR shall adhere to total tasks and/or cost elements (cost category) expenditures as listed in Attachment 2. Reallocation of costs between tasks and/or cost category expenditures is permitted up to One Thousand Dollars (\$1,000) upon prior written approval from AQMD. Reallocation of costs in excess of One Thousand Dollars (\$1,000) between tasks and/or cost category expenditures requires an amendment to this Contract.
 - C. AQMD's payment of invoices shall be subject to the following limitations and requirements:
 - i) Charges for equipment, material, and supply costs, travel expenses, subcontractors, and other charges, as applicable, must be itemized by CONTRACTOR. Reimbursement for equipment, material, supplies, subcontractors, and other charges shall be made at actual cost. Supporting documentation must be provided for all individual charges (with the exception of direct labor charges provided by CONTRACTOR). AQMD's reimbursement of travel expenses and requirements for supporting documentation are listed below.
 - ii) CONTRACTOR's failure to provide receipts shall be grounds for AQMD's non-reimbursement of such charges. AQMD may reduce payments on invoices by those charges for which receipts were not provided.
 - iii) AQMD shall not pay interest, fees, handling charges, or cost of money on Contract.
 - D. AQMD shall reimburse CONTRACTOR for travel-related expenses only if such travel is expressly set forth in Attachment 2 – Cost Schedule of this Contract or pre-authorized by AQMD in writing.
 - i) AQMD's reimbursement of travel-related expenses shall cover lodging, meals, other incidental expenses, and costs of transportation subject to the following limitations:
 - Air Transportation - Coach class rate for all flights. If coach is not available, business class rate is permissible.
 - Car Rental - A compact car rental. A mid-size car rental is permissible if car rental is shared by three or more individuals.
 - Lodging - Up to One Hundred Fifty Dollars (\$150) per night. A higher amount of reimbursement is permissible if pre-approved by AQMD.
 - Meals - Daily allowance is Fifty Dollars (\$50.00).
 - ii) Supporting documentation shall be provided for travel-related expenses in accordance with the following requirements:
 - Lodging, Airfare, Car Rentals - Bill(s) for actual expenses incurred.
 - Meals - Meals billed in excess of \$50.00 each day require receipts or other supporting documentation for the total amount of the bill and must be approved by AQMD.
 - Mileage - Beginning each January 1, the rate shall be adjusted effective February 1 by the Chief Financial Officer based on the Internal Revenue Service Standard Mileage Rate
 - Other travel-related expenses - Receipts are required for all individual items.
 - E. AQMD reserves the right to disallow charges when the invoiced services are not performed satisfactorily in AQMD sole judgment.
10. INTELLECTUAL PROPERTY RIGHTS - Title and full ownership rights to any software, documents, or reports developed under this Contract shall at all times remain with AQMD. Such material is agreed to be AQMD proprietary information.
- A. Rights of Technical Data - AQMD shall have the unlimited right to use technical data, including material designated as a trade secret, resulting from the performance of services by CONTRACTOR under this Contract. CONTRACTOR shall have the right to use technical data for its own benefit.
 - B. Copyright - CONTRACTOR agrees to grant AQMD a royalty-free, nonexclusive, irrevocable license to produce, translate, publish, use, and dispose of all copyrightable material first produced or composed in the performance of this Contract.

11. NOTICES - Any notices from either party to the other shall be given in writing to the attention of the persons listed below, or to other such addresses or addressees as may hereafter be designated in writing for notices by either party to the other. Notice shall be given by certified, express, or registered mail, return receipt requested, and shall be effective as of the date of receipt indicated on the return receipt card.

AQMD: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178
Attn: ***

CONTRACTOR: ***

Attn: ***

12. EMPLOYEES OF CONTRACTOR

- A. AQMD reserves the right to review the resumes of any of CONTRACTOR employees, and/or any subcontractors selected to perform the work specified here and to disapprove CONTRACTOR choices. CONTRACTOR warrants that it will employ no subcontractor without written approval from AQMD. CONTRACTOR shall be responsible for the cost of regular pay to its employees, as well as cost of vacation, vacation replacements, sick leave, severance pay and pay for legal holidays.
- B. CONTRACTOR, its officers, employees, agents, representatives or subcontractors shall in no sense be considered employees or agents of AQMD, nor shall CONTRACTOR, its officers, employees, agents, representatives or subcontractors be entitled to or eligible to participate in any benefits, privileges, or plans, given or extended by AQMD to its employees.
- C. AQMD requires Contractor to be in compliance with all state and federal laws and regulations with respect to its employees throughout the term of this Contract, including state minimum wage laws and OSHA requirements.

13. CONFIDENTIALITY - It is expressly understood and agreed that AQMD may designate in a conspicuous manner the information which CONTRACTOR obtains from AQMD as confidential. CONTRACTOR agrees to:

- A. Observe complete confidentiality with respect to such information, including without limitation, agreeing not to disclose or otherwise permit access to such information by any other person or entity in any manner whatsoever, except that such disclosure or access shall be permitted to employees or subcontractors of CONTRACTOR requiring access in fulfillment of the services provided under this Contract.
- B. Ensure that CONTRACTOR's officers, employees, agents, representatives, and independent contractors are informed of the confidential nature of such information and to assure by agreement or otherwise that they are prohibited from copying or revealing, for any purpose whatsoever, the contents of such information or any part thereof, or from taking any action otherwise prohibited under this clause.
- C. Not use such information or any part thereof in the performance of services to others or for the benefit of others in any form whatsoever whether gratuitously or for valuable consideration, except as permitted under this Contract.
- D. Notify AQMD promptly and in writing of the circumstances surrounding any possession, use, or knowledge of such information or any part thereof by any person or entity other than those authorized by this clause.

- E. Take at CONTRACTOR expense, but at AQMD's option and in any event under AQMD's control, any legal action necessary to prevent unauthorized use of such information by any third party or entity which has gained access to such information at least in part due to the fault of CONTRACTOR.
- F. Take any and all other actions necessary or desirable to assure such continued confidentiality and protection of such information.
- G. Prevent access to such information by any person or entity not authorized under this Contract.
- H. Establish specific procedures in order to fulfill the obligations of this clause.
- I. Notwithstanding the above, nothing herein is intended to abrogate or modify the provisions of Government Code Section 6250 et.seq. (Public Records Act).

14. PUBLICATION

- A. AQMD shall have the right of prior written approval of any document which shall be disseminated to the public by CONTRACTOR in which CONTRACTOR utilized information obtained from AQMD in connection with performance under this Contract.
- B. Information, data, documents, or reports developed by CONTRACTOR for AQMD, pursuant to this Contract, shall be part of AQMD public record unless otherwise indicated. CONTRACTOR may use or publish, at its own expense, such information provided to AQMD. The following acknowledgment of support and disclaimer must appear in each publication of materials, whether copyrighted or not, based upon or developed under this Contract.

"This report was prepared as a result of work sponsored, paid for, in whole or in part, by the South Coast Air Quality Management District (AQMD). The opinions, findings, conclusions, and recommendations are those of the author and do not necessarily represent the views of AQMD. AQMD, its officers, employees, contractors, and subcontractors make no warranty, expressed or implied, and assume no legal liability for the information in this report. AQMD has not approved or disapproved this report, nor has AQMD passed upon the accuracy or adequacy of the information contained herein."

- C. CONTRACTOR shall inform its officers, employees, and subcontractors involved in the performance of this Contract of the restrictions contained herein and require compliance with the above.

15. NON-DISCRIMINATION - In the performance of this Contract, CONTRACTOR shall not discriminate in recruiting, hiring, promotion, demotion, or termination practices on the basis of race, religious creed, color, national origin, ancestry, sex, age, or physical or mental disability and shall comply with the provisions of the California Fair Employment & Housing Act (Government Code Section 12900 et seq.), the Federal Civil Rights Act of 1964 (P.L. 88-352) and all amendments thereto, Executive Order No. 11246 (30 Federal Register 12319), and all administrative rules and regulations issued pursuant to said Acts and Order. CONTRACTOR shall likewise require each subcontractor to comply with this clause and shall include in each such subcontract language similar to this clause.

16. SOLICITATION OF EMPLOYEES - CONTRACTOR expressly agrees that CONTRACTOR shall not, during the term of this Contract, nor for a period of six months after termination, solicit for employment, whether as an employee or independent contractor, any person who is or has been employed by AQMD during the term of this Contract without the consent of AQMD.

17. PROPERTY AND SECURITY - Without limiting CONTRACTOR obligations with regard to security, CONTRACTOR shall comply with all the rules and regulations established by AQMD for access to and activity in and around AQMD premises.

18. ASSIGNMENT - The rights granted hereby may not be assigned, sold, licensed, or otherwise transferred by either party without the prior written consent of the other, and any attempt by either party to do so shall be void upon inception.
19. NON-EFFECT OF WAIVER - The failure of CONTRACTOR or AQMD to insist upon the performance of any or all of the terms, covenants, or conditions of this Contract, or failure to exercise any rights or remedies hereunder, shall not be construed as a waiver or relinquishment of the future performance of any such terms, covenants, or conditions, or of the future exercise of such rights or remedies, unless otherwise provided for herein.
20. ATTORNEYS' FEES - In the event any action is filed in connection with the enforcement or interpretation of this Contract, each party shall bear its own attorneys' fees and costs.
21. FORCE MAJEURE - Neither AQMD nor CONTRACTOR shall be liable or deemed to be in default for any delay or failure in performance under this Contract or interruption of services resulting, directly or indirectly, from acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of AQMD or CONTRACTOR.
22. SEVERABILITY - In the event that any one or more of the provisions contained in this Contract shall for any reason be held to be unenforceable in any respect by a court of competent jurisdiction, such holding shall not affect any other provisions of this Contract, and the Contract shall then be construed as if such unenforceable provisions are not a part hereof.
23. HEADINGS - Headings on the clauses of this Contract are for convenience and reference only, and the words contained therein shall in no way be held to explain, modify, amplify, or aid in the interpretation, construction, or meaning of the provisions of this Contract.
24. DUPLICATE EXECUTION - This Contract is executed in duplicate. Each signed copy shall have the force and effect of an original.
25. GOVERNING LAW - This Contract shall be construed and interpreted and the legal relations created thereby shall be determined in accordance with the laws of the State of California. Venue for resolution of any disputes under this Contract shall be Los Angeles County, California.
26. CITIZENSHIP AND ALIEN STATUS
 - A. CONTRACTOR warrants that it fully complies with all laws regarding the employment of aliens and others, and that its employees performing services hereunder meet the citizenship or alien status requirements contained in federal and state statutes and regulations including, but not limited to, the Immigration Reform and Control Act of 1986 (P.L. 99-603). CONTRACTOR shall obtain from all covered employees performing services hereunder all verification and other documentation of employees' eligibility status required by federal statutes and regulations as they currently exist and as they may be hereafter amended. CONTRACTOR shall have a continuing obligation to verify and document the continuing employment authorization and authorized alien status of employees performing services under this Contract to insure continued compliance with all federal statutes and regulations.
 - B. Notwithstanding paragraph A above, CONTRACTOR, in the performance of this Contract, shall not discriminate against any person in violation of 8 USC Section 1324b.
 - C. CONTRACTOR shall retain such documentation for all covered employees for the period described by law. CONTRACTOR shall indemnify, defend, and hold harmless AQMD, its officers and employees from

employer sanctions and other liability which may be assessed against CONTRACTOR or AQMD, or both in connection with any alleged violation of federal statutes or regulations pertaining to the eligibility for employment of persons performing services under this Contract.

27. FEDERAL FAIR SHARE POLICY - As a recipient of Environmental Protection Agency (EPA) grant funds, AQMD is required to flow down to all of its contractors the provisions of 40 CFR Section 31.36(e) which addresses affirmative steps for contracting with small-and-minority firms, women's business enterprises, and labor surplus area firms. CONTRACTOR agrees to comply with these provisions.
28. REQUIREMENT FOR FILING STATEMENT OF ECONOMIC INTERESTS - In accordance with the Political Reform Act of 1974 (Government Code Sec. 81000 et seq.) and regulations issued by the Fair Political Practices Commission (FPPC), AQMD has determined that the nature of the work to be performed under this Contract requires CONTRACTOR to submit a Form 700, Statement of Economic Interests for Designated Officials and Employees, for each of its employees assigned to work on this Contract. These forms may be obtained from AQMD's District Counsel's office. **[USE IF REQUIRED]**
29. COMPLIANCE WITH SINGLE AUDIT ACT REQUIREMENTS **[OPTIONAL - TO BE INCLUDED IN CONTRACTS WITH FOR-PROFIT CONTRACTORS WHICH HAVE FEDERAL PASS-THROUGH FUNDING]** - During the term of the Contract, and for a period of three (3) years from the date of Contract expiration, and if requested in writing by the AQMD, CONTRACTOR shall allow the AQMD, its designated representatives and/or the cognizant Federal Audit Agency, access during normal business hours to all records and reports related to the work performed under this Contract. CONTRACTOR assumes sole responsibility for reimbursement to the Federal Agency funding the prime grant or contract, a sum of money equivalent to the amount of any expenditures disallowed should the AQMD, its designated representatives and/or the cognizant Federal Audit Agency rule through audit exception or some other appropriate means that expenditures from funds allocated to the CONTRACTOR were not made in compliance with the applicable cost principles, regulations of the funding agency, or the provisions of this Contract.

[OPTIONAL - TO BE INCLUDED IN CONTRACTS WITH NON-PROFIT CONTRACTORS WHICH HAVE FEDERAL PASS-THROUGH FUNDING] - Beginning with CONTRACTOR's current fiscal year and continuing through the term of this Contract, CONTRACTOR shall have a single or program-specific audit conducted in accordance with the requirements of the Office of Management and Budget (OMB) Circular A-133 (Audits of States, Local Governments and Non-Profit Organizations), if CONTRACTOR expended Five Hundred Thousand Dollars (\$500,000) or more in a year in Federal Awards. Such audit shall be conducted by a firm of independent accountants in accordance with Generally Accepted Government Audit Standards (GAGAS). Within thirty (30) days of Contract execution, CONTRACTOR shall forward to AQMD the most recent A-133 Audit Report issued by its independent auditors. Subsequent A-133 Audit Reports shall be submitted to the AQMD within thirty (30) days of issuance.

CONTRACTOR shall allow the AQMD, its designated representatives and/or the cognizant Federal Audit Agency, access during normal business hours to all records and reports related to the work performed under this Contract. CONTRACTOR assumes sole responsibility for reimbursement to the Federal Agency funding the prime grant or contract, a sum of money equivalent to the amount of any expenditures disallowed should the AQMD, its designated representatives and/or the cognizant Federal Audit Agency rule through audit exception or some other appropriate means that expenditures from funds allocated to the CONTRACTOR were not made in compliance with the applicable cost principles, regulations of the funding agency, or the provisions of this Contract.

30. OPTION TO EXTEND THE TERM OF THE CONTRACT - AQMD reserves the right to extend the contract for a one-year period commencing *****(enter date) at the (option price or Not-to-Exceed Amount) set forth in Attachment 2. In the event that AQMD elects to extend the contract, a written notice of its intent to extend the contract shall be provided to CONTRACTOR no later than thirty (30) days prior to Contract expiration. **[USE IF REQUIRED]**
31. KEY PERSONNEL - *insert person's name* is deemed critical to the successful performance of this Contract. Any changes in key personnel by CONTRACTOR must be approved by AQMD. All substitute personnel must possess qualifications/experience equal to the original named key personnel and must be approved by AQMD. AQMD reserves the right to interview proposed substitute key personnel. **[USE IF REQUIRED]**
32. PREVAILING WAGES – **[USE FOR INFRASTRUCTURE PROJECTS]** CONTRACTOR is alerted to the prevailing wage requirements of California Labor Code section 1770 et seq. Copies of the prevailing rate of per diem wages are on file at the AQMD's headquarters, of which shall be made available to any interested party on request. Notwithstanding the preceding sentence, CONTRACTOR shall be responsible for determining the applicability of the provisions of California Labor Code and complying with the same, including, without limitation, obtaining from the Director of the Department of Industrial Relations the general prevailing rate of per diem wages and the general prevailing rate for holiday and overtime work, making the same available to any interested party upon request, paying any applicable prevailing rates, posting copies thereof at the job site and flowing all applicable prevailing wage rate requirements to its subcontractors. CONTRACTOR shall indemnify, defend and hold harmless the South Coast Air Quality Management District against any and all claims, demands, damages, defense costs or liabilities based on failure to adhere to the above referenced statutes.
33. APPROVAL OF SUBCONTRACT
- A. If CONTRACTOR intends to subcontract a portion of the work under this Contract, written approval of the terms of the proposed subcontract(s) shall be obtained from AQMD's Executive Officer or designee prior to execution of the subcontract. No subcontract charges will be reimbursed unless such approval has been obtained.
 - B. Any material changes to the subcontract(s) that affect the scope of work, deliverable schedule, and/or cost schedule shall also require the written approval of the Executive Officer or designee prior to execution.
 - C. The sole purpose of AQMD's review is to insure that AQMD's contract rights have not been diminished in the subcontractor agreement. AQMD shall not supervise, direct, or have control over, or be responsible for, subcontractor's means, methods, techniques, work sequences or procedures or for the safety precautions and programs incident thereto, or for any failure of subcontractor to comply with any local, state, or federal laws, or rules or regulations.
34. ENTIRE CONTRACT - This Contract represents the entire agreement between the parties hereto related to CONTRACTOR providing services to AQMD and there are no understandings, representations, or warranties of any kind except as expressly set forth herein. No waiver, alteration, or modification of any of the provisions herein shall be binding on any party unless in writing and signed by the party against whom enforcement of such waiver, alteration, or modification is sought.

IN WITNESS WHEREOF, the parties to this Contract have caused this Contract to be duly executed on their behalf by their authorized representatives.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT ***

By: _____ By: _____
Barry R. Wallerstein, D.Env., Executive Officer Name:
Dr. William A. Burke, Chairman, Governing Board Title:

Date: _____ Date: _____

ATTEST:
Saundra McDaniel, Clerk of the Board

By: _____

APPROVED AS TO FORM:
Kurt R. Wiese, General Counsel

By: _____

ATTACHMENT A

CERTIFICATIONS AND REPRESENTATIONS



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

Business Information Request

Dear SCAQMD Contractor/Supplier:

The South Coast Air Quality Management District (SCAQMD) is committed to ensuring that our contractor/supplier records are current and accurate. If your firm is selected for award of a purchase order or contract, it is imperative that the information requested herein be supplied in a timely manner to facilitate payment of invoices. In order to process your payments, we need the enclosed information regarding your account. **Please review and complete the information identified on the following pages, complete the enclosed W-9 form, remember to sign both documents for our files, and return them as soon as possible to the address below:**

**Attention: Accounts Payable, Accounting Department
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

If you do not return this information, we will not be able to establish you as a vendor. This will delay any payments and would still necessitate your submittal of the enclosed information to our Accounting department before payment could be initiated. Completion of this document and enclosed forms would ensure that your payments are processed timely and accurately.

If you have any questions or need assistance in completing this information, please contact Accounting at (909) 396-3777. We appreciate your cooperation in completing this necessary information.

Sincerely,

Michael B. O'Kelly
Chief Financial Officer

DH:tm

Enclosures: Business Information Request
Disadvantaged Business Certification
W-9
Federal Contract Debarment Certification
Campaign Contribution Disclosure



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

BUSINESS INFORMATION REQUEST

Business Name	
Division of	
Subsidiary of	
Website Address	
Type of Business <i>Check One:</i>	<input type="checkbox"/> Individual <input type="checkbox"/> DBA, Name _____, County Filed In _____ <input type="checkbox"/> Corporation, ID No. _____ <input type="checkbox"/> LLC/LLP, ID No. _____ <input type="checkbox"/> Other _____

REMITTING ADDRESS INFORMATION

Address			
City/Town			
State/Province		Zip	
Phone	() - Ext	Fax	() -
Contact		Title	
E-mail Address			
Payment Name if Different			

All invoices must reference the corresponding Purchase Order Number(s)/Contract Number(s) if applicable and mailed to:

Attention: Accounts Payable, Accounting Department

**South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4178**

DISADVANTAGED BUSINESS CERTIFICATION

Federal guidance for utilization of disadvantaged business enterprises allows a vendor to be deemed a small business enterprise (SBE), minority business enterprise (MBE) or women business enterprise (WBE) if it meets the criteria below.

- is certified by the Small Business Administration or
- is certified by a state or federal agency or
- is an independent MBE(s) or WBE(s) business concern which is at least 51 percent owned and controlled by minority group member(s) who are citizens of the United States.

Statements of certification:

As a prime contractor to the SCAQMD, _____ (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 31.36(e), and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

1. Place qualified SBEs, MBEs, and WBEs on solicitation lists.
2. Assure that SBEs, MBEs, and WBEs are solicited whenever possible.
3. When economically feasible, divide total requirements into small tasks or quantities to permit greater participation by SBEs, MBEs, and WBEs.
4. Establish delivery schedules, if possible, to encourage participation by SBEs, MBEs, and WBEs.
5. Use services of Small Business Administration, Minority Business Development Agency of the Department of Commerce, and/or any agency authorized as a clearinghouse for SBEs, MBEs, and WBEs.
6. If subcontracts are to be let, take the above affirmative steps.

Self-Certification Verification: Also for use in awarding additional points, as applicable, in accordance with SCAQMD Procurement Policy and Procedure:

Check all that apply:

- Small Business Enterprise/Small Business Joint Venture Women-owned Business Enterprise
 Local business Disabled Veteran-owned Business Enterprise/DVBE Joint Venture
 Minority-owned Business Enterprise

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

I, the undersigned, hereby declare that to the best of my knowledge the above information is accurate. Upon penalty of perjury, I certify information submitted is factual.

NAME

TITLE

TELEPHONE NUMBER

DATE

DEFINITIONS

Disabled Veteran-Owned Business Enterprise means a business that meets all of the following criteria:

- is a sole proprietorship or partnership of which is at least 51 percent owned by one or more disabled veterans, or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more disabled veterans; a subsidiary which is wholly owned by a parent corporation but only if at least 51 percent of the voting stock of the parent corporation is owned by one or more disabled veterans; or a joint venture in which at least 51 percent of the joint venture's management and control and earnings are held by one or more disabled veterans.
- the management and control of the daily business operations are by one or more disabled veterans. The disabled veterans who exercise management and control are not required to be the same disabled veterans as the owners of the business.
- is a sole proprietorship, corporation, partnership, or joint venture with its primary headquarters office located in the United States and which is not a branch or subsidiary of a foreign corporation, firm, or other foreign-based business.

Joint Venture means that one party to the joint venture is a DVBE and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that DVBE will receive at least 51 percent of the project dollars.

Local Business means a business that meets all of the following criteria:

- has an ongoing business within the boundary of the SCAQMD at the time of bid application.
- performs 90 percent of the work within SCAQMD's jurisdiction.

Minority-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more minority persons or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more minority persons.
- is a business whose management and daily business operations are controlled or owned by one or more minority person.
- is a business which is a sole proprietorship, corporation, partnership, joint venture, an association, or a cooperative with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

"Minority" person means a Black American, Hispanic American, Native American (including American Indian, Eskimo, Aleut, and Native Hawaiian), Asian-Indian American (including a person whose origins are from India, Pakistan, or Bangladesh), Asian-Pacific American (including a person whose origins are from Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the United States Trust Territories of the Pacific, Northern Marianas, Laos, Cambodia, or Taiwan).

Small Business Enterprise means a business that meets the following criteria:

- a. 1) an independently owned and operated business; 2) not dominant in its field of operation; 3) together with affiliates is either:
 - **A service, construction, or non-manufacturer with 100 or fewer employees, and average annual gross receipts of ten million dollars (\$10,000,000) or less over the previous three years, or**
 - A manufacturer with 100 or fewer employees.
- b. Manufacturer means a business that is both of the following:
 - 1) Primarily engaged in the chemical or mechanical transformation of raw materials or processed substances into new products.
 - 2) Classified between Codes 311000 to 339000, inclusive, of the North American Industrial Classification System (NAICS) Manual published by the United States Office of Management and Budget, 2007 edition.

Small Business Joint Venture means that one party to the joint venture is a Small Business and owns at least 51 percent of the joint venture. In the case of a joint venture formed for a single project this means that the Small Business will receive at least 51 percent of the project dollars.

Women-Owned Business Enterprise means a business that meets all of the following criteria:

- is at least 51 percent owned by one or more women or in the case of any business whose stock is publicly held, at least 51 percent of the stock is owned by one or more women.
- is a business whose management and daily business operations are controlled or owned by one or more women.
- is a business which is a sole proprietorship, corporation, partnership, or a joint venture, with its primary headquarters office located in the United States, which is not a branch or subsidiary of a foreign corporation, foreign firm, or other foreign business.

Request for Taxpayer Identification Number and Certification

Give form to the requester. Do not send to the IRS.

Print or type See Specific Instructions on page 2.	Name (as shown on your income tax return)	
	Business name, if different from above	
	Check appropriate box: <input type="checkbox"/> Individual/ Sole proprietor <input type="checkbox"/> Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Other ▶	
	<input type="checkbox"/> Exempt from backup withholding	
	Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	City, state, and ZIP code	
List account number(s) here (optional)		

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on Line 1 to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Social security number
or
Employer identification number
+

Note. If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
- I am a U.S. person (including a U.S. resident alien).

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the Certification, but you must provide your correct TIN. (See the instructions on page 4.)

Sign Here	Signature of U.S. person ▶	Date ▶
------------------	----------------------------	--------

Purpose of Form

A person who is required to file an information return with the IRS, must obtain your correct taxpayer identification number (TIN) to report, for example, income paid to you, real estate transactions, mortgage interest you paid, acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA.

U.S. person. Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN to the person requesting it (the requester) and, when applicable, to:

- Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
- Certify that you are not subject to backup withholding,
- or
- Claim exemption from backup withholding if you are a U.S. exempt payee.

Note. If a requester gives you a form other than Form W-9 to request your TIN, you must use the requester's form if it is substantially similar to this Form W-9.

For federal tax purposes you are considered a person if you are:

- An individual who is a citizen or resident of the United States,
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States, or

- Any estate (other than a foreign estate) or trust. See Regulations sections 301.7701-6(a) and 7(a) for additional information.

Foreign person. If you are a foreign person, do not use Form W-9. Instead, use the appropriate Form W-8 (see Publication 515, Withholding of Tax on Nonresident Aliens and Foreign Entities).

Nonresident alien who becomes a resident alien.

Generally, only a nonresident alien individual may use the terms of a tax treaty to reduce or eliminate U.S. tax on certain types of income. However, most tax treaties contain a provision known as a "saving clause." Exceptions specified in the saving clause may permit an exemption from tax to continue for certain types of income even after the recipient has otherwise become a U.S. resident alien for tax purposes.

If you are a U.S. resident alien who is relying on an exception contained in the saving clause of a tax treaty to claim an exemption from U.S. tax on certain types of income, you must attach a statement to Form W-9 that specifies the following five items:

- The treaty country. Generally, this must be the same treaty under which you claimed exemption from tax as a nonresident alien.
- The treaty article addressing the income.
- The article number (or location) in the tax treaty that contains the saving clause and its exceptions.

4. The type and amount of income that qualifies for the exemption from tax.

5. Sufficient facts to justify the exemption from tax under the terms of the treaty article.

Example. Article 20 of the U.S.-China income tax treaty allows an exemption from tax for scholarship income received by a Chinese student temporarily present in the United States. Under U.S. law, this student will become a resident alien for tax purposes if his or her stay in the United States exceeds 5 calendar years. However, paragraph 2 of the first Protocol to the U.S.-China treaty (dated April 30, 1984) allows the provisions of Article 20 to continue to apply even after the Chinese student becomes a resident alien of the United States. A Chinese student who qualifies for this exception (under paragraph 2 of the first protocol) and is relying on this exception to claim an exemption from tax on his or her scholarship or fellowship income would attach to Form W-9 a statement that includes the information described above to support that exemption.

If you are a nonresident alien or a foreign entity not subject to backup withholding, give the requester the appropriate completed Form W-8.

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments (after December 31, 2002). This is called "backup withholding." Payments that may be subject to backup withholding include interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, and certain payments from fishing boat operators. Real estate transactions are not subject to backup withholding.

You will not be subject to backup withholding on payments you receive if you give the requester your correct TIN, make the proper certifications, and report all your taxable interest and dividends on your tax return.

Payments you receive will be subject to backup withholding if:

1. You do not furnish your TIN to the requester, or
2. You do not certify your TIN when required (see the Part II instructions on page 4 for details), or
3. The IRS tells the requester that you furnished an incorrect TIN, or
4. The IRS tells you that you are subject to backup withholding because you did not report all your interest and dividends on your tax return (for reportable interest and dividends only), or
5. You do not certify to the requester that you are not subject to backup withholding under 4 above (for reportable interest and dividend accounts opened after 1983 only).

Certain payees and payments are exempt from backup withholding. See the instructions below and the separate Instructions for the Requester of Form W-9.

Penalties

Failure to furnish TIN. If you fail to furnish your correct TIN to a requester, you are subject to a penalty of \$50 for each such failure unless your failure is due to reasonable cause and not to willful neglect.

Civil penalty for false information with respect to withholding. If you make a false statement with no reasonable basis that results in no backup withholding, you are subject to a \$500 penalty.

Criminal penalty for falsifying information. Willfully falsifying certifications or affirmations may subject you to criminal penalties including fines and/or imprisonment.

Misuse of TINs. If the requester discloses or uses TINs in violation of federal law, the requester may be subject to civil and criminal penalties.

Specific Instructions

Name

If you are an individual, you must generally enter the name shown on your social security card. However, if you have changed your last name, for instance, due to marriage without informing the Social Security Administration of the name change, enter your first name, the last name shown on your social security card, and your new last name.

If the account is in joint names, list first, and then circle, the name of the person or entity whose number you entered in Part I of the form.

Sole proprietor. Enter your individual name as shown on your social security card on the "Name" line. You may enter your business, trade, or "doing business as (DBA)" name on the "Business name" line.

Limited liability company (LLC). If you are a single-member LLC (including a foreign LLC with a domestic owner) that is disregarded as an entity separate from its owner under Treasury regulations section 301.7701-3, enter the owner's name on the "Name" line. Enter the LLC's name on the "Business name" line. Check the appropriate box for your filing status (sole proprietor, corporation, etc.), then check the box for "Other" and enter "LLC" in the space provided.

Other entities. Enter your business name as shown on required Federal tax documents on the "Name" line. This name should match the name shown on the charter or other legal document creating the entity. You may enter any business, trade, or DBA name on the "Business name" line.

Note. You are requested to check the appropriate box for your status (individual/sole proprietor, corporation, etc.).

Exempt From Backup Withholding

If you are exempt, enter your name as described above and check the appropriate box for your status, then check the "Exempt from backup withholding" box in the line following the business name, sign and date the form.

Generally, individuals (including sole proprietors) are not exempt from backup withholding. Corporations are exempt from backup withholding for certain payments, such as interest and dividends.

Note. If you are exempt from backup withholding, you should still complete this form to avoid possible erroneous backup withholding.

Exempt payees. Backup withholding is not required on any payments made to the following payees:

1. An organization exempt from tax under section 501(a), any IRA, or a custodial account under section 403(b)(7) if the account satisfies the requirements of section 401(f)(2),
2. The United States or any of its agencies or instrumentalities,
3. A state, the District of Columbia, a possession of the United States, or any of their political subdivisions or instrumentalities,
4. A foreign government or any of its political subdivisions, agencies, or instrumentalities, or
5. An international organization or any of its agencies or instrumentalities.

Other payees that may be exempt from backup withholding include:

6. A corporation,

- 7. A foreign central bank of issue,
- 8. A dealer in securities or commodities required to register in the United States, the District of Columbia, or a possession of the United States,
- 9. A futures commission merchant registered with the Commodity Futures Trading Commission,
- 10. A real estate investment trust,
- 11. An entity registered at all times during the tax year under the Investment Company Act of 1940,
- 12. A common trust fund operated by a bank under section 584(a),
- 13. A financial institution,
- 14. A middleman known in the investment community as a nominee or custodian, or
- 15. A trust exempt from tax under section 664 or described in section 4947.

The chart below shows types of payments that may be exempt from backup withholding. The chart applies to the exempt recipients listed above, 1 through 15.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt recipients except for 9
Broker transactions	Exempt recipients 1 through 13. Also, a person registered under the Investment Advisers Act of 1940 who regularly acts as a broker
Barter exchange transactions and patronage dividends	Exempt recipients 1 through 5
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt recipients 1 through 7 ²

¹See Form 1099-MISC, Miscellaneous Income, and its instructions.

²However, the following payments made to a corporation (including gross proceeds paid to an attorney under section 6045(f), even if the attorney is a corporation) and reportable on Form 1099-MISC are not exempt from backup withholding: medical and health care payments, attorneys' fees; and payments for services paid by a Federal executive agency.

Part I. Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. If you are a resident alien and you do not have and are not eligible to get an SSN, your TIN is your IRS individual taxpayer identification number (ITIN). Enter it in the social security number box. If you do not have an ITIN, see *How to get a TIN* below.

If you are a sole proprietor and you have an EIN, you may enter either your SSN or EIN. However, the IRS prefers that you use your SSN.

If you are a single-owner LLC that is disregarded as an entity separate from its owner (see *Limited liability company (LLC)* on page 2), enter your SSN (or EIN, if you have one). If the LLC is a corporation, partnership, etc., enter the entity's EIN.

Note. See the chart on page 4 for further clarification of name and TIN combinations.

How to get a TIN. If you do not have a TIN, apply for one immediately. To apply for an SSN, get Form SS-5, Application for a Social Security Card, from your local Social Security Administration office or get this form online at www.socialsecurity.gov/online/ss-5.pdf. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses/ and clicking on Employer ID Numbers under Related Topics. You can get Forms W-7 and SS-4 from the IRS by visiting www.irs.gov or by calling 1-800-TAX-FORM (1-800-829-3676).

If you are asked to complete Form W-9 but do not have a TIN, write "Applied For" in the space for the TIN, sign and date the form, and give it to the requester. For interest and dividend payments, and certain payments made with respect to readily tradable instruments, generally you will have 60 days to get a TIN and give it to the requester before you are subject to backup withholding on payments. The 60-day rule does not apply to other types of payments. You will be subject to backup withholding on all such payments until you provide your TIN to the requester.

Note. Writing "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded domestic entity that has a foreign owner must use the appropriate Form W-8.

Part II. Certification

To establish to the withholding agent that you are a U.S. person, or resident alien, sign Form W-9. You may be requested to sign by the withholding agent even if items 1, 4, and 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). Exempt recipients, see *Exempt From Backup Withholding* on page 2.

Signature requirements. Complete the certification as indicated in 1 through 5 below.

1. Interest, dividend, and barter exchange accounts opened before 1984 and broker accounts considered active during 1983. You must give your correct TIN, but you do not have to sign the certification.

2. Interest, dividend, broker, and barter exchange accounts opened after 1983 and broker accounts considered inactive during 1983. You must sign the certification or backup withholding will apply. If you are subject to backup withholding and you are merely providing your correct TIN to the requester, you must cross out item 2 in the certification before signing the form.

3. Real estate transactions. You must sign the certification. You may cross out item 2 of the certification.

4. Other payments. You must give your correct TIN, but you do not have to sign the certification unless you have been notified that you have previously given an incorrect TIN. "Other payments" include payments made in the course of the requester's trade or business for rents, royalties, goods (other than bills for merchandise), medical and health care services (including payments to corporations), payments to a nonemployee for services, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

5. Mortgage interest paid by you, acquisition or abandonment of secured property, cancellation of debt, qualified tuition program payments (under section 529), IRA, Coverdell ESA, Archer MSA or HSA contributions or distributions, and pension distributions. You must give your correct TIN, but you do not have to sign the certification.

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee ¹
b. So-called trust account that is not a legal or valid trust under state law	The actual owner ¹
5. Sole proprietorship or single-owner LLC	The owner ³
For this type of account:	Give name and EIN of:
6. Sole proprietorship or single-owner LLC	The owner ³
7. A valid trust, estate, or pension trust	Legal entity ⁴
8. Corporate or LLC electing corporate status on Form 8832	The corporation
9. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
10. Partnership or multi-member LLC	The partnership
11. A broker or registered nominee	The broker or nominee
12. Account with the Department of Agriculture in the name of a public entity (such as a state or local government, school district, or prison) that receives agricultural program payments	The public entity

¹List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.

²Circle the minor's name and furnish the minor's SSN.

³You must show your individual name and you may also enter your business or "DBA" name on the second name line. You may use either your SSN or EIN (if you have one). If you are a sole proprietor, IRS encourages you to use your SSN.

⁴List first and circle the name of the legal trust, estate, or pension trust. (Do not furnish the TIN of the personal representative or trustee unless the legal entity itself is not designated in the account title.)

Note. If no name is circled when more than one name is listed, the number will be considered to be that of the first name listed.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons who must file information returns with the IRS to report interest, dividends, and certain other income paid to you, mortgage interest you paid, the acquisition or abandonment of secured property, cancellation of debt, or contributions you made to an IRA, or Archer MSA or HSA. The IRS uses the numbers for identification purposes and to help verify the accuracy of your tax return. The IRS may also provide this information to the Department of Justice for civil and criminal litigation, and to cities, states, and the District of Columbia to carry out their tax laws. We may also disclose this information to other countries under a tax treaty, to federal and state agencies to enforce federal nontax criminal laws, or to federal law enforcement and intelligence agencies to combat terrorism.

You must provide your TIN whether or not you are required to file a tax return. Payers must generally withhold 28% of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to a payer. Certain penalties may also apply.



United State Environmental Protection Agency
Washington, DC 20460

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

I am unable to certify to the above statements. My explanation is attached.



CAMPAIGN CONTRIBUTIONS DISCLOSURE

California law prohibits a party, or an agent, from making campaign contributions to AQMD Governing Board Members or members/alternates of the Mobile Source Pollution Reduction Committee (MSRC) of \$250 or more while their contract or permit is pending before the AQMD; and further prohibits a campaign contribution from being made for three (3) months following the date of the final decision by the Governing Board or the MSRC on a donor's contract or permit. Gov't Code §84308(d). For purposes of reaching the \$250 limit, the campaign contributions of the bidder or contractor plus contributions by its parents, affiliates, and related companies of the contractor or bidder are added together. 2 C.C.R. §18438.5.

In addition, Board Members or members/alternates of the MSRC must abstain from voting on a contract or permit if they have received a campaign contribution from a party or participant to the proceeding, or agent, totaling \$250 or more in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c). When abstaining, the Board Member or members/alternates of the MSRC must announce the source of the campaign contribution on the record. *Id.* The requirement to abstain is triggered by campaign contributions of \$250 or more in total contributions of the bidder or contractor, *plus* any of its parent, subsidiary, or affiliated companies. 2 C.C.R. §18438.5.

In accordance with California law, bidders and contracting parties are required to disclose, at the time the application is filed, information relating to any campaign contributions made to Board Members or members/alternates of the MSRC, including: the name of the party making the contribution (which includes any parent, subsidiary or otherwise related business entity, as defined below), the amount of the contribution, and the date the contribution was made. 2 C.C.R. §18438.8(b).

The list of current AQMD Governing Board Members can be found at the AQMD website(www.aqmd.gov). The list of current MSRC members/alternates can be found at the MSRC website(<http://www.cleantransportationfunding.org>).

SECTION I. Please complete Section I.

Contractor:

RFP #: _____

List any parent, subsidiaries, or otherwise affiliated business entities of Contractor: (*See definition below*).

SECTION II

Has contractor and/or parent, subsidiary, or affiliated company, or agent thereof, made a campaign contribution(s) totaling \$250 or more in the aggregate to a current member of the South Coast Air Quality Management Governing Board or members/alternates of the MSRC in the 12 months preceding the date of execution of this disclosure?

Yes No

**If YES, complete Section II below and then sign and date the form.
If NO, sign and date below. Include this form with your submittal.**

Campaign Contributions Disclosure, *continued*:

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/Alternate	Amount of Contribution	Date of Contribution

Name of Contributor _____

_____	_____	_____
Governing Board Member or MSRC Member/alternate	Amount of Contribution	Date of Contribution

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity.

- (1) *Parent subsidiary. A parent subsidiary relationship exists when one corporation directly or indirectly owns shares possessing more than 50 percent of the voting power of another corporation.*

- (2) *Otherwise related business entity. Business entities, including corporations, partnerships, joint ventures and any other organizations and enterprises operated for profit, which do not have a parent subsidiary relationship are otherwise related if any one of the following three tests is met:*
 - (A) *One business entity has a controlling ownership interest in the other business entity.*
 - (B) *There is shared management and control between the entities. In determining whether there is shared management and control, consideration should be given to the following factors:*
 - (i) *The same person or substantially the same person owns and manages the two entities;*
 - (ii) *There are common or commingled funds or assets;*
 - (iii) *The business entities share the use of the same offices or employees, or otherwise share activities, resources or personnel on a regular basis;*
 - (iv) *There is otherwise a regular and close working relationship between the entities; or*
 - (C) *A controlling owner (50% or greater interest as a shareholder or as a general partner) in one entity also is a controlling owner in the other entity.*

2 Cal. Code of Regs., §18703.1(d).

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 14

PROPOSAL: Recognize Sponsorship Funds into General Fund from Clean Fuels Conference Fund and from Other Sponsors for Air Quality and Transportation Conferences

SYNOPSIS: To further our clean air agenda, the Board has previously approved holding air quality and transportation conferences, which are coordinated by consultants and hosted by AQMD. This action is to account for, and recognize, sponsorship funds into the General Fund from the Clean Fuels Conference Fund and from other sponsors to offset costs associated with these conferences.

COMMITTEE: Administrative, October 14, 2011; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize up to \$65,000 in sponsorships in the General Fund Miscellaneous Revenue account from sponsors to offset costs associated with two air quality and transportation conferences,
2. Recognize \$15,000 in sponsorships in the Clean Fuels Conference Fund and transfer this amount into the General Fund Undesignated Fund Balance to further offset these conference costs, and
3. Appropriate up to \$80,000, depending on actual sponsorships received, from the General Fund Undesignated Fund Balance to the Legislative and Public Affairs FY 2011-12 Budget, Services and Supplies Major Object.

Barry R. Wallerstein, D.Env.
Executive Officer

Background

On January 8, 2010, the Board approved a contract for Policy Consultation regarding Local, State and Federal Transportation issues, and on February 4, 2011, the Board approved an extension to this contract for further assistance in the transportation arena. As part of this contract, two air quality and transportation conferences will be held, one in Southern California and one in Washington, DC. The purpose of these conferences is to develop long-term solutions, including Public-Private Partnerships (P3) to address air pollution and health issues in the transportation and goods movement sector and to facilitate policy discussion on federal legislation of interest to AQMD. As a means of offsetting the costs of these conferences, the AQMD has received, and will seek additional, sponsorship funds from various sources.

Proposal

This action is to properly account for, and recognize, sponsorships into the General Fund Miscellaneous Revenue account (up to \$65,000) and Clean Fuels Conference Fund (\$15,000) in an amount of up to \$80,000 as a means of offsetting the costs associated with the air quality and transportation conferences. Additionally, the \$15,000 sponsorship recognized in the Clean Fuels Conference Fund will be transferred to the General Fund Undesignated Fund Balance and up to \$80,000 will be appropriated in Legislative and Public Affairs FY 2011-12 Budget, Services and Supplies Major Object.

Resource Impacts

The appropriations of up to \$80,000 to the FY 2011-12 Legislative and Public Affairs Budget will be fully covered through actual sponsorship revenues received so that no net cost will be incurred.



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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 15

PROPOSAL: Approve Alternative Fuel Infrastructure and Event Center Transportation Program Contract Awards under FY 2010-11 AB 2766 Discretionary Fund Work Program

SYNOPSIS: As part of their FY 2010-11 AB 2766 Discretionary Fund Work Program, MSRC issued Program Announcements for Alternative Fuel Infrastructure and Event Center Transportation Programs. The MSRC awarded a contract to Bear Valley Unified School District to install a new CNG station, and a contract to Southern California Regional Rail Authority to provide special MetroLink service to the NASCAR Sprint Cup Series event, under these Programs. At this time, MSRC seeks Board approval of the contract awards under the FY 2010-11 AB 2766 Discretionary Fund Work Program.

COMMITTEE: Mobile Source Air Pollution Reduction Review, October 20, 2011, Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve contract award to Bear Valley Unified School District for the installation of a new limited access CNG station in Big Bear Lake, in an amount not to exceed \$175,000, under the Alternative Fuel Infrastructure Program as part of the FY 2010-11 Work Program, as described in this letter;
2. Approve contract award to the Southern California Regional Rail Authority in an amount not to exceed \$26,000 to provide special MetroLink service to the NASCAR Sprint Cup Series event, from the funding previously allocated for Event Center Transportation Programs, as part of FY 2010-11 Work Program, as described in this letter;
3. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and

4. Authorize the Chairman of the Board to execute new contracts under the FY 2010-11 AB 2766 Discretionary Fund Work Program, as described above and within this letter.

Greg Winterbottom
Chair, MSRC

CSL:HH:CR

Background

In September 1990 Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220-44247) authorizing the imposition of an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvented to the AQMD be placed into an account to be allocated pursuant to a work program developed and adopted by the MSRC and approved by the Board.

Alternative Fuel Infrastructure Program

As part of the FY 2010-11 Work Program, the MSRC released a \$5 million Alternative Fuel Infrastructure Program Announcement #PA2011-12. Eligible projects include new, as well as upgraded or expanded, CNG and LNG stations. Stations are eligible for up to 50 percent of station capital equipment, site construction, signage, and reasonable project management costs, not to exceed the specified maximum award amounts. The maximum MSRC funding per project varies from \$100,000 to \$250,000 depending upon whether the applicant is a public or private entity, accessibility level of the proposed project, and number of fuels offered. Proposals meeting requirements are considered for funding throughout the application period on a first-come first-served basis. The Program Announcement also includes a geographic minimum of \$250,000 per county, and an open application period commencing with its release and closing October 14, 2011. At its October 20, 2011 meeting, the MSRC considered one application under this Program; details are provided in the Proposals section. Additional applications have been received and will be brought forward for MSRC consideration in the near future.

Event Center Transportation Program

As part of the FY 2010-11 Work Program, the MSRC allocated \$1.5 million to provide funding for the implementation of new or expanded transportation programs at major event venues not currently served by sufficient transportation service, thereby reducing emissions and congestion by eliminating automobile vehicle miles traveled and trips. The MSRC released a Program Announcement on February 4, 2011 to solicit applications for projects to implement such transportation programs. Participants are required to match MSRC funding awarded with cash or in-kind cofunding, and

applications are to be considered for funding in order of receipt throughout the application submittal period. The MSRC has awarded \$929,567 to date under this Program. At its October 20, 2011 meeting, the MSRC considered one application under this Program; details are provided in the Proposals section. An additional application has been received and will be brought forward for MSRC consideration in the near future.

Outreach

In accordance with AQMD's Procurement Policy and Procedure, public notices advertising the Alternative Fuel Infrastructure and Event Center Transportation Program Announcements and inviting bids were published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin.

Additionally, potential bidders may have been notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the Program Announcements has been e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at AQMD's website (<http://www.aqmd.gov>). Information was also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724. Further, the solicitations were posted on the MSRC's website at <http://www.cleantransportationfunding.org> and electronic notifications were sent to those subscribing to this website's notification service.

Proposal Evaluation and Panel Composition

Applications received in response to the Alternative Fuel Infrastructure and Event Center Transportation Program Announcements were evaluated by members of the MSRC's Technical Advisory Committee (MSRC-TAC), a diverse group of individuals appointed by participating members as prescribed in the Health & Safety Code.

Proposals

At its October 20, 2011 meeting, the MSRC considered recommendations from its MSRC-TAC and unanimously approved the following:

Alternative Fuel Infrastructure Program

As mentioned in the Background section, as an element of their FY 2010-11 Work Program, the MSRC released a \$5 million Alternative Fuel Infrastructure Program Announcement #PA2011-12. The MSRC previously considered 13 applications and awarded a total of \$1.85 million for those projects. An additional application, from Bear Valley Unified School District, has been received and evaluated for compliance with the requirements set forth in the Program Announcement. The project was found to meet all requirements. The MSRC approved a contract with Bear Valley Unified School District in an amount not to exceed \$175,000 for the installation of a limited access CNG station in Big Bear Lake.

Event Center Transportation Program

As mentioned in the Background section, as part of the FY 2010-11 Work Program the MSRC allocated \$1.5 million for event center transportation programs and released a Program Announcement to solicit projects for traffic-impacted centers. To date the MSRC has awarded \$929,567 of this funding; an additional application, from the Auto Club Speedway, has been received and considered by the MSRC. The Auto Club Speedway, in partnership with the Southern California Regional Rail Authority (SCRRA), requested the MSRC to consider an award of \$26,000 to implement special MetroLink service for the NASCAR Sprint Cup Series race scheduled to be held on March 25, 2012. The service would provide dedicated MetroLink service, using locomotives powered by Tier 2-rated engines or better, on three rail lines: 1) from East Ventura; 2) from Oceanside; and 3) from Fullerton (via Union Station). Service would promote the use of public transit in lieu of personal automobile. Elimination of traffic congestion, especially reductions in automobile stop and go driving and queuing, has a direct link to reduced vehicle exhaust emissions. The Auto Club Speedway and SCRRA would contribute at least \$110,000 towards service implementation, advertising, and marketing. The MSRC approved a \$26,000 contract award to SCRRA to implement the special MetroLink service for the NASCAR Spring Cup Series event.

At this time the MSRC requests the AQMD Board to approve the contract awards under the FY 2010-11 Work Program as outlined above. The MSRC also requests the Board to authorize the AQMD Chairman of the Board the authority to execute all agreements described in this letter. The MSRC further requests authority to adjust the funds allocated to each project specified in this Board letter by up to five percent of the project's recommended funding. The Board has granted this authority to the MSRC for all past Work Programs.

Resource Impacts

The AQMD acts as fiscal administrator for the AB 2766 Discretionary Fund Program (Health & Safety Code Section 44243). Money received for this program is recorded in a special revenue fund (Fund 23) and the contracts will be drawn from this fund. These contracts will have no fiscal impact on the AQMD's operational budget.

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 16

REPORT: Establish Board Meeting Schedule for Calendar Year 2012

SYNOPSIS: The proposed Board Meeting Schedule for Calendar Year 2012 (includes January 2013) is submitted for Board consideration. The Administrative Committee meeting schedule (second Friday of the month) is included for information only.

COMMITTEE: Administrative, October 14, 2011, Recommended for Approval

RECOMMENDED ACTION:
Adopt the 2012 Board Meeting Schedule.

Dr. William A. Burke, Chair
Administrative Committee

tc

Calendar Year 2012 Board Meeting Schedule
with CY 2012 Administrative Committee meetings

MONTH	DATE	TIME	ASSOCIATED ADMIN CMTE MEETING
January:.....	January 6.....	9:00 a.m. - end.....	December 9, 2011
February:.....	February 3.....	9:00 a.m. - end.....	January 13, 2012
March:.....	March 2.....	9:00 a.m. - end.....	February 10, 2012
April:.....	April 6.....	9:00 a.m. - end.....	March 9, 2012
May:.....	May 4.....	9:00 a.m. - end.....	April 13, 2012
June:.....	June 1.....	9:00 a.m. - end.....	May 11, 2012
July:.....	July 13*.....	9:00 a.m. - end.....	June 8, 2012
September:.....	September 7.....	9:00 a.m. - end.....	July 20, 2012*
October:.....	October 5.....	9:00 a.m. - end.....	September 14, 2012
November:.....	November 2.....	9:00 a.m. - end.....	October 12, 2012
December:.....	December 7.....	9:00 a.m. - end.....	November 9, 2012
January 2013:.....	January 6, 2013.....	9:00 a.m. - end.....	December 7, 2012

* The July Board meeting has been moved to accommodate the holiday, which has moved the Administrative Committee meetings to the third Friday of the month. Also, there is no meeting scheduled in August.

Attachment
Resolution

RESOLUTION NO. 11-

A Resolution of the South Coast Air Quality Management Governing Board setting the time and place of regular meetings.

WHEREAS, the regular meetings of the South Coast Air Quality Management Governing Board have been established by Resolution in the past, and

WHEREAS, the Governing Board is establishing the regularly scheduled meetings for Calendar Year 2012.

NOW, THEREFORE, BE IT RESOLVED that, effective January, 2012, the regular meetings of the Governing Board shall be held at 9:00 a.m. on the first Friday of each month, except for July to accommodate a holiday and August where there is no meeting scheduled, in the Auditorium at AQMD Headquarters, 21865 Copley Dr., Diamond Bar, California.

AYES:

NOES:

ABSTAIN:

ABSENT:

Dated: _____

Saundra McDaniel, Clerk of the Boards

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 17

PROPOSAL: Legislative and Public Affairs Report

SYNOPSIS: This report highlights September 2011 outreach activities of Legislative and Public Affairs, which include: Environmental Justice Update, Community Events/Public Meetings, Business Assistance, and Outreach to Business and Federal, State, and Local Government.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Barry R. Wallerstein, D.Env.
Executive Officer

OA:AG:MC:DM

Background

This report summarizes the activities of Legislative and Public Affairs for September 2011. The report includes four major areas: Environmental Justice Update, Community Events/Public Meetings (including the Speakers Bureau/Visitor Services, Communications Center, and Public Information Center), Business Assistance and Outreach to Business and Federal, State, and Local Governments.

ENVIRONMENTAL JUSTICE UPDATE

The following are key environmental justice-related activities in which staff participated during September 2011. These events involve communities which suffer disproportionately from adverse air quality impacts.

- Throughout the month of September, staff conducted outreach to auto body businesses as part of the Clean Communities Plan pilot project, in the

community of San Bernardino. Staff visited auto body shops to provide information on the Permit Amnesty program and the laser guided spray gun project funded by the U.S. EPA Targeted Airshed Grant.

- On September 6, staff attended the Los Angeles Unified School District Annual Meeting and Educational Symposium for school nurses. Staff provided information on a variety of air quality issues including health effects, the air quality index and how to file a complaint.
- On September 10, staff participated in the 3rd Annual Fontana Police Department Family Safety and Preparedness Fair. This event featured governmental entities such as AQMD, health care providers and involved ethnic minority communities.
- On September 10, staff provided air quality information to community members at the Latin America Festival in downtown Long Beach. This event provided AQMD an opportunity to reach residents in impacted neighborhoods in the City of Long Beach and surrounding areas.
- On September 17, staff participated in Senator Rod Wright's Back to School Health Fair. AQMD staffed an information table to provide community members information on air quality and health issues.
- On September 20, staff attended the Boyle Heights Clean Communities Working Group meeting at Salesian High School. The meeting focused on air quality related priorities in the Boyle Heights neighborhood as identified by stakeholders. Staff encouraged members of the Working Group and the public to provide more input on air quality issues in the community. There was extensive discussion on proximity to roadways and truck traffic through the community.

COMMUNITY EVENTS/PUBLIC MEETINGS

Each year, thousands of residents engage in valuable information exchanges through events and meetings that AQMD sponsors alone, or in partnership with others.

Attendees typically receive the following information: tips on reducing their exposure to smog and its health effects, clean air technologies and their deployment, invitations or notices of conferences, seminars, workshops and other public events, ways to participate in AQMD rule and policy development and assistance in resolving air quality-related problems. The events that AQMD staff attended and provided information and updates include:

- September 14 Los Angeles World Airport Employee's Health & Wellness Fair & Employee Appreciation Day, Los Angeles
- September 15 AQMD's Clean Air Fair for Seniors, Los Angeles
- September 15 El Proyecto del Barrio Foundation's 40th Anniversary Dinner Celebration, Los Angeles
- September 15-18 22nd Annual Route 66 Rendezvous, Clean Vehicles Demonstrations, San Bernardino
- September 17 Huntington Beach Green Expo, Huntington Beach Pier
- September 17 17th Annual River Rally, Santa Clarita
- September 22 Asian Business Association of Orange County's Procurement Event, Anaheim
- September 24 Fall 2011 Symposium, Los Angeles Society of Allergy & Clinical, Immunology, Skirball Cultural Center, Los Angeles
- September 26 Communities of Faith Meeting, St. Andrew's Catholic Church, Pasadena
- September 28 Western Riverside Council of Governments Clean Cities Coalition Environmental Workshop, Southern California Edison's Wildomar Service Center
- September 30 Santa Monica Alternative Car Expo & Conference

Speakers Bureau/Visitor Services

AQMD receives requests for staff to speak on a variety of air quality-related issues. The requests come from organizations such as trade associations, chambers of commerce, community-based groups, schools, hospitals and health-based organizations. AQMD also hosts visitors from around the world who meet with staff on a wide range of air quality issues.

- On September 21, staff provided a presentation on AQMD and air pollution to 45 representatives with the Peninsula Seniors Organization in Rancho Palos Verdes.
- On September 22, staff provided a presentation on traffic and health impacts to representatives of Breathe L.A. in Los Angeles.
- On September 23, staff provided a presentation on emissions control technologies and air quality measurement practices to representatives from Environcorp at AQMD's Headquarters in Diamond Bar.
- On September 27, staff provided a presentation on strategies for better air quality to a delegation from Shenzhen, China at the AQMD's Headquarters in Diamond Bar.
- On September 30, staff provided a presentation on AQMD and air pollution to 25 students and staff at Eastside Christian Elementary School in Fullerton.

Communication Center Statistics

The Communication Center handles calls on the AQMD main line, 1-800-CUT-SMOG[®] line and Spanish line. Calls received in the month of September 2011 are summarized below:

Main Line Calls	3,055
1-800-CUT-SMOG [®] Line	1,784
After Hours Calls*	356
Spanish Line Calls	<u>33</u>
Total Phone Calls	5,228

* Saturdays, Sundays, holidays and after 9:00 p.m., Monday through Friday.

Public Information Center Statistics

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of September 2011 is summarized below:

Visitor Transactions	264
Packages Mailed Out	2
Calls Received by PIC Staff	48
Calls to Automated System	2,460
Total Phone Calls	<u>2,508</u>
E-mail Advisories Sent	40,009

BUSINESS ASSISTANCE

AQMD assists businesses by notifying them of proposed regulations so they can participate in the development of these rules. AQMD also works with other agencies and governments to identify efficient, cost-effective ways to reduce air pollution and shares that information broadly. Additionally, staff provides personalized assistance to small businesses both over the telephone and by on-site consultation. The information is summarized below.

- Conducted 4 free on-site consultations
- Provided permit application assistance to 334 companies
- Issued 13 clearance letters

Types of business assisted:

- ✓ Metal plating
- ✓ Auto Repair
- ✓ Auto body shops
- ✓ Building management
- ✓ Furniture refinishing
- ✓ Liquor products manufacturing
- ✓ Industrial services
- ✓ Restaurants
- ✓ Dry cleaners
- ✓ Guitar string manufacturing

OUTREACH TO BUSINESS AND FEDERAL, STATE, AND LOCAL GOVERNMENTS

Field visits and communications were conducted with elected officials or staff from the following cities:

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

Visits and/or communications were conducted with elected officials or staff from the following offices:

- Representative David Dreier
- State Senator Fran Pavley
- State Senator Carol Liu
- State Senator Bill Emmerson
- State Senator Rod Wright
- State Senator Ed Hernandez
- Assembly Member Anthony Portantino
- Assembly Member Betsy Butler

Staff represented AQMD and/or provided a presentation to the following groups:

Abrazar Senior Center, Fullerton
Anaheim Senior Center
Anaheim Independencia
Alhambra Chamber of Commerce
American Lung Association in California
Archdiocese of Los Angeles
Baha'i Center Los Angeles
CALSTART
Canyon Hills Club
Craton Equity Partners
California Center for Sustainable Energy
California Center for Public Health Advocacy
California Institute of Environmental Design & Management
California Safe Schools
Carson Senior Center
Concerned Citizens of Compton
Compton Chamber of Commerce
Costa Mesa Senior Center
Crenshaw Chamber of Commerce
Culver City Senior Center
Downtown Pomona Owner's Association
El Monte/South El Monte Chamber of Commerce
El Modena Senior Center
Encino Chamber of Commerce
Environmental Priorities Network
Gardena Senior Center Bureau
Global Green USA
Greater Los Angeles African -American Chamber of Commerce

Hawthorne Senior Center
Hollywood Senior Center
Independent Cities Association
Industry Chamber of Commerce
Irwindale Chamber of Commerce
Jewish Labor Committee, Western Region
Kids in Sports LA
Lake View Senior Center, Irvine
Los Angeles Alliance for a New Economy
Los Angeles Business Council
Los Angeles County Medical Association
Los Angeles Metropolitan Churches
Los Angeles World Airport
Long Beach Alliance for Children with Asthma
Maywood Mutual Water Company
Oasis Senior Center, Corona Del Mar
Orange County Board of Supervisors
Orange County Rotary Club District 5320
Orange County North Rotary Club
Orange Senior Center
Orange Friendly Senior Center
Pacific Unitarian Church, Rancho Palos Verdes
Peninsula Seniors Center, Rancho Palos Verdes
Positive Aging & Wellness Coalition, Los Angeles
Rancho Senior Center, Irvine
Redlands Chamber of Commerce
Resurrection Catholic Church, Los Angeles
Rosemead Chamber of Commerce
San Bernardino Chamber of Commerce
San Bernardino Association of Governments
San Gabriel Valley Council of Governments
San Gabriel Valley Economic Partnership
Santa Ana Senior Center
Santa Monica Senior Center
Salesian High School, Los Angeles
Signal Hill Senior Center
South Coast Interfaith Council
South Coast Interfaith Environmental Priorities Network
Southern California Edison
Southern California Ecumenical Council
South Pasadena Chamber of Commerce
Ezra Center/Temple Beth Emet, Anaheim
Temple Beth Tikvah, Fullerton

Toyota Plug-In Hybrid Vehicle Staff
Upland Chamber of Commerce
Vision Motors
Watts Senior Center, Los Angeles
Westchester Villa Senior Living
West Anaheim Senior Center
Westminster Senior Center
YMCA Carson Senior's
Yvonne Burke Senior Center, Inglewood

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 18

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of September 1 through September 30, 2011.

COMMITTEE: Not Applicable

RECOMMENDED ACTION:

Receive and file this report.

Edward Camarena
Chairman of Hearing Board

DP

Two summaries are attached: **Rules From Which Variances and Orders for Abatement Were Requested in 2011** and **September 2011 Hearing Board Cases**.

The total number of appeals filed during the period September 1 to September 30, 2011 is 0; and total number of appeals filed during the period of January 1 to September 30, 2011 is 1.

Rules from which Variances and Order for Abatements were Requested in 2011

	2011	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Action
1171														0
1171(c)														0
1171(c)(1)														0
1171(c)(1)(A)(i)														0
1171(c)(1)(b)(i)														0
1171(c)(4)														0
1171(c)(5)														0
1171(c)(5)(A)(i)														0
1171(c)(6)														0
1173														0
1173(c)														0
1173(d)														0
1173(e)(1)														0
1173(f)(1)														0
1173(g)														0
1175														0
1175(c)(2)														0
1175(c)(4)(B)														0
1175(c)(4)(B)(i)														0
1175(c)(4)(B)(ii)														0
1175(c)(4)(B)(ii)(I)														0
1175(b)(1) (C)														0
1175(d)(4)(ii)(II)														0
1176														0
1176(e)														0
1176(e)(1)							1		1					2
1176(e)(2)							1							1
1176(e)(2)(A)														0
1176(e)(2)(A)(ii)									1					1
1176(e)(2)(B)(v)														0
1178(d)(1)(A)(xiii)														0
1178(d)(1)(A)(xiv)														0
1178(d)(1)(B)														0
1176(f)(3)														0
1178(d)(1)(C)														0
1178(d)(3)(C)														0
1178(d)(3)(D)														0
1178(d)(3)(E)														0
1178(d)(4)(A)(i)														0
1178(g)														0
1186.1														0
1186.1														0
1189(c)(3)														0
1195														0
1195(d)(1)(D)														0
1303														0
1303							1							1

Report of September 2011 Hearing Board Cases

Case Name and Case No.	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
1. City of Riverside Regional Water Quality Plant Case #5674-6 (J. Voge)	202(b) 203(b)	Digester seals are leaking and cannot be repaired within grace period.	Not Opposed/Granted	Ex Parte EV granted commencing 09/28/11 and continuing for 30 days or until the EV hearing currently scheduled for 10/12/11, whichever comes first.	H2S: TBD by 10/14/11.
2. City of Riverside Regional Water Quality Plant Case #5674-5 (K. Manwaring)	202(b) 203(b)	Digester must be opened to repair the level indicator.	Not Opposed/Granted	SV granted for one working day in a window-of-time between 09/08/11 and 09/22/11.	VOC & H2S: TBD by 9/2/11.
3. Eastern Municipal Water District Case #4937-48 (N. Sanchez)	202(a) 1110.2(d)(1)(B)(ii)	Petitioner may violate Rule 1110.2 limits while testing new technology.	Not Opposed/Granted	RV granted for 150 hours of testing in a window-of-time commencing 11/01/11 and continuing through 04/30/12, the FCD.	NOX, VOC & CO: TBD by 4/30/12.
4. Eastern Municipal Water District Case #4937-49 (J. Voge)	202(a)	Insufficient digester gas to satisfy permit condition on fueling ICEs.	No position/Dismissed	EV dismissed for the failure to demonstrate good cause.	N/A
5. ExxonMobil Oil Corporation Case #1183-459 (K. Manwaring)	202(a) 203(b) 2004(f)(1) 3002(c)(1)	Petitioner must take amine unit out of service for maintenance.	Not Opposed/Granted	SV & AOC granted for 240 nonconsecutive hours in a window-of-time commencing 10/10/11 through 10/21/11.	None.
6. SCAQMD vs. AAA Gas, Inc. dba Van Nuys 76 & Antone Elias Nino Case #5833-3 (N. Sanchez)	203(b) 461(c)(2)(A) 461(e)(1)	Respondent is operating the GDF without the required ISD.	Not Stipulated/Issued	O/A issued commencing 09/27/11 and continuing through 12/31/11. The Hearing Board shall retain jurisdiction over this matter until 12/31/11.	N/A
7. SCAQMD vs. AAA Gas, Inc. dba Vineland 76 & Antone Elias Nino Case #5833-4 (N. Sanchez)	203(b) 461(c)(2)(A) 461(e)(1)	Respondent is operating the GDF without the required ISD.	Not Stipulated/Issued	O/A issued commencing 09/27/11 and continuing through 12/31/11. The Hearing Board shall retain jurisdiction over this matter until 12/31/11.	N/A

8. SCAQMD vs. ICE Facilities Does 1-100 Case #5823-1 (Consent Calendar Item) (N. Sanchez)	1470	Respondents are operating the stationary diesel fueled ICEs in violation of the Tier 4 limit in Rule 1470.	Stipulated/Issued	Group O/A issued commencing 09/14/11 and continuing through 03/01/12 for Does 63 through 79. The Hearing Board shall retain jurisdiction over this matter until 03/01/12.	N/A
9. SCAQMD vs. ICE Facilities Does 1-100 Case #5823-1 (Consent Calendar Item) (N. Sanchez)	1470	Respondents are operating the stationary diesel fueled ICEs in violation of the Tier 4 limit in Rule 1470.	Stipulated/Issued	Group O/A issued commencing 09/28/11 and continuing through 03/01/12 for Does 80 through 85. The Hearing Board shall retain jurisdiction over this matter until 03/01/12.	N/A
10. SCAQMD vs. Nawaha Venture Capital, LLC dba Redondo 76 Case #5831-1 (N. Sanchez)	203(b) 461(c)(2)(A) 461(e)(1)	Respondent is operating the GDF without the required ISD.	Not Stipulated/Issued	O/A issued commencing 09/14/11 and continuing through 10/14/11. The Hearing Board shall retain jurisdiction over this matter until 12/31/11.	N/A
11. SCAQMD vs. Richard Bagdasarian, Inc. Case #5819-1 (Consent Calendar Item) (N. Sanchez)	461(c)(1)(B) 461(c)(2)(A) 461(c)(3)(F) 461(c)(3)(I) 461(e)(2)(B)	Respondent is operating the GDF without a CARB certified VRS.	Stipulated/Issued	Mod. O/A Issued commencing 09/06/11 and continuing through 12/31/11. The Hearing Board shall retain jurisdiction over this matter until 12/31/11.	N/A
12. SCAQMD vs. Warren E&P, Inc. Case #5649-4 (K. Manwaring)	203(b)	Respondent needs more time to install a gas reinjection system.	Stipulated/Issued	Mod. O/A issued commencing 09/28/11 and continuing through 10/01/12. The Hearing Board shall retain jurisdiction over this matter until 10/01/12.	N/A
13. SCAQMD vs. West Hills 76 & Antone Elias Nino Case #5832-1 (N. Sanchez)	203(b) 461(c)(2)(A) 461(e)(1)(A)	Respondent is operating the GDF without the required ISD.	Not Stipulated/Issued	O/A issued commencing 09/27/11 and continuing through 12/31/11. The Hearing Board shall retain jurisdiction over this matter until 12/31/11.	N/A
14. San Diego Gas & Electric Company Case #3607-12 (K. Manwaring)	203(b) 1110.2(d)(1)(B)(ii) 2004(f)(1) 3002(c)(1)	Petitioner is unable to complete the testing of the ICEs required by the variance.	Not Opposed/Granted	MFCD/EXT granted commencing 09/15/11 and continuing through 10/07/12.	ROG TBD by 10/31/12.
15. Southern California Gas Company Case #137-68 (K. Manwaring)	203(b) 1110.2(d)(1)(B)(ii) 2004(f)(1) 3002(c)(1)	Petitioner is unable to complete the testing of ICEs required by the variance.	Not Opposed/Granted	MFCD/EXT granted commencing 09/15/11 and continuing through 10/07/12.	ROG TBD by 10/31/12.

16. The Termo Company Case #3014-14 (J. Panasiti)	203(b) 463(c)(3)	Compressor serving the VRS at the oil/gas production facility must be taken out of service for repair and maintenance.	Not Opposed/granted	Ex Parte granted commencing 09/15/11 and continuing through 09/22/11, or until the EV hearing currently scheduled for 09/22/11, whichever comes first.	ROG: TBD by 10/4/11.
17. Universal City Studios, LLC Case #4935-9 (N. Sanchez)	401(b)(1) H&S Code Section 41701	Simulated smoke for a Halloween production will exceed the opacity standard.	Not Opposed/Granted	SV granted commencing 09/19/11 and continuing through 11/01/11.	VOC & H2S: TBD by 10/01/11.

Acronyms

APC: Air Pollution Control
 AOC: Alternative Operating Conditions
 CARB: California Air Resources Board
 CEMS: Continuous Emissions Monitoring System
 CEQA: California Environmental Quality Act
 CO: Carbon Monoxide
 ESP: Electrostatic Precipitator
 EV: Emergency Variance
 FGSR: Flare Gas Recovery System
 FCCU: Fluid Catalytic Cracking Unit
 FCD: Final Compliance Date
 GDF: Gasoline Dispensing Facility
 H&S: Health & Safety Code
 H2S: Hydrogen Sulfide
 ICE: Internal Combustion Engine
 ISD: In-Station Diagnostic System
 I/P: Increments of Progress
 IA: Interim Authorization
 IV: Interim Variance
 MFCD/EXT: Modification of a Final Compliance Date and Extension of a Variance
 Mod. O/A: Modification of an Order for Abatement
 NH3: Ammonia
 NMOC: Non-Methane Organic Compounds
 NOV: Notice of Violation
 NOx: Oxides of Nitrogen
 O/A: Order for Abatement
 PM: Particulate Matter
 RATA: Relative Accuracy Test Audit
 RECLAIM: Regional Clean Air Incentives Market
 ROG: Reactive Organic Gas
 RV: Regular Variance
 SCR: Selective Catalytic Reduction
 SO2: Sulfur Dioxide
 SOx: Oxides of Sulfur
 SV: Short Variance
 TBD: To be determined

TOC: Total Organic Compounds
 VOC: Volatile Organic Compounds
 VRS: Vapor Recovery System

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 19

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports legal actions filed by the District Prosecutor during September 1 through September 30, 2011.

COMMITTEE: Not Applicable

RECOMMENDED ACTION:
Receive and file.

Kurt R. Wiese
General Counsel

KRW:lc

There are no civil filings for the month of September.

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 20

REPORT: Lead Agency Projects and Environmental Documents Received by the AQMD

SYNOPSIS: This report provides, for the Board's consideration, a listing of CEQA documents received by the AQMD between September 1, 2011, and September 30, 2011, and those projects for which the AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, October 21, 2011, Reviewed

RECOMMENDED ACTION:
Receive and file.

Barry R. Wallerstein, D.Env.
Executive Officer

EC:LT:SN:IM:AK

Background

CEQA Document Receipt and Review Logs (Attachments A and B) – Each month, the AQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received during the reporting period of September 1, 2011 through September 30, 2011, is contained in Attachment A. A list of active projects from previous reporting periods for which AQMD staff is continuing to evaluate or prepare comments is included as Attachment B.

The Intergovernmental Review function, which consists of reviewing and commenting on the adequacy of the air quality analysis in CEQA documents prepared by other lead agencies, is consistent with the Board's 1997 Environmental Justice Guiding Principles and Initiative #4. Consistent with the Environmental Justice Program Enhancements for FY 2002-03 approved by the Board in September 2002, each of the attachments notes those proposed projects where the AQMD has been contacted regarding potential air quality-related environmental justice concerns. The AQMD has established an internal central contact to receive information on projects with potential air quality-related

environmental justice concerns. The public may contact the AQMD about projects of concern by the following means: in writing via fax, e-mail, or standard letters; through telephone communication; as part of oral comments at AQMD meetings or other meetings where AQMD staff is present; or submitting newspaper articles. The attachments also identify for each project the dates of the public comment period and the public hearing date, if known at the time the CEQA document is received by the AQMD.

At the January 6, 2006 Board meeting, the Board approved the Workplan for the Chairman's Clean Port Initiatives. One action item of the Chairman's Initiatives was to prepare a monthly report describing CEQA documents for projects related to goods movement and to make full use of the process to ensure the air quality impacts of such projects are thoroughly mitigated. In response to describing goods movement CEQA documents, Attachments A and B were reorganized to group projects of interest into the following categories: goods movement projects; schools; landfills and wastewater projects; airports; and general land use projects; etc. In response to the mitigation component, guidance information on mitigation measures were compiled into a series of tables relative to the following equipment: off-road engines, on-road engines, harbor craft, ocean-going vessels, locomotives, and fugitive dust. These mitigation measure tables are on the CEQA webpages portion of the AQMD's website. Staff will continue compiling tables of mitigation measures for other emission sources including airport ground support equipment, etc.

As resources permit, staff focuses on reviewing and preparing comments for projects: where the AQMD is a responsible agency; that may have significant adverse regional air quality impacts (e.g., special event centers, landfills, goods movement, etc.); that may have localized or toxic air quality impacts (e.g., warehouse and distribution centers); where environmental justice concerns have been raised; and those projects for which a lead or responsible agency has specifically requested AQMD review.

During the period September 1, 2011, through September 30, 2011, the AQMD received 64 CEQA documents. Of the total of 88 documents listed in Attachments A and B:

- 30 comment letters were sent;
- 16 documents were reviewed, but no comments were made;
- 39 documents are currently under review;
- 13 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports); and
- 0 documents were not reviewed.

Copies of all comment letters sent to lead agencies can be found on the AQMD's CEQA webpage at the following internet address: www.aqmd.gov/ceqa/letters.html.

AQMD Lead Agency Projects (Attachment C) – Pursuant to CEQA, the AQMD periodically acts as lead agency for stationary source permit projects. Under CEQA, the lead agency is responsible for determining whether an Environmental Impact Report (EIR) or a Negative Declaration (ND) is appropriate for any proposal considered to be a “project” as defined by CEQA. An EIR is prepared when the AQMD, as lead agency, finds substantial evidence that the proposed project may have significant adverse effects on the environment. A ND or Mitigated Negative Declaration (MND) may be prepared if the AQMD determines that the proposed project will not generate significant adverse environmental impacts, or the impacts can be mitigated to less than significance. The ND and MND are written statements describing the reasons why proposed projects will not have a significant adverse effect on the environment and, therefore, do not require the preparation of an EIR.

Attachment C to this report summarizes the active projects for which the AQMD is lead agency and is currently preparing or has prepared environmental documentation. Through the end of September, the AQMD received one new request to be the lead agency for a stationary source permit application project. No CEQA documents for permit application projects were certified in September. As noted in Attachment C, through the end of September 2011, the AQMD continued working on the CEQA documents for seven active projects.

To date in 2011, AQMD staff has been responsible for preparing or having prepared CEQA documents for nine stationary source permit projects, five continuing from 2010. Through the end of September 2011, two CEQA documents have been certified for permit application projects.

Attachments

- A. Incoming CEQA Documents Log
- B. Ongoing Active Projects for Which AQMD Has or Will Conduct a CEQA Review
- C. Active AQMD Lead Agency Projects

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
SEPTEMBER 1, 2011 TO SEPTEMBER 30, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Plans and Regulations</i> <u>LAC110902-02</u> Jordan Downs Specific Plan	This document consists of a Final EIR. The proposed project consists of the Jordan Downs Specific Plan to expand and improve the supply of affordable housing in the City of Los Angeles through the redevelopment of the existing Jordan Downs public housing complex and the development of additional housing and commercial uses. Comment Period: N/A Public Hearing: 10/5/2011	FEIR	City of Los Angeles	Currently under review
<i>Plans and Regulations</i> <u>LAC110913-01</u> Draft Los Angeles County General Plan Update	This document consists of a notice of upcoming community events to inform the public on updates to the County's General Plan, and to guide land use and developing in the unincorporated areas to the years 2035. Comment Period: N/A Public Hearing: 9/21/2011	Other	County of Los Angeles	Document does not require comments
<i>Plans and Regulations</i> <u>LAC110915-04</u> Santa Clarita Valley Area Plan Update	This document consists of a Final EIR. This document consists of the Santa Clarita Valley Area Plan Update, a component of the One Valley One Vision. Comment Period: N/A Public Hearing: N/A	FEIR	County of Los Angeles	Currently under review
<i>Plans and Regulations</i> <u>LAC110923-02</u> The Cornfield Arroyo Seco Specific Plan	The proposed project consists of a Specific Plan that will guide the future development of the project area by creating a series of mixed-use zoning districts that allow private, public, and nonprofit sector developers to combine retail, residential, commercial, civic, and industrial uses while ensuring that this development contributes to a human-scale, engaging urban fabric. Comment Period: 9/23/2011 - 11/21/2011 Public Hearing: N/A	DEIR	City of Los Angeles	Currently under review
<i>Plans and Regulations</i> <u>LAC110927-02</u> ADVT201000014	The proposed project consists of a Healthy Design Ordinance which is aimed at reducing obesity by promoting walking, bicycling, exercise, and access to healthy food options. Comment Period: 9/20/2011 - 10/20/2011 Public Hearing: N/A	ND	County of Los Angeles	Document reviewed - No comments Sent
<i>Plans and Regulations</i> <u>LAC110927-06</u> Biola University Master Plan Update	The proposed project consists of updates to the Biola University Master Plan. Updates include increasing enrolment from the currently allowed maximum enrollment of 5,000 full-time equivalent students (FTE) to maximum allowed enrollment of 6,800 FTES, and increasing the total square footage of campus building by about 30% over the present Planned Unit Development limits. Comment Period: 9/27/2011 - 10/27/2011 Public Hearing: 10/18/2011	NOP/IS	City of La Mirada	Currently under review

DEIR - Draft Environmental Impact Report
FEIR - Final Environmental Impact Report
RDEIR - Revised Draft Environmental Impact Report
SEIR - Subsequent Environmental Impact Report
SupEIR - Supplemental EIR

NOI - Notice of Intent to prepare an EIS
NOP - Notice of Preparation
IS - Initial Study
DEA - Draft Environmental Assessment
EIS - Environmental Impact Statement

FONSI - Finding of No Significant Impact
ND - Negative Declaration
Other - Typically notices of public meetings
N/A - Not Applicable
- Project has potential environmental justice concerns due to the nature and/or location of the project.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
SEPTEMBER 1, 2011 TO SEPTEMBER 30, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <u>RVC110930-07</u> Perris Dam Remediation Program	The proposed project consists of a Final EIR which includes oral comments from the public meeting and responses to comment letters as well as revisions to the Draft EIR. The proposed project consists of the Perris Dam retrofit, which would include a foundation upgrade, construction of a new outlet tower and an emergency outlet extension. Comment Period: N/A Public Hearing: N/A	FEIR	Department of Water Resources	Currently under review
<i>Waste and Water-related</i> <u>SBC110902-04</u> Chino Creek Levees	The proposed project consists of clearing vegetation on and adjacent to the Levees to create a three-dimensional void in order to inspect the Levee system within the 2010-2011 winter season. All work would be complete prior to March 2011. This includes the clearing or cutting of all herbaceous vegetation including woody shrubs to a height no greater than six inches. Comment Period: 8/29/2011 - 9/28/2011 Public Hearing: N/A	Draft EA	Department of Army	Document reviewed - No comments Sent
<i>Waste and Water-related</i> <u>SBC110922-05</u> Baseline Gardens Mutual Water Company Water System Improvement Project	The proposed project consists of replacing the Baseline Gardens Mutual Water Company water system with a new East Valley Water District system. Comment Period: 9/20/2011 - 10/20/2011 Public Hearing: N/A	Mitigated ND	East Valley Water District	Document reviewed - No comments Sent
TOTAL DOCUMENTS RECEIVED THIS REPORTING PERIOD: 64				

DEIR - Draft Environmental Impact Report
FEIR - Final Environmental Impact Report
RDEIR - Revised Draft Environmental Impact Report
SEIR - Subsequent Environmental Impact Report
SupEIR - Supplemental EIR

NOI - Notice of Intent to prepare an EIS
NOP - Notice of Preparation
IS - Initial Study
DEA - Draft Environmental Assessment
EIS - Environmental Impact Statement

FONSI - Finding of No Significant Impact
ND - Negative Declaration
Other - Typically notices of public meetings
N/A - Not Applicable
- Project has potential environmental justice concerns due to the nature and/or location of the project.

**ATTACHMENT B
ONGOING ACTIVE PROJECTS FOR WHICH AQMD HAS
OR WILL CONDUCT A CEQA REVIEW**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Warehouse & Distribution Centers</i> <u>SBC110825-04</u> VIP Moreno Valley	The proposed project consists of approximately 1.6 million square feet of distribution warehouse space on a 71-acre site. The single building will be constructed with 264 docks, 368 truck parking spaces and 589 parking stalls for passenger vehicles. Comment Period: 8/22/2011 - 9/21/2011 Public Hearing: N/A	NOP/IS	City of Moreno Valley	AQMD commented 9/7/2011

<p>TOTAL NUMBER OF REQUESTS TO AQMD FOR DOCUMENT REVIEW THIS REPORTING PERIOD: 64 TOTAL NUMBER OF COMMENT LETTERS SENT OUT THIS REPORTING PERIOD: 30 TOTAL NUMBER OF DOCUMENTS REVIEWED, BUT NO COMMENTS WERE SENT: 16 TOTAL NUMBER OF DOCUMENTS CURRENTLY UNDER REVIEW: 29 TOTAL NUMBER OF DOCUMENTS THAT DID NOT REQUIRE COMMENTS: 13 TOTAL NUMBER OF DOCUMENTS THAT WERE NOT REVIEWED: 0</p>
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DEIR - Draft Environmental Impact Report
 FEIR - Final Environmental Impact Report
 RDEIR - Revised Draft Environmental Impact Report
 SEIR - Subsequent Environmental Impact Report
 SupEIR – Supplemental EIR

NOI - Notice of Intent to prepare an EIS
 NOP - Notice of Preparation
 IS - Initial Study
 DEA - Draft Environmental Assessment
 EIS - Environmental Impact Statement

FONSI - Finding of No Significant Impact
 ND - Negative Declaration
 Other - Typically notices of public meetings
 N/A - Not Applicable
 # - Project has potential environmental justice concerns due to the nature and/or location of the project.

**ATTACHMENT C
ACTIVE AQMD LEAD AGENCY PROJECTS
THROUGH SEPTEMBER 30, 2011**

Project Description	Project Proponent	Type of Document	Status	Consultant
The proposed project is a biomass-to-energy project that would be located at the Sunshine Canyon Landfill. Specifically, landfill operators are proposing to generate electricity by installing turbines to burn landfill gas that is currently flared.	Sunshine Canyon Landfill	Subsequent EIR	Draft Subsequent EIR was circulated for a 45-day review period on May 6, 2011. Comment period ended June 23, 2011. Consultant preparing Final SEIR.	ARCADIS
Shell Carson Terminal operators are proposing a permit modification to base throughput on ethanol and gasoline, not just ethanol.	Shell Carson Distribution Terminal	EIR	Public comment period for Notice of Preparation/Initial Study closed May 18, 2010. Consultant is currently revising the administrative Draft EIR.	AECOM
Petro Diamond operators are proposing to change current permit conditions to allow an increase in the number of annual marine vessel visits to the terminal, but limit ship visits per month.	Petro Diamond Terminal Company	Not Yet Determined	Consultant preparing initial study	SABS Environmental Services
Operators of the Ultramar Wilmington Refinery are proposing to construct and install a 49 MW cogeneration unit to reduce the Refinery's reliance on electricity from the Los Angeles Department of Water and Power and produce steam to meet internal needs. No other refinery modifications are proposed.	Ultramar Wilmington Refinery	Not Yet Determined	Consultant is compiling environmental analysis information.	Environmental Audit, Inc.
The operators of the Chevron Products El Segundo Refinery are proposing to remove six old coke "drums" and replace them with new coke drums that will meet best available control technology requirements.	Chevron Products Company, El Segundo Refinery	EIR	Consultant is compiling environmental analysis information.	Environmental Audit, Inc.
The project proponent is proposing to install a new polyurethane foam manufacturing facility. The proposed project also includes constructing new storage tanks to store foam blowing agents and other materials associated with the foam blowing process.	Pacific Urethanes	Not Yet Determined	Consultant is compiling environmental analysis information.	Environmental Audit, Inc.
The proposed project consists of modifications to a previously approved CARB Phase 3 Project. The currently proposed Project includes modifications to the Ultramar Inc. (a wholly-owned subsidiary of Valero Energy Company) Wilmington Refinery (Refinery) and Olympic Tank Farm, as well as, connecting pipelines necessary to provide greater flexibility and efficiency regarding transport of petroleum products from the Port of Long Beach to the Refinery and from the Refinery to storage and distribution terminals.	Wilmington Infrastructure, LLC	Not Yet Determined	Consultant is compiling environmental analysis information.	Environmental Audit, Inc.

C-1

A shaded row indicates a new project.

= AQMD was contacted regarding potential environmental justice concerns due to the natural and/or location of the project.

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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 21

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights AQMD rulemaking activity and public workshops potentially scheduled for the year 2011 and portions of 2012. (No Committee Review)

COMMITTEE: Not Applicable

RECOMMENDED ACTION:
Receive and file.

Barry R. Wallerstein, D.Env.
Executive Officer

EC:LT:cg

The Rule and Control Measure Forecast Report provides the Board with a monthly update of AQMD's rulemaking and control measure implementation schedule. Scheduling changes that occurred since last month's forecast are summarized.

1110.2	Emissions from Gaseous- and Liquid- Fueled Engines
Rule 1110.2 is moved to the first quarter of 2012 from December 2011 to allow staff additional time for the completion of a Technology Assessment and formulation of rule amendment and evaluate environmental impacts.	
1114	Control of Emissions from Refinery Coking Operations (MCS-07)
Proposed Rule 1114 is moved to the first quarter of 2012 from December 2011 to allow additional time to work with stakeholders to review feasibility, alternatives, and timelines.	

Rules to be rescheduled/removed and added (continued)

1123	Pilot Program for Refinery Start-up, Shutdown and Turnaround Procedures (MCS-06)
Rule 1123 is moved to the first quarter of 2012 from December 2011 to allow additional time necessary to review stakeholder input.	
1177	Liquified Petroleum Gas Transfer and Dispensing (MCS-07)
Rule 1177 is moved to March 2012 from November 2011 to allow staff additional time to evaluate stakeholder input and environmental impacts.	

2011 MASTER CALENDAR (continued)

Below is a list of all rulemaking activity scheduled for the year 2011. The last four columns refer to the type of rule adoption or amendment. A more detailed description of the proposed rule adoption or amendment is located in the Attachments (A through D) under the type of rule adoption or amendment (i.e. AQMP, Toxics, Other and Climate Change).

**An asterisk indicates that the rulemaking is a potentially significant hearing.*

+This proposed rule will reduce criteria air contaminants and assist toward attainment of ambient air quality standards.

¹Subject to Board approval

California Environmental Quality Act shall be referred to as "CEQA."

Socioeconomic Analysis shall be referred to as "Socio."

2011 TO-BE DETERMINED

TBD		AQMP	Toxics	Other	Climate Change
102	Definition of Terms			√	
Reg. III	Fees			√	
314	Fees for Architectural Coatings			√	
402	Nuisance			√	
701	Air Pollution Emergency Contingency Actions			√	
1106	Marine Coating Operations (MCS-07)	√			
1106.1	Pleasure Craft Coating Operations (MCS-07)	√			
1118	Control of Emissions from Refinery Flares			√	√
1143	Consumer Paint Thinners & Multi-Purpose Solvents			√	
1144	Metalworking Fluids and Direct-Contact Lubricants			√	
1147	NOx Reductions from Miscellaneous Sources			√	
1151 ^{*+}	Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations			√	

2011 MASTER CALENDAR (continued)

2011 TO-BE DETERMINED

TBD	(continued)	AQMP	Toxics	Other	Climate Change
1168	Adhesive and Sealant Applications			√	
1171	Solvent Cleaning Operations			√	
1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants				√
1190 Series	Fleet Vehicle Requirements			√	
Reg. XIII	New Source Review			√	
1401	New Source Review of Toxic Air Contaminants		√		
1402	Control of Toxic Air Contaminants from Existing Sources		√		
1420.2	Emission Standard for Lead from Medium Lead Emitting Facilities		√		
1903 ^{*+}	Emission Budgets and Mitigation Program for General Conformity Projects (EGM-02)	√			
1610	Old-Vehicle Scrapping			√	
Reg. XXVII	Climate Change				√
4010 ^{*+}	General Provisions and Requirements for Ports of Los Angeles and Long Beach (MOB-03)		√		
4020 ^{*+}	Backstop Requirements for Ports of Los Angeles and Long Beach (MOB-03)		√		

2011 MASTER CALENDAR (continued)

2011 TO-BE DETERMINED

TBD	(continued)	AQMP	Toxics	Other	Climate Change
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment. The Clean Communities Plan (CCP) has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.	√	√	√	√

2012

January		AQMP	Toxics	Other	Climate Change
1107	Coating of Metal Parts and Products (MCS-07)	√			
February					
461	Gasoline Transfer and Dispensing			√	
March					
1177 ¹	Liquified Petroleum Gas Transfer and Dispensing (MCS-07)	√			

2011 MASTER CALENDAR (continued)

2012

1st QTR.		AQMP	Toxics	Other	Climate Change
1110.2 ¹	Emissions from Gaseous- and Liquid- Fueled Engines			√	
1114 ^{*+1}	Control of Emissions from Refinery Coking Operations (MCS-07)	√			
1123 ¹	Pilot Program for Refinery Start-up, Shutdown and Turnaround Procedures (MCS-06)	√			
2511	Credit Generation Program for Locomotive Head End Power Unit Engines			√	
2512	Credit Generation Program for Ocean-Going Vessels at Berth			√	
May					
1420	Emissions Standard for Lead		√		

Note: AQMD may add control measures necessary to satisfy federal requirements, to abate a substantial endangerment to public health or welfare, state regulatory requirements or SIP commitment.

ATTACHMENT A

AQMP Rule Activity Schedule

This attachment lists those control measures that are being developed into rules or rule amendments for the Board consideration that are designed to implement the amendments to the 2007 Air Quality Management Plan.

To-Be Determined 2011

To-Be Determined	
1106	<p>Marine Coating Operations (MCS-07) <i>[Projected Emission Reduction: N/A]</i> Proposed amendments will further reduce VOC emissions from the application of marine coatings. Amendments may also improve clarity and enforceability. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1106.1	<p>Pleasure Craft Coating Operations (MCS-07) <i>[Projected Emission Reduction: unknown]</i> Amendments to Rule 1106.1 will reduce VOC emissions from the application of coatings to pleasure craft and improve the enforceability and clarity of the rule. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1903 ^{*+}	<p>Emission Budgets and Mitigation Program for General Conformity Projects (EGM-02) <i>[Projected Emission Reduction: N/A]</i> Rule 1903 would implement Control Measure EGM-02 of the 2007 AQMP. The rule would specify procedures for how federal projects subject to general conformity could access an emission budget and/or pay mitigation fees for emissions from the project. <i>Joe Cassmassi 909.396.3155 909.396.3155 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment. The Clean Communities Plan (CCP) has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.</p>

ATTACHMENT A

AQMP Rule Activity Schedule (continued)

2012

January	
1107	<p>Coating of Metal Parts and Products (MCS-07) <i>[Projected Emission Reduction: N/A]</i> Amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
March	
1177 ¹	<p>Liquid Petroleum Gas Transfer and Dispensing (MCS-07) <i>[Projected Emission Reduction for both rules: TBD]</i> Proposed Rule 1177 will establish controls for transfer and dispensing of liquefied propane gas. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1st Qtr.	
1114 ^{*+1}	<p>Control of Emissions from Refinery Coking Operations (MCS-07) <i>[Projected Emission Reduction for both rules: TBD]</i> Proposed Rule 1114 will establish emission limits and other requirements for the operation of coking units at petroleum refineries. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1123 ¹	<p>Pilot Program for Refinery Start-up, Shutdown and Turnaround Procedures (MCS-06) <i>[Projected Emission Reduction: N/A]</i> Rule 1123 would implement 2007 AQMP Control Measure MCS-06 by identifying improved operating procedures and best management practices to reduce emissions from start-up, shutdown and turnaround operations. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Leu (3059)</i></p>

ATTACHMENT B

Toxics Rule Activity Schedule

This attachment lists those rules or rule amendments for the Governing Board consideration that are designed to implement the Air Toxics Control Plan.

To-Be Determined 2011

To-Be Determined	
1401 1402	<p>New Source Review of Toxic Air Contaminants</p> <p>Control of Toxic Air Contaminants from Existing Sources <i>[Projected Emission Reduction: TBD]</i> The Office of Environmental Health Hazard Assessment (OEHHA) periodically reviews the list of toxic compounds and revises or establishes risk values. Rules 1401 and 1402 will be amended to revise the list of TACs. OEHHA is currently revising their risk assessment guidelines and, when adopted, District guidelines will be amended requiring Board approval. In addition, other administrative changes may be proposed. <i>Susan Nakamura 909.396.3105 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1420.2	<p>Emission Standard for Lead from Medium Lead Emitting Facilities <i>[Projected Emission Reduction: TBD]</i> In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard for lead from 1.5 to 0.15 ug/m³. Proposed Rule 1420.2 will apply to lead sources and will include requirements to ensure the Basin meets the new lead standard. <i>Susan Nakamura 909.396.3105 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
4010 ^{*+} 4020 ^{*+}	<p>General Provisions and Requirements for Ports of Los Angeles and Long Beach (MOB-03)</p> <p>Backstop Requirements for Ports of Los Angeles and Long Beach (MOB-03) <i>[Projected Emission Reduction: TBD]</i> The proposed rules will address toxic and criteria pollutant emissions from new and existing port-related sources. <i>Susan Nakamura 909.396.3105 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>

ATTACHMENT B

Toxics Rule Activity Schedule (continued)

To-Be Determined 2011

To-Be Determined	
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment. The Clean Communities Plan (CCP) has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.</p>

2012

May	
1420	<p>Emissions Standard for Lead <i>[Projected Emission Reduction: TBD]</i> Rule 1420 would be amended to incorporate the 2008 National Ambient Air Quality Standard for Lead and may include measures to reduce lead emissions to ensure compliance with the new standard. <i>Susan Nakamura 909.396.3105 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>

ATTACHMENT C

Other Rule Activity Schedule

This attachment lists those rules or rule amendments for the Governing Board consideration that are designed to improve rule enforceability, SIP corrections, or implementing state or federal regulations.

To-Be Determined 2011

To-Be Determined	
102	<p>Definition of Terms <i>[Projected Emission Reduction: N/A]</i> Proposed amendments to Rule 102 may be necessary to include compounds exempted by the U.S. EPA with consideration for health risks as defined by the Office of Environmental Health Hazard Assessment (OEHHA). <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
Reg. III	<p>Fees <i>[Projected Emission Reduction: N/A]</i> Amend fee rules in accordance with FY 2011-12 AQMD Budget. <i>Jill Whynot 909.396.3104 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
314	<p>Fees of Architectural Coatings <i>[Projected Emission Reduction: TBD]</i> The proposed amendments would improve clarity and reporting requirements as well as consider an exemption from fees for small manufacturers. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
402	<p>Nuisance <i>[Projected Emission Reduction: TBD]</i> The AQMD staff will assess the feasibility of expanding the current nuisance rule as part of a proposed measure in the draft Clean Communities Plan (CCP). The assessment may result in a recommendation to amend Rule 402 to make it more effective and more responsive to public complaints. <i>Susan Nakamura 909.396.3105 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
701	<p>Air Pollution Emergency Contingency Actions <i>[Projected Emission Reduction: N/A]</i> Proposed amendments to Rule 701 will update the episode criteria to reflect newly established standards and clarify air quality reporting and dissemination protocol. <i>Joe Cassmassi 909.396.3155 909.396.3155 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>

ATTACHMENT C

Other Rule Activity Schedule (continued)

To-Be Determined 2011

To-Be Determined	(continued)
1118	<p>Control of Emissions from Refinery Flares <i>[Projected Emission Reduction: TBD]</i> Amendments may be necessary to address results of the additional analysis required by the adopting resolution for the last amendment and to consider the advances in monitoring technology. Amendments may also be necessary to implement an AB 32 measure. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1143	<p>Consumer Paint Thinners & Multi-Purpose Solvents <i>[Projected Emission Reduction: N/A]</i> Proposed amendments may be necessary for further clarification and possible exemptions. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1144	<p>Metalworking Fluids and Direct-Contact Lubricants <i>[Projected Emission Reduction: N/A]</i> Proposed amendments may be necessary to incorporate results from on-going technology assessments for specific facilities. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1147	<p>NOx Reductions From Miscellaneous Sources <i>[Projected Emission Reduction: N/A]</i> Proposed amendments may be necessary to address implementation issues. <i>Joe Cassmassi 909.396.3155 909.396.3155 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1151 ^{*+}	<p>Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations <i>[Projected Emission Reduction: unknown]</i> Amendments to the rule may be necessary to reflect further findings relative to recordkeeping requirements for tertiary butyl acetate (TBAC). <i>Laki Tisopulos 909.396.3123 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1168	<p>Adhesive and Sealant Applications <i>[Projected Emission Reduction: N/A]</i> Amendments to Rule 1168 may be necessary to reflect improvements in adhesive and sealants technology. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1171	<p>Solvent Cleaning Operations <i>[Projected Emission Reduction: N/A]</i> The proposed amendment may consider technology assessments for the cleanup of affected equipment. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>

ATTACHMENT C

Other Rule Activity Schedule (continued)

To-Be Determined 2011

To-Be Determined	(continued)
1190 Series	<p>Fleet Vehicle Requirements <i>[Projected Emission Reduction: TBD]</i> Amendments to Rule 1190 series fleet rules may be necessary to address remaining outstanding implementation issues and in the event the court's future action requires amendments. In addition, the current fleet rules may be expanded to achieve additional air quality and air toxic benefits. <i>Dean Saito 909.396.2647 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
Reg. XIII	<p>New Source Review <i>[Projected Emission Reduction: TBD]</i> Proposed amendments will address U.S. EPA comments on SIP approvability issues and/or requirements that may result from U.S. EPA amendments, legislation or CARB requirements. Amendments may also be proposed for clarity and improved enforceability. <i>Jill Whynot 909.396.3104 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1610	<p>Old-Vehicle Scrapping <i>[Projected Emission Reduction: TBD]</i> Proposed amendment may be necessary to harmonize the rule with voluntary state vehicle scrapping program. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment. The Clean Communities Plan (CCP) has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.</p>

ATTACHMENT C

Other Rule Activity Schedule (continued)

2012

February	
461	<p>Gasoline Transfer and Dispensing <i>[Projected Emission Reduction: TBD]</i> Proposed amendments to Rule 461 will explore the feasibility of further reducing VOC and toxic emissions from gasoline dispensing facilities by improving implementation of the Enhanced Vapor Recovery Regulation. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1st Qtr.	
1110.2 ¹	<p>Emissions from Gaseous- and Liquid-Fueled Engines <i>[Projected Emission Reduction: TBD]</i> Amendments to Rule 1110.2 are proposed to address the impacts of contaminants in biogas used to fuel power generators at landfills and municipal waste facilities. The amendments may result in a delay or loss of emissions reductions <i>Joe Cassmassi 909.396.3155 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
2511	<p>Credit Generation Program for Locomotive Head End Power Unit Engines <i>[Projected Emission Reduction: TBD]</i> Develop a rule to allow generation of PM mobile source emission reduction credits from Locomotive Head End Power Unit Engines. Credits will be generated by retrofitting engines with PM controls or replacing the engines with new lower-emitting engines. <i>Randal Pasek 909.396.2251 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
2512	<p>Credit Generation Program for Ocean-Going Vessels at Berth <i>[Projected Emission Reduction: TBD]</i> Develop a rule to allow generation of PM, NO_x and SO_x emission reduction credits from ocean going vessels while at berth. Credits will be generated by controlling the emissions from auxiliary engines and boilers of ships while docked. <i>Randal Pasek 909.396.2251 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>

ATTACHMENT D

Climate Change

This attachments lists rules or rule amendments for the Governing Board consideration that are designed to implement South Coast Air Quality Managements District’s Climate Change Policy or for consistency with state or federal rules.

To-Be Determined 2011

To-Be Determined	
1118	<p>Control of Emissions from Refinery Flares <i>[Projected Emission Reduction: TBD]</i> Amendments may be necessary to address results of the additional analysis required by the adopting resolution for the last amendment and to consider the advances in monitoring technology. Amendments may also be necessary to implement an AB 32 measure. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1173	<p>Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants <i>[Projected Emission Reduction: TBD]</i> Amendment to Rule 1173 may be necessary to address greenhouse gas emissions from petroleum facilities and chemical plants. <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
Reg. XXVII	<p>Climate Change <i>[Projected Emission Reduction: TBD]</i> Additional protocols may be added to Rules 2701 and 2702. <i>Jill Whynot 909.396.3104 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
Reg. IV, IX, X, XI, XIV, XX and XXX Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, address variance issues/technology-forcing limits, or to seek additional reductions to meet the SIP short-term measure commitment. The Clean Communities Plan (CCP) has been updated to include new measures to address toxic emissions in the basin. The CCP includes a variety of measures that will reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.</p>

 Back to Agenda

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 22

PROPOSAL: Report of RFPs and RFQs Scheduled for Release in November

SYNOPSIS: This report summarizes the RFPs and RFQs for budgeted services over \$75,000 scheduled to be released for advertisement for the month of November.

COMMITTEE: Administrative, October 14, 2011; Recommended for Approval

RECOMMENDED ACTION:

Approve the release of RFPs/RFQs for the month of November.

Barry R. Wallerstein, D.Env.
Executive Officer

MBO:lg

Background

At its January 8, 2010 meeting, the Board approved a revised Procurement Policy and Procedure. Under the revised policy, RFPs and RFQs for budgeted items over \$75,000, which follow the standard evaluation criteria, no longer require individual Board approval. However, a monthly report of all RFPs and RFQs over \$75,000 is included as part of the Board agenda package and the Board may, if desired, take individual action on any item. The report provides the title and synopsis of the RFP or RFQ, the budgeted funds available, and the name of the Deputy Executive Officer/Asst. Deputy Executive Officer responsible for that item. Further detail including closing dates, contact information, and detailed proposal criteria will be available online at <http://www.aqmd.gov/rfp/index.html> following Board approval on November 4, 2011.

Outreach

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

Additionally, potential bidders may be notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ will be e-mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at AQMD's website (<http://www.aqmd.gov> where it can be viewed by making menu selections "Inside AQMD"/"Employment and Business Opportunities"/"Business Opportunities" or by going directly to <http://www.aqmd.gov/rfp/index.html>). Information is also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724.

Proposal Evaluation

Proposals received will be evaluated by applicable diverse panels of technically qualified individuals familiar with the subject matter of the project or equipment and may include outside public sector or academic community expertise.

Attachment

Report of RFPs and RFQs Scheduled for Release in November

**November 4, 2011 Board Meeting
Report on RFPs and RFQs Scheduled for Release on November 4, 2011**

(For detailed information visit AQMD's website at
<http://www.aqmd.gov/rfp/index.html> following Board approval on November 4, 2011)

STANDARDIZED SERVICES

NONE

RESEARCH AND DEVELOPMENT OR SPECIAL TECHNICAL EXPERTISE

RFP #P2012-02 Issue Request for Proposal for Subsurface Geotechnical Investigation JOHNSON/3018

On the north side of the AQMD Headquarters property there are signs of subsidence and slope slippage. Many sites of distress are noted in forms of cracks, separation of hardscape and movement of retaining walls. This action is to authorize release of an RFP to solicit proposals for a subsurface geotechnical investigation and recommendations for remediation. Funding for this is included in the FY 2011-12 Budget.

RFQQ #2012-04 Issue Request for Qualifications and Quotations to Prequalify Vendors for Computer, Network, Printer, Hardware and Software MARLIA/3148

On January 8, 2010, the Board approved a vendor list for the purchase of personal computer hardware, software, and installation services for a period of two years. The current vendor list expires on February 8, 2012. AQMD operational efficiency is dependent on staff's desktop computer systems, and many software applications (both off-the-shelf and in-house developed applications) are exceeding the capacity of the present desktop systems. New desktop computer systems, with adequate capacity to support current software applications, are needed to replace older desktop systems. These replacements are in accord with AQMD's Information Management Strategic Plan. This action is to issue an RFQQ (Request for Qualifications and Quotations) to competitively develop a new list of vendors for computer, network and printer; hardware and software for a two-year term. Funds for these purchases (\$200,000) made under this prequalified vendors lists are included in the FY 2011-12 Budget.

A financial audit of the AQMD is annually performed in compliance with the Government Code and Single Audit Act of 1996. This audit is performed by independent Certified Public Accountants, and their reports are addressed to the Governing Board. The contract with the AQMD's current auditors expires on March 31, 2012. This RFP is for financial audit services for FYs 2012, 2013, and 2014. Funds for this contract will be requested in the FY 2012-13 Budget and for each of the remaining fiscal years of the contract.

REQUESTS FOR QUALIFICATIONS - Prequalified Vendor List

NONE

REQUEST FOR QUOTATIONS – Commercial Off-the-Shelf Equipment

NONE

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 23

PROPOSAL: Status Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2011-12

SYNOPSIS: Information Management is responsible for data systems management services in support of all AQMD operations. This action is to provide the monthly status report on major automation contracts and projects to be initiated by Information Management during the first six months of FY 2011-12.

COMMITTEE: Not Applicable

RECOMMENDED ACTION:
Receive and file.

Barry R. Wallerstein, D.Env.
Executive Officer

JCM:MAH:OSM:nv

Background

Information Management (IM) provides a wide range of information systems and services in support of all AQMD operations. IM's primary goal is to provide automated tools and systems to implement Board-approved rules and regulations, and to improve internal efficiencies. The annual Budget specifies projects planned during the fiscal year to develop, acquire, enhance, or maintain mission-critical information systems.

Summary of Report

The attached report identifies each of the major projects/contracts or purchases that are expected to come before the Board between July 1 and December 31, 2011.

Information provided for each project includes a brief project description, FY 2011-12 Budget, and the schedule associated with known major milestones (issue RFP/RFQ, execute contract, etc.).

Attachment

Information Management Major Projects for Period July 1 through December 31, 2011

ATTACHMENT
November 4, 2011 Board Meeting
Information Management Major Projects
for the Period of July 1 through December 31, 2011

Item	Brief Description	Budgeted Funds	Schedule of Board Actions	Status
PeopleSoft and Oracle Software Support	Purchase PeopleSoft and Oracle software support maintenance for the integrated HR/Finance system.	\$209,809	Approve Sole Source Purchase July 8, 2011	Completed
Authorize Purchase of Onbase Software Support	Authorize the sole source purchase of Onbase software subscription and support for one year.	\$96,000	Approve Sole Source Purchase July 8, 2011	Completed
Recognize Funds for GHG Reporting	Recognize funds awarded by U.S. EPA for Greenhouse Gas reporting requirements.	\$200,000	July 8, 2011	Completed
System Enhancements	Provide enhancements for: <ul style="list-style-type: none"> • CLASS Systems • eGovernment application and infrastructure • PeopleSoft Upgrade 	\$520,500	September 9, 2011	Completed
Redesign of AQMD's Website	Award Contract to redesign AQMD's website (www.aqmd.gov) to create a more user-friendly website.	TBD	Release RFP November 4, 2011; Award Contract February 3, 2012	On Schedule
Prequalify Vendor List for PCs, Network Hardware, etc.	Establish list of prequalified vendors to provide customer, network, and printer hardware and software, and to purchase desktop computer hardware upgrades.	\$200,000	Release RFQ November 4, 2011; Authorize Vendors List February 3, 2012	On Schedule
CLASS Database Software Support	Purchase Ingres database software support and maintenance for the CLASS system.	\$169,000	Approve Sole Source Purchase November 4, 2011	On Schedule

Double-lined Rows - Board Agenda items current for this month

Shaded Rows - activities completed

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 25

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee met on Friday, October 14, 2011. The Committee discussed various issues detailed in the Committee report. The next Administrative Committee meeting is scheduled for Friday, November 4, 2011, immediately following the Governing Board meeting, which begins at 9 a.m. in Conference Room CC-8.

RECOMMENDED ACTION:
Receive and file.

Dr. William A. Burke, Chair
Administrative Committee

tc

Attendance: Attending the October 14, 2011, meeting were Committee Members Dr. William A. Burke and Supervisor Josie Gonzales via videoconference. Committee Members Mayors Ron Loveridge and Dennis Yates were present at AQMD. Jane Carney had a conflict in her schedule and could not attend this meeting.

ACTION/DISCUSSION ITEMS:

1. **Board Members' Concerns:** None.
2. **Chairman's Report of Approved Travel:** Supervisor Josie Gonzales attended the California Fuel Cell Partnership Planning meeting in Sacramento on October 11-12, 2011; and Board Consultant Maureen Kane is scheduled to attend the UCLA Symposium at the request of Mayor Loveridge in Lake Arrowhead, CA on October 16-18, 2011.

3. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** None.
4. **Report of Approved Out-of-Country Travel:** Dr. Wallerstein stated that Dr. Burke attended Platt's European Refining Markets conference in Belgium, Brussels on September 23-28, 2011. Dr. Burke stated that the Euro Trading Commission was advocating a situation to reduce environmental controls so that the economy could get started.
5. **U.S. EPA Review of AQMD's Administrative and Financial Management Systems for Managing Grant Funds:** Michael O'Kelly, Chief Financial Officer, explained that this is an overview of \$4 million AQMD received in EPA grants to retrofit diesel trucks with catalytic emission reduction control devices contracted with Johnson Matthey. AQMD's auditors reviewed records in July and August and provided a detailed review which gave AQMD an overall satisfactory result. The auditors recommended action be taken to ensure full compliance with federal requirements, specifically, they identified two items regarding equipment management and one item regarding our procurement policies and procedures.

As a means of ensuring full compliance with these regulations, Mr. O'Kelly indicated that a written policy for equipment purchased by AQMD's vendors/sub-recipients with federal pass-through monies will be established and brought before the Committee during the first quarter of 2012. Also, the procurement policies and procedures will be revised and brought before the Committee during the first quarter of 2012 and new contracts with Johnson Matthey, extending the contract periods to match recently extended grant periods, will be brought before the Governing Board in November.

Staff will invite the EPA auditor to attend a meeting of the Administrative Committee to present the final review report.

Mayor Loveridge asked if this was a regular EPA audit. Mr. O'Kelly answered that this was part of the American Reinvestment and Recovery Act moneys where reporting procedures are necessary. Dr. Wallerstein stated that EPA occasionally monitors our audits, especially as it relates to air quality monitoring equipment and laboratory in air quality lab analysis. Dr. Wallerstein suggested providing a list of various audits conducted for AQMD at a future Committee meeting.

Dr. Burke inquired about the result of the recent CARB audit, and Dr. Wallerstein answered that we are expecting to receive the audit report regarding incentive programs soon.

Supervisor Josie Gonzales asked if the audits are mandatory and whether they are complaint driven, Dr. Wallerstein answered they are not complaint driven.

NOVEMBER AGENDA ITEMS:

6. **Establish Board Meeting Schedule for Calendar Year 2012:** Dr. Wallerstein stated this item is to be forwarded to the Board for the calendar year 2012.

Dr. Burke asked if Friday is the best day for all Board Members to meet. There was consensus from the Committee Members that Fridays were the only day when AQMD could hold their meetings as their respective responsibilities in their cities and counties held their meetings on the remaining days. Dr. Wallerstein stated many years ago Friday was arrived by polling the Board Members and it was the best available time to work which included the 4/10 day off on Mondays.

Motion by Yates; seconded by Gonzales; unanimously approved.

7. **Propose Next Steps for Enhanced AQMD Ethnic Outreach:** Dr. Wallerstein stated that this item is to continue enhanced ethnic outreach to focus on the Latino group and continue with the Asian community targeting Korean community and maybe the Chinese and Vietnamese. He continued that the Chinese enhanced outreach was very successful, and a Japanese community event followed the model and was successful. Dr. Wallerstein recommended this item be postponed one month to work on the details.

Mayor Loveridge asked what is success—is it activities and outcomes. Dr. Wallerstein stated staff will brief Mayor Loveridge on some of the outcomes reached on outreach. Dr. Burke said he was impressed by the Chinese outreach when Hispanic children spoke Chinese; it was something to behold. Supervisor Gonzales asked for measured outcomes and to identify what worked in developing and delivering outreach. She continued that eliminating the focus may be one way to reach the outcome and another was to compare one ethnic group to another to be able to have a much better understanding how staff can do a particular outreach.

This item is postponed one month to further review the outreach efforts.

8. **Appropriate Funds for Distribution of “The Right to Breathe:”** Sam Atwood, Media Relations Manager, explained that distribution of the video has been to 4,000 viewers so far in person at the senior conference plus other showings (Technology Symposium, Calstart, AltCar, and lunchtime showings to employees). Mr. Atwood stated that staff is looking for low-cost strategies to show the video to community, environment, service, faith-based, and local government groups. To provide context to the film, existing AQMD collateral pieces will be distributed to viewers at screenings. The various pieces to be distributed are Introducing AQMD, 10 things AQMD is doing, 10 things you can do, and Powering the Future. Other strategies planned include airing the film on Charter Cable and existing social media on AQMD’s website.

Dr. Wallerstein explained that the most ambitious strategy is to provide computers to high schools (laptop or projector costing about \$1,000) to 50 schools to enable them to show the film to thousands of students, teachers, and administrators.

Mr. Atwood added that this is intended to be an educational venture with an accompanying lesson plan and/or homework assignment. He also recommends calling students to action, through a social media pledge to take one action to reduce air pollution.

There was discussion on why showing the video as a trailer in theatres would not be advantageous and would be lengthy, but it was suggested that either a one- or three-minute segment would be more tolerable to watch in the theatres. Supervisor Gonzales stated that the biggest return with the video is to show it to youth and children as they are the future.

Dr. Wallerstein suggested moving the Board letter forward to the November 4 Board meeting for approval, putting the \$56,500 previously planned for theater distribution in a reserve pot and bringing alternative concepts to the next Administrative Committee meeting.

Motion by Burke; seconded by Loveridge; unanimously approved.

9. **Proposal for Sponsorship of Weather Reports to Promote Wintertime “Check Before You Burn” Program:** Dr. Wallerstein stated that staff is still collecting information from various potential award recipients related to conflict of interests. Due to timeliness of this issue, he requested this Committee bring this item to the November 4 Board meeting with staff making a presentation.

Motion by Yates; seconded by Gonzales; unanimously approved.

10. **Execute Contract for Expert Technical Consulting Services in Support of Pending Litigation:** Nancy Feldman, Acting District Prosecutor, stated that last June AQMD filed a lawsuit seeking a multitude of civil penalties related to Rule 1113 violation from Home Depot. Bob Carson led the inspectors on this case by issuing multiple NOVs, reports, organized evidence in support of litigation. Mr. Carson retired from AQMD several months ago but his continued support would be of great value to continue this legal suit.

Since Mr. Carson retired less than 12 months ago, the Board's approval is required for any contract prior to execution. The contract amount is not to exceed \$7,000 and the term would take us up to trial if in fact a trial was necessary.

Dr. Burke stated he was generally opposed to bringing retirees back to work, but Dr. Wallerstein emphasized that this is a million dollar plus litigation concerning violation notices. The inspector's fee is a nominal amount of money with enforcing regulations under assault by one of the largest corporations in America and the inspector's hourly would only be \$50/hour.

Motion by Loveridge; seconded by Gonzales; unanimously approved.

11. **Appropriate Funds for PAMS Program from U.S. EPA Section 105 and Authorize Purchases and Release of RFQ:** Chung Liu, DEO/Science & Technology Advancement, stated staff is asking approval to recognize PAMS money from EPA this year for the same amount for a plan that has been approved by EPA for the 20th year.

Motion by Yates; seconded by Loveridge; unanimously approved.

Mayor Yates excused himself at 10:55 a.m. to attend the Local Government & Small Business Assistance Advisory Group meeting.

12. **Issue RFP for Redesign of the AQMD Website and Implementation of Web Content Management System:** Chris Marlia, Asst. DEO/Information Management, explained that this item is to release an RFP to redesign AQMD's website, which was repackaged two years ago with a quick fix of the front page, but the rest of website was last updated ten years ago. Dr. Wallerstein suggested the potential awardees would make a presentation to the Committee Members who would then select the contractor.

Motion by Loveridge; seconded by Gonzales; unanimously approved.

13. **Authorize Purchase of Ingres Relational Database Management System Software Support:** Mr. Marlia stated this is a standard item every year to obtain support for AQMD's Ingres database, which is the backbone of corporation applications, such as permitting and accounts receivable. This action would be to execute a contract with Actian Corporation (formerly known as Ingres Corporation) for \$121,371, which is a five percent increase from last year.

Supervisor Gonzales asked what type of information is kept in this database, and Dr. Wallerstein answered that it holds the majority of AQMD's data and resides at AQMD headquarters, with backup tapes stored elsewhere. He continued that this vendor is used broadly but there are only a handful of this type of software.

Motion by Gonzales; seconded by Loveridge; unanimously approved.

14. **Recognize Sponsorship Funds into the General Fund from the Clean Fuels Conference Fund and From Other Sponsors for Air Quality and Transportation Conferences:** Mr. O'Kelly stated that this item is to recognize up to \$80,000 of sponsorship funds in the general fund and authorize appropriations of up to \$80,000 from the general fund, dependent upon actual sponsorships received, for expenditures associated with upcoming conferences.

Motion by Gonzales; seconded by Loveridge; unanimously approved.

15. **Report of RFPs and RFQs Scheduled for Release in November:** Mr. O'Kelly stated that budgeted services items are (1) proposal for Subsurface Geotechnical investigation on the north side of our property; (2) prequalify vendors for computer, network, printer, hardware and software; and (3) proposal for independent audit services.

Receive and file report.

16. **Local Government & Small Business Advisory Group Minutes for the July 15, 2011 Meeting.** Attached for information only are the Local Government & Small Business Advisory Group Minutes for the July 15, 2011 meeting.

Receive and file report.

17. **Draft Environmental Justice Advisory Group Minutes of the July 29, 2011 Meeting.** Attached for information only are the Environmental Justice Advisory Group minutes of the July 29, 2011 meeting.

Receive and file report.

18. **Review November 4, 2011 Governing Board Agenda:** Dr. Wallerstein stated that Rule 463 and an update of the Clean Fuels Program will be reviewed. Rule 1470 will be brought to the Board at a later date after staff has fully vetted the issues.
19. **Other Business:** None.
20. **Public Comment:** None.

Meeting adjourned at 11:06 a.m.

Attachments

Minutes from the July 15, 2011 Local Government & Small Business Assistance
Advisory Group meeting

Minutes from the July 29, 2011 Draft Environmental Justice Advisory Group Meeting



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

LOCAL GOVERNMENT & SMALL BUSINESS ASSISTANCE ADVISORY GROUP FRIDAY, JULY 15, 2011 MEETING MINUTES

MEMBERS PRESENT:

Dennis Yates, Mayor, City of Chino and LGSBA Chairman
Greg Adams, L.A. County Sanitation District
Felipe Aguirre, Vice Mayor, City of Maywood
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California/All Metals
Daniel Cunningham, Metal Finishing Association of Southern California
Lucy Dunn, Orange County Business Council
Jacob Haik, Office of School Board Member Richard Vladovic
Maria Elena Kennedy, Kennedy Communications
Angelo Logan, East Yard Communities for Environmental Justice
Rita Loof, RadTech International
Mary Ann Lutz, City of Monrovia
Steve Mugg, South Orange County Representative, City of Mission Viejo

MEMBERS ABSENT:

Ronald Loveridge, Mayor, City of Riverside and LGSBA Vice Chairman
Todd Campbell, Clean Energy
Kelly Moulton, Paralegal

OTHERS PRESENT:

Earl Elrod, Board Member Assistant (*Yates*)
David Rothbart, LA County Sanitation District

AQMD STAFF:

Tom Chico, Program Supervisor
Anupom Ganguli, Asst. Deputy Executive Officer/Public Advisor
Nancy Feldman, District Prosecutor
Tracy Goss, Program Supervisor
William Wong, Principal Deputy District Counsel
Susan Nakamura, Planning & Rules Manager
Jeanette Short, Senior Administrative Secretary
Greg Ushijima, Air Quality Engineer II
Jill Whynot, Asst. Deputy Executive Officer, Engineering & Compliance

Agenda Item #1 - Call to Order/Opening Remarks

Mayor Dennis Yates called the meeting to order at 11:00 a.m.

Agenda Item #2 – Approval of June 10, 2011 Meeting Minutes/Review of Follow-Up/Action Items

Mayor Yates called for approval of the meeting minutes. The June 10, 2011 meeting minutes were approved.

Action Item: Staff to provide electronic copy of Draft Energy Presentation, Policy & Board Letter

✓ Email sent to Committee Members with link to documents 6/15/11

Agenda Item #3 – Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

Ms. Susan Nakamura provided an overview of the proposed amendments to Rule 1470.

Mr. Angelo Logan asked when testing and maintenance for the generators located near sensitive receptors, such as a school, are conducted. Ms. Nakamura replied that provisions exist in Rule 1470 that do not allow testing and maintenance during school hours or during scheduled school events.

Ms. Mary Ann Lutz asked what businesses utilize these emergency stand-by engines. Ms. Nakamura replied that the stand-by engines are used at almost every commercial, industrial and municipal business, and that we permit an average of 500 engines per year.

Ms. Lucy Dunn asked if the AQMD is hearing from the regulated community about the cost of these engines and the proposed rule. Ms. Nakamura confirmed this and commented that the cost of the filters can range from 30 to 40 percent up to 60 to 75 percent of the total cost of the engine depending on the type of DPF and engine size. Ms. Dunn also asked if businesses are deferring upgrading their engines due to the costs. Ms. Nakamura replied that emergency stand-by engine usage is low, but the engines generally will reside at a facility for 20 to 30 years, some as long as 40 years. Consequently, she added that staff would like them to use the cleanest technology since diesel particulate matter has been identified as a carcinogen. Ms. Dunn further asked about the cost-benefit assessment of this rule to measure success. Ms. Nakamura replied that there are localized benefits rather than regional benefits to this rule as this reduces toxic emissions near sensitive receptors. Ms. Dunn asked how much emissions will be reduced as a result from this rule. Ms. Nakamura replied that residents living near these engines would benefit the greatest from these emission reductions.

Mr. Geoff Blake commented that many emergency internal combustion engines are required by the fire department or insurance company and asked how much particulate matter is emitted compared to a diesel truck with no filters, driving by the same location. Ms. Nakamura replied that using CARB screening tables, depending on the engine size and location to sensitive receptors, the health risk from an emergency engine can be more than one in a million. Mr. Blake asked staff to compare emissions from a heavy-duty truck versus an engine operating 15 minutes a week. Mayor Yates replied that most of the diesel trucks have PM filters too.

Mr. Greg Adams commented that he objects to the addition of controls to reduce risk because he doesn't want the exhaust to be clogged by particulate matter that hasn't been burned off, resulting in less reliable engines.

Mr. Paul Avila asked if this rule addresses the existing, older engines that cannot be replaced due to economic feasibility. Ms. Nakamura replied that the rule addresses new emergency stand-by engines because they were subject to a new emissions standard. She added that there are requirements for existing stand-by engines which limit hours of operation.

Mr. Angelo Logan commented that the condition most of the residents in the south coast are living under, because of air pollution, is like a slow acting disaster and an issue important to address. He added that it's the responsibility of this agency to reduce the impact on public health and he appreciates how the District is approaching this issue.

Agenda Item #4 – AB 2588 – Air Toxics “Hot Spots” Information and Assessment Act of 1987

Mr. Tom Chico provided an update on AB 2588 activities for Calendar Year 2010.

Mr. Blake asked how a gas station would have a health risk of twenty five in a million. Mr. Chico replied that those stations sell a lot more gas and emissions and health risk are proportional to the amount of throughput.

Mr. Adams commented that AB 2588 was the basis for tremendous health risk reduction in the basin, largely because many facilities just wanted to avoid the public notification process. Mr. Chico concurred that facilities will voluntarily try to make sure their impacts are below the risk threshold to avoid public notice.

Mr. Logan asked what sources from auto body shops will be assessed in HRA's. Mr. Chico replied that primarily VOC emissions from spraying activities will be addressed.

Agenda Item #5 – Rule 1133.1 – Chipping and Grinding Activities, Rule 1133.3 – Emission Reduction from Green Waste Composting

Mr. Tracy Goss provided an update on rules for composting operations that were considered by the Board on July 8th.

Mr. Steve Mugg asked where the 17 applicable facilities were located. Mr. Goss replied that the facilities are spread out throughout the basin with the largest amount of material being composted in Orange County.

Mr. Adams asked about the relative reactivity of the VOC's coming off the green waste. Mr. Goss replied that from a study commissioned by Cal Recycle, it was found that 85 to 90 percent of the VOC's that were being emitted were of a lower reactivity by comparison to other VOC's.

Agenda Item #6 – Monthly Report on Small Business Assistance Activities

No comments.

Agenda Item #7 - Other Business

Ms. Rita Loof commented that she committed to the District that she would do outreach on the Permit Amnesty program and wrote an article in a newsletter that will be sent out to about 3,000 companies.

Agenda Item #8 - Public Comment

No comments.

Adjournment

The meeting adjourned at 12:08 p.m.



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ENVIRONMENTAL JUSTICE ADVISORY GROUP FRIDAY, JULY 29, 2011 MEETING MINUTES

MEMBERS PRESENT:

Dr. Joseph Lyou, AQMD Governing Board Member, EJAG Chairman
Rhetta Alexander, San Fernando Valley Interfaith Council
Lawrence Beeson, Loma Linda University, School of Public Health
Paul Choe, Korean Drycleaners & Laundry Association
Alycia Enciso, Small Business Owner
Mary Figueroa, Riverside Community College
Pat Kennedy, Greater Long Beach Interfaith Community
Brenda LaMothe, S. Los Angeles Service Representative for L.A. Mayor
Angelo Logan, East Yard Communities for Environmental Justice

MEMBERS ABSENT:

Detrich Allen, City of Los Angeles Environmental Affairs
Suzanne Bilodeau, Knott's Berry Farm
Afif El-Hasan, American Lung Association
Mimi Holt, SEIU Local 121 Registered Nurses
Andrea Hricko, Southern California Environmental Health Sciences
Maria Elena Kennedy, Quail Valley Task Force
Evelyn Knight, Long Beach Economic Development Commission
Margaret Mapes, St. Joseph Center
Daniel Morales, National Alliance for Human Rights
John Moretta, Resurrection Church
Elina Nasser, Center for Occupational and Environmental Health, UCLA
William Nelson, OC Signature Properties
Paul Ong, UCLA School of Public Affairs
Salvador Ramirez, National Hispanic Environmental Council
Neal Richman, Breathe LA
Woodie Rucker-Hughes, NAACP – Riverside Branch
Rafael Yanez, Member of the Public

OTHERS PRESENT:

LaDonna DiCamillo, BNSF
Earl Elrod, Board Member Assistant (*Yates*)
Nicole Nishimura, Board Member Assistant (*Lyou*)
Sue Gornich, BP
Elio Torrealba, SA Recycling LLC

AQMD STAFF:

Elaine Chang, Deputy Executive Officer

Chung Liu, Deputy Executive Officer
Lourdes Cordova Martinez, Community Relations Manager
Matt Miyasato, Assistant Deputy Executive Officer
John Olvera, Principal Deputy District Counsel
Jean Ospital, Health Effects Officer
Lisa Tanaka O'Malley, Community Relations Manager
William Sanchez, Sr. Public Affairs Manager
Nicole Soto, Secretary
Jill Whynot, Assistant Deputy Executive Officer

Agenda Item #1 - Call to Order/Opening Remarks

Chair Dr. Joseph Lyou called the meeting to order at 12:08 PM.

Chair Lyou said it would be useful to form sub-groups so members can offer advice in key areas of interest, such as schools, goods movement, and land use. Chair Lyou further stated that they can form sub-groups composed of two people interested in making priority recommendations at the next meeting.

Action Item: Agendize forming committee sub-groups for the next meeting.

Mr. William Sanchez made an announcement on the Permit Amnesty program.

Agenda Item #2 – Approval of April 29, 2011 Meeting Minutes

Chair Lyou called for the approval of the meeting minutes. The April 29, 2011 meeting minutes were approved.

Per John Olvera's suggestion at the last meeting Chair Lyou reviewed the Attorney General's guidance document on the Brown Act and thought it would be useful to provide it to the EJAG members.

Action Item: Provide members the website link to the Attorney Generals Brown Act guidance document.

Agenda Item #3 – Member Updates

Dr. Lawrence Beeson noted to members that he can provide an update on the San Bernardino Railyard study being conducted by Loma Linda University toward the end of the year.

Mr. Angelo Logan noted the Gateway Cities Council of Governments (COG) is initiating an Air Quality Action Plan which will cover the entire Gateway Cities COG region, and will look at a compendium of measures completed since 2006 as well as opportunities for future improvements or measures for air quality. Chair Lyou said District staff are involved and hopes the Gateway Cities COG process takes into account the District's Air Quality Management Plan (AQMP).

Mr. Logan informed members that the City of Commerce is moving forward to draft a potential Green Zone policy. The policy would encourage businesses to locate in a Green Zone to create a buffer between sensitive receptors and emission sources. Chair Lyou asked if the proposal was moving forward through the city's process. Mr. Logan replied that Commerce's Planning Commission approved the Green Zone policy as recommended by their Environmental Justice Task Force. The Planning Commission has now proposed the Green Zone policy to their City Council as an item to convene a working group for further development.

Ms. Brenda LaMothe asked if there is a report on cancer risks and, if not, is there interest in looking at people who are affected by cancer in the Ports area. Chair Lyou noted there are several studies on issues relating to air pollution and cancer, but noted there are limits on what science can show. Chair Lyou said there are relationships between diesel exposures based on studies of railroad workers because they know how much diesel exhaust they have been exposed to, and said it is difficult to determine the cause and effect with individual studies unless the cause is very unique. Chair Lyou mentioned the District will be beginning the MATES IV studies soon. Dr. Jean Ospital said brain cancer cases have been increasing. Dr. Ospital also noted that breast cancer involves a variety of factors, but that environmental causes are not rated very high.

Agenda Item #4 – Draft Energy Policy

Dr. Elaine Chang provided an overview of the District’s Draft Energy Policy.

Chair Lyou asked how much of the electricity consumed in the basin is produced by natural gas. Dr. Chang replied that for our basin’s consumption, it is in the 20-30 percent range, because while natural gas is mostly used for generation in-basin, about 70-75 percent of the electricity consumed in the basin is imported. Mr. Logan asked what the percentage is for electricity generated through waste. Dr. Chang replied that it is a very small amount at this time.

Chair Lyou noted a potential conflict between greenhouse gas (GHG) emissions reduction strategies and efforts to reduce NO_x. As an example, Chair Lyou cited that if car makers switch vehicles from gasoline to diesel to reduce CO₂ emissions, they are adding to the NO_x problem. Dr. Chang replied that is why it’s important to address the District’s different needs and said the Energy Policy will assist so that type of trade off does not occur.

Mr. Logan asked if the different sources of electricity generation in the basin were identified. Dr. Chang noted that 85 percent of electricity generated in the basin is generated by natural gas and the rest is generated by hydro and renewable gas.

Mr. Logan asked if Dr. Chang could explain the black box. Dr. Chang explained that under the Clean Air Act for extreme non-attainment areas, the federal government gave the District 20 years to meet the air quality standards with the knowledge that the District would need to go beyond the available control technologies. So, they allow the District to put a certain amount of emission reduction strategies into what is known as the “black box,” meaning that they will require technology advancement to implement those strategies. Dr. Chang confirmed that under the Clean Air Act, the District will have to turn all measures into control measures and then into regulations three years prior to the deadline, which means by 2020.

Mr. Pat Kennedy asked if the allowable amount of NO_x for the federal standards is based on regulations or if it’s a measure of health. Dr. Chang said it’s based on modeling data. Chair Lyou added it’s both, because the standard is based on health, and explained the Environmental Protection Agency (EPA) sets the standard and we do the modeling. Chair Lyou asked about the aspect of volatile organic compounds (VOC). Dr. Chang replied that there will be about 300 – 400 tons per day of anthropogenic VOC emissions remaining after all AQMP control measures are implemented, but there also will be a lot of biogenic VOC emissions that cannot be controlled effectively. This is why the District believes it is more efficient to focus on NO_x reductions, but VOC reductions are also needed.

Ms. Rhetta Alexander asked what demand side management means. Dr. Chang said it is a category used to capture energy efficiency, conservation, and load shifting. If you can manage the supply and demand

of electricity, there will not be as much stress on the system and there would be lower demand to build additional power plants. Dr. Chang continued to explain if power plants are needed, we are promoting in basin distributable renewable generation, and do not intend to shift our air quality problem out of the basin. Chair Lyou asked what renewable generation technologies would qualify. Dr. Chang responded it would be neighborhood solar panels, wind technology, and bio-gas, small scale geo-thermal to the extent that resources are available.

Chair Lyou asked what comments were received from the prior day's stakeholder meeting on the draft Air Quality Related Energy Policy. Dr. Chang said the primary issues raised were why the policy is needed, the impact on industry, and interest in reviewing the socio economic report.

Mr. Logan said, the mobile source issue is very important to include in the policy and asked what the role of the District is with the AQMP and conformity of the Regional Transportation Plan (RTP), which needs to address diesel and gasoline issues. Chair Lyou noted there are measures in the policy that are addressing mobile sources, but that it may be a matter of emphasis. Mr. Logan mentioned that it would be useful to learn about the District's role in the RTP for a future presentation. Chair Lyou noted at a future meeting we can talk about the District's role in the RTP and AQMP.

Action Item: *Agendize a discussion on the District's role in planning for the AQMP and RTP.*

Mr. Kennedy asked what happens if the federal standards aren't met. Dr. Chang said there are federal sanctions, including: increasing the offset ratio to 2 to 1 for businesses requiring new permits; and, the cutoff of all highway funding, which is billions of dollars. Mr. Kennedy asked if the consequences are noted in the policy. Dr. Chang replied no but it's stated in the Clean Air Act. Mr. Kennedy mentioned the policy would be more relevant to people if they understand the consequences. Chair Lyou said it would not be a bad idea to include it in the Adoption Resolution.

Ms. Alexander noted she is not sure how this policy is going to be implemented. Dr. Chang replied it's a three step implementation process. First, the Board sets the policy and gives direction to staff to move towards zero and near zero emissions strategies. Second, when planning the AQMP, specific actions may be incorporated as control measures. Third, once the AQMP is adopted, the rule making process will begin. Dr. Chang explained that the policy in and of itself is not a regulation. Rules have a specific public process to follow for development and for each step there is certain criteria and ample time for stakeholder participation and due process.

Ms. Alycia Enciso noted she does not see any educational process for the different agencies in the policy. Dr. Chang said it's in the policy and she will give them a copy. Ms. Enciso mentioned the planning of cities, schools, and railways need to be addressed in the policy and also mentioned meeting with planners, schools, and elected officials to share the information with them. Chair Lyou asked members to review the policy and make recommendations for priorities at the next meeting. Ms. Enciso asked if making recommendations is something the group has already done. Chair Lyou said they haven't formally provided recommendations.

Mr. Logan said he is supportive of the concept to form EJAG sub-groups and asked if in the short term, there's a way to organize educational meetings with planners and local governments on land use issues. Chair Lyou said every month Board members receive the board package that includes a section from the Legislative and Public Affairs office, which contains a long list of people they've met with to discuss local air quality issues that include elected officials, schools and churches. Mr. Sanchez added it also

includes groups reached through Air Quality Institutes (AQI's) which are mini training sessions on air quality challenges and solutions. Mr. Sanchez continued to say they met with a group of planners about two years ago. Ms. Enciso said she would like to see the list of outreach and education being conducted. Chair Lyou noted the packages are available online and also noted the report includes a list of events participated in by the District.

Mr. Kennedy asked if there is a group of planners working on land use policies. If so, what strategies are needed to protect the public's health and how are the standards shared with decision makers. Mr. Sanchez said there have been a series of guidance documents developed over the years, one being the school guidance document for which there was extensive outreach by giving presentations and separately meeting with school district planners. Chair Lyou added there was a guidance document for general plans, and an Air Resources Board (ARB) land use guidance document. Dr. Chang noted, as part of the Clean Communities Plan (CCP), the District is committed to developing a brochure called Proximity Matters and updating the land use guidance document into something more user friendly. Further, within the CCP pilot communities, planners will be included in the dialogue to work together.

Agenda Item #5 – Powering the Future

Mr. Matt Miyasato provided an overview of Powering the Future.

Ms. Enciso asked who regulates maritime industry. Dr. Miyasato responded, the federal government. Ms. Enciso asked why the federal government does not take action. Dr. Miyasato explained that AQMD is not allowed to assign the federal government emission reductions. Chair Lyou added that the District doesn't have the authority to tell the maritime industry what to do. Ms. Enciso asked who has the authority and Chair Lyou responded the federal government. Ms. Enciso asked if there is dialogue between the maritime industry, AQMD and the federal government. Chair Lyou said they are trying, but one of the things needed is to make sure the California Congressional members are aware and taking the information back to Washington, D.C. Dr. Miyasato added that through Legislative and Public Affairs, they are conducting the AQI's to highlight the issues and brainstorm solutions with stakeholders, and has gone to Washington, D.C. numerous times to get dialogue started. Chair Lyou noted that if and when EPA makes health standards more stringent, other areas in the nation will be out of attainment and they will be facing the same sanctions as the South Coast. Therefore, the District will have broader support across the country for more aggressive action on those sources. Ms. Enciso asked if EJAG members can meet with elected officials and inform them on the issues. Chair Lyou responded that EJAG members are free to meet with them. Ms. Enciso asked which elected members are on board. Chair Lyou said there is general support, but the conversation is focused on the debt ceiling and in order for the message to carry, they have to make sure the timing is right.

Mr. Kennedy asked who's putting the strategy together of how Powering the Future is being used, who is being targeted, and how they plan on using the committee members as part of that strategy. Mr. Sanchez said staff have been making presentations, meeting with local government groups and officials, and have been to Sacramento. Mr. Sanchez also noted that he will take Mr. Kennedy's statement as an invitation to brief the committee members.

Ms. LaMothe noted that newly elected Representative Janice Hahn is very familiar with the Harbor area and that it would be an appropriate time to meet and bring this to her attention. Ms. LaMothe also said it would be useful to find out who sits on the appropriate committees that represent the state and approach them to begin dialogue. Chair Lyou asked if you can "Like" "Powering the Future" on Facebook. Mr. Olvera said you can and Chair Lyou encouraged members to use that as a tool to spread the word.

Agenda Item #6 – BP/ARCO Settlement Funds

Mr. Jean Ospital and Ms. Lourdes Cordova Martinez provided an overview of the status of the BP/ARCO Settlement Funds.

Mr. Pat Kennedy asked if the settlement amounts were over three years, which Mr. Ospital replied that it was the projects that were approved which amounts to seven years worth of funding, and about \$20 million dollars to date.

Ms. Enciso asked how much the tree planting cost, to which Mr. Ospital responded \$152,000 for 580 trees.

Ms. Enciso asked in what areas the flag program was conducted. Ms. Martinez said she can provide a list, but there were about 60 schools that participated. Ms. Enciso asked if San Bernardino and Riverside schools participated, which Ms. Martinez confirmed and noted participating schools were throughout the four counties.

Ms. Enciso asked what the result was of the money that was allocated to Loma Linda University. Dr. Beeson said that the study is in progress and there are two phases. The first phase is to survey residents living within the 11 zip codes surrounding the rail yards; and, the second phase is to survey the schools. He said they have just begun phase one, so they will have results later this year. Ms. Enciso asked if the questionnaires have gone out, and Dr. Beeson responded they are just beginning to survey.

Mr. Kennedy asked if there was an assessment for the flag program and if there will be continued funding for it. Ms. Martinez said an assessment was completed as part of the final report and the program was completed two years ago. Ms. Martinez continued to explain that the program was conducted with the American Lung Association, so they were able to assist with providing the flags to the school, and conduct in-service training to school staff. Ms. Martinez noted some schools continued the program on their own, after funding ran out, since they had the materials. She said she would be able to provide a list of schools that continued with the program. Mr. Kennedy said he is more interested if the program was effective and if it were worth continuing. Ms. Martinez replied along with the list of schools she would be able to provide the final report.

Action Item: *Provide a list of schools that continued the flag program to members.*

Mr. Kennedy asked if the fence line monitoring is still being funded. Dr. Chung Liu said the monitoring project is being restarted. Mr. Kennedy asked if the monitoring would pick up emissions if they are at a certain height. Dr. Liu said you can change the position of the sensors to pick up emissions. Ms. Enciso asked what the height was for the sensors. Dr. Liu said the height varies, but 50 meters is probably the maximum height. Mr. Kennedy asked if there has been any progress with real time monitoring and linking it to reverse 911 and the fire department. Dr. Liu responded the canister program will be on a trial basis and can be triggered remotely. Mr. Kennedy asked if they are still considering an electric billboard, instead of flags, for air quality. Dr. Liu said he was not aware of funding for electric billboards.

Ms. Enciso asked if they are moving into the next three years, and Chair Lyou responded that it was the first seven years. Mr. Ospital explained that the Settlement Agreement specified what type of projects should be funded from the community benefits program for the first three years, and then after that it was up to the Oversight Committee to determine how the funds were spent. Ms. Enciso said her concern for the Inland Empire is the school filters and tree planting programs. Mr. Ospital explained the process

is to put in a proposal and then the committee will determine which proposals will be funded. Ms. Enciso asked when the request for proposals are going out to the public. Mr. Ospital said they are going out September 9, 2011 for next year, which Chair Lyou noted will be available on the website. Mr. Kennedy asked if the school filters would fit in with this funding. Mr. Ospital said previous funding from this program did not include filters, but the District has been involved with installing filters from different sources of funding. Mr. Kennedy asked if there were any problems with using this money to fund air filters. Mr. Ospital said they would like to see proposals related to air pollution and health improvement and that it's up to the committee.

Ms. Enciso asked about cancer and autism studies. Dr. Beeson responded Dr. John Morgan is the cancer register and he is going to look at how many people got cancer in the area of the 11 zip codes around the rail yards and then compare them to all of San Bernardino County to see if there is greater incidence. Dr. Beeson noted at the moment there is no research for autism. Mr. Ospital noted there was a study out of USC that looked at children living near traffic sources and busy roadways, which did find an association with autism. This is the first study he is aware of that showed that link. Ms. Enciso asked if any of the money would be going to study autism. Mr. Ospital replied that he is not aware of any. Ms. Enciso asked if it's because no one has requested funding for it and Mr. Ospital said he hasn't seen any proposals for it. Chair Lyou said it would be helpful to include a page on the website with details and deadlines for the BP Arco program. Ms. Enciso asked if there was any additional information available. Mr. Ospital said there are reports for the community benefits from the various organizations, what the results were, how many patients they saw and the improvements of the measures. Mr. Ospital continued to say that the research projects are still ongoing, so they don't have results yet, but he fully expects that they will be published in the Scientific Literature. Mr. Kennedy said it would be helpful for there to be a sentence or two on what the different programs are on the website, so if people didn't want to review the complete report they could read a short synopsis. Chair Lyou also noted it would be helpful to post the PowerPoint on the website.

***Action Item:** Include the BP/ARCO Settlement Funds information on the website.*

Agenda Item #7 – Other Business

Chair Lyou noted at the next meeting they would discuss next year's meeting dates. Chair Lyou said for agenda items to contact Dr. Anupom Ganguli. Ms. Enciso requested a list of Congressional members with when the District has met. Mr. Kennedy requested an update on the San Bernardino CCP projects.

***Action Item:** Provide a list of Congressional Members and provide an update on the San Bernardino CCP pilot projects.*

Agenda Item #8 – Public Comment

No comments received.

Agenda Item #9 – Adjournment

The meeting adjourned at 3:00 PM.

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 26

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, October 14, 2011. A Special Legislative Committee meeting is scheduled on Thursday, November 3, 2011 at 10 a.m. in Conference Room CC8.

The Committee deliberated on agenda items for Board consideration and recommended the following actions:

Agenda Item	Recommendation
2012 Federal and State Legislative Goals and Objectives	Approve
Amend the contracts with Kadesh & Associates, LLC and B & D Consulting for legislative consulting services in Washington, D.C. for Calendar Year 2012	Approve

RECOMMENDED ACTION:

Receive, file this report, and approve agenda items as specified in this letter.

Michael D. Antonovich
Acting Chair
Legislative Committee

Attendance [Attachment 1]

The Legislative Committee met on October 14. Supervisor Michael Antonovich chaired the meeting and Councilmembers Jan Perry, Judy Mitchell and Supervisor Josie Gonzales were present via videoconference.

Update on Federal Legislative Issues

Josh Andrews of B&D Consulting, AQMD federal legislative consultant, reported that the U.S. EPA remains under attack in the House of Representatives regarding its funding and regulatory authority. The Department of Energy (DOE) has also been under attack on similar issues and the Solyndra bankruptcy and investigation may impact funding for other clean technology programs. Mr. Andrews further reported that B&D will continue working to ensure that the Congestion Mitigation and Air Quality Improvement (CMAQ) Program funding is maintained or improved, and the DOE funding for AQMD projects is further enhanced.

Warren Weinstein of Kadesh & Associates, AQMD federal legislative consultant, reported that Capitol Hill has been consumed with the politics of the House and Senate versions of the “Jobs” bill. He also reported that they have met with Senator Feinstein regarding the Energy and Water appropriations bill, which includes \$10 million in program funding for zero emission container movement systems, which is expected to pass.

Update on Sacramento Legislative Issues

Will Gonzalez, AQMD state legislative consultant, reported that SB 170 (Pavley), the AQMD sponsored bill authorizing air districts to negotiate for a share of intellectual property rights in technologies they invest in, was signed by the Governor. He noted the bill’s potential to provide future funding for additional research and development work.

In regards to renewable energy legislation, Mr. Gonzalez reported that the Governor signed SB 585 (Kehoe) which brings additional \$200 million for commercial rooftop solar energy. The Governor also signed into law AB 1150 (M. Perez) which extends the Self-Generation Incentive Program for an additional three years.

Paul Gonsalves, AQMD state legislative consultant, reported that since the Legislature is now in recess and is not scheduled to reconvene until January 4, 2012, very little action has taken place in regards to the budget. The budget shortfall for September is estimated to be \$350 million.

In regard to ballot measures, Mr. Gonsalves reported that the Governor signed SB 202 by Senator Hancock, which pushes back all initiatives or referendum measures certified for the ballot on or after July 1, 2011 to a November statewide general election or at a statewide special election. Currently, four initiatives have already qualified for the 2012 elections, 25 more are in circulation and 16 are pending before the attorney general. The

four initiatives that have qualified deal with (1) legislator term limits, (2) tax on cigarettes to fund cancer research, (3) \$11.4 billion Water Safety and Reliability Bond, and (4) the “rainy day” budget stabilization fund.

Edgar Gutierrez of the Lee Andrews Group updated the Committee on behalf of Carolyn Veal-Hunter, AQMD state legislative consultant. Mr. Gutierrez reported that the Governor vetoed AB 135 (Hagman) which would have mandated that at least one of the 11 members of the Air Resources Board (ARB) be a small business owner.

In regards to pension reform, Mr. Gutierrez stated that the Governor announced that he would be proposing changes to the pension system requiring a constitutional amendment and a public vote, though he has still not revealed any details. In the Legislature, Senate President Pro Tem Darrell Steinberg and Assembly Speaker John Pérez have announced appointments to the newly formed Joint Legislative Conference Committee on Public Employee Pensions. Assemblymembers appointed to the committee are Michael Allen (D-Santa Rosa), Warren Furutani (D-South Los Angeles County), and Jim Silva (R-Huntington Beach). Senate appointees are Gloria Negrete McLeod (D-Chino), Joe Simitian (D-Palo Alto), and Mimi Walters (R-Laguna Hills).

Update on State Legislation for 2011 [Attachment 2]

William Sanchez, Senior Public Affairs Managers for Legislative & Public Affairs referred the committee members to the attached report for updates on the Governor’s final action on bills of interest to the AQMD. Councilmember Judy Mitchell asked how an additional \$200 million could be provided for solar programs under SB 585 (Kehoe) if the Public Goods Charge had not been reauthorized. Mr. Sanchez explained that SB 585 raises the cap on the California Solar Initiative Program by \$200 million and then authorizes the state’s three largest electrical utilities – Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric – to increase collections from their customers to pay for this specific program.

Recommend 2012 Legislative Goals and Objectives [Attachments 3A & 3B]

Dr. Anupom Ganguli, Assistant Deputy Executive Officer/Public Advisor for Legislative & Public Affairs presented staff’s proposed 2012 Federal and State Legislative Goals and Objectives, as attached.

The Legislative Committee approved the proposed 2012 Federal and State Legislative Goals and Objectives.

Amend the contracts with Kadash & Associates, LLC and B & D Consulting for legislative consulting services in Washington, D.C. for Calendar Year 2012 [Refer to the November 4, 2011 Governing Board Agenda Item 2 for additional information]

Dr. Ganguli presented staff’s recommendation to approve the second one-year extension

of the existing contracts for legislative and regulatory consulting services in Washington D.C. for calendar year 2012 with Kadesh & Associates and B&D Consulting and to appropriate additional funds necessary to cover the cost of the contract extensions.

Supervisor Gonzales inquired as to whether there were any outstanding issues with the representation by current federal legislative consultants and Dr. Wallerstein confirmed that all such issues had been resolved in the past. Supervisor Gonzales also inquired whether the consultants represented any other air districts. Dr. Wallerstein stated that B&D does not represent any other air districts and staff will confirm if Kadesh and Associates currently represent any air districts.

Councilmember Judy Mitchell asked if there are limits on budget transfers from the undesignated fund balance. Dr. Wallerstein stated that currently there are sufficient funds in the undesignated fund balance and that transfers are done at the Board's discretion.

The Legislative Committee approved staff's recommendation to amend existing contracts for legislative consulting services in Washington, D.C. for Calendar Year 2012.

Report from AQMD Home Rule Advisory Group [Attachment 4]

Please refer to Attachment 4 for written report.

Other Businesses: None

Public Comment Period: None

Attachments

1. Attendance Record
2. Update on State Legislation for 2011
3. Proposed 2012 State and Federal Legislative Goals and Objectives
4. Home Rule Advisory Committee Report

Attachment 1

ATTENDANCE RECORD – October 14, 2011

DISTRICT BOARD MEMBERS:

Michael Antonovich (*Videoconference, Los Angeles, CA*)
Jan Perry (*Videoconference, Los Angeles, CA*)
Judith Mitchell (*Videoconference, Rolling Hills Estates, CA*)
Josie Gonzales (*Videoconference, San Bernardino, CA*)

STAFF TO COMMITTEE:

Anupom Ganguli, Assistant Deputy Executive Officer
William Sanchez, Senior Legislative & Public Affairs Manager
Julie Franco, Senior Administrative Secretary
David Madsen, Sr. Public Information Specialist

DISTRICT STAFF:

Barry Wallerstein, Executive Officer
Peter Greenwald, Policy Advisor
Chung Liu, Deputy Executive Officer
Mohsen Nazemi, Deputy Executive Officer
Michael O'Kelly, Chief Financial Officer
Nancy Feldman, District Prosecutor
Laki Tisopulos, Assistant Deputy Executive Officer
Tina Cherry, Senior Public Information Specialist
Philip Crabbe III, Community Relations Manager
Stan Myles, Senior Public Information Specialist (*Videoconference, Rolling Hills Estates, CA*)
Rainbow Yeung, Senior Public Information Specialist (*Videoconference, Los Angeles, CA*)
Greg Ushijima, Air Quality Engineer II (*Videoconference, San Bernardino, CA*)
Kim White, Public Information Specialist
Daniel Wong, Senior Office Assistant

OTHERS PRESENT:

Earl Elrod, Board Member Assistant (Yates)
Nicole Nishimura, Board Member Assistant (Lyou)
Tricia Almiron, Sanbag
Josh Andrews, B&D Consulting (teleconference)
Paul Gonsalves, Gonsalves & Son (teleconference)
Will Gonzalez, Gonzalez, Quintana & Hunter (teleconference)
Edgar Gutierrez, Lee Andrews Group (teleconference)
Chris Kierig, Kadash & Associates (teleconference)
Warren Weinstein, Kadash & Associates (teleconference)
Greg Adams, LACSD
Sue Gorwick, BP
Bill Lamarr, California Small Business Association
Rita Loof, Rad Tech
Adam Moke, City of Los Angeles
Max Pike, CEA Consulting
David Rothbart, LACSD

ATTACHMENT 2

STATUS OF STATE BILLS THAT AQMD HAS SPONSORED OR TAKEN A POSITION ON (Updated October 11, 2011)

AB 37 (Huffman D) Smart grid deployment: smart meters.

Status: 5/9/2011-In Assembly Utilities and Commerce Committee. Hearing canceled at the request of author. 2 Year Bill.

Summary:

Would require the CPUC, by January 1, 2012, to identify alternative options for customers of electrical corporations that decline the installation of wireless advanced metering infrastructure devices, commonly referred to as smart meters, as part of an approved smart grid deployment plan. The bill would also require the CPUC, when it has identified those alternative options, to require each electrical corporation to permit a customer to decline the installation of an advanced metering infrastructure device and make the alternative options available to that customer. The bill would also require the CPUC to disclose certain information to customers about the technology of smart meters. The bill would require the CPUC to direct each electrical corporation to suspend the deployment of advanced metering infrastructure until the CPUC has complied with the above requirements. This bill contains other related provisions and other current laws.

Position: WATCH

AQMD Action:

Legislative Committee: 2/11/2011

Governing Board: 3/4/2011

Bill Version: I-12/6/2010

Notes: This is an urgency bill and, thus, the legislative deadlines do not apply; however, the Author stated he would not be moving the bill at this time.

AB 61 (Jeffries R) Neighborhood electric vehicles.

Status: 8/4/2011-Chaptered by the Secretary of State, Chapter Number 170, Statutes of 2011

Summary:

Current law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle, other than a motor truck, with 4 wheels that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has a gross vehicle weight rating of less than 3,000 pounds. Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would authorize the County of Riverside or any city in the county to establish

a similar NEV transportation plan for a plan area that may include any applicable portion of the county or city, as specified, subject to the same penalties. The bill would require the plan to be submitted to the department for review and approval. The bill would require a report to the Legislature by January 1, 2016, if the county adopts a plan. The bill would repeal these provisions on January 1, 2017. Because the bill would create a new crime, it would impose a state-mandated local program. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 2/11/2011

Governing Board: 3/4/2011

Bill Version: I-12/7/2010

Notes: Bill moved with no opposition.

AB 128 (Logue R) State Air Resources Board: alternative actions to assessing penalties.

Status: 5/10/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(2). (Last location was Assembly Natural Resources Committee on 1/27/2011)

Summary:

Would authorize the State Air Resources Board, in lieu of assessing penalties for a violation of an air pollution control law administered by the state board, to require a person who has violated that law to spend an amount equivalent to the amount that would have been assessed for the violation toward actions to comply with the air pollution control law that was violated or toward a supplemental environmental project, as defined.

Position: OPPOSE

AQMD Action:

Legislative Committee: 2/11/2011 (Same as ABX1 2)

Governing Board: 3/4/2011

Bill Version: I-12/6/2010

AB 462 (Lowenthal, Bonnie D) Air pollution districts: fees: schoolbuses.

Status: 9/6/2011-Chaptered by the Secretary of State, Chapter Number 216, Statutes of 2011

Summary:

Current law authorizes specified air pollution control and air quality management districts to adopt a fee applicable to motor vehicles registered in counties within that district, and requires the fee to be collected by the Department of Motor Vehicles. Current law, until January 1, 2015, authorizes the amount of the fee to be up to \$6. Current law requires the revenues from the first \$4 of the fee to be used for specified purposes. Current law requires that the revenues from the last \$2 of the fee be used for specified programs that the district determines remediate air

pollution harms created by motor vehicles, including purchases of new schoolbuses pursuant to the State Air Resources Board's Lower-Emission School Bus Program. This bill would additionally authorize a district based on that determination to use the last \$2 of the fee for programs to replace onboard natural gas tanks on schoolbuses owned by a school district that are 14 years or older, with a funding amount not to exceed \$20,000 per bus and to enhance deteriorating natural gas fueling dispensers of fueling infrastructure operated by a school district, with a one-time funding amount not to exceed \$500 per dispenser, pursuant to the Lower-Emission School Bus Program.

Position: AQMD SPONSORED BILL.

AB 475 (Butler D) Vehicles: offstreet parking: electric vehicles.

Status: 9/7/11- Chaptered by the Secretary of State, Chapter Number 274, Statutes of 2011

Summary:

Current law authorizes a local authority, by ordinance or resolution, and a person in lawful possession of an offstreet parking facility, to designate stalls or spaces in an offstreet parking facility owned or operated by that local authority or person for the exclusive purpose of fueling and parking a vehicle that displays a valid zero emission vehicle (ZEV) decal identification posted on the driver's side rear window or bumper of the vehicle or, if the vehicle does not have a rear window or bumper, on the driver's side of the windshield, issued by the Department of Motor Vehicles pursuant to these provisions. Current law, for purposes of those provisions, defines a "zero emission vehicle" to mean any car, truck, or other vehicle that produces no tailpipe or evaporative emissions. This bill would instead allow only a vehicle that is connected for electric charging purposes to park in these designated stalls or spaces, and would define "electric vehicle" to mean any car, truck, or other vehicle that does not produce tailpipe or evaporative emissions or is a plug-in hybrid electric vehicle (PHEV), as that term is used by the State Air Resources Board. The bill would also authorize the removal of these vehicles from an offstreet parking facility if they are not connected for electric charging purposes. The bill would delete the requirement for the display of decal identification from this provision. This bill contains other related provisions and other current laws.

Position: WATCH

AQMD Action:

Legislative Committee: 5/13/11

Governing Board: 6/3/11

Bill Version: A-4/25/2011

AB 638 (Skinner D) Fuel resources: State Energy Resources Conservation and Development Commission and State Air Resources Board.

Status: 5/28/2011-2 Year Bill -Failed Deadline pursuant to Rule 61(a)(5). (Last location was Assembly Appropriations Committee on 5/27/2011)

Summary:

Would require the State Energy Resources Conservation and Development Commission and the State Air Resources Board to, among other things, adopt policies and regulations to attain the fuel consumption targets set forth in state plan to increase the use of alternative transportation fuels , coordinate the attainment of the targets with provisions regulating alternative fuels, and assess how future guidelines, regulations , and investments affect the attainment of the fuel consumption targets. The bill would require the commission and the board, on or before January 1, 2013, in consultation with other state and local agencies the commission and the board deem necessary, to update a specified economic analysis, develop a strategy for petroleum fuel use reduction and alternative fuel use in specified vehicles, and identify regulatory and statutory barriers to attaining the petroleum fuel consumption targets. The bill would require the commission and the board, commencing January 1, 2014, and triennially thereafter until January 1, 2024, to report to the Legislature on progress in reaching the fuel consumption targets.

Position: SUPPORT

AQMD Action:

Legislative Committee: 3/11/2011

Governing Board: 4/1/2011

Bill Version: I-2/16/2011

Notes: Communicated to author that, if enacted, it must be in partnership with local governments and the regional metropolitan planning organizations as we begin developing the 2012 AQMP.

AB 650 (Blumenfield D) **Blue Ribbon Task Force on Public Transportation for the 21st Century.**

Status: ~~9/6/2011 Senate amendments concurred with. Sent to Engrossing and Enrolling.~~
9/26/11 Vetoed by the Governor

Summary:

Would establish, until March 30, 2013, the Blue Ribbon Task Force on Public Transportation for the 21st Century. The bill would require the task force to be comprised of 12 members and would require the Senate Committee on Rules and the Speaker of the Assembly to each appoint 6 specified members, by January 31, 2012. The bill would require the task force to elect one of its nonlegislative members as chair. The bill would require the task force to issue a written report that contains specified findings and recommendations relating to, among other things, the current state of California's transit system, the estimated cost of creating the needed system over various terms, and potential sources of funding to sustain the transit system's needs, and to submit the report by September 30, 2012, to the Governor, the Legislature, the Joint Legislative Budget Committee, the Senate Committee on Rules, the Speaker of the Assembly, and the transportation committees of the Legislature. The bill would require the task force, for purposes of collecting information for the written report, to consult with appropriate state agencies and departments and would require the task force to contract with consultants for preparation of the report. The bill would require the Department of Transportation to provide administrative staffing to the task

force. The bill would appropriate \$750,000 from the Public Transportation Account to the department, as specified, to accomplish the purposes of these provisions.

Position: SUPPORT WITH AMENDMENTS

AQMD Action:

Legislative Committee: 3/11/2011

Governing Board: 4/1/2011

Bill Version: I-2/16/2011

Notes: Recommended Amendments: 1) narrowing the bill to the Southern California region and 2) adding a 13th member to the task force; an AQMD representative. Author did not want to limit to South Coast only, unless he has to narrow the bill to address fiscal concerns.

The bill has progressed through both houses without having to reduce the scope of the bill. Author adjusted the composition of the Task Force to include an air quality or public health expert.

AB 864 (Huffman D) Electricity: self-generation incentive program.

Status: 8/26/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(11). (Last location was Senate Appropriations Committee on 7/6/2011)

Summary:

Would require that distributed energy resources with a nameplate generating capacity of up to 10 megawatts are eligible for incentives, but would limit the award of incentives to not more than 5 megawatts of that capacity. The bill would limit incentives being made available for distributed energy resources with a nameplate generating capacity above 3 megawatts to those technologies that meet cost-effectiveness rules established by the commission. The bill would require that incentives made available for distributed energy resources with a nameplate generating capacity greater than 3 megawatts be based on a declining schedule determined by the commission. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 6/10/2011

Governing Board: 7/8/2011

Bill Version: 4/28/2011

AB 880 (V. Manuel Pérez D) Environmental quality: CEQA: expedited environmental review.

Status: 7/8/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(10). (Last location was Senate Environmental Quality Committee on 6/8/2011)

Summary:

Would require that lead agencies, as defined, perform an environmental analysis of the reasonably foreseeable methods of compliance at the time of the adoption of a rule or regulation requiring the installation of pollution control equipment, or compliance with a performance standard or treatment requirement, including a rule or regulation that requires the installation of pollution control equipment or other direct emission reduction, or compliance with a performance standard or treatment requirement adopted pursuant to the California Global Warming Solutions Act of 2006. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 5/13/2011

Governing Board: 6/3/2011

Bill Version: 3/25/2011

AB 1095 (Berryhill, Bill R) Air pollution: hearing board: State Air Resources Board.

Status: 7/8/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(10). (Last location was Senate Environmental Quality Committee on 6/22/2011)

Summary:

Would require the creation of a hearing board within the State Air Resources Board, based on the provisions applicable to district hearing boards, for the resolution of disputes arising from the enforcement of , and variance requests relating to, rules and regulations adopted by the state board pursuant to the California Global Warming Solutions Act of 2006. The bill would specify the scope of, and limitations on, the hearing board's authority. The bill would authorize specified persons to apply to the hearing board for variances from specified rules and regulations, and resolution of disputes regarding executive officer findings, decisions, orders, and determinations, pursuant to the California Global Warming Solutions Act of 2006.

Position: SUPPORT, IF AMENDED

AQMD Action:

Legislative Committee: 6/10/2011

Governing Board: 7/8/2011

Bill Version: 5/27/2011

Notes: AQMD staff worked with CAPCOA to draft proposed amendments to the bill which clarify that: 1) if a new hearing board is created at CARB to grant variances and permit appeals regarding AB 32 requirements, it should not interfere with or supervise local hearing board authority over locally-adopted or implemented rules even if such rules implement the requirements of AB 32; 2) the new hearing board should not have any authority over the content of CARB rules.

Author accepted our amendments.

AB 1099 (Lowenthal, Bonnie D) Commercial motor vehicles: emissions standards.

Status: 8/26/2011-2 Year Bill - Failed Deadline pursuant to Rule 61(a)(11). (Last location was Senate Appropriations Suspense File on 8/22/2011)

Summary:

Would require the Department of Motor Vehicles to refuse registration for any commercial motor vehicle subject to registration that is of a 1996 or older model year with a gross vehicle weight rating of more than 26,000 pounds, except for any construction truck that is subject to an extension pursuant regulations adopted by the board as determined by the department. This bill contains other related provisions.

Position: SUPPORT

AQMD Action:

Legislative Committee: 7/15/2011

Governing Board: 9/9/2011

Bill Version: 7/12/2011

AB 1212 (Mansoor R) County employees' retirement.

Status: 6/3/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(8). (Last location was Assembly Inactive File on 6/2/2011)

Summary:

Would authorize the South Coast Air Quality Management District (SCAQMD) by its governing board, by resolution, contract, or contract amendment, to adopt and provide retirement benefits for its employees, including unrepresented employees, hired on, or after, the date specified in the resolution, contract, or contract amendment pursuant to the specified benefit formula. The bill would also prohibit a resolution, contract, or contract amendment from providing retirement benefits for the employees of the SCAQMD, unless those retirement benefits are adopted by the governing board of the SCAQMD pursuant to a memorandum of understanding made under the Meyers-Milias-Brown Act. The provisions of this bill would not apply to employees who were hired before the effective date of the bill.

Position: AQMD SPONSORED BILL.

Notes: Passed out of policy committee on a 6 – 0 unanimous vote; held on the Assembly Floor.

AB 1302 (Williams D) Distributed generation.

Status: 7/8/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(10). (Last location was Senate Energy, Utilities and Communications Committee on 6/16/2011)

Summary:

Would require each large electrical corporation, as defined, and large local publicly owned

electric utility, as defined, to provide maps and other information identifying and designating zones within their respective service territories that are optimal for deployment of distributed generation , as provided . The bill would require the PUC and large local publicly owned electric utilities to develop rules for the implementation of this requirement, as provided. By imposing requirements on local publicly owned electric utilities that are not imposed on electrical corporations, the bill would impose a state-mandated local program. The bill would require priority to be given for distributed generation projects proposed to be located within a zone designated pursuant to these provisions. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 6/10/2011

Governing Board: 7/8/2011

Bill Version: 5/27/2011

SB 170 (Pavley D) Air districts: adverse effects of air pollution: intellectual property.

Status: ~~9/6/2011-Enrolled and presented to the Governor.~~

10/8/11 Chaptered by the Secretary of State, Chapter Number 586, Statutes of 2011

Summary:

Would authorize local and regional districts to sponsor, coordinate, and promote projects that will lead to the prevention, mitigation, or cure of the adverse effects of air pollution, including the adverse health effects of air pollution. The bill, until January 1, 2017, would authorize a district to negotiate what share, if any, of the intellectual property, or benefits resulting from intellectual property, developed from the use of district funds, including funds discharged as grants, will accrue to that district. The bill would require revenues generated from revenue sharing agreements to be deposited into a special account and used for specified purposes. Under certain circumstances, the bill would prohibit a district from receiving a benefit pursuant to these provisions in excess of the amount of the district's investment. If the state or a subdivision of the state purchases or licenses a process, machine, or article of manufacture for which a district accrues a benefit resulting from the intellectual property interest, the bill would require the district, upon the request of the Department of General Services, to provide reimbursement to the General Fund for the amount of the benefit accrued. The bill would require a district that attempts to negotiate for benefits pursuant to these provisions to report annually to the Legislature, as provided.

Position: AQMD SPONSORED BILL.

SB 209 (Corbett D) Common interest developments: electric vehicle charging stations.

Status: 7/25/2011-Chaptered by the Secretary of State, Chapter Number 121, Statutes of 2011

Summary:

Would provide that any covenant, restriction, or condition contained in any deed, contract,

security instrument, or other instrument affecting the transfer or sale of any interest in a common interest development, or any provision of the governing documents of a common interest development, that effectively prohibits or restricts the installation or use of an electrical vehicle charging station is void and unenforceable. The bill would authorize an association, as defined, to impose reasonable restrictions on those stations, as specified, and would impose requirements with respect to an association's approval process for those stations. If the station is to be placed in a common interest area or an exclusive use common area, the homeowner would be responsible for various costs associated with maintaining and repairing the station, as well as costs for damage to common areas and adjacent units resulting from installation and maintenance of the station. The bill would impose other responsibilities on the homeowner, including maintaining an umbrella liability coverage policy of \$1,000,000 that names the common interest development as an additional insured. An association that violates the bill's provisions would be liable for damages and a civil penalty, as specified.

Position: SUPPORT

AQMD Action:

Legislative Committee: 3/11/2011

Governing Board: 4/4/2011

Bill Version: I-2/8/2011

[SB 246](#) (De León D) California Global Warming Solutions Act of 2006: offsets.

Status: 5/28/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(5). (Last location was Senate Appropriations Suspense File on 5/26/2011)

Summary:

Would require the State Air Resources Board to meet specified requirements relating to verification and oversight of compliance offsets, as defined, if the state board allows the use of compliance offsets as part of a regulation adopted pursuant to the California Global Warming Solutions Act of 2006.

Position: SUPPORT WITH AMENDMENTS

AQMD Action:

Legislative Committee: 5/13/2011

Governing Board: 6/3/2011

Bill Version: I-2/10/2011

Notes: Amendments suggested: 1) On page 5, line 27, after "board" insert "or a district approved by the executive officer of the state board." 2) At the end of section 38573 (d) on page 5, line 29, add "If a district is authorized to conduct the independent review, the state board shall reimburse the district's reasonable costs of such review from fees collected pursuant to Section 38957 of this code."

SB 358 (Cannella R) Income tax: gross income: exclusion: depreciation deduction: air quality funds.

Status: 7/6/2011- In Senate Governance and Finance Committee. Hearing postponed by committee. 2 Year Bill.

Summary:

The Personal Income Tax Law and the Corporation Tax Law define gross income as all income from whatever source derived, unless specifically excluded. This bill would exclude from gross income any amount provided to a person by the State Air Resources Board, an air pollution control district, or an air quality management district for the purpose of air pollution reduction. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 5/13/2011

Governing Board: 6/3/2011

Bill Version: A-4/26/2011

SB 410 (Wright D) Energy: Public Interest Research, Development, and Demonstration Program.

Status: 5/28/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(5). (Last location was Senate Appropriations Suspense File on 5/23/2011)

Summary:

(1) Current law establishes the Public Interest Research, Development, and Demonstration Program for the purpose of making awards for public interest energy research, development, and demonstration projects or programs that are not provided for by competitive regulated markets. Current law prescribes, until January 1, 2012, procedures that the State Energy Resources Conservation and Development Commission (Energy Commission) is required to follow in adopting regulations to implement the program. This bill would require the Energy Commission to follow the prescribed procedures until January 1, 2022. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 3/11/2011

Governing Board: 4/1/2011

Bill Version: I-2/16/2011

Notes: Held in the Senate Appropriations Committee.

SB 467 (Pavley D) Department of General Services: contracts for energy efficiency products or services.

Status: 7/8/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(10). (Last location was Assembly Business, Professions and Consumer Protection Committee on 6/16/2011)

Summary:

Would require the Department of General Services to deem a contract for an energy efficiency product or service to be a no-cost or net-neutral cost contract when specified conditions are met. It would require the department to issue a non-mandatory master services agreement permitting owners, operators, and tenants of state facilities to procure a wide range of energy efficiency products or services according to specified criteria.

Position: SUPPORT

AQMD Action:

Legislative Committee: 6/10/2011

Governing Board: 7/8/2011

Bill Version: 5/31/2011

Notes: Author canceled the hearing in the Assembly Committee on Business, Professions and Consumer Protection after strong opposition from Labor.

SB 585 (Kehoe D) Energy: solar energy systems: funding.

Status: ~~9/9/2011 - Enrolled~~

9/22/11 Chaptered by the Secretary of State, Chapter Number 312, Statutes of 2011

Summary:

Current law requires the PUC, in implementing the California Solar Initiative, to ensure that the total cost over the duration of the program does not exceed \$3,350,800,000, and imposes monetary limits on programs funded by charges collected from customers of the state's 3 largest electrical corporations and on programs adopted, implemented, and financed by charges collected by local publicly owned electrical utilities. This bill would increase the cost limit to \$3,550,800,000, and make a corresponding increase in a monetary limit imposed on programs funded by charges collected from customers of the state's 3 largest electrical corporations. The bill would require the commission, before collecting additional ratepayer funds to fund certain program shortfalls, to first allocate interest accumulated from customer collections and, for the remainder of the shortfall, to increase collections from customers of the state's 3 largest electrical corporations for specified programs. The bill, except as specified, would set the discount rate for interest at 4%. The bill would require the commission, within 90 days of the enactment of the bill, to establish and impose project cost caps for residential and nonresidential projects under the California Solar Initiative, based on national and state installed cost data. This bill contains other related provisions.

Position: WATCH

AQMD Action:

Legislative Committee: 4/8/2011

Governing Board: 5/6/2011

Bill Version: 3/29/2011

SB 724 (Dutton R) State Air Resources Board: mobile source certification.

Status: 9/6/2011-Vetoed by the Governor

Summary:

Would require the State Air Resources Board, within 30 working days after receipt of an application for certification of a new, a carryover, or a partial carryover on-road or off-road vehicle, engine, or equipment family, as defined, to inform the applicant, in writing, either that the application is complete and accepted for filing, or that the application is deficient, identifying the specific information required to make the application complete.

Position: WATCH

AQMD Action:

Legislative Committee: 6/10/2011

Governing Board: 7/8/2011

Bill Version: 5/10/2011

Notes: Consultant discussed with the Author's office the Committee's concern that 30 days may not be sufficient time to process the applications appropriately.

SB 739 (Lowenthal D) Ports: congestion relief: air pollution mitigation.

Status: 9/9/2011—Enrolled.

10/2/11 Chaptered by the Secretary of State, Chapter Number 427, Statutes of 2011

Summary:

Current law regulates the operation of ports and harbors. Current law provides for the formation and organization of port districts. This bill would require the Ports of Long Beach, Los Angeles, and Oakland, beginning January 1, 2012, to assess their infrastructure and air quality improvement needs, including, but not limited to, projects that improve the efficiency of the movement of cargo, reduce congestion impacts associated with the movement of cargo, and reduce pollution associated with the movement of that cargo. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 3/11/2011

Governing Board: 4/1/2011

Bill Version: I-2/18/2011

SB 771 (Kehoe D) California Alternative Energy and Advanced Transportation Financing Authority.

Status: ~~9/8/2011 Ordered to engrossing and enrolling.~~

10/8/11 Chaptered by the Secretary of State, Chapter Number 598, Statutes of 2011

Summary:

Would expand the definition of "renewable energy" to include energy generation based on thermal energy systems such as natural gas turbines; landfill gas turbines, engines, and microturbines; digester gas turbines, engines, and microturbines and fuel cells .

Position: SUPPORT, IF AMENDED

AQMD Action:

Legislative Committee: 4/8/2011

Governing Board: 5/6/2011

Bill Version: 3/22/2011

Notes: Staff requested that the bill be amended to clarify that nothing in this act shall set aside or preclude local air district or CARB rules, regulations or requirements." The bill was subsequently narrowed to only qualify waste gas projects for funding under the CA Alternative Energy and Advanced Transportation Financing Committee. Consequently, our requested amendment was no longer necessary.

SB 859 (Padilla D) Vehicles: records: confidentiality.

Status: ~~9/9/2011 Enrolled.~~

9/26/11 Chaptered by the Secretary of State, Chapter Number 346, Statutes of 2011

Summary:

Current law requires the residence address in a record of the Department of Motor Vehicles to be kept confidential, with specified exceptions. This bill would add an exception for an electrical corporation, as defined, or a local publicly owned electric utility, if the corporation or utility, or its agent, under penalty of perjury, requests and uses the information only for the purposes of identifying where an electric vehicle is registered and if certain conditions are met. By creating a new crime, the bill would impose a state-mandated local program. This bill contains other related provisions and other current laws.

Position: SUPPORT

AQMD Action:

Legislative Committee: 7/15/2011

Governing Board: 9/9/2011

Bill Version: 7/5/2011

SB 862 (Lowenthal D) Southern California Goods Movement Authority.

Status: 5/10/2011- 2 Year Bill - Failed Deadline pursuant to Rule 61(a)(2). (Last location was Senate Transportation and Housing Committee on 4/4/2011)

Summary:

Would establish the Southern California Goods Movement Authority consisting of representatives from specified entities. The bill would require the authority to establish a priority list of infrastructure and air quality improvement projects related to the movement of port-related cargo and port operations in southern California. The bill would require the Alameda Corridor East Construction Authority, a local agency, to provide staff and meeting space for the authority, thereby imposing a state-mandated local program. The bill would authorize the authority to enter into a memorandum of understanding with PierPASS or a similar entity created by the West Coast Marine Terminal Operator Agreement, for funding the list of infrastructure and air quality improvement projects. The bill would provide that this funding is intended to leverage funding from other sources and is not intended to be the sole source of funding for the projects. The bill would require the authority to consider specified projects for inclusion in the priority list and would require the authority to consult with the South Coast Air Quality Management District regarding air quality improvement projects. This bill contains other related provisions and other current laws.

Position: SUPPORT WITH AMENDMENTS

AQMD Action:

Legislative Committee: 5/13/2011

Governing Board: 6/3/2011

Bill Version: 4/4/2011

Notes: Amendment: Include SCAQMD not just in a consultative role, but as a member of the Authority. Author's office committed to work with us to include SCAQMD as part of the Authority, next year.

ATTACHMENT 3a

Draft AQMD's Legislative Goals & Objectives for 2012

Federal:

Clean Air Act Section 185

Seek clarification, as necessary, to address potential inequities regarding Clean Air Act Section 185 fees for major stationary sources operating in areas that fail to attain the National Ambient Air Quality Standards for Ozone by stipulated deadlines, including alternative fee equivalent programs under EPA's guidance.

New Source Review Offsets

Work with congressional and federal agency staff and other stakeholders to modernize federal New Source Review offset requirements for areas where supply of offsets is inadequate, while furthering the pursuit of clean air objectives.

Surface Transportation

Work with Congress, the White House, federal, state and local agencies, business, environmental and community groups, and other stakeholders to:

- Protect and/or expand clean air funding opportunities under the Surface Transportation Reauthorization legislation (successor legislation to SAFETEA-LU) and other legislation for energy, water, commerce, goods movement, and related areas;
- Enhance provisions of the Surface Transportation Reauthorization legislation to promote clean air and economic growth, particularly with respect to the interaction between transportation and energy issues, and provide for a greater role for air agencies in transportation planning and programming, consistent with Board policy.

Reduction of Toxic Emissions

Work with Congressional and federal agency staff, including the U.S. DOE, DOT, DOD, and EPA, to protect existing funding and/or expand Diesel Emission Reduction Act (DERA) funding for the South Coast region, and pursue other legislative or administrative means to reduce toxic emissions.

Technology Advancement

Seek and expand funding opportunities for advanced technologies and clean air programs, including through legislative or administrative processes, budget considerations, and stimulus funding opportunities for:

- Zero and near-zero emission technologies;
- Clean energy sources;
- Implementation of the 2007 AQMP and upcoming 2012 AQMP;
- Implementation of the Clean Communities Plan;
- Supporting environmental justice initiatives; and
- Clean technologies, including aviation technology and clean fuels and vehicles research, development, demonstration and deployment.

Marine Vessels

Pursue legislative and/or administrative processes to reduce marine vessel emissions, through regulatory and/or incentive based policies, in order to facilitate attainment of federal clean air standards by statutory deadlines within the South Coast region.

Locomotives

Pursue legislative and/or administrative processes to reduce locomotive emissions, through regulatory and/or incentive based policies, in order to facilitate attainment of federal clean air standards by statutory deadlines within the South Coast region.

AQMP

Support legislation to ensure implementation of the 2007 AQMP and the upcoming 2012 AQMP, as needed.

Sections 103 & 105

Protect AQMD's permitting and enforcement authority and enhance AQMD's subvention funding under EPA Sections 103 and 105.

Environmental Justice

Support legislation to promote environmental justice initiatives, to reduce localized health risks, to develop clean air technology that directly benefits disproportionately impacted communities, and to enhance community participation in decision-making.

ATTACHMENT 3b

Draft AQMD's Legislative Goals & Objectives for 2012

State

Pension Reform

Track and inform the Board of various legislative and non-legislative pension reform efforts. Influence pension reform legislation to include 37 Act retirement systems. As necessary, sponsor or engage in legislation for pension reform allowing greater flexibility for the District's future retirement obligations after appropriate negotiations with AQMD bargaining units.

Offsets

Participate in efforts related to New Source Review emission offset requirements for stationary sources while furthering the pursuit of clean air objectives as necessary.

Surface Transportation & Goods Movement

Support and expand air quality policy and funding considerations, and the role of air districts, in the implementation of state and federal surface transportation and Goods Movement policies and programs.

AQMD Authority /Funding

Protect AQMD's authority and funding to continue the implementation of the Board's clean air policies and programs as required by state and federal law.

Air Quality Funding

Support efforts to extend or remove the 2015 sunset date on AB 923 for Moyer program funding. Work with CARB, CAPCOA, and the broad spectrum of stakeholders, and the Legislature to develop criteria allowing program flexibility.

Work with the legislature and CARB to maximize funding opportunities for advanced clean technologies, incentive programs, and other clean air programs that reduce air pollution and improve public health, including:

- AB 118
- Carl Moyer programs
- Clean energy;
- Implementation of the Clean Communities Plan;
- Supporting environmental justice initiatives; and
- Clean technologies, including low-carbon fuels and clean fuels research and development.

Energy

Support legislation to advance the Board's Energy Policy that promotes reliable, safe, cost effective and clean energy for all energy consumers in the Basin consistent with attaining clean air standards and the requirements of a healthy economy.

AQMP

Support legislation and secure funding as needed to ensure implementation of the 2007 AQMP and the upcoming 2012 AQMP.

Environmental Justice

Support legislation to support environmental justice initiatives, in order to reduce localized health risks, develop clean air technology that directly benefits disproportionately impacted communities, and enhance community participation in decision-making.

Mobile Sources

Support legislative or regulatory actions that reduce mobile source emissions as needed to attain clean air standards by statutory deadlines.

CEQA

Ensure the protections afforded by CEQA for air quality considerations are not undermined by streamlining and other reform efforts.

Public Goods Charge

Support legislative or regulatory action that restores funding for energy efficiency and research that was previously funded by the public goods charge.

Attachment 4

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE REPORT

FROM HOME RULE ADVISORY GROUP MEETING OF SEPTEMBER 21, 2011

HRAG members present:

Dr. Elaine Chang, SCAQMD
Greg Adams, LA. County Sanitation Districts
Kenneth Boshart, Boshart Engineering
Chris Gallenstein, CARB (participated by phone)
Sue Gornick on behalf of Curtis Coleman, Southern California Air Quality Alliance
Jayne Joy, Eastern Municipal Water District
Bill LaMarr, California Small Business Alliance
Rongsheng Luo on behalf of Jonathan Nadler, SCAG (participated by phone)
Dan McGivney on behalf of Lee Wallace, So Cal Gas and SDG&E
Art Montez, AMA International
Bill Quinn, CCEEB (participated by phone)
Larry Rubio, Riverside Transit Agency (participated by phone)
Mike Wang, WSPA

LEGISLATIVE UPDATE

Philip Crabbe provided the following legislative update to the Home Rule Advisory Group (HRAG):

Federal

The Subcommittee on Energy and Water Development of the United States Senate Committee on Appropriations included \$10 million in funding for zero emissions goods movement provided through a competitive grant program with criteria favorable to the South Coast region that prioritizes non-attainment areas with high congestion which have the ability to provide matching funds.

The federal fiscal year will end on September 30, 2011. It is expected that Congress will pass a continuing resolution to keep the government funded through November 18, 2011.

Additionally there was a report that the House Republicans were challenging EPA authority, particularly with regard to the rules for boilers, cement kilns, and other rules dealing with mercury and acid gases as well as other criteria pollutants.

Further, there was a temporary extension to the FAA reauthorization bill, as well as to SAFETEA-LU (Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users). SAFETEA-LU will be extended temporarily through March 2012. The gas tax was also extended.

Attachment 4

State

SB 209 (Corbett): Common interest developments: electric vehicle charging stations was signed by the Governor in July. AB 135 (Hagman): State Air Resources Board: membership: small business requires that one appointed member of the CARB Board be the owner of a small business within the past five years. The bill is currently pending action in the Governor's office. AB 650 (Blumenfield): Blue Ribbon Task Force on Public Transportation for the 21st Century creates a Blue Ribbon Commission on transit. AQMD had a position of support if amended to provide for air district participation. The bill was passed by both Houses and is now pending action on the Governor's desk. SB 170 (Pavley): Air districts: adverse effects of air pollution: intellectual property, an AQMD-sponsored bill, passed the final Assembly by 48-27, and is now pending action on the Governor's desk. AQMD received positive feedback from the Governor's staff but the status is still pending. AB 462 (Lowenthal): Air pollution districts: fees: school buses, is another AQMD sponsored bill. This bill deals with a lower emissions school bus program that allows the District to use a portion of the DMV fees to replace onboard natural gas tanks on school buses owned by a school district that are 14 years or older, with a funding amount not to exceed \$20,000 per bus and to enhance deteriorating natural gas fueling dispensers. The bill was signed by the Governor and will go into effect on January 1, 2012.

Discussion

With regard to SB 209 (Corbett), Mr. Montez asked if the stations will be located in impacted areas instead of in the most affluent communities. Dr. Chang explained that the bill is not for funding but removes the restrictions imposed by Homeowners Associations for installing infrastructures in common areas. Mr. Crabbe added that individual homeowners are still responsible for various costs associated with maintaining or repairing the stations. Mr. Adams asked if the public goods charge will expire at the end of 2011 and whether it will be renewed. Mr. Crabbe did not have sufficient knowledge regarding this issue to respond. Mr. Adams noted that this charge is a large source of social program funding which could have a serious economic impact if not renewed.

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 27

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met Friday, October 21, 2011.
Following is a summary of that meeting.

RECOMMENDED ACTION:
Receive and file.

John J. Benoit, Acting Chair
Mobile Source Committee

EC:fmt

Attendance

Supervisor John J. Benoit called the meeting to order at 9:10 a.m. Present via videoconference were Councilwoman Jan Perry and Supervisor Shawn Nelson (*arrived at 9:28 a.m.*). Mayor Ronald Loveridge and Mrs. Jane Carney were absent. The following items were presented.

INFORMATIONAL ITEMS:

1) Update on Air Quality-Related Health Studies

Dr. Jean Ospital, Health Effects Officer, presented a summary of four recently released air pollution-related health studies, which are summarized below.

Health Impacts of the Built Environment: Within-urban Variability in Physical Inactivity, Air Pollution, and Ischemic Heart Disease Mortality, Hankey et al., University of Minnesota; Environmental Health Perspectives (2011)

This paper assesses the risks from Heart disease in a sample of Southern Californians related to physical inactivity and from exposures to PM_{2.5} in the 2001 time period. Estimates of physical activity were taken from time and activity survey results, and exposure to PM_{2.5} levels at residences was estimated from air monitoring data. The authors' analyses indicated that mortality from heart disease were similar in neighborhoods ranked as high in "walkability" (as determined by the authors analysis of neighborhood characteristics) compared to those of low walkability, and that risks from PM exposures were of comparable magnitude to those of physical inactivity. The authors concluded that both physical activity and exposure to air pollution are critical aspects of planning for cleaner, health-

promoting cities. During the discussion, the committee noted that PM levels had decreased since 2001, and that PM related health risks would also likely be less currently.

The effects of hourly differences in air pollution on the risk of myocardial infarction: case crossover analysis of the MINAP database, Bhaskaran et al., London School of Hygiene and Tropical Medicine; BMJ (2011)

This paper looked at exposure to air pollutants in the hours prior to heart attacks in England and Wales. The authors found that for heart attacks that resulted in hospitalization, exposures 1-6 hours beforehand to PM10 or NO2 were associated with small but statistically significant increases in risk for these events. These results indicate that pollutant exposures may accelerate the timing of heart attacks.

Combustion-derived nanoparticulate induces the adverse vascular effects of diesel exhaust Inhalation, Mills et al., Edinburgh University; European Heart Journal (2011)

In this study, the investigators found that exposure to diesel exhaust nanoparticles resulted in attenuations in responses to agents that alter arterial blood flow in volunteers exposed to diesel exhaust. The authors concluded that such interferences in blood vessels may be a part of the mechanism underlying the association of particulate pollution to increases in heart disease risk.

The Impacts of Short-term Changes in Air Quality on Emergency Room and Hospital Use in California's San Joaquin Valley, Capitman et al., Central Valley Health Policy Institute (2011)

This report looked at air pollution levels and Emergency Room and hospital admissions in the San Joaquin Valley for the period 2005-2007. The authors found significant correlations between daily PM2.5 levels and the risk for ER visits among children aged 1-19 years. This study adds to the data showing air pollution is a risk factor for worsening asthma symptoms.

2) Status Report on Ozone Air Quality

Dr. Philip Fine, Planning and Rules Manager, presented a summary of the South Coast Air Basin ozone air quality, focusing on the preliminary 2011 ozone season to date and the trends over the past several years. The trends for the annual Basin maximum ozone concentration and the number of days exceeding the federal National Ambient Air Quality Standards (NAAQS), both for the current 8-hour and the revoked 1-hour standards, have shown gradual improvement in recent years through 2010, the cleanest year to date. The preliminary 2011 ozone data shows that the current 8-hour ozone standard (> 75 ppb) was exceeded on 107 days (as of October 17) with a Basin maximum 8-hour average concentration of 136 ppb at Crestline. The Basin exceeded the revoked 1-hour ozone standard (\geq 125 ppb) on 17 days in 2011 with a Basin maximum 1-hour concentration of 160

ppb at Crestline. While these ozone trends increased slightly in 2011 as compared to 2010, the design values for both the 8-hour and former 1-hour standards continue to show improvement.

The 3-year design values take into account the form of the federal standards, so they are the actual metric that will be used to determine attainment of the NAAQS. The 8-hour ozone design value is the 3-year average of the annual fourth-highest daily maximum 8-hour concentration for the highest station. The form of the former 1-hour ozone design value is slightly different, in that it is the 4th high concentration over 3 years of data for the highest station. Meeting the former 1-hour standard still has ramifications for AQMD, related to Clean Air Act Section 185. The 2009-2011 8-hour ozone design value is 107 ppb and the 1-hour ozone design value is 142 ppb, with Crestline the peak station for both. Additional tables compared the air quality statistics for the South Coast Air Basin and the Coachella Valley with the San Joaquin Valley and Houston, other areas of the country with historically high ozone.

Weather factors contributed to some relatively high ozone days in 2011, especially during the two main episode periods (early July and late August) when stagnation and hot temperatures caused peaks in the inland valleys. Overall for the summer 2011 smog season, temperatures aloft were near normal but slightly cooler than normal daytime surface temperatures increased the stability of the atmosphere and kept the temperature inversions from breaking in the afternoons.

3) Update on Federal Ozone Standards

Mr. Joe Cassmassi, Planning and Rules Manager, provided an update on the revisions to the federal 8-hour average ozone standard. The new standard, which was initially adopted in 2008, is set at 0.075 ppm (or 75 ppb). U.S. EPA delayed further reductions to the standard until 2013 to align the mandatory standard review process along with the Clean Air Scientific Advisory Committee (CASAC) ongoing review of the epidemiological studies with the federal regulatory schedule. The designation process for the 75 ppb standard is underway and is expected to result in a metric that would result in a Basin designation of “serious” ozone air quality. However, U.S. EPA has stated that it would automatically consider previously requested “bump-ups” as remaining in effect if the state or impacted area so optioned. The peak station driving the Basin design value is Crestline with a 2009-2011 value of 107 ppb. Mr. Cassmassi also pointed out that the attainment demonstration for the revised standard would have to meet the 75 ppb criteria without consideration of rounding. The previous attainment demonstration for the 0.080 ppm (80 ppb) standard allowed for rounding and as a consequence attainment could be demonstrated at 0.084 ppm (84 ppb).

This has effectively lowered the attainment target by 11 percent compared with a 6 percent change from 0.080 ppm to 0.075 ppm. The SIP revisions associated with the new standard will be due in 2015 with an attainment date of 2032. Finally, Mr. Cassmassi pointed out that the secondary standard would be equivalent to the primary standard.

Supervisor Nelson commented that Crestline was in the San Bernardino Mountains and that his observations of air quality in the region were inconsistent with the data provided by the monitor. He asked why there is a station in the mountains that are sparsely populated, and could that station be excluded from the Basin attainment process, since it is remotely located. He also questioned the relative impact of including Crestline in the crafting of the SIP and control program. Mr. Cassmassi responded that the Crestline station had been operational since the creation of the District and that U.S. EPA would be opposed to closing the station or removing the site from the attainment analysis. He also pointed out that ozone impacts to neighboring Redlands, San Bernardino and Fontana located in the valleys were consistent with what was being observed at Crestline. This was also evident in the SIP attainment analysis where the needed emissions reductions to improve Crestline air quality were also needed for those in the surrounding areas. Mr. Cassmassi also pointed out that in past SIPs, localized time and place controls were considered for hot spots as part of the attainment strategy. Supervisor Nelson asked staff to provide data from the neighboring stations at a future Committee meeting and requested that staff further investigate the potential to exclude the Crestline station from the attainment analysis.

Supervisor Benoit echoed Supervisor Nelson's concern about Crestline and asked staff how the elevation and location of the site contributed to the higher observed ozone concentrations. Mr. Cassmassi responded that transport into the mountains occurred as part of the transport of smog to the high desert. Daytime heating causes the mixed layer containing the smog to deepen routinely up to 5000 ft above mean sea level (msl) allowing the mountain communities to be impacted. The transport continues into the high desert and ozone concentrations at Phelan and Hesperia downwind show similar patterns to Crestline (but lower concentrations due to additional dispersion). Mr. Cassmassi also stated that future year ozone simulations show a pattern of eastward movement of the maximum concentrations and that Banning may equal Crestline. He added that the Basin maximum concentration was not static but has moved over time as years ago it was in Glendora. Supervisor Benoit and Supervisor Nelson requested that staff provide additional analysis to the Committee on this issue.

- 4) **Rule 2202 Activity Report**
Written report submitted. No comments.
- 5) **Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update**
Written report submitted. No comments.
- 6) **Other Business**
None
- 7) **Public Comment**
None

The meeting was adjourned at 10:10 a.m.

Attachment

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE COMMITTEE MEETING
Attendance Roster- October 21, 2011**

NAME	AFFILIATION
Acting Chair John J. Benoit	AQMD Governing Board (via videoconference)
Committee Member Jan Perry	AQMD Governing Board (via videoconference)
Committee Member Shawn Nelson	AQMD Governing Board (via videoconference)
Board Assistant Deborah Mendelsohn	AQMD Governing Board (Antonovich)
Board Assistant Nicole Nishimura	AQMD Governing Board (Lyou)
Board Assistant Marisa Perez	AQMD Governing Board (Mitchell)
Lee Wallace	So Cal Gas/SDG&E
Sue Gornick	BP
Max Pike	CEA Consulting
Elaine Chang	AQMD Staff
Laki Tisopulos	AQMD Staff
Barbara Baird	AQMD Staff
Henry Hogo	AQMD Staff
Phil Fine	AQMD Staff
Joe Cassmassi	AQMD Staff
Jean Ospital	AQMD Staff
Dean Saito	AQMD Staff

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 28

REPORT: Technology Committee

SYNOPSIS: The Technology Committee met on October 21, 2011. Major topics included Technology Advancement items reflected in the regular Board Agenda for the November Board meeting. A summary of these topics with the Committee's comments is provided. The next Technology Committee meeting will be on November 18, 2011 at 12 p.m. in CC-8.

RECOMMENDED ACTION:

Receive and file.

Josie Gonzales
Technology Committee Chair

CSL:pmk

Attendance: Supervisor John Benoit, Dr. William Burke, Supervisor Josie Gonzales, and Mayor Miguel Pulido participated by videoconference. Councilwoman Judith Mitchell and Mayor Dennis Yates were in attendance at District headquarters.

NOVEMBER BOARD AGENDA ITEMS

1. Establish Fund, Recognize Revenue, Execute Contracts for Zero Emissions Goods Movement Demonstration Projects and Release Request for Information

Staff is recommending three projects consistent with the development and demonstration of zero emissions goods movement technologies. These projects include the demonstration of Linear Synchronous Motor (LSM) technology to move cargo containers and the development of two discrete hybrid electric drive systems for heavy-duty vehicles. This action is to recognize up to \$4,000,000 from the Ports of Los Angeles and Long Beach into a special fund for the development of goods movement technologies and execute contracts with General Atomics for the demonstration of an LSM container movement system at a total cost not to exceed \$7,140,000 and Volvo for the development of a plug-in hybrid electric Class 8

vehicle at a cost not to exceed \$1,200,000. The remaining truck project is with Capstone Turbine Corporation for the development of a microturbine series hybrid Class 7 vehicle at a cost not to exceed \$360,000 from the Clean Fuels Fund (31). Finally, this action is to release a Request for Information for zero and near-zero emission locomotives technologies.

Councilmember Mitchell asked if linear synchronous motor technology can also be used in truck applications. Staff responded affirmatively by embedding the linear synchronous motors in the roadway and mounting the permanent magnets on the truck chassis. The truck technology will also be evaluated as part of this project.

Councilmember Mitchell asked if the electric range is sufficient for the port truck application and whether there would be adequate recharge time. Staff responded the proposed trucks are hybrids with limited all-electric range so that once the battery is depleted the engine turns on and offers greater range and flexibility. However, the projects will investigate the potential for recharging the batteries using wayside power, such as through catenary wires in dedicated roadways. Councilmember Mitchell indicated that SCAG is currently preparing the Regional Transportation Plan, and there is a potential for these clean truck technologies to be implemented as part of the 60 freeway expansion in dedicated clean truck lanes.

Moved by Mitchell; seconded by Benoit; unanimously approved.

2. Approve Heavy-Duty Diesel Truck Projects under “Year 2” Proposition 1B-Goods Movement Emission Reduction Program

On March 4, 2011, the Board approved the release of a Program Announcement to solicit projects in the category of “heavy-duty diesel trucks” for the FY 2008-09 “Year 2” Proposition 1B-Goods Movement Program. AQMD received an overwhelming response to this solicitation resulting in a long list of eligible projects and high demand for the grant funds. This action is to approve heavy-duty diesel truck projects from Table 1,* contingent upon CARB’s final-ranking approval in an amount not to exceed \$37,989,115, from the “Year 2” program funds, in addition to any “Year 1” returned funds from truck projects that will be finalized by the end of this year, and any accrued interest until all the funds for heavy-duty diesel trucks from the Proposition 1B-Goods Movement Program Fund (81) are exhausted.

* Attached is additional information on this item which was distributed at the Committee Meeting.

Supervisor Gonzales recused herself because of campaign contributions from RRM Properties and Match Corporation. Supervisor Benoit recused himself because of campaign contributions from RRM Properties.

Councilmember Mitchell asked whether the trucks funded under the Proposition 1B-Goods Movement Program had left the Basin after having received funding. Staff answered by saying that all the trucks were under contract for five years and were required to operate within the state of California. They are also required to submit annual operation reports to the AQMD as part of their contract. As for the drayage trucks, their operations are monitored electronically by each Port's visit. The AQMD has been gathering this information, and the results have been satisfactory. As for the second year of funding, it was explained that the program requires the trucks to operate within California at least 90% of the time and are allowed to be out of the state no more than 10% of their operation time.

Moved by Yates; seconded by Pulido; unanimously approved.

3. Execute Contract to Demonstrate Natural Gas-Powered Police Vehicle

In response to interest in dedicated natural gas-powered police vehicles, the Board approved a program to demonstrate two dedicated CNG Ford Crown Victorias, one with the City of Redlands, and one with the City of South Pasadena. Additional interest has been expressed to demonstrate a dedicated natural gas-powered police vehicle in police and sheriff departments throughout the South Coast Region. This action is to execute a contract with A-1 Alternative Fuel Systems to lease and convert a 2011 model year Ford Crown Victoria to operate on CNG, and implement the demonstration program, at a cost not to exceed \$65,000 from the Clean Fuels Fund (31).

Moved by Yates; seconded by Benoit; unanimously approved.

4. Issue Program Announcement for SOON Provision and Execute Contracts for Truck Retrofit Projects

This action is to approve the release of a Program Announcement to provide funding assistance for additional NOx emission reductions from off-road vehicles and equipment subject to the SOON provision of the CARB In-Use Off-Road Diesel Vehicle regulation, and to provide the authority to reissue the Program Announcement if the Program Announcement is under-subscribed. On September 9, 2011, the Board awarded contracts to 13 fleets totaling \$1,000,000 to retrofit 200 heavy-duty diesel trucks with diesel particulate filters. Two of the fleets cannot proceed with the retrofit project due to lack of financial resources. To meet the U.S. EPA deadline, staff proposes utilizing the funds for other diesel truck retrofit projects. This action is to execute contracts to retrofit heavy-duty diesel trucks with DPFs at a total cost not to exceed \$60,000.

Supervisors Benoit and Gonzales recused themselves because of campaign contributions from RRM Properties.

Moved by Yates; seconded by Pulido; unanimously approved.

5. Execute Contracts for Technical Assistance for Advanced, Low- and Zero-Emission Mobile and Stationary Source Pollution Control Technologies under Clean Fuels, Carl Moyer and Proposition 1B Programs

On July 8, 2011, the Board approved the release of an RFP to solicit proposals to provide technical assistance and public outreach support for advanced, low- and zero-emission mobile and stationary source pollution control technologies for the Clean Fuels Program and incentive programs. Fifteen proposals were received in response to the solicitation. This action is to execute eleven contracts with technical experts to provide consultation services at a total cost not to exceed \$540,000 from the Clean Fuels Program Fund (31). This action is also to execute two contracts at a cost not to exceed \$250,000 from the Carl Moyer Program Fund (59) and three contracts at a cost not to exceed \$450,000 from the Proposition 1B Goods Movement Program Fund (81), and two contracts at a cost not to exceed \$200,000 from the DOE Goods Movement Truck Replacement Grant award with technical experts to provide consultation services.

Moved by Benoit; seconded by Pulido; unanimously approved.

6. Amend Existing Contracts for Optimization and Demonstration of Exhaust Emission Control Technologies for Heavy-Duty Diesel Trucks

The Board previously awarded two contracts to Johnson Matthey, Inc., to optimize and demonstrate selective catalytic regenerating and selective catalytic continuously regenerating technologies on on-road heavy-duty diesel trucks under the U.S. EPA American Recovery and Reinvestment Act Funding Program. In July 2011, the U.S. EPA conducted an audit of the demonstration program, and requested that staff amend the contracts with Johnson Matthey, Inc., to provide at least two years to monitor the performance of the technologies. This action is to amend existing contracts with Johnson Matthey, Inc., to extend contracts periods to December 31, 2014 at no cost.

Moved by Benoit; seconded by Pulido; unanimously approved.

INFORMATIONAL ITEM ONLY

7. Clean Fuels Program Draft Plan Update

In March 2007, the Board requested that staff bring the Clean Fuels Program Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2012 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty all electric fuel cell, plug-in hybrid and hybrid

technologies with all electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies.

Councilmember Mitchell asked if natural gas engines could be used in hybrid applications. Staff responded that as part of the Research Plan, we are investigating the potential of natural gas engines in hybrids with all-electric range.

Mayor Yates requested staff to invite SCE to present on their rate structure for electric vehicles. Supervisor Benoit mentioned that older communities may not have the infrastructure to support charging stations, and Chair Gonzales added that current electricity rates penalize the user for increasing their demand. Staff committed to invite SCE, LADWP and SDG&E representatives to brief the committee on their efforts for electric vehicle deployment and infrastructure.

This was a receive and file item.

Public Comment Period – There was no public comment.

Other Business – There was no other business.

The next meeting will be November 18.

Attachments

Handout from 10/21/11 Technology Committee Mtng: Agenda No. 2-Approve Heavy-Duty Diesel Truck Projects Under Year 2 Proposition 1B-Goods Movement Emission Reduction Program

Attendance

AGENDA NO. 2- APPROVE HEAVY-DUTY DIESEL TRUCK PROJECTS UNDER YEAR 2
PROPOSITION 1B-GOODS MOVEMENT EMISSION REDUCTION PROGRAM

The following ten (10) applicants identified in the table below are hereby removed from this action item of the Technology Committee meeting, since the applicants have not yet submitted their Campaign Contribution Forms. The projects will be added for the Board's consideration at the November 4, 2011 meeting, if the Campaign Contribution Forms are received by then.

Project ID	Rank	Applicant Name	Project Type	Maximum Prop 1B Award (\$)
271-000	518	Akif Majid Alaqabi / American Road Transportation	Replacement	\$ 50,000
357-105	792	Angel R. Cruz	Replacement	\$ 50,000
382-35	308	Castro Eduardo	Replacement	\$ 60,000
105-000	2066	Evel Ernesto Flores	Replacement	\$ 27,000
081-000	100	Jose Alfredo Hernandez	Replacement	\$ 50,000
513-000	474	Jose H. Moreno	Replacement	\$ 45,000
406-8	1986	Luis Adolfo Piche Aquino	Replacement	\$ 30,000
571-000	1665	Manuel's Trucking	Replacement	\$ 50,000
033-000	2200	Oscar Suchite	Replacement	\$ 50,000
433-000	227	Salvador Canchola	Replacement	\$ 40,000

Attachment A – Attendance

Supervisor John Benoit.....	AQMD Governing Board (via VT)
Dr. William Burke	AQMD Governing Board (via VT)
Supervisor Josie Gonzales	AQMD Governing Board (via VT)
Councilmember Judith Mitchell	AQMD Governing Board
Mayor Miguel Pulido	AQMD Governing Board (via VT)
Mayor Dennis Yates	AQMD Governing Board
Nicole Nishimura.....	Board Assistant (Lyou)
Marisa Perez	Board Assistant (Mitchell)
Bob Ulloa.....	Board Assistant (Yates)
Barry Wallerstein, Executive Officer	AQMD
Peter Greenwald, Sr. Policy Advisor.....	AQMD
John Olvera, Principal Deputy District Counsel	AQMD
Chung Liu, S&TA	AQMD
Henry Hogo, S&TA.....	AQMD
Dean Saito, S&TA.....	AQMD
Dipankar Sarkar, S&TA	AQMD
Phil Barroca, S&TA	AQMD
Brian Choe, S&TA	AQMD
Lisa Mirisola, S&TA	AQMD
Adewale Oshinuga, S&TA.....	AQMD
Mei Wang, S&TA	AQMD
Vicki White, S&TA.....	AQMD
Derrick Alaborre, L&PA	AQMD
Greg Rowley, IM.....	AQMD
Donna Vernon, S&TA.....	AQMD
Pat Krayser, S&TA.....	AQMD
Danielle Robinson	ARB

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 29

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on October 20, 2011. The MSRC's next meeting will be held on Thursday, November 17, 2011.

RECOMMENDED ACTION:
Receive and file.

Michael D. Antonovich
AQMD Representative on MSRC

CSL:HH:DAH

Meeting Minutes Approved

At its October 20, 2011 meeting, the MSRC unanimously approved the minutes from its last meeting. The approved September 15, 2011, minutes are attached for your information (*Attachment 1*).

Another Alternative Fuel Infrastructure Contract Award Approved

As part of the FY 2010-11 Work Program, the MSRC released a \$5 million Alternative Fuel Infrastructure Program Announcement #PA2011-12. Eligible projects would include new, as well as upgraded or expanded, CNG and LNG stations. Stations are eligible for up to 50 percent of station capital equipment, site construction, signage, and reasonable project management costs. The maximum MSRC funding requested per project varies from \$100,000 to \$250,000 depending upon whether the applicant is a public or private entity, the accessibility level of the proposed project, and the number of fuels offered. Proposals meeting requirements would be considered for funding throughout the application period on a first-come, first-served basis. The PA also includes a geographic minimum of \$250,000 per county. The open application period closed on October 14, 2011. To date the MSRC has approved 13 applications totaling \$1.875 million. An additional application from Bear Valley Unified School District was received, evaluated

and determined to meet all eligibility requirements. At its October 20, 2011 meeting, the MSRC unanimously approved a contract to Bear Valley Unified School District in an amount not to exceed \$175,000 for the installation of a limited access CNG station in Big Bear Lake. The AQMD Board will consider this award at its November 4, 2011 meeting.

Contract Approved for Another Major Event Center Transportation Program

The MSRC also allocated \$1.5 million as part of the FY 2010-11 Work Program to provide funding for the implementation of new or expanded transportation programs at major event venues not currently served by sufficient transportation service, thereby reducing emissions and congestion by eliminating automobile vehicle miles traveled and trips. Participants are required to match MSRC funding awarded with cash or in-kind co-funding. The Program Announcement to solicit applications for projects to implement such transportation programs was open from February 4 through August 5, 2011. To date the MSRC has awarded \$929,567 under this Program. An additional application was received from the Auto Club Speedway, in partnership with the Southern California Regional Rail Authority (SCRRA), requesting funding to implement a special MetroLink service for the NASCAR Sprint Cup Series race to be held on March 25, 2012. The service, intended to promote the use of public transit in lieu of personal automobiles, would provide dedicated MetroLink service, using locomotives powered by Tier 2-rated engines or better, on three rail lines: 1) from East Ventura; 2) from Oceanside; and 3) from Fullerton (via Union Station) Service. Elimination of traffic congestion, especially reductions in automobile stop-and-go driving and queuing, has a direct link to reduced vehicle exhaust emissions. The Auto Club Speedway and SCRRA would contribute at least \$110,000 towards service implementation, advertising and marketing. At its October 20, 2011 meeting, the MSRC unanimously approved a \$26,000 contract award to SCRRA to implement the special MetroLink service for the NASCAR Spring Cup Series event. The AQMD Board will consider this award at its November 4, 2011 meeting.

Development of FY 2011-12 Work Program

The MSRC's Technical Advisory Committee reported that the following four subcommittees have been formed: 1) Vehicles and Advanced Technology; 2) Local Match Program; 3) Transportation Control Measures; and 4) Alternative Fuel Infrastructure. The Subcommittees will meet over the next several weeks to consider the feedback from the series of mini-workshops recently conducted throughout the region and direction from the MSRC to develop work program categories and elements. It is estimated that \$25 million will be available to implement the FY 2011-12 Work Program. The MSRC anticipates considering proposed work program categories and elements at its December 2011 meeting.

Contract Modification Requests

At its October 20, 2011 meeting, the MSRC considered three contract modification requests and took the following unanimous actions:

1. For City of Los Angeles Contract #MS07080, which provided \$63,193 to perform off-road retrofit demonstrations, approval of an 18-month, no-cost term extension;
2. For Griffith Company Contract 3MS07070, which provided \$168,434 to perform off-road retrofit demonstrations, approval of a 10-month, no-cost term extension; and
3. For City of Long Beach Contract #ML09036, which provided \$875,000 towards the purchase of 35 heavy-duty natural gas vehicles, approval to substitute 16 vehicles with comparable heavy-duty natural gas vehicles as well as a one-year, no-cost term extension.

The MSRC also approved travel expenditures for MSRC Member Earl Withycombe, who represents CARB, to attend the September 15, 2011 MSRC meeting. Funding for this travel comes from the MSRC's Administrative Budget, which is approved annually and is capped at 5% of revenues. The Administrative Budget specifically sets aside funds for travel by MSRC members for MSRC events.

Received and Approved Final Reports

The MSRC received and approved two final report summaries, as follows:

1. Riverside County Transportation Commission Contract #MS07092, which provided \$350,000 to implement a 511 Commuter Services Outreach Campaign; and
2. Los Angeles County Metropolitan Transportation Authority Contract #MS06004, which provided \$1,391,983 to implement a new Freeway Service Patrol.

All final reports are filed in the AQMD's library and a two-page summary of each closed project can be viewed in the electronic library on the MSRC's website at <http://www.cleantransportationfunding.org>.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2003-04 through the present. The Contracts Administrator's Report for October 2011 is attached for your information.

Attachments

- 1 – Approved September 15, 2011, MSRC Minutes
- 2 – October 2011 Contracts Administrator's Report



**MEETING OF THE
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, SEPTEMBER 15, 2011 MEETING MINUTES
21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8**

MEMBERS PRESENT:

(Chair) Greg Winterbottom, representing OCTA
Chino Hills Council Member Gwenn Norton-Perry, rep. SANBAG
Temecula Council Member Ron Roberts, representing SCAG
Adam Rush (Alt.), rep. Riverside County Transportation Commission
Ric Teano (Alt.), rep. Orange County Transportation Authority
Steve Veres, rep. L.A. County MTA (via v/c)
Earl Withycombe, rep. California Air Resources Board

MSRC MEMBERS ABSENT:

(Vice Chair) Cathedral City Council Member Greg Pettis, rep. RCTC
County of L.A. Supervisor Michael Antonovich, representing SCAQMD

MSRC-TAC MEMBERS PRESENT:

Gretchen Hardison, rep. City of Los Angeles (via v/c)
Rongsheng Luo (Alt.), rep. Southern California Association of Governments
Kelly Lynn, rep. San Bernardino Associated Governments

AQMD STAFF & CONTRACTORS

Ray Gorski, MSRC Technical Advisor-Contractor
Henry Hogo, Assistant DEO/Science & Technology Advancement
John Olvera, Principal Deputy District Counsel
Ana Ponce (Alt.), MSRC Administrative Liaison
Cynthia Ravenstein, MSRC Contracts Administrator
Veera Tyagi, Senior Deputy District Counsel
Rachel Valenzuela, MSRC Contracts Assistant

CALL TO ORDER

- Opening Comments
- MSRC Chair Greg Winterbottom called the meeting to order at 2:06 p.m.

- Mr. Winterbottom shared a video with the MSRC about the Orange County (OC) Fair Express provided by Orange County Transportation Authority (OCTA). The bus ran hourly, non-stop to the OC Fair on Friday, Saturday and Sunday for five weeks in July and August. The funding was provided by MSRC. OCTA received over 600 comment cards with respondents indicating that 58% were taking the bus for the first time; and 99% were either satisfied, or very satisfied, with the service. More than 25,000 people enjoyed the non-stop, cost-saving ride to the OC Fair.
- Henry Hogo informed the MSRC about the upcoming AQMD Air Quality Technology Symposium on September 28 and 29 at the AQMD Auditorium to start off the 2012 Air Quality Management Plan. It fits in with some of the things the MSRC is doing, like the mini-workshops and identifying additional emission reduction opportunities.
- Clean Transportation Policy Update
A copy of the Clean Transportation Policy Update was distributed at the meeting.

PUBLIC COMMENT PERIOD

- Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

CONSENT CALENDAR (Items 1 through 4)

Receive and Approve Items

Agenda Item #1 – Minutes of the August 18, 2011 MSRC Meeting

This item was postponed because the minutes were not ready for distribution.

Agenda Item #2 – Summary of Final Reports by MSRC Contractors

The agenda package included a final report summary, as follows: Los Angeles Service Authority for Freeway Emergencies, Contract #MS07011, which provided \$700,000 to Implement a 511 Commuter Services Outreach Campaign.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND
SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF
THE CONSENT CALENDAR ITEMS #2 THROUGH 4, THE MSRC
UNANIMOUSLY APPROVED THE FINAL REPORT ABOVE.

ACTION: MSRC staff will file the final report in the AQMD's library and release any retention on these contracts.

Receive and File Items**Agenda Item #3 – MSRC Contracts Administrator’s Report**

The MSRC AB 2766 Contract Administrator’s Report for August 2011 was included in the agenda package.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND
SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF
THE CONSENT CALENDAR ITEMS #2 THROUGH 4, THE MSRC
UNANIMOUSLY APPROVED THE CONTRACTS ADMINISTRATOR’S
REPORT FOR AUGUST 2011.

ACTION: AQMD staff will include the MSRC Contract Administrator’s Report in Supervisor Antonovich’s MSRC Committee Report for the October 7, 2011 AQMD Board meeting.

Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for the period ending August 31, 2011, was included in the agenda package.

ON MOTION BY MSRC MEMBER EARL WITHYCOMBE, AND
SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF
THE CONSENT CALENDAR ITEMS #2 THROUGH 4, THE MSRC
UNANIMOUSLY APPROVED THE FINANCIAL REPORT ABOVE.

ACTION: No further action is required.

ACTION CALENDAR (Items 5 through 10)**FY 2010-11 WORK PROGRAM****Agenda Item #5 – Consider Funding for Applications Received Under the Alternative Fuel Infrastructure Program**

MSRC Contracts Administrator Cynthia Ravenstein reported that the MSRC has a funding opportunity for alternative fuel infrastructure for CNG and LNG. It’s open through October 14, but applications are being considered as they come in on a first-come, first-served basis. The MSRC-TAC has considered two additional applications that have come in since the last time the MSRC considered this category. One was from Go Natural Gas, to put a public access CNG fueling station in Paramount; and the other was from Rowland Unified School District, for a limited-access, time-fill station. The MSRC-TAC found that the applications met the requirements and they recommend funding \$150,000 for Go Natural Gas; and \$175,000 for Rowland Unified School District.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC MEMBER GWENN NORTON-PERRY, THE MSRC UNANIMOUSLY APPROVED THE AWARD OF \$150,000 TO GO NATURAL GAS, AND \$175,000 TO ROWLAND UNIFIED SCHOOL DISTRICT.

ACTION: The AQMD Board will consider this award as part of the MSRC's FY 2010-11 Work Program at their October 7, 2011 meeting.

Agenda Item #6 – Consider Funding for Applications Received Under the Showcase II Off-Road Retrofit Program

MSRC Contracts Administrator Cynthia Ravenstein reported that, as part of the 2006-07 Work Program, the MSRC implemented the Showcase Off-Road Retrofit demonstration program. The MSRC authorized a follow-on program as part of the 2010-11 Work Program, with \$2.25 million allocated. There is an RFQ asking the manufacturers of devices to propose their devices to participate. Also there is a program announcement for proposed vehicles to receive these retrofits. Applications are to be considered throughout the submittal period, which closes October 7. The first sets of device and vehicle matches are being recommended for funding now. Some of the vehicles in these applications still need further consideration as to the best device to go with those vehicles.

There are three fleets that are being recommended for funding. Eastern Municipal Water District proposed one vehicle for funding and that is recommended to be retrofitted with the Baumot device at an amount of \$11,659; Load Center, six vehicles to be retrofitted with the Puritech device for a total of \$100,449; and Standard Concrete, eight vehicles to be retrofitted with the DCL Mine-X device, for a total of \$310,825. Altogether, these 3 awards would total \$422,933. There is still significant funding available, and some of vehicles and fleets are still being considered. More will be coming forward in the next couple of months.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER EARL WITHYCOMBE, THE MSRC UNANIMOUSLY APPROVED THREE AWARDS, IN A TOTAL AMOUNT NOT TO EXCEED \$422,933.

ACTION: The AQMD Board will consider these three awards as part of the MSRC's FY 2010-11 Work Program at their October 7, 2011 meeting.

FY 2011-12 WORK PROGRAM

Agenda Item #7 – Consider Award of New Contract for Technical Advisor Services for FY 2011-12 & 2012-13 as Part of FY 2011-12 AB 2766 Discretionary Fund Work Program

MSRC-TAC Chair Gretchen Hardison reported that this item is to consider the award of a sole-source contract for Technical Advisor Services for FY 2011-12 and FY 2012-13, as part of the current year's Discretionary Fund Work Program. The MSRC retains a

Technical Advisor to provide technical advice and support with the MSRC's Work Program and Implementation. The current MSRC Technical Advisor, Ray Gorski, was selected through an open RFP process in May of 2009 and is operating on a two-year contract. The contract expires on September 30, 2011. The current contract included an option clause for a second two-year period and that option clause specified a 2% COLA adjustment. The typical process is for the MSRC-TAC Administrative Committee to evaluate Mr. Gorski's performance and consider exercising the one-time option, and make a recommendation to the MSRC-TAC, and then bring that forward to the full MSRC. Unfortunately, that item was not placed on the MSRC-TAC agenda in time to consider that usual process, and because options can only be exercised on open contracts, we are out of time to exercise that option. Therefore, the MSRC-TAC Chair concurred that the item should be taken directly to MSRC-TAC to consider the award of a sole-source contract to the current Technical Advisor to continue the services for the following two years, as laid out in the option in the original contract. The sole-source contract would ensure continuous services for the term that would have been covered by the option clause and allow sufficient time next fiscal year for the MSRC-TAC Administrative Subcommittee to get going on a new RFP process for that following year. A sole-source justification is included in the report. The MSRC-TAC considered this item at its September 1, 2011, meeting and unanimously recommends the issuance of a sole-source contract for Technical Advisor services to Raymond Gorski in an amount not to exceed \$294,810 for a two-year period beginning October 1, 2011 through September 30, 2013.

A MOTION WAS INTRODUCED BY MSRC MEMBER GWENN NORTON-PERRY, AND SECONDED BY MSRC MEMBER RON ROBERTS, TO RECOMMEND ISSUANCE OF A SOLE-SOURCE CONTRACT FOR TECHNICAL ADVISOR SERVICES TO RAYMOND GORSKI IN AN AMOUNT NOT TO EXCEED \$294,810 FOR A TWO-YEAR PERIOD FROM OCTOBER 1, 2011 THROUGH SEPTEMBER 30, 2013.

THE ABOVE MOTION WAS UNANIMOUSLY APPROVED BY THE MSRC.

ACTION: The AQMD Board will consider this contract as part of the MSRC's FY 2010-11 Work Program at their October 7, 2011 meeting.

Agenda Item #8 – Consider Next Steps for Implementation of Multi-Mobility Hubs

MSRC Contracts Administrator Cynthia Ravenstein reported that, as part of the FY 2010-11 Work Program, the MSRC allocated \$1 million for a program to support the development of Multi-Mobility Hubs. As the MSRC-TAC Subcommittee for Transportation Control Measures (TCM) started to look at this, they realized that there was not a common understanding of what a Multi-Mobility Hub consists of. There is too much uncertainty to propose a regional funding opportunity for MSRC consideration. Therefore, the Subcommittee and the TAC felt that it would probably be prudent to have more research done on this category. They evaluated multiple ways to go about doing this.

[At this point during the presentation, MSRC-TAC Member Kelly Lynn arrived and joined the meeting.]

After considering several potential approaches, the TAC is recommending that some of the undesignated funding in Technical Advisor Ray Gorski's contract be allocated for Mr. Gorski to hire a subcontractor to research Multi-Mobility Hubs. The research would focus on: Establishing a working definition of what a Multi-Mobility Hub is; defining the key elements; identifying the status of past, current, and proposed multi-mobility hubs in California and beyond; efforts that might be undertaken here; coordinating with county transportation commissions and other Multi-Mobility Hub stakeholders to define some potential program elements; defining a range of these elements by county; and developing some recommendations. This could be accomplished for an amount not to exceed \$18,150. A former TAC member, Douglas Kim, has been identified as a candidate to provide this service. Mr. Kim has a lot of experience with implementation of TCM programs and understands the purpose and function of the MSRC, the TAC and its subcommittees.

Mr. Winterbottom asked that a report be brought back to the MSRC in six months outlining, among the other items mentioned, who would be in charge of Multi-Mobility Hubs; insurance coverage; and bicycle safety helmet rentals.

ON MOTION BY MSRC MEMBER RON ROBERTS, AND SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC UNANIMOUSLY APPROVED TO RETAIN A SUBCONTRACTOR, DOUGLAS KIM, TO CONDUCT ADDITIONAL, SPECIFIC WORK IN THE AREA OF MULTI-MOBILITY HUB DEFINITION, UNDER A TASK ORDER PROVISION WITHIN THE TECHNICAL ADVISOR'S CONTRACT, FOR AN AMOUNT NOT TO EXCEED \$18,150.

ACTION: The MSRC-TAC will provide a status report to the MSRC in six months.

Agenda Item #9 – Consider Expanded Outreach in Coachella Valley for Future MSRC Solicitations

MSRC Technical Advisor-Contractor Ray Gorski reported staff's response to an action item from a previous MSRC meeting. One of the MSRC members noticed that when the MSRC advertises the availability of an RFP, staff utilizes the SCAQMD notification process and they advertise in four major newspapers within the four-county region. However, it was noted that the Press Enterprise no longer circulates within the Coachella Valley area and that the principal newspaper which is most widely read in the Coachella Valley is the Desert Sun. Staff was asked to investigate the options and potential costs of expanding the notification process to include the Desert Sun Newspaper. The SCAQMD provided some estimated costs for expanding this notification process. To advertise one RFP in the Desert Sun would cost approximately \$78.54. If that notice needed to be expanded slightly to include a second RFP, there would be an incremental cost of \$10.43,

and so forth. Staff asked the MSRC to provide guidance as to whether or not to expand the notification process. If so, the additional costs would come out of the Administrative Budget.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND
SECONDED BY MSRC MEMBER RON ROBERTS, THE MSRC
UNANIMOUSLY APPROVED TO EXPAND NOTIFICATION OF
REQUESTS FOR PROPOSALS TO INCLUDE THE DESERT SUN
NEWSPAPER AND THAT THE ADDITIONAL COSTS COME OUT OF THE
MSRC'S ADMINISTRATIVE BUDGET.

Agenda Item #10 – Update on Development of FY 2011-12 AB 2766 Discretionary Fund Work Program

MSRC Technical Advisor Contractor Ray Gorski gave an update on the Work Program development process. Notes were distributed from the four public workshops which the MSRC convened, one within each county.

There were three major components. The first was to convey to the stakeholders the challenges that the South Coast region faces relative to attainment of ambient air quality standards, plus the concerns relative to toxic air contaminants. The presentation emphasized where the region needs to go from this point forward; specifically what available technologies could be utilized to allow us to reach our attainment.

The second component was about the MSRC; its past history and practices, and emphasizing the timeline going forward, and what the MSRC offers as far as available funding to implement projects which reduce mobile source pollution.

The third element, and the real heart of these workshops, was to solicit ideas from the stakeholders who were present as to what they need to help them meet the obligations to clean the air, as well as any innovative new ideas that they would hope the MSRC would consider pursuing as an element of their upcoming work program.

MSRC Chair Greg Winterbottom stated that MSRC Members are welcome to submit comments to Mr. Gorski by mail, email, or telephone.

Mr. Gorski indicated that the handout distributed at the meeting was just a compilation of the notes. There will be a more comprehensive report developed and distributed which includes more analysis. The next step in the process is to make this available to the members of the TAC. Staff will be working with MSRC-TAC Chair Gretchen Hardison and the TAC to begin forming subcommittees, go through the comments, and try to start putting together the components of the new MSRC work program. MSRC Member participation is also sought, depending on their availability, if they would like to work more at the detail level of putting together ideas for their work program.

OTHER BUSINESS

No other business was introduced.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING
ADJOURNED AT 3:05 PM.

NEXT MEETING: Thursday, October 20, 2011 at 2 p.m., Room CC-8.

[Prepared by Ana Ponce]



MSRC Agenda Item No. 3

DATE: October 20, 2011

FROM: Cynthia Ravenstein

SUBJECT: AB 2766 Contracts Administrator's Report

SYNOPSIS: This report covers key issues addressed by MSRC staff, status of open contracts, and administrative scope changes from August 25 through September 28, 2011.

RECOMMENDATION: Receive and file report

WORK PROGRAM IMPACT: None

Contract Execution Status

2010-11 Work Program

On March 4, 2011, the AQMD Governing Board approved an award to the Los Angeles County Metropolitan Transportation Authority under the Event Center Transportation Program as part of the MSRC's FY 2010-11 Work Program. This contract is executed.

On April 1, 2011, the AQMD Governing Board approved an award to the Orange County Transportation Authority for Orange County Fair service under the Event Center Transportation Program as part of the MSRC's FY 2010-11 Work Program. This contract is with the prospective contractor for signature.

On May 6, 2011, the AQMD Governing Board approved an award to the Orange County Transportation Authority for Angels game service under the Event Center Transportation Program, as well as two awards under the Alternative Fuel School Bus Incentive Program, as part of the MSRC's FY 2010-11 Work Program. These contracts are with the AQMD Board Chair for signature or executed.

On June 3, 2011, the AQMD Governing Board approved 10 awards under the Alternative Fuel Infrastructure Program, as well as an award to Coachella Valley Association of Governments under the Local Government Match Program, as part of the MSRC's FY 2010-11 Work Program. These contracts are under development, undergoing internal review or executed.

On September 9, the AQMD Governing Board approved: an award under the Alternative Fuel Infrastructure Program; 26 awards under the Local Government Match Program; 9 awards under the Alternative Fuel On-Road Engines Program; an award under the Off-Road Heavy-Duty

Vehicles Program; an award to the Better World Group for programmatic outreach services; and two awards for development and implementation of 511 “smart phone” applications, as part of the MSRC’s FY 2010-11 Work Program. These contracts are under development.

2009-10 Work Program

On September 11, 2009, the AQMD Governing Board approved 27 awards under the Local Government Match Program as part of the MSRC’s FY 2009-10 Work Program. All these projects also received partial funding as part of the MSRC’s FY 2008-09 Work Program (see below). These contracts are executed or declined.

On November 6, 2009, the AQMD Governing Board approved 11 additional awards, as well as 1 augmentation for a project which previously received a partial award, under the Local Government Match Program as part of the MSRC’s FY 2009-10 Work Program. These contracts are executed.

On March 5, 2010, the AQMD Governing Board approved an award to the Coachella Valley Association of Governments for the Coachella Valley Regional PM10 Street Sweeping Program. Also on March 5, 2010, the Board approved an award to the Los Angeles County Metropolitan Transportation Authority to provide clean fuel transit service to Dodger Stadium. Both awards were part of the MSRC’s FY 2009-10 Work Program and both contracts are executed.

On July 9, 2010, the AQMD Governing Board approved 21 awards under the Heavy-Duty Alternative Fuel Engines for On-Road Vehicles Program as part of the FY 2009-10 Work Program. These contracts are awaiting a response from the prospective contractor, with the prospective contractor for signature, developing responses to comments, or executed.

On September 10, 2010, the AQMD Governing Board approved an award to Frito Lay North America under the Heavy-Duty Alternative Fuel Engines for On-Road Vehicles Program as part of the FY 2009-10 Work Program. This contract is executed.

On October 1, 2010, the AQMD Governing Board approved an award to Elham Shirazi for the Telework Demonstration Program as part of the FY 2009-10 Work Program. This contract is executed.

2008-09 Work Program

Except as discussed below, contracts for this Work Program are executed or declined.

On September 5, 2008, the AQMD Governing Board approved a sole-source award to FuelMaker Corporation to provide incentives for natural gas home refueling units. This contract was under development when MSRC staff learned that FuelMaker Corporation had been adjudged bankrupt by the Ontario (Canada) Superior Court. Subsequently, FuelMaker was purchased by IMPCO. MSRC staff is currently awaiting responses from IMPCO to determine what actions may be necessary to continue implementation of the Program.

Work Program Status

Contract Status Reports for work program years with open and pending contracts are attached. MSRC or MSRC-TAC members may request spreadsheets covering any other work program year.

FY 2003-04 Work Program Contracts

One regular contract from this work program year is open. All Local Government Match Program contracts are now closed.

FY 2003-04 Regular Work Program Invoices Paid

No invoices were paid during this period.

FY 2004-05 Work Program Contracts

One regular and 2 Local Match contracts from this work program year are open. One contract was cancelled during this period: Los Angeles County Department of Public Works, Contract #ML05009 - Install 2 Propane Fueling Stations. One contract closed during this period: Los Angeles County Department of Public Works, Contract #ML05072 – Traffic Signal Synchronization. All Diesel Exhaust After-treatment contracts are now closed.

FY 2004-05 Regular Work Program Invoices Paid

One invoice in the amount of \$300.00 was paid during this period.

FY 2004-05 Local Government Match Program Invoices Paid

One invoice in the amount of \$349,000.00 was paid during this period.

FY 2005-06 Work Program Contracts

4 regular, 8 Local Match, and one Diesel Exhaust After-treatment contracts from this work program year are open; and 10 regular and 26 Local Match contracts are in “Open/Complete” status, having completed all obligations save ongoing operation. One contract moved into “Open/Complete: status during this period: City of Chino Hills, Contract #ML06061 – Purchase One Heavy-Duty Natural Gas Vehicle.

FY 2005-06 Regular Work Program Invoices Paid

No invoices were paid during this period.

FY 2005-06 Local Government Match Program Invoices Paid

One invoice in the amount of \$245,000.00 was paid during this period.

FY 2005-06 Diesel Exhaust After-treatment Program Invoices Paid

No invoices were paid during this period.

FY 2006-07 Work Program Contracts

17 regular and 8 Local Match contracts from this work program year are open; and 14 regular and 11 Local Match contracts are in “Open/Complete” status, having completed all obligations save ongoing operation. One contract was cancelled during this period: City of Burbank, Contract #MS07069 – Off-Road Diesel Equipment Retrofit Program.

FY 2006-07 Regular Work Program Invoices Paid

One invoice in the amount of \$700,000.00 was paid during this period.

FY 2006-07 Local Government Match Program Invoices Paid

No invoices were paid during this period.

FY 2007-08 Work Program Contracts

22 regular and 16 Local Match contracts from this work program year are open; and 13 regular and 9 Local Match contracts are in “Open/Complete” status, having completed all obligations save ongoing operation.

FY 2007-08 Regular Work Program Invoices Paid

One invoice in the amount of \$135,000.00 was paid during this period.

FY 2007-08 Local Government Match Program Invoices Paid

No invoices were paid during this period.

FY 2008-09 Work Program Contracts

One regular and 29 Local Match contracts from this work program year are open; and 4 Local Match contracts are in “Open/Complete” status. One contract was declined during this period: County of Riverside, Contract #ML09028 – Retrofit Seven Off-Road Vehicles.

FY 2008-09 Regular Work Program Invoices Paid

No invoices were paid during this period.

FY 2008-09 Local Government Match Program Invoices Paid

No invoices were paid during this period.

FY 2009-10 Work Program Contracts

13 regular contracts from this work program year are open.

FY 2009-10 Regular Work Program Invoices Paid

Three invoices totaling \$44,193.25 were paid during this period.

FY 2010-11 Work Program Contracts

5 regular contracts from this work program year are open.

FY 2010-11 Regular Work Program Invoices Paid

Three invoices totaling \$114,176.00 were paid during this period.

Administrative Scope Changes

Two administrative scope changes were initiated during the period of August 25 through September 28, 2011:

- MS07092 – Riverside County Transportation Commission – \$15,264 reallocation between tasks
- ML09013 – City of Riverside – One-year no-cost term extension

Attachments

- FY 2003-04 through FY 2010-11 Contract Status Reports



2003-04 AB2766 Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS04063	Riverside County Transportation Co	6/3/2011	6/3/2012		\$225,000.00	\$0.00	Regional Rideshare Database Enhancement	\$225,000.00	No
Total: 1									
Declined/Cancelled Contracts									
MS04002	City of Riverside				\$58,096.00	\$0.00	3 Refuse Trucks, 3 Dump Trucks, 2 Water T	\$58,096.00	No
MS04051	NorthStar, Inc.				\$250,000.00	\$0.00	New LNG Station	\$250,000.00	No
MS04053	Clean Energy Fuels Corp.				\$250,000.00	\$0.00	New CNG Station - Mid-Wilshire	\$250,000.00	No
MS04054	Clean Energy Fuels Corp.				\$250,000.00	\$0.00	New CNG Station - Mission Viejo	\$250,000.00	No
Total: 4									
Closed Contracts									
MS04001	City of Ontario	8/27/2004	9/26/2005		\$35,082.00	\$35,082.00	2 CNG Refuse Trucks	\$0.00	Yes
MS04003	Long Beach Transit	8/27/2004	6/26/2006		\$335,453.00	\$330,453.00	27 Gasoline-Electric Hybrid Buses/Mech. Tr	\$5,000.00	Yes
MS04005	City of Norwalk Transportation Dept.	11/27/2004	1/27/2007		\$118,052.00	\$88,539.00	4 Gas-Electric Hybrid Vehicles	\$29,513.00	Yes
MS04006	Orange County Transportation Autho	10/1/2004	4/30/2006	7/31/2008	\$405,000.00	\$405,000.00	2 Gas-Electric Hybrid and 20 CNG Transit B	\$0.00	Yes
MS04007	Foothill Transit Agency	6/24/2005	11/23/2006		\$715,000.00	\$714,100.00	75 CNG Buses, Fueling Station	\$900.00	No
MS04008	Los Angeles County MTA	11/1/2004	9/30/2007		\$854,050.00	\$854,050.00	50 CNG Buses	\$0.00	Yes
MS04017	Road Builders, Inc.	10/13/2004	4/12/2006	12/31/2006	\$953,080.00	\$953,080.00	Repower 12 Scrapers & 1 Loader	\$0.00	Yes
MS04027	Larry Jacinto Construction	9/13/2004	3/12/2006		\$454,510.00	\$454,510.00	Repower 6 Scrapers	\$0.00	Yes
MS04029	Herigstad Equipment Rental	9/16/2004	3/15/2006		\$1,190,024.00	\$830,172.00	Repower 10 Scrapers	\$359,852.00	Yes
MS04036	Sukut Equipment, Inc.	12/15/2004	2/15/2006		\$466,807.00	\$466,807.00	Repower 4 Scrapers & 3 Dozers	\$0.00	Yes
MS04039	CR&R, Inc.	1/25/2005	3/24/2007	2/24/2009	\$463,168.00	\$461,550.00	30 LNG Refuse Trucks	\$1,618.00	Yes
MS04041	CR&R, Inc.	7/25/2005	9/24/2007	9/24/2008	\$155,468.00	\$153,850.00	10 LNG Refuse Trucks, Mechanic Training	\$1,618.00	Yes
MS04050	R.F. Dickson Co., Inc.	6/3/2005	6/2/2006	10/2/2007	\$250,000.00	\$250,000.00	Upgrade CNG Station	\$0.00	Yes
MS04052	Downs Energy	5/6/2005	6/5/2006	6/30/2009	\$250,000.00	\$250,000.00	New LNG/L-CNG Station	\$0.00	Yes
MS04058	American Honda Motor Company	11/2/2005	6/30/2007	3/31/2008	\$300,000.00	\$4,000.00	Home Refueling Apparatus Lease Incentives	\$296,000.00	Yes
MS04059	FuelMaker Corporation	9/9/2005	6/30/2006	12/31/2006	\$100,000.00	\$100,000.00	Home Refueling Apparatus Incentives	\$0.00	Yes
MS04062	Los Angeles County MTA	10/1/2010	3/31/2011		\$53,500.00	\$53,500.00	Regional Rideshare Database Enhancement	\$0.00	Yes
Total: 17									
Closed/Incomplete Contracts									
MS04004	Athens Services, Inc.	9/3/2004	3/2/2006	9/2/2006	\$311,421.00	\$197,503.50	14 LNG Waste Haulers, Maint. Facility. Mod	\$113,917.50	No
MS04055	Riverside County Transportation Co	6/29/2006	8/28/2007	2/28/2008	\$225,000.00	\$0.00	Regional Rideshare Database Enhancement	\$225,000.00	No
MS04056	Los Angeles County MTA	6/13/2006	12/12/2007	1/12/2010	\$120,000.00	\$66,488.40	Regional Rideshare Database Enhancement	\$53,511.60	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS04061	Riverside County Transportation Co	6/29/2009	8/31/2010		\$225,000.00	\$0.00	Regional Rideshare Database Enhancement	\$225,000.00	No
Total: 4									

2004-05 AB2766 Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS05070	Haaland Internet Productions (HIP D	6/24/2005	5/31/2007	11/30/2011	\$100,715.00	\$92,158.24	Design, Host & Maintain MSRC Website	\$8,556.76	No
Total: 1									
Declined/Cancelled Contracts									
MS05030	City of Inglewood				\$31,662.00	\$0.00	2 CNG Street Sweepers	\$31,662.00	No
MS05032	H&C Disposal				\$34,068.00	\$0.00	2 CNG Waste Haulers	\$34,068.00	No
MS05044	City of Colton				\$78,720.00	\$0.00	CNG Station Upgrade	\$78,720.00	No
Total: 3									
Closed Contracts									
MS05001	A-Z Bus Sales, Inc.	2/4/2005	12/31/2005	12/31/2006	\$1,385,000.00	\$1,385,000.00	CNG School Bus Buydown	\$0.00	Yes
MS05002	California Bus Sales	2/4/2005	12/31/2005	12/31/2006	\$1,800,000.00	\$1,800,000.00	CNG School Bus Buydown	\$0.00	Yes
MS05003	BusWest	1/28/2005	12/31/2005	12/31/2006	\$2,100,000.00	\$1,620,000.00	CNG School Bus Buydown	\$480,000.00	Yes
MS05004	Johnson/Ukropina Creative Marketin	11/27/2004	1/18/2006	4/18/2006	\$1,000,000.00	\$994,612.56	Implement "Rideshare Thursday" Campaign	\$5,387.44	Yes
MS05031	City of Ontario	7/22/2005	3/21/2007		\$191,268.00	\$191,268.00	11 CNG Waste Haulers	\$0.00	Yes
MS05033	Waste Management of the Desert	9/26/2005	5/25/2007		\$202,900.00	\$202,900.00	10 CNG Waste Haulers	\$0.00	Yes
MS05034	Sukut Equipment, Inc.	9/9/2005	5/8/2007		\$1,151,136.00	\$1,151,136.00	Repower 12 Scrapers	\$0.00	Yes
MS05035	Vamer Construction Inc.	11/28/2005	4/27/2007	2/27/2008	\$334,624.00	\$334,624.00	Repower 5 Off-Road H.D. Vehicles	\$0.00	Yes
MS05036	Camarillo Engineering	8/18/2005	1/17/2007		\$1,167,276.00	\$1,167,276.00	Repower 12 Scrapers	\$0.00	Yes
MS05037	Road Builders, Inc.	11/21/2005	4/20/2007	6/20/2008	\$229,302.00	\$229,302.00	Repower 2 Scrapers	\$0.00	Yes
MS05038	SunLine Transit Agency	3/30/2006	9/29/2007		\$135,000.00	\$135,000.00	15 CNG Buses	\$0.00	Yes
MS05039	Los Angeles County MTA	4/28/2006	4/27/2008		\$405,000.00	\$405,000.00	75 CNG Buses	\$0.00	Yes
MS05040	Orange County Transportation Autho	3/23/2006	12/22/2007	6/22/2008	\$200,000.00	\$200,000.00	25 CNG Buses	\$0.00	Yes
MS05041	The Regents of the University of Cali	9/5/2006	8/4/2007	9/4/2008	\$15,921.00	\$15,921.00	CNG Station Upgrade	\$0.00	Yes
MS05042	City of Ontario	11/21/2005	9/20/2006	7/20/2007	\$117,832.00	\$74,531.27	CNG Station Upgrade	\$43,300.73	Yes
MS05043	Whittier Union High School District	9/23/2005	7/22/2006		\$15,921.00	\$15,921.00	CNG Station Upgrade	\$0.00	Yes
MS05045	City of Covina	9/9/2005	7/8/2006		\$10,000.00	\$7,435.61	CNG Station Upgrade	\$2,564.39	Yes
MS05046	City of Inglewood	1/6/2006	5/5/2007		\$139,150.00	\$56,150.27	CNG Station Upgrade	\$82,999.73	Yes
MS05047	Orange County Transportation Autho	10/20/2005	10/19/2006	1/19/2007	\$75,563.00	\$75,563.00	CNG Station Upgrade	\$0.00	Yes
MS05048	City of Santa Monica	7/24/2006	11/23/2007		\$150,000.00	\$150,000.00	CNG Station Upgrade	\$0.00	Yes
MS05049	Omnitrans	9/23/2005	2/22/2007		\$25,000.00	\$7,250.00	CNG Station Upgrade	\$17,750.00	Yes
MS05050	Gateway Cities Council of Governme	12/21/2005	4/20/2010		\$1,464,839.00	\$1,464,838.12	Truck Fleet Modernization Program	\$0.88	Yes
MS05051	Jagur Tractor	1/16/2006	4/15/2007	10/15/2007	\$660,928.00	\$660,928.00	Repower 6 Scrapers	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS05052	Caufield Equipment, Inc.	8/3/2005	1/2/2007		\$478,000.00	\$478,000.00	Repower 4 Scrapers	\$0.00	Yes
Total: 24									

2004-05 AB2766 Local Government Match Program Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
ML05013	Los Angeles County Department of	1/5/2007	7/4/2008	1/4/2012	\$313,000.00	\$0.00	Traffic Signal Synchronization	\$313,000.00	No
ML05014	Los Angeles County Department of	5/21/2007	11/20/2008	6/20/2012	\$204,221.00	\$0.00	Traffic Signal Synchronization	\$204,221.00	No
Total: 2									
Declined/Cancelled Contracts									
ML05005	City of Highland				\$20,000.00	\$0.00	2 Medium Duty CNG Vehicles	\$20,000.00	No
ML05008	Los Angeles County Department of				\$140,000.00	\$0.00	7 Heavy Duty LPG Street Sweepers	\$140,000.00	No
ML05010	Los Angeles County Department of				\$20,000.00	\$0.00	1 Heavy Duty CNG Bus	\$20,000.00	No
Total: 3									
Closed Contracts									
ML05006	City of Colton	7/27/2005	7/26/2006		\$30,000.00	\$30,000.00	3 Medium Duty CNG Vehicles	\$0.00	Yes
ML05011	Los Angeles County Department of	8/10/2006	12/9/2007	6/9/2008	\$52,409.00	\$51,048.46	3 Heavy Duty LPG Shuttle Vans	\$1,360.54	Yes
ML05015	City of Lawndale	7/27/2005	7/26/2006		\$10,000.00	\$10,000.00	1 Medium Duty CNG Vehicle	\$0.00	Yes
ML05016	City of Santa Monica	9/23/2005	9/22/2006	9/22/2007	\$350,000.00	\$350,000.00	6 MD CNG Vehicles, 1 LPG Sweep, 13 CNG	\$0.00	Yes
ML05017	City of Signal Hill	1/16/2006	7/15/2007		\$126,000.00	\$126,000.00	Traffic Signal Synchronization	\$0.00	Yes
ML05018	City of San Bernardino	4/19/2005	4/18/2006		\$40,000.00	\$40,000.00	4 M.D. CNG Vehicles	\$0.00	Yes
ML05019	City of Lakewood	5/6/2005	5/5/2006		\$10,000.00	\$10,000.00	1 M.D. CNG Vehicle	\$0.00	Yes
ML05020	City of Pomona	6/24/2005	6/23/2006		\$10,000.00	\$10,000.00	1 M.D. CNG Vehicle	\$0.00	Yes
ML05021	City of Whittier	7/7/2005	7/6/2006	4/6/2008	\$100,000.00	\$80,000.00	Sweeper, Aerial Truck, & 3 Refuse Trucks	\$20,000.00	Yes
ML05022	City of Claremont	9/23/2005	9/22/2006		\$20,000.00	\$20,000.00	2 M.D. CNG Vehicles	\$0.00	Yes
ML05024	City of Cerritos	4/18/2005	3/17/2006		\$10,000.00	\$10,000.00	1 M.D. CNG Vehicle	\$0.00	Yes
ML05025	City of Malibu	5/6/2005	3/5/2006		\$10,000.00	\$10,000.00	1 Medium-Duty CNG Vehicle	\$0.00	Yes
ML05026	City of Inglewood	1/6/2006	1/5/2007	2/5/2009	\$60,000.00	\$60,000.00	2 CNG Transit Buses, 1 CNG Pothole Patch	\$0.00	Yes
ML05027	City of Beaumont	2/23/2006	4/22/2007	6/22/2010	\$20,000.00	\$20,000.00	1 H.D. CNG Bus	\$0.00	Yes
ML05028	City of Anaheim	9/8/2006	9/7/2007	5/7/2008	\$85,331.00	\$85,331.00	Traffic signal coordination & synchronization	\$0.00	Yes
ML05029	Los Angeles World Airports	5/5/2006	9/4/2007		\$140,000.00	\$140,000.00	Seven CNG Buses	\$0.00	Yes
ML05071	City of La Canada Flintridge	1/30/2009	1/29/2011		\$20,000.00	\$20,000.00	1 CNG Bus	\$0.00	Yes
ML05072	Los Angeles County Department of	8/24/2009	5/23/2010	1/23/2011	\$349,000.00	\$349,000.00	Traffic Signal Synchronization (LADOT)	\$0.00	Yes
Total: 18									
Closed/Incomplete Contracts									
ML05007	Los Angeles County Dept of Beaches	6/23/2006	6/22/2007	12/22/2007	\$50,000.00	\$0.00	5 Medium Duty CNG Vehicles	\$50,000.00	No
ML05009	Los Angeles County Department of	6/22/2006	12/21/2007	9/30/2011	\$56,666.00	\$0.00	2 Propane Refueling Stations	\$56,666.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML05012	Los Angeles County Department of	11/10/2006	5/9/2008	1/9/2009	\$349,000.00	\$0.00	Traffic Signal Synchronization (LADOT)	\$349,000.00	No
ML05023	City of La Canada Flintridge	3/30/2005	2/28/2006	8/28/2008	\$20,000.00	\$0.00	1 CNG Bus	\$20,000.00	No

Total: 4

2005-06 AB2766 Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS06001	Riverside County Transportation Co	8/3/2007	9/2/2011		\$825,037.00	\$825,037.00	New Freeway Service Patrol	\$0.00	Yes
MS06002	Orange County Transportation Autho	1/17/2007	11/6/2013		\$928,740.00	\$748,770.00	New Freeway Service Patrol	\$179,970.00	No
MS06004	Los Angeles County MTA	8/10/2006	7/9/2010		\$1,391,983.00	\$1,391,791.98	New Freeway Service Patrol	\$191.02	No
MS06043X	Westport Fuel Systems, Inc.	2/3/2007	12/31/2010	9/30/2011	\$2,000,000.00	\$2,000,000.00	Advanced Natural Gas Engine Incentive Pro	\$0.00	No
Total: 4									

Declined/Cancelled Contracts									
MS06009	Clean Energy Fuels Corp.	6/23/2006	12/22/2012		\$250,000.00	\$0.00	New CNG Station - Laguna Niguel	\$250,000.00	Yes
MS06040	Capistrano Unified School District				\$136,000.00	\$0.00	New CNG Fueling Station	\$136,000.00	No
MS06041	Clean Energy Fuels Corp.	12/1/2006	3/31/2013	6/18/2009	\$250,000.00	\$0.00	New CNG Station-Newport Beach	\$250,000.00	No
MS06046	City of Long Beach, Dept. of Public				\$250,000.00	\$0.00	LNG Fueling Station	\$250,000.00	No
MS06051	Menifee Union School District	3/2/2007	7/1/2014		\$150,000.00	\$0.00	CNG Fueling Station	\$150,000.00	No
Total: 5									

Closed Contracts									
MS06003	San Bernardino Associated Govern	10/19/2006	6/18/2010		\$804,240.00	\$804,239.87	New Freeway Service Patrol	\$0.13	Yes
Total: 1									

Open/Complete Contracts									
MS06010	US Airconditioning Distributors	12/28/2006	6/27/2012		\$83,506.00	\$83,506.00	New CNG Station - Industry	\$0.00	Yes
MS06011	County Sanitation Districts of L.A. C	6/1/2006	7/31/2012		\$150,000.00	\$150,000.00	New CNG Station - Carson	\$0.00	Yes
MS06012	Consolidated Disposal Service	7/14/2006	9/13/2012		\$297,981.00	\$297,981.00	New LNG Station & Facility Upgrades	\$0.00	Yes
MS06013	City of Commerce	1/9/2008	7/8/2014	7/8/2015	\$350,000.00	\$350,000.00	New L/CNG Station - Commerce	\$0.00	Yes
MS06042	Clean Energy Fuels Corp.	1/5/2007	1/4/2013		\$150,000.00	\$150,000.00	New CNG Station-Baldwin Park	\$0.00	No
MS06045	Orange County Transportation Autho	8/17/2007	12/16/2013		\$200,000.00	\$200,000.00	CNG Fueling Station/Maint. Fac. Mods	\$0.00	Yes
MS06047	Hemet Unified School District	9/19/2007	11/18/2013		\$125,000.00	\$125,000.00	CNG Refueling Station	\$0.00	Yes
MS06048	Newport-Mesa Unified School Distric	6/25/2007	8/24/2013	8/24/2014	\$50,000.00	\$50,000.00	CNG Fueling Station	\$0.00	Yes
MS06049	Clean Energy Fuels Corp.	4/20/2007	7/19/2013		\$250,000.00	\$228,491.18	CNG Fueling Station - L.B.P.D.	\$21,508.82	Yes
MS06050	Rossmoor Pastries	1/24/2007	10/23/2012		\$18,750.00	\$14,910.50	CNG Fueling Station	\$3,839.50	Yes
Total: 10									

2005-06 AB2766 Local Government Match Program Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
ML06020	Los Angeles Department of Water a	3/19/2007	9/18/2013	4/18/2014	\$25,000.00	\$0.00	CNG Aerial Truck	\$25,000.00	No
ML06028	City of Pasadena	9/29/2006	11/28/2012	3/28/2014	\$245,000.00	\$245,000.00	New CNG Station & Maint. Fac. Upgrades	\$0.00	No
ML06031	City of Inglewood	4/4/2007	6/3/2013	9/3/2015	\$150,000.00	\$65,602.40	Purchase 4 H-D LPG Vehicles & Install LPG	\$84,397.60	No
ML06035	City of Hemet, Public Works	11/10/2006	12/9/2012	10/9/2014	\$414,000.00	\$175,000.00	7 Nat Gas Trucks & New Nat Gas Infrastructure	\$239,000.00	No
ML06054	Los Angeles County Department of	6/17/2009	6/16/2016		\$150,000.00	\$0.00	3 CNG & 3 LPG HD Trucks	\$150,000.00	No
ML06058	City of Santa Monica	7/12/2007	7/11/2013		\$149,925.00	\$0.00	3 H.D. CNG Trucks & CNG Fueling Station	\$149,925.00	No
ML06060	City of Temple City	6/12/2007	6/11/2013		\$31,885.00	\$0.00	Upgrade existing CNG infrastructure	\$31,885.00	No
ML06070	City of Colton	4/30/2008	2/28/2015		\$50,000.00	\$0.00	Two CNG Pickups	\$50,000.00	No
Total: 8									
Declined/Cancelled Contracts									
ML06018	Los Angeles County Dept of Beaches				\$375,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$375,000.00	No
ML06019	Los Angeles County Dept of Beaches				\$250,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$250,000.00	No
ML06023	City of Baldwin Park	6/16/2006	9/15/2012		\$20,000.00	\$0.00	CNG Dump Truck	\$20,000.00	No
ML06024	City of Pomona	8/3/2007	7/2/2013	7/2/2014	\$286,450.00	\$0.00	New CNG Station	\$286,450.00	No
ML06030	City of Burbank	3/19/2007	9/18/2011		\$287,700.00	\$0.00	New CNG Fueling Station	\$287,700.00	No
ML06037	City of Lynwood				\$25,000.00	\$0.00	1 Nat Gas Dump Truck	\$25,000.00	No
ML06039	City of Inglewood	2/9/2007	2/8/2008	4/8/2011	\$50,000.00	\$0.00	Modify Maintenance Facility for CNG Vehicle	\$50,000.00	No
ML06055	City of Los Angeles, Dept. of Genera				\$125,000.00	\$0.00	5 Gas-Electric Hybrid Buses	\$125,000.00	No
ML06059	City of Fountain Valley				\$25,000.00	\$0.00	One H.D. CNG Truck	\$25,000.00	No
Total: 9									
Closed Contracts									
ML06056	City of Los Angeles, Dept. of Genera	11/30/2007	11/29/2008		\$350,000.00	\$350,000.00	Maintenance Facility Mods.	\$0.00	Yes
Total: 1									
Open/Complete Contracts									
ML06016	City of Whittier	5/25/2006	5/24/2012	11/24/2012	\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06017	City of Claremont	8/2/2006	4/1/2012		\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06021	Los Angeles World Airports	9/13/2006	5/12/2013		\$150,000.00	\$150,000.00	6 CNG Buses	\$0.00	Yes
ML06022	City of Los Angeles, Bureau of Sanit	5/4/2007	1/3/2014		\$1,250,000.00	\$1,250,000.00	50 LNG Refuse Trucks	\$0.00	Yes
ML06025	City of Santa Monica	1/5/2007	11/4/2012	12/14/2014	\$300,000.00	\$300,000.00	12 H.D. CNG Vehicles	\$0.00	Yes
ML06026	City of Cerritos	10/27/2006	9/26/2010		\$60,500.00	\$60,500.00	CNG Station Upgrade	\$0.00	Yes
ML06027	City of Redondo Beach	9/5/2006	5/4/2012	10/4/2012	\$50,000.00	\$50,000.00	2 Heavy-Duty CNG Trucks	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML06029	City of Culver City Transportation De	9/29/2006	12/28/2012		\$50,000.00	\$50,000.00	2 CNG Heavy-Duty Trucks	\$0.00	Yes
ML06032	City of Rancho Cucamonga	2/13/2007	3/12/2013	2/12/2014	\$237,079.00	\$237,079.00	New CNG Station & 2 CNG Dump Trucks	\$0.00	Yes
ML06033	City of Cathedral City	11/17/2006	12/16/2012	12/16/2013	\$125,000.00	\$125,000.00	5 Heavy-Duty CNG Trucks	\$0.00	Yes
ML06034	City of South Pasadena	9/25/2006	9/24/2012		\$16,422.42	\$16,422.42	2 Nat. Gas Transit Buses	\$0.00	Yes
ML06036	City of Riverside	3/23/2007	3/22/2013		\$200,000.00	\$200,000.00	8 Heavy-Duty Nat Gas Vehicles	\$0.00	Yes
ML06038	City of Los Angeles, Department of	5/21/2007	1/20/2014		\$625,000.00	\$625,000.00	25 CNG Street Sweepers	\$0.00	Yes
ML06044	City of Pomona	12/15/2006	3/14/2013		\$50,000.00	\$50,000.00	2 CNG Street Sweepers	\$0.00	Yes
ML06052	City of Hemet, Public Works	4/20/2007	2/19/2013		\$25,000.00	\$25,000.00	Purchase One CNG Dump Truck	\$0.00	Yes
ML06053	City of Burbank	5/4/2007	7/3/2013		\$125,000.00	\$125,000.00	Five Nat. Gas Refuse Trucks	\$0.00	Yes
ML06057	City of Rancho Cucamonga	8/28/2007	6/27/2013	8/27/2014	\$100,000.00	\$100,000.00	4 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML06061	City of Chino Hills	4/30/2007	4/29/2013		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes
ML06062	City of Redlands	5/11/2007	5/10/2013		\$100,000.00	\$100,000.00	4 H.D. LNG Vehicles	\$0.00	Yes
ML06063	City of Moreno Valley	3/23/2007	11/22/2012		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes
ML06064	City of South Pasadena	1/25/2008	11/24/2013	11/24/2014	\$50,000.00	\$50,000.00	2 H.D. CNG Vehicles	\$0.00	Yes
ML06065	City of Walnut	6/29/2007	6/28/2013		\$44,203.00	\$44,203.00	Upgrade Existing CNG Infrastructure	\$0.00	Yes
ML06066	City of Ontario	5/30/2007	1/29/2013		\$125,000.00	\$125,000.00	5 H.D. CNG Vehicles	\$0.00	Yes
ML06067	City of El Monte	3/17/2008	5/16/2014	11/16/2014	\$157,957.00	\$157,957.00	Upgrade existing CNG infrastructure	\$0.00	Yes
ML06068	City of Claremont	8/28/2007	6/27/2013		\$60,000.00	\$60,000.00	Expand existing CNG infrastructure	\$0.00	Yes
ML06069	City of Palos Verdes Estates	11/19/2007	11/18/2013		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes

Total: 26

2005-06 Diesel Exhaust Retrofit Program Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
PT06006	Los Angeles County Sheriff's Depart	5/15/2006	2/14/2008		\$98,000.00	\$0.00	Diesel Exhaust Aftertreatment Program	\$98,000.00	No
Total: 1									
Closed Contracts									
PT06005	Los Angeles County Department of	6/29/2006	3/28/2008	12/28/2008	\$184,500.00	\$184,500.00	Diesel Exhaust Aftertreatment Program	\$0.00	Yes
PT06007	County Sanitation Districts of L.A. C	6/16/2006	12/15/2007	12/28/2008	\$108,000.00	\$108,000.00	Diesel Exhaust Aftertreatment Program	\$0.00	Yes
PT06008	City of Los Angeles, Bureau of Sanit	9/6/2006	6/5/2008		\$184,500.00	\$184,500.00	Diesel Exhaust Aftertreatment Program	\$0.00	Yes
PT06014	Los Angeles Department of Water a	2/8/2007	8/7/2008	9/30/2009	\$112,500.00	\$103,500.00	Diesel Exhaust Aftertreatment Program	\$9,000.00	Yes
PT06015	City of San Bernardino	10/23/2006	4/22/2008		\$66,000.00	\$66,000.00	Diesel Exhaust Aftertreatment Program	\$0.00	Yes
Total: 5									

2006-07 AB2766 Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS07008	City of Los Angeles, Department of T	9/18/2009	5/17/2020		\$2,040,000.00	\$0.00	Purchase 102 Transit Buses	\$2,040,000.00	No
MS07011	Los Angeles Service Authority for Fr	3/12/2010	5/31/2011	9/30/2011	\$700,000.00	\$700,000.00	"511" Commuter Services Campaign	\$0.00	No
MS07022	California State University, Los Ange	10/30/2009	12/29/2015	12/29/2016	\$250,000.00	\$0.00	New Hydrogen Fueling Station	\$250,000.00	No
MS07049	Palm Springs Disposal Services	10/23/2008	11/22/2014	9/22/2016	\$96,000.00	\$86,400.00	Three Nat. Gas Refuse Trucks	\$9,600.00	No
MS07058	The Better World Group	11/17/2007	11/16/2009	11/16/2011	\$247,690.00	\$194,524.01	MSRC Programmatic Outreach Services	\$53,165.99	No
MS07059	County Sanitation Districts of L.A. C	9/5/2008	9/4/2010	7/14/2012	\$231,500.00	\$231,500.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	No
MS07060	Community Recycling & Resource R	3/7/2008	1/6/2010	7/6/2011	\$177,460.00	\$98,471.00	Off-Road Diesel Equipment Retrofit Program	\$78,989.00	No
MS07061	City of Los Angeles, Department of	10/31/2008	8/30/2010	2/28/2012	\$40,626.00	\$40,626.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	No
MS07063	Shimmick Construction Company, In	4/26/2008	2/25/2010	8/25/2011	\$80,800.00	\$11,956.37	Off-Road Diesel Equipment Retrofit Program	\$68,843.63	No
MS07068	Sukut Equipment Inc.	1/23/2009	11/22/2010	5/22/2012	\$26,900.00	\$26,900.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	No
MS07070	Griffith Company	4/30/2008	2/28/2010	10/28/2011	\$168,434.00	\$125,504.00	Off-Road Diesel Equipment Retrofit Program	\$42,930.00	No
MS07071	Tiger 4 Equipment Leasing	9/19/2008	7/18/2010	1/18/2012	\$210,937.00	\$84,308.97	Off-Road Diesel Equipment Retrofit Program	\$126,628.03	No
MS07075	Dan Copp Crushing	9/17/2008	7/16/2010	1/16/2012	\$73,600.00	\$40,200.00	Off-Road Diesel Equipment Retrofit Program	\$33,400.00	No
MS07076	Reed Thomas Company, Inc.	8/15/2008	6/14/2010	12/14/2011	\$348,050.00	\$19,500.00	Off-Road Diesel Equipment Retrofit Program	\$228,550.00	No
MS07079	Riverside County Transportation Co	1/30/2009	7/29/2013	12/31/2011	\$20,000.00	\$12,405.45	BiKeMetro Website Migration	\$7,594.55	No
MS07080	City of Los Angeles, Bureau of Sanit	10/31/2008	8/30/2010	2/28/2012	\$63,192.00	\$52,265.00	Off-Road Diesel Equipment Retrofit Program	\$10,927.00	No
MS07092	Riverside County Transportation Co	9/1/2010	10/31/2011		\$350,000.00	\$0.00	"511" Commuter Services Campaign	\$350,000.00	No
Total: 17									
Declined/Cancelled Contracts									
MS07010	Palos Verdes Peninsula Transit Auth				\$80,000.00	\$0.00	Repower 4 Transit Buses	\$80,000.00	No
MS07014	Clean Energy Fuels Corp.				\$350,000.00	\$0.00	New L/CNG Station - SERRF	\$350,000.00	No
MS07015	Baldwin Park Unified School District				\$57,500.00	\$0.00	New CNG Station	\$57,500.00	No
MS07016	County of Riverside Fleet Services D				\$36,359.00	\$0.00	New CNG Station - Rubidoux	\$36,359.00	No
MS07017	County of Riverside Fleet Services D				\$33,829.00	\$0.00	New CNG Station - Indio	\$33,829.00	No
MS07018	City of Cathedral City				\$350,000.00	\$0.00	New CNG Station	\$350,000.00	No
MS07021	City of Riverside				\$350,000.00	\$0.00	New CNG Station	\$350,000.00	No
MS07050	Southern California Disposal Co.				\$320,000.00	\$0.00	Ten Nat. Gas Refuse Trucks	\$320,000.00	No
MS07062	Caltrans Division of Equipment				\$1,081,818.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$1,081,818.00	No
MS07065	ECCO Equipment Corp.				\$174,525.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$174,525.00	No
MS07067	Recycled Materials Company of Calif				\$99,900.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$99,900.00	No
MS07069	City of Burbank	5/9/2008	3/8/2010	9/8/2011	\$8,895.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$8,895.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS07074	Albert W. Davies, Inc.	1/25/2008	11/24/2009		\$39,200.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$39,200.00	No
MS07081	Clean Diesel Technologies, Inc.				\$240,347.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$240,347.00	No
MS07082	DCL International, Inc.				\$153,010.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$153,010.00	No
MS07083	Dinex Exhausts, Inc.				\$52,381.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$52,381.00	No
MS07084	Donaldson Company, Inc.				\$42,416.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$42,416.00	No
MS07085	Engine Control Systems Limited				\$155,746.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$155,746.00	No
MS07086	Huss, LLC				\$84,871.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$84,871.00	No
MS07087	Mann+Hummel GmbH				\$189,361.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$189,361.00	No
MS07088	Nett Technologies, Inc.				\$118,760.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$118,760.00	No
MS07089	Rypos, Inc.				\$68,055.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$68,055.00	No
MS07090	Sud-Chemie				\$27,345.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$27,345.00	No
Total: 23									

Closed Contracts

MS07001	A-Z Bus Sales, Inc.	12/28/2006	12/31/2007	2/29/2008	\$1,920,000.00	\$1,380,000.00	CNG School Bus Buydown	\$540,000.00	Yes
MS07002	BusWest	1/19/2007	12/31/2007	3/31/2008	\$840,000.00	\$840,000.00	CNG School Bus Buydown	\$0.00	Yes
MS07005	S-W Compressors	3/17/2008	3/16/2010		\$60,000.00	\$7,500.00	Mountain CNG School Bus Demo Program-	\$52,500.00	Yes
MS07006	Coachella Valley Association of Gov	2/28/2008	10/27/2008		\$400,000.00	\$400,000.00	Coachella Valley PM10 Reduction Street Sw	\$0.00	Yes
MS07012	City of Los Angeles, General Service	6/13/2008	6/12/2009	6/12/2010	\$50,000.00	\$50,000.00	Maintenance Facility Modifications	\$0.00	Yes
MS07019	City of Cathedral City	1/9/2009	6/8/2010		\$32,500.00	\$32,500.00	Maintenance Facility Modifications	\$0.00	Yes
MS07064	Altfillich Contractors, Inc.	9/19/2008	7/18/2010	1/18/2011	\$160,000.00	\$155,667.14	Off-Road Diesel Equipment Retrofit Program	\$4,332.86	Yes
MS07072	City of Culver City Transportation De	4/4/2008	2/3/2010	8/3/2011	\$72,865.00	\$72,865.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	Yes
MS07091	BusWest	10/16/2009	3/15/2010		\$33,660.00	\$33,660.00	Provide Lease for 2 CNG School Buses	\$0.00	Yes
Total: 9									

Closed/Incomplete Contracts

MS07004	BusWest	7/2/2007	7/1/2009		\$90,928.00	\$68,196.00	Provide Lease for 2 CNG School Buses	\$22,732.00	No
MS07066	Skanska USA Civil West California D	6/28/2008	4/27/2010	10/27/2010	\$111,700.00	\$36,128.19	Off-Road Diesel Equipment Retrofit Program	\$75,571.81	No
MS07073	PEED Equipment Co.	10/31/2008	8/30/2010		\$11,600.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$11,600.00	No
Total: 3									

Open/Complete Contracts

MS07003	Westport Fuel Systems, Inc.	11/2/2007	12/31/2011	6/30/2013	\$1,500,000.00	\$1,499,990.00	Advanced Nat. Gas Engine Incentive Progra	\$10.00	Yes
MS07007	Los Angeles World Airports	5/2/2008	11/1/2014		\$420,000.00	\$420,000.00	Purchase CNG 21 Transit Buses	\$0.00	Yes
MS07009	Orange County Transportation Autho	5/14/2008	4/13/2016		\$800,000.00	\$800,000.00	Purchase 40 Transit Buses	\$0.00	Yes
MS07013	Rainbow Disposal Company, Inc.	1/25/2008	3/24/2014		\$350,000.00	\$350,000.00	New High-Volume CNG Station	\$0.00	Yes
MS07020	Avery Petroleum	5/20/2009	7/19/2015		\$250,000.00	\$250,000.00	New CNG Station	\$0.00	Yes
MS07051	City of San Bernardino	8/12/2008	12/11/2014		\$480,000.00	\$480,000.00	15 Nat. Gas Refuse Trucks	\$0.00	Yes
MS07052	City of Redlands	7/30/2008	11/29/2014		\$160,000.00	\$160,000.00	Five Nat. Gas Refuse Trucks	\$0.00	Yes
MS07053	City of Claremont	7/31/2008	12/30/2014		\$96,000.00	\$96,000.00	Three Nat. Gas Refuse Trucks	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS07054	Republic Services, Inc.	3/7/2008	9/6/2014	9/6/2016	\$1,280,000.00	\$1,280,000.00	40 Nat. Gas Refuse Trucks	\$0.00	Yes
MS07055	City of Culver City Transportation De	7/8/2008	9/7/2014		\$192,000.00	\$192,000.00	Six Nat. Gas Refuse Trucks	\$0.00	Yes
MS07056	City of Whittier	9/5/2008	3/4/2015		\$32,000.00	\$32,000.00	One Nat. Gas Refuse Trucks	\$0.00	Yes
MS07057	CR&R, Inc.	7/31/2008	8/30/2014	6/30/2015	\$896,000.00	\$896,000.00	28 Nat. Gas Refuse Trucks	\$0.00	No
MS07077	Waste Management Collection and	5/1/2009	12/31/2014		\$160,000.00	\$160,000.00	Five Nat. Gas Refuse Trucks (Santa Ana)	\$0.00	Yes
MS07078	Waste Management Collection and	5/1/2009	12/31/2014	12/31/2015	\$256,000.00	\$256,000.00	Eight Nat. Gas Refuse Trucks (Dewey's)	\$0.00	Yes

Total: 14

2006-07 AB2766 Local Government Match Program Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
ML07023	City of Riverside	6/20/2008	10/19/2014	7/19/2016	\$462,500.00	\$350,000.00	CNG Station Expansion/Purch. 14 H.D. Vehi	\$112,500.00	No
ML07024	City of Garden Grove	3/7/2008	9/6/2014	7/6/2016	\$75,000.00	\$50,000.00	Three H.D. CNG Vehicles	\$25,000.00	No
ML07028	City of Los Angeles, General Service	3/13/2009	3/12/2014		\$350,000.00	\$0.00	New CNG Refueling Station/Hollywood Yard	\$350,000.00	No
ML07033	City of La Habra	5/21/2008	6/20/2014	7/31/2017	\$75,000.00	\$25,000.00	One H.D. Nat Gas Vehicle/Expand Fueling S	\$50,000.00	No
ML07036	City of Alhambra	1/23/2009	2/22/2015		\$145,839.00	\$50,000.00	3 H.D. CNG Vehicles/Expand CNG Station	\$95,839.00	No
ML07043	City of Redondo Beach	9/28/2008	7/27/2014	7/27/2016	\$125,000.00	\$0.00	Five H.D. CNG Transit Vehicles	\$125,000.00	No
ML07044	City of Santa Monica	9/8/2008	3/7/2015		\$600,000.00	\$50,000.00	24 H.D. Nat. Gas Vehicles	\$550,000.00	No
ML07045	City of Inglewood	2/6/2009	4/5/2015		\$75,000.00	\$25,000.00	3 H.D. Nat. Gas Vehicles	\$50,000.00	No
Total: 8									
Declined/Cancelled Contracts									
ML07031	City of Santa Monica				\$180,000.00	\$0.00	Upgrade N.G. Station to Add Hythane	\$180,000.00	No
ML07032	City of Huntington Beach Public Wor				\$25,000.00	\$0.00	One H.D. CNG Vehicle	\$25,000.00	No
ML07035	City of Los Angeles, General Service				\$350,000.00	\$0.00	New CNG Refueling Station/Southeast Yard	\$350,000.00	No
ML07038	City of Palos Verdes Estates				\$25,000.00	\$0.00	One H.D. LPG Vehicle	\$25,000.00	No
Total: 4									
Closed Contracts									
ML07025	City of San Bernardino	8/12/2008	7/11/2010		\$350,000.00	\$350,000.00	Maintenance Facility Modifications	\$0.00	Yes
ML07042	City of La Quinta	8/15/2008	9/14/2010		\$100,000.00	\$100,000.00	Street Sweeping Operations	\$0.00	Yes
ML07048	City of Cathedral City	9/19/2008	10/18/2010		\$100,000.00	\$84,972.45	Street Sweeping Operations	\$15,027.55	Yes
Total: 3									
Open/Complete Contracts									
ML07026	City of South Pasadena	6/13/2008	6/12/2014		\$25,000.00	\$25,000.00	One H.D. CNG Vehicle	\$0.00	Yes
ML07027	Los Angeles World Airports	6/3/2008	7/2/2014		\$25,000.00	\$25,000.00	One H.D. LNG Vehicle	\$0.00	Yes
ML07029	City of Los Angeles, General Service	3/13/2009	3/12/2014		\$350,000.00	\$350,000.00	New CNG Refueling Station/Venice Yard	\$0.00	Yes
ML07030	County of San Bernardino Public Wo	7/11/2008	9/10/2015		\$200,000.00	\$200,000.00	8 Natural Gas H.D. Vehicles	\$0.00	Yes
ML07034	City of Los Angeles, General Service	3/13/2009	3/12/2014		\$350,000.00	\$350,000.00	New CNG Refueling Station/Van Nuys Yard	\$0.00	Yes
ML07037	City of Los Angeles, General Service	10/8/2008	10/7/2015		\$255,222.00	\$255,222.00	Upgrade LNG/LCNG Station/East Valley Yar	\$0.00	Yes
ML07039	City of Baldwin Park	6/6/2008	6/5/2014	8/5/2015	\$50,000.00	\$50,000.00	Two N.G. H.D. Vehicles	\$0.00	Yes
ML07040	City of Moreno Valley	6/3/2008	9/2/2014		\$25,000.00	\$25,000.00	One Heavy-Duty CNG Vehicle	\$0.00	Yes
ML07041	City of La Quinta	6/6/2008	6/5/2014		\$25,000.00	\$25,000.00	One CNG Street Sweeper	\$0.00	Yes
ML07046	City of Culver City Transportation De	5/2/2008	5/1/2014		\$25,000.00	\$25,000.00	One H.D. Nat. Gas Vehicle	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML07047	City of Cathedral City	6/16/2008	9/15/2014	3/15/2015	\$225,000.00	\$225,000.00	Two H.D. Nat. Gas Vehicles/New CNG Fuel	\$0.00	Yes
Total: 11									



2007-08 AB2766 Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS08001	Los Angeles County MTA	12/10/2010	6/9/2014		\$1,500,000.00	\$0.00	Big Rig Freeway Service Patrol	\$1,500,000.00	No
MS08007	United Parcel Service	12/10/2008	10/9/2014		\$300,000.00	\$0.00	10 H.D. Nat. Gas Vehicles	\$300,000.00	No
MS08012	California Cartage Company, LLC	12/21/2009	10/20/2015	4/20/2016	\$480,000.00	\$432,000.00	12 H.D. Nat. Gas Yard Tractors	\$48,000.00	No
MS08013	United Parcel Service	12/10/2008	10/9/2014	10/9/2016	\$480,000.00	\$216,000.00	12 H.D. Nat. Gas Yard Tractors	\$264,000.00	No
MS08015	Yosemite Waters	5/12/2009	5/11/2015		\$180,000.00	\$117,813.60	11 H.D. Propane Vehicles	\$62,186.40	No
MS08016	TransVironmental Solutions, Inc.	1/23/2009	12/31/2010	9/30/2011	\$227,198.00	\$69,450.00	Rideshare 2 School Program	\$157,748.00	No
MS08017	Omnitrans	12/13/2008	12/12/2015	12/12/2016	\$900,000.00	\$729,000.00	30 CNG Buses	\$171,000.00	No
MS08018	Los Angeles County Department of	8/7/2009	10/6/2016		\$90,000.00	\$0.00	3 CNG Vehicles	\$90,000.00	No
MS08021	CallMet Services, Inc.	1/9/2009	1/8/2016	7/8/2016	\$900,000.00	\$810,000.00	30 CNG Vehicles	\$90,000.00	No
MS08053	City of Los Angeles, Bureau of Sanit	2/18/2009	12/17/2015		\$400,000.00	\$360,000.00	New LNG/CNG Station	\$40,000.00	No
MS08055	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$0.00	New LNG Station - Long Beach-Pier S	\$400,000.00	No
MS08056	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$160,000.00	New LNG Station - POLB-Anah. & I	\$240,000.00	No
MS08058	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$0.00	New CNG Station - Ontario Airport	\$400,000.00	No
MS08061	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$160,000.00	New CNG Station - L.A.-La Cienega	\$240,000.00	No
MS08062	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$0.00	New CNG Station - Rialto	\$400,000.00	No
MS08063	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$0.00	New CNG Station - Moreno Valley	\$400,000.00	No
MS08066	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$160,000.00	New CNG Station - Palm Spring Airport	\$240,000.00	No
MS08068	The Regents of the University of Cali	11/5/2010	1/4/2017		\$400,000.00	\$0.00	Hydrogen Station	\$400,000.00	No
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$160,000.00	New CNG Station - Paramount	\$240,000.00	No
MS08072	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$150,785.76	New CNG Station - Burbank	\$249,214.24	No
MS08073	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$160,000.00	New CNG Station - Norwalk	\$240,000.00	No
MS08078	SunLine Transit Agency	12/10/2008	6/9/2015	2/9/2016	\$189,000.00	\$0.00	CNG Station Upgrade	\$189,000.00	No
Total: 22									
Declined/Cancelled Contracts									
MS08002	Orange County Transportation Autho				\$1,500,000.00	\$0.00	Big Rig Freeway Service Patrol	\$1,500,000.00	No
MS08008	Diversified Truck Rental & Leasing				\$300,000.00	\$0.00	10 H.D. Nat. Gas Vehicles	\$300,000.00	No
MS08010	Orange County Transportation Autho				\$10,000.00	\$0.00	20 H.D. Nat. Gas Vehicles	\$10,000.00	No
MS08011	Green Fleet Systems, LLC				\$10,000.00	\$0.00	30 H.D. Nat. Gas Vehicles	\$10,000.00	No
MS08052	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014	11/23/2015	\$100,000.00	\$0.00	New CNG Station - Fontana	\$100,000.00	No
MS08054	Clean Energy Fuels Corp.				\$400,000.00	\$0.00	New LNG Station - Fontana	\$400,000.00	No
MS08059	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - San Bernardino	\$100,000.00	No

2007-08 AB2766 Local Government Match Program Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
ML08023	City of Villa Park	11/7/2008	10/6/2012		\$6,500.00	\$0.00	Upgrade of Existing Refueling Facility	\$6,500.00	No
ML08024	City of Anaheim	7/9/2010	7/8/2017		\$425,000.00	\$225,000.00	17 LPG Buses	\$200,000.00	No
ML08025	Los Angeles County Department of	10/30/2009	3/29/2011		\$75,000.00	\$0.00	150 Vehicles (Diagnostic)	\$75,000.00	No
ML08026	Los Angeles County Department of	7/20/2009	7/19/2016		\$250,000.00	\$0.00	10 LPG Heavy-Duty Vehicles	\$250,000.00	No
ML08027	Los Angeles County Department of	7/20/2009	1/19/2011	1/19/2012	\$6,901.00	\$0.00	34 Vehicles (Diagnostic)	\$6,901.00	No
ML08028	City of Santa Monica	9/11/2009	9/10/2016		\$600,000.00	\$0.00	24 CNG Heavy-Duty Vehicles	\$600,000.00	No
ML08030	City of Azusa	5/14/2010	3/13/2016		\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08034	County of San Bernardino Public Wo	3/27/2009	7/26/2015		\$200,000.00	\$0.00	8 CNG Heavy-Duty Vehicles	\$200,000.00	No
ML08036	City of South Pasadena	5/12/2009	7/11/2013		\$169,421.00	\$0.00	New CNG Station	\$169,421.00	No
ML08038	Los Angeles Department of Water a	7/16/2010	7/15/2017		\$1,050,000.00	\$0.00	42 CNG Heavy-Duty Vehicles	\$1,050,000.00	No
ML08040	City of Riverside	9/11/2009	9/10/2016		\$505,500.00	\$0.00	16 CNG Vehicles, Expand CNG Station & M	\$505,500.00	No
ML08041	City of Los Angeles, Dept of Transpo	8/6/2010	7/5/2011	12/5/2011	\$14,600.00	\$0.00	73 Vehicles (Diagnostic)	\$14,600.00	No
ML08043	City of Desert Hot Springs	9/25/2009	3/24/2016		\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08049	City of Cerritos	3/20/2009	1/19/2015		\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08050	City of Laguna Beach	8/12/2009	4/11/2016	10/11/2016	\$75,000.00	\$75,000.00	3 LPG Trolleys	\$0.00	No
ML08080	City of Irvine	5/1/2009	5/31/2015		\$50,000.00	\$0.00	Two Heavy-Duty Nat. Gas Vehicles	\$50,000.00	No
Total: 16									
Declined/Cancelled Contracts									
ML08051	City of Colton				\$75,000.00	\$0.00	3 CNG Heavy-Duty Vehicles	\$75,000.00	No
Total: 1									
Closed Contracts									
ML08033	County of San Bernardino Public Wo	4/3/2009	2/2/2010		\$14,875.00	\$14,875.00	70 Vehicles (Diagnostic)	\$0.00	Yes
ML08035	City of La Verne	3/6/2009	1/5/2009		\$11,925.00	\$11,925.00	53 Vehicles (Diagnostic)	\$0.00	Yes
ML08045	City of Santa Clarita	2/20/2009	6/19/2010		\$3,213.00	\$3,150.00	14 Vehicles (Diagnostic)	\$63.00	Yes
Total: 3									
Closed/Incomplete Contracts									
ML08032	City of Irvine	5/1/2009	8/31/2010		\$9,000.00	\$0.00	36 Vehicles (Diagnostic)	\$9,000.00	No
Total: 1									
Open/Complete Contracts									
ML08029	City of Gardena	3/19/2009	1/18/2015		\$25,000.00	\$25,000.00	1 Propane Heavy-Duty Vehicle	\$0.00	Yes
ML08031	City of Claremont	3/27/2009	3/26/2013	3/26/2015	\$97,500.00	\$97,500.00	Upgrade of Existing CNG Station, Purchase	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML08037	City of Glendale	5/20/2009	5/19/2015		\$325,000.00	\$325,000.00	13 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08039	City of Rancho Palos Verdes	6/5/2009	8/4/2015		\$50,000.00	\$50,000.00	2 LPG Transit Buses	\$0.00	Yes
ML08042	City of Ontario	5/1/2009	1/31/2016		\$175,000.00	\$175,000.00	7 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08044	City of Chino	3/19/2009	3/18/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08046	City of Paramount	2/20/2009	2/19/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes
ML08047	City of Culver City Transportation De	5/12/2009	8/11/2015		\$150,000.00	\$150,000.00	6 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08048	City of Santa Clarita	2/20/2009	6/19/2015		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	Yes

Total: 9

2008-09 AB2766 Local Government Match Program Contract Status Report

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
ML09007	City of Rancho Cucamonga	2/26/2010	4/25/2012		\$117,500.00	\$0.00	Maintenance Facility Modification	\$117,500.00	No
ML09008	City of Culver City Transportation De	1/19/2010	7/18/2016	7/18/2017	\$200,000.00	\$175,000.00	8 Nat. Gas Heavy-Duty Vehicles	\$25,000.00	No
ML09009	City of South Pasadena	11/5/2010	12/4/2016		\$152,000.00	\$0.00	CNG Station Expansion	\$152,000.00	No
ML09010	City of Palm Springs	1/8/2010	2/7/2016		\$25,000.00	\$0.00	1 Nat. Gas Heavy-Duty Vehicle	\$25,000.00	No
ML09011	City of San Bernardino	2/19/2010	5/18/2016		\$250,000.00	\$0.00	10 Nat. Gas Heavy-Duty Vehicles	\$250,000.00	No
ML09013	City of Riverside Public Works	9/10/2010	12/9/2011		\$144,470.00	\$0.00	Traffic Signal Synchr./Moreno Valley	\$144,470.00	No
ML09014	City of Riverside Public Works	9/10/2010	12/9/2011		\$113,030.00	\$0.00	Traffic Signal Synchr./Corona	\$113,030.00	No
ML09015	City of Riverside Public Works	9/10/2010	12/9/2011		\$80,060.00	\$0.00	Traffic Signal Synchr./Co. of Riverside	\$80,060.00	No
ML09016	County of San Bernardino Public Wo	1/28/2010	3/27/2014		\$50,000.00	\$0.00	Install New CNG Station	\$50,000.00	No
ML09017	County of San Bernardino Public Wo	1/28/2010	7/27/2016		\$200,000.00	\$0.00	8 Nat. Gas Heavy-Duty Vehicles	\$200,000.00	No
ML09018	Los Angeles Department of Water a	7/16/2010	9/15/2012		\$850,000.00	\$0.00	Retrofit 85 Off-Road Vehicles w/DECS	\$850,000.00	No
ML09020	County of San Bernardino	8/16/2010	2/15/2012		\$49,770.00	\$0.00	Remote Vehicle Diagnostics/252 Vehicles	\$49,770.00	No
ML09021	City of Palm Desert	7/9/2010	3/8/2012		\$39,450.00	\$0.00	Traffic Signal Synchr./Rancho Mirage	\$39,450.00	No
ML09023	Los Angeles County Department of	12/10/2010	12/9/2017		\$50,000.00	\$0.00	2 Heavy-Duty Alternative Fuel Transit Vehic	\$50,000.00	No
ML09024	Los Angeles County Department of	10/15/2010	12/14/2012		\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
ML09025	Los Angeles County Department of	10/15/2010	12/14/2012		\$50,000.00	\$0.00	Remote Vehicle Diagnostics/85 Vehicles	\$50,000.00	No
ML09026	Los Angeles County Department of	10/15/2010	10/14/2017		\$250,000.00	\$0.00	5 Off-Road Vehicle Repowers	\$250,000.00	No
ML09027	Los Angeles County Department of	7/23/2010	3/22/2012		\$150,000.00	\$0.00	Freeway Detector Map Interface	\$150,000.00	No
ML09030	City of Los Angeles GSD/Fleet Servi	6/18/2010	6/17/2011		\$22,310.00	\$0.00	Remote Vehicle Diagnostics/107 Vehicles	\$22,310.00	No
ML09031	City of Los Angeles, Department of	10/29/2010	10/28/2017		\$825,000.00	\$0.00	33 Nat. Gas Heavy-Duty Vehicles	\$825,000.00	No
ML09032	Los Angeles World Airports	4/8/2011	4/7/2018		\$175,000.00	\$0.00	7 Nat. Gas Heavy-Duty Vehicles	\$175,000.00	No
ML09033	City of Beverly Hills	3/4/2011	5/3/2017		\$550,000.00	\$0.00	10 Nat. Gas Heavy-Duty Vehicles & CNG St	\$550,000.00	No
ML09035	City of Fullerton	6/17/2010	6/16/2017		\$450,000.00	\$50,000.00	2 Nat. Gas Heavy-Duty Vehicles & CNG Sta	\$400,000.00	No
ML09036	City of Long Beach Department of P	5/7/2010	5/6/2017		\$875,000.00	\$450,000.00	Purchase 35 LNG Refuse Trucks	\$425,000.00	No
ML09038	City of Chino	9/27/2010	5/26/2017		\$250,000.00	\$0.00	Upgrade Existing CNG Station	\$250,000.00	No
ML09041	City of Los Angeles, Bureau of Sanit	10/1/2010	9/30/2017		\$875,000.00	\$250,000.00	Purchase 35 H.D. Nat. Gas Vehicles	\$625,000.00	No
ML09042	Los Angeles Department of Water a	12/10/2010	12/9/2017		\$1,400,000.00	\$0.00	Purchase 56 Dump Trucks	\$1,400,000.00	No
ML09043	City of Covina	10/8/2010	4/7/2017		\$186,591.00	\$0.00	Upgrade Existing CNG Station	\$186,591.00	No
ML09046	City of Newport Beach	5/20/2010	5/19/2016		\$162,500.00	\$0.00	Upgrade Existing CNG Station, Maintenance	\$162,500.00	No

Total: 29

Declined/Cancelled Contracts

2009-10 AB2766 Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS10001	Los Angeles County MTA	3/19/2010	2/28/2011	4/28/2011	\$300,000.00	\$196,790.61	Clean Fuel Transit Bus Service to Dodger St	\$103,209.39	No
MS10005	Domestic Linen Supply Company, In	10/8/2010	7/7/2016		\$47,444.00	\$0.00	Purchase 5 Gas-Electric Hybrid Vehicles	\$47,444.00	No
MS10006	Nationwide Environmental Services	11/19/2010	4/18/2017		\$94,887.00	\$0.00	Purchase Three Street Sweepers	\$94,887.00	No
MS10007	Enterprise Rent-A-Car Company of L	7/15/2011	10/14/2017		\$18,976.00	\$17,078.40	Purchase 2 H.D. CNG Vehicles	\$1,897.60	No
MS10008	Republic Services, Inc.	12/10/2010	5/9/2017		\$123,354.00	\$111,018.60	Purchase 4 CNG Refuse Collection Vehicles	\$12,335.40	No
MS10009	Ware Disposal Company, Inc.	10/29/2010	3/28/2017		\$123,353.00	\$83,262.60	Purchase 4 CNG Refuse Trucks	\$40,090.40	No
MS10010	New Bern Transport Corporation	10/29/2010	3/28/2017		\$113,865.00	\$0.00	Repower 4 Heavy-Duty Vehicles	\$113,865.00	No
MS10016	Rio Hondo Community College	11/5/2010	5/4/2017		\$16,077.00	\$14,469.30	Purchase 1 CNG Shuttle Bus	\$1,607.70	No
MS10019	EDCO Disposal Corporation	11/19/2010	2/18/2017		\$379,549.00	\$341,355.43	Purchase 11 H.D. CNG Refuse Trucks	\$38,193.57	No
MS10020	American Reclamation, Inc.	5/6/2011	2/5/2018		\$18,977.00	\$0.00	Purchase 1 H.D. CNG Vehicle	\$18,977.00	No
MS10021	City of Glendora	10/29/2010	11/28/2016		\$9,489.00	\$0.00	Purchase 1 H.D. CNG Vehicle	\$9,489.00	No
MS10024	Frito-Lay North America	7/29/2011	9/28/2017		\$47,444.00	\$0.00	Purchase 5 Electric Vehicles	\$47,444.00	No
MS10025	Elham Shirazi	2/18/2011	10/17/2012		\$199,449.00	\$54,188.63	Telework Demonstration Program	\$145,260.37	No
Total: 13									
Pending Execution Contracts									
MS10003	City of Sierra Madre				\$13,555.00	\$0.00	Purchase 1 H.D. CNG Vehicle	\$13,555.00	No
MS10004	Linde LLC				\$56,932.00	\$0.00	Purchase 6 H.D. CNG Vehicles	\$56,932.00	No
MS10011	Foothill Transit Agency				\$113,865.00	\$0.00	Purchase 12 H.D. CNG Vehicles	\$113,865.00	No
MS10012	Foothill Transit Agency				\$85,399.00	\$0.00	Purchase 9 H.D. Electric Vehicles	\$85,399.00	No
MS10013	City of San Bernardino				\$68,834.00	\$0.00	Purchase 9 H.D. LNG Vehicles	\$68,834.00	No
MS10014	Serv-Wei Disposal				\$18,977.00	\$0.00	Purchase 2 H.D. CNG Vehicles	\$18,977.00	No
MS10015	County of Los Angeles Department o				\$37,955.00	\$0.00	Purchase 4 H.D. CNG Vehicles	\$37,955.00	No
MS10017	Ryder Truck Rental, Inc.				\$651,382.00	\$0.00	Purchase 60 H.D. CNG and LNG Vehicles	\$651,382.00	No
MS10023	Dix Leasing				\$105,000.00	\$0.00	Purchase 3 H.D. LNG Vehicles	\$105,000.00	No
Total: 9									
Declined/Cancelled Contracts									
MS10018	Shaw Transport Inc.				\$81,332.00	\$0.00	Purchase 6 H.D. LNG Vehicles	\$81,332.00	No
MS10022	Los Angeles World Airports				\$123,353.00	\$0.00	Purchase 13 H.D. CNG Vehicles	\$123,353.00	No
Total: 2									
Closed Contracts									
MS10002	Coachella Valley Association of Gov	6/18/2010	2/17/2011		\$400,000.00	\$400,000.00	Coachella Valley PM10 Reduction Street Sw	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Total: 1									

2010-11 AB2766 Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
MS11001	Mineral LLC	4/22/2011	4/30/2013		\$94,627.00	\$58,898.95	Design, Develop, Host and Maintain MSRC	\$35,728.05	No
MS11002	A-Z Bus Sales, Inc.	7/15/2011	12/31/2011		\$300,000.00	\$75,000.00	Alternative Fuel School Bus Incentive Progra	\$225,000.00	No
MS11003	BusWest	7/26/2011	12/31/2011		\$300,000.00	\$270,000.00	Alternative Fuel School Bus Incentive Progr	\$30,000.00	No
MS11004	Los Angeles County MTA	9/9/2011	2/29/2012		\$450,000.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$450,000.00	No
MS11010	Border Valley Trading	8/26/2011	10/25/2017		\$150,000.00	\$0.00	New LNG Station	\$150,000.00	No
Total: 5									
Pending Execution Contracts									
MS11006	Orange County Transportation Autho				\$268,207.00	\$0.00	Metrolink Service to Angel Stadium	\$268,207.00	No
MS11008	USA Waste of California, Inc.				\$125,000.00	\$0.00	Expansion of Existing LCNG Station	\$125,000.00	No
MS11009	Waste Management Collection and				\$125,000.00	\$0.00	Expansion of Existing LCNG Station	\$125,000.00	No
MS11011	EDCO Disposal Corporation				\$100,000.00	\$0.00	New CNG Station - Signal Hill	\$100,000.00	No
MS11012	EDCO Disposal Corporation				\$100,000.00	\$0.00	New CNG Station - Buena Park	\$100,000.00	No
MS11013	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Huntington Beach	\$150,000.00	No
MS11014	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Santa Ana	\$150,000.00	No
MS11015	Go Natural Gas, Inc.				\$150,000.00	\$0.00	New CNG Station - Inglewood	\$150,000.00	No
MS11016	CR&R, Inc.				\$150,000.00	\$0.00	New CNG Station - Perris	\$150,000.00	No
MS11017	CR&R, Inc.				\$100,000.00	\$0.00	Expansion of existing station - Garden Grov	\$100,000.00	No
MS11018	Orange County Transportation Autho				\$211,360.00	\$0.00	Express Bus Service to Orange County Fair	\$211,360.00	No
MS11056	The Better World Group				\$98,418.00	\$0.00	Programmatic Outreach Services	\$98,418.00	No
Total: 12									

2010-11 AB2766 Local Government Match Program Contract Status Report

10/13/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Open Contracts									
ML11007	Coachella Valley Association of Gov	7/29/2011	7/28/2012		\$250,000.00	\$0.00	Regional PM10 Street Sweeping Program	\$250,000.00	No
Total: 1									
Pending Execution Contracts									
ML11020	City of Indio				\$30,000.00	\$0.00	Retrofit one H.D. Vehicles w/DECS, repower	\$30,000.00	No
ML11021	City of Whittier				\$210,000.00	\$0.00	Purchase 7 Nat. Gas H.D. Vehicles	\$210,000.00	No
ML11022	City of Anaheim				\$175,000.00	\$0.00	Install CNG Fueling Station, purchase 5 H.D	\$175,000.00	No
ML11023	City of Rancho Cucamonga				\$260,000.00	\$0.00	Expand Existing CNG Station, 2 H.D. Vehicl	\$260,000.00	No
ML11024	County of Los Angeles Department o				\$150,000.00	\$0.00	Purchase 5 Nat. Gas H.D. Vehicles	\$150,000.00	No
ML11026	City of Redlands				\$90,000.00	\$0.00	Purchase 3 Nat. Gas H.D. Vehicles	\$90,000.00	No
ML11027	City of Los Angeles, Dept. of Genera				\$300,000.00	\$0.00	Maintenance Facility Modifications	\$300,000.00	No
ML11028	City of Glendale				\$300,000.00	\$0.00	Purchase 10 H.D. CNG Vehicles	\$300,000.00	No
ML11029	City of Santa Ana				\$265,500.00	\$0.00	Expansion of Existing CNG Station, Install N	\$265,500.00	No
ML11030	City of Fullerton				\$109,200.00	\$0.00	Purchase 2 Nat. Gas H.D. Vehicles, Retrofit	\$109,200.00	No
ML11031	City of Culver City Transportation De				\$300,000.00	\$0.00	Purchase 10 H.D. Nat. Gas Vehicles	\$300,000.00	No
ML11032	City of Gardena				\$102,500.00	\$0.00	Modify Maint. Facility, Expand CNG station,	\$102,500.00	No
ML11033	City of Los Angeles, Bureau of Sanit				\$1,080,000.00	\$0.00	Purchase 36 LNG H.D. Vehicles	\$1,080,000.00	No
ML11034	City of Los Angeles, Department of				\$630,000.00	\$0.00	Purchase 21 H.D. CNG Vehicles	\$630,000.00	No
ML11035	City of La Quinta				\$25,368.00	\$0.00	Retrofit 3 On-Road Vehicles w/DECS	\$25,368.00	No
ML11036	City of Riverside				\$670,000.00	\$0.00	Install New CNG Station, Purchase 9 H.D. N	\$670,000.00	No
ML11037	City of Anaheim				\$300,000.00	\$0.00	Purchase 12 Nat. Gas H.D. Vehicles	\$300,000.00	No
ML11038	City of Santa Monica				\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
ML11039	City of Ontario				\$180,000.00	\$0.00	Purchase 6 Nat. Gas H.D. Vehicles	\$180,000.00	No
ML11040	City of South Pasadena				\$30,000.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle	\$30,000.00	No
ML11041	City of Santa Ana				\$265,000.00	\$0.00	Purchase 7 LPG H.D. Vehicles, Retrofit 6 H.	\$265,000.00	No
ML11042	City of Chino				\$35,077.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle, Repower	\$35,077.00	No
ML11043	City of Hemet Public Works				\$60,000.00	\$0.00	Purchase 2 H.D. Nat. Gas Vehicles	\$60,000.00	No
ML11044	City of Ontario				\$400,000.00	\$0.00	Expand Existing CNG Station	\$400,000.00	No
ML11045	City of Newport Beach				\$30,000.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle	\$30,000.00	No
Total: 25									

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 30

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board met on October 20 and 21, 2011. The following is a summary of this meeting.

RECOMMENDED ACTION:
Receive and file.

Ronald O. Loveridge, Member
SCAQMD Governing Board

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The Air Resources Board's (ARB or Board) October meeting was held in Sacramento. Key items presented are summarized below.

October 20, 2011

1. Public Hearing to Consider Adoption of the Proposed California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation, Including Compliance Offset Protocols

The Board adopted the Cap-and-Trade Regulation. The regulation was first presented to the Board at a public hearing held on December 16, 2010, at which the Board directed staff to make a number of modifications to the proposed regulation. As part of this action, the Board also approved staff's written responses to public comments received on the environmental analysis for the proposed regulation, pursuant to the California Environmental Quality Act. Finally, the Board approved an Adaptive Management Plan for the Cap-and-Trade Regulation. The Adaptive Management Plan includes a range of actions to monitor and respond as appropriate to address any unanticipated adverse impacts of the Regulation.

AQMD Staff Comments/Testimony: Barry Wallerstein, Executive Officer, testified on this item. He expressed support for the historic regulation and stated that it was important for the Board to adopt it. He requested that the Resolution provision regarding

air district and CARB staff working together be strengthened by adding a report to the Board in the first quarter of 2012. It is important for this progress to be monitored because some previous direction to work in partnership unfortunately did not come to fruition. Several other air districts provided similar testimony.

2. Public Hearing to Consider Proposed Amendments to the AB 32 Cost of Implementation Fee Regulation

The Board approved amendments to ARB's existing AB 32 Cost of Implementation Fee Regulation. The amendments clarify requirements and regulatory language and revise definitions to conform with recently proposed amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions.

October 21, 2011

3. Public Hearing to Consider Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate

The Board approved amendments to the TRU Airborne Toxic Control Measure. The amendments are designed to improve compliance rates and enforceability, and clarify existing requirements.

4. Public Hearing to Consider 2011 Amendments to the California Reformulated Gasoline Regulations

The Board approved minor technical amendments to the California Reformulated Gasoline Regulations.

5. Public Meeting to Update the Board on Mandatory Commercial Waste Recycling

ARB staff, in coordination with California's Department of Resources Recycling and Recovery (CalRecycle) staff, updated the Board on the enactment of Assembly Bill 341 (Chesbro, 2011), which gives CalRecycle authority to adopt regulations for commercial recycling. Because AB 341 is consistent with the requirements of a proposed ARB regulation that was originally scheduled to be considered by ARB, the Board took no regulatory action.

Attachment

CARB October 20 & 21, 2011 Meeting Agenda

LOCATION:



Air Resources Board
1001 I Street, 2nd Floor
Byron Sher Auditorium
Sacramento, California 95814
<http://www.calepa.ca.gov/EPAbldg/location.htm>

**PUBLIC MEETING
AGENDA**

Thursday, October 20, 2011

and

Friday, October 21, 2011

[Webcast](#)

This facility is accessible by public transit. For transit information, call: (916) 321-BUSS, website <http://www.sacrt.com/> (This facility is accessible to persons with disabilities.)

**TO SUBMIT WRITTEN COMMENTS ON
AN AGENDA ITEM IN ADVANCE OF
THE MEETING GO TO:**

<http://www.arb.ca.gov/lispub/comm/bclist.php>

Thursday, October 20, 2011
9:00 a.m.

(Spanish Interpretation Services Available On Thursday Only)

CONSENT CALENDAR:

All items on the consent calendar will be voted on by the Board immediately after the start of the public meeting. Any item may be removed from the consent calendar by a Board member or by someone in the audience who would like to speak on that item. The following items are on the consent calendar:

<u>Consent Item #</u>	<u>Agenda Topic</u>
	None.

DISCUSSION ITEMS:

Note: The following agenda items may be heard in a different order at the Board meeting.

Agenda
Item #

Agenda Topic

11-8-1 Public Hearing to Consider Adoption of the Proposed California Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation, Including Compliance Offset Protocols

Staff will recommend that the Board take final action to adopt the proposed cap-and-trade regulation. The regulation was first presented to the Board at a public hearing held on December 16, 2010, at which the Board directed staff to make a number of modifications to the proposed regulation. The modified cap-and-trade regulation, which includes four compliance protocols, is now being brought back to the Board for final action. As part of this action, staff is also recommending, pursuant to the California Environmental Quality Act, that the Board approve staff's written responses to public comments received on the environmental analysis for the proposed regulation, and approve a proposed Adaptive Management Plan for the Cap-and-Trade Regulation.

[More Information](#) [Staff Presentation](#)

11-8-2 Public Hearing to Consider Proposed Amendments to the AB 32 Cost of Implementation Fee Regulation

Staff will present to the Board proposed amendments to ARB's existing AB 32 Cost of Implementation Fee Regulation. The proposed amendments clarify requirements and regulatory language and revise definitions to conform with recently proposed amendments to the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions.

[More Information](#) [Staff Presentation](#)

Friday, October 21, 2011

8:30 a.m.

11-8-3 Public Meeting to Update the Board on Mandatory Commercial Waste Recycling

ARB staff, in coordination with CalRecycle staff, will present to the Board an informational update on Assembly Bill (AB) 341, which was recently signed by the Governor. Because AB 341 is consistent with the requirements of a proposed regulation that was originally scheduled to be considered by the Board at this meeting (the Proposed Regulation to Reduce Greenhouse Gas Emissions by Requiring Mandatory Commercial Waste Recycling), staff believes the proposed regulation is no longer needed and will not be presenting it to the Board for consideration. Staff from both agencies will instead present this informational update.

[More Information](#) [Staff Presentation](#)

11-8-4 Public Hearing to Consider Proposed Amendments to the Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate

Staff will present to the Board proposed amendments to the TRU Airborne Toxic Control Measure. The proposed amendments are designed to improve compliance rates and enforceability, restore competitive fairness, and clarify existing requirements.

[More Information](#) [Staff Presentation](#)

11-8-5 Public Hearing to Consider 2011 Amendments to the California Reformulated Gasoline Regulations

Staff will present to the Board proposed amendments to the California Reformulated Gasoline Regulations. The proposed amendments correct drafting errors in the "California Procedures for Evaluating Alternative Specifications for Phase 3 Reformulated Gasoline Using the California Predictive Model," delete outdated regulatory provisions, amend the notification requirements for test-certified alternative gasoline formulations, and amend the restrictions on blending CARBOB with other liquids. Amendments are also being proposed to increase the flexibility, enforceability, and consistency of the regulations.

[More Information](#) [Staff Presentation](#)

CLOSED SESSION – LITIGATION

The Board will hold a closed session, as authorized by Government Code section 11126(e), to confer with, and receive advice from, its legal counsel regarding the following pending or potential litigation:

*Pacific Merchant Shipping Association v. Goldstene, U.S. District Court (E.D. Cal. Sacramento),
Case No. 2:09-CV-01151-MCE-EFB.*

*POET, LLC, et al. v. Goldstene, et al., Superior Court of California (Fresno County),
Case No. 09CECG04850.*

*Rocky Mountain Farmers Union, et al. v. Goldstene, U.S. District Court (E.D. Cal. Fresno),
Case No. 1:09-CV-02234-LJO-DLB.*

National Petrochemical & Refiners Association, et al. v. Goldstene, et al., U.S. District Court (E.D. Cal. Fresno) Case No. 1:10-CV-00163-AWI-GSA.

Association of Irrigated Residents, et al. v. California Air Resources Board, Superior Court of California (San Francisco County), Case No. CPF-09-509562.

Association of Irrigated Residents, et al. v. U.S. E.P.A., 2011 WL 310357 (C.A.9), (Feb. 2, 2011).

California Dump Truck Owners Association v. California Air Resources Board, U.S. District Court (E.D. Cal. Sacramento) Case No. 2:11-CV-00384-MCE-GGH.

Engine Manufacturers Association v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2010-00082774.

OPPORTUNITY FOR MEMBERS OF THE BOARD TO COMMENT ON MATTERS OF INTEREST

Board members may identify matters they would like to have noticed for consideration at future meetings and comment on topics of interest; no formal action on these topics will be taken without further notice.

OPEN SESSION TO PROVIDE AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE BOARD ON SUBJECT MATTERS WITHIN THE JURISDICTION OF THE BOARD

Although no formal Board action may be taken, the Board is allowing an opportunity to interested members of the public to address the Board on items of interest that are within the Board's jurisdiction, but do not specifically appear on the agenda. Each person will be allowed a maximum of three minutes to ensure that everyone has a chance to speak.

TO SUBMIT WRITTEN COMMENTS ON AN AGENDA ITEM IN ADVANCE OF THE MEETING GO TO:

<http://www.arb.ca.gov/lispub/comm/bclist.php>

ONLINE SIGN-UP:

You can sign up online in advance to speak at the Board hearing when you submit an electronic Board item comment. For more information go to:

<http://www.arb.ca.gov/board/online-signup.htm>

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CLERK OF THE BOARD

1001 I Street, 23rd Floor, Sacramento, CA 95814, (916) 322-5594

ARB Homepage: <http://www.arb.ca.gov>

To request a special accommodation or language needs for any of the following:

- An interpreter to be available at the hearing.
- Have documents available in an alternate format or another language.
- A disability-related reasonable accommodation.

Please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 10 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Para solicitar alguna comodidad especial o necesidad de otro idioma para alguna de las siguientes:

- Un intérprete que esté disponible en la audiencia
- Tener documentos disponibles en un formato alterno u otro idioma.
- Una acomodación razonable relacionados con una incapacidad.

Por favor llame a la oficina del Secretario del Consejo de Recursos Atmosféricos al (916) 322-5594 o envíe un fax al (916) 322-3928 no menos de diez (10) días laborales antes del día programado para la audiencia. Para el Servicio Telefónico de California para Personas con Problemas Auditivos, ó de teléfonos TDD pueden marcar al 711.

**SMOKING IS NOT PERMITTED AT MEETINGS OF THE CALIFORNIA AIR
RESOURCES BOARD**

 [Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 31

PROPOSAL: Approve Revised Memorandum of Understanding with Jiangsu Provincial Environmental Protection Department, People's Republic of China

SYNOPSIS: The AQMD has received from the People's Republic of China some additional changes to the Memorandum of Understanding which was approved by the Board at its October 7, 2011 meeting. The changes are consistent with the original agreement approved by the Board. This action is to approve the revised Memorandum of Understanding regarding an ongoing cooperative information exchange program between AQMD and the Jiangsu Provincial Environmental Protection Department.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Authorize the Chairman or his designee to execute the attached MOU between the AQMD and the Jiangsu Provincial Environmental Protection Department for a long-term collaborative effort for the purpose of enhancing air pollution prevention and control in Jiangsu Province.

Barry R. Wallerstein, D.Env.
Executive Officer

EC:FT

Background

At its October 7, 2011 meeting, the Governing Board approved an MOU between the AQMD and the Jiangsu Provincial Environmental Protection Department (EPD). Subsequent to the Board's approval, EPD requested additional changes to the MOU. The changes requested by EPD are consistent with the original intent of the MOU.

Recommendation

Staff recommends that the proposed MOU be executed between the AQMD and the Jiangsu Provincial Environmental Protection Department for a long-term collaborative effort for the purpose of enhancing air pollution prevention and control in Jiangsu Province.

Attachment

Revised MOU, Jiangsu Provincial Environmental Protection Department - People's Republic of China, and South Coast AQMD, California - United States

Attachment

MEMORANDUM OF UNDERSTANDING BILATERAL COLLABORATION FRAMEWORK

Jiangsu Provincial Environmental Protection Department

People's Republic of China

and

South Coast Air Quality Management District, California, United States

Mr. Chen MengMeng, Director General of Jiangsu Provincial Environmental Protection Department (hereinafter called “Jiangsu EPD”) led a study tour to visit South Coast Air Quality Management District (hereinafter called “AQMD”) in July 2011. Staff from both organizations had comprehensive and in-depth discussions on air pollution control management and technology. In order to establish a long-term, mutually beneficial bilateral collaborative relationship and to enhance the air pollution prevention efforts in both regions, the two organizations agree to strengthen bilateral exchanges and collaboration to share the lessons learned and accomplishments in technology advancement. After further discussion, both parties reached the following agreement for future collaboration. The specifics of this agreement are as follows:

I. Key Areas of Collaboration

- 1) Ambient Air Quality Monitoring and Management
 - i. Urban and Regional Air Quality Monitoring
 - ii. Forecasting Techniques and Methods
- 2) Techniques and Methodology for Air Pollution Health Risk Assessment and Socioeconomic Impact Assessment
- 3) Air Pollution Control Strategies
 - i. Air Pollution Permit System and Implementation,
 - ii. Establishment and Maintenance of Emissions Inventory,
 - iii. Key Air Pollution Control Technologies and Management Strategies.

- 4) Air Pollution Control Policies, Rules, and Planning
 - i. Policies , Rules and Standards for Urban or Regional Air Quality Improvement,
 - ii. Development and Implementation of Air Quality Management Plan.

II. Modes of Collaboration

- 1) Work Exchange – Personnel visits and exchanges.
- 2) Staff training – Jiangsu EPD sends staffs, as needed, to AQMD for training.
- 3) Specialty lectures – Conducting technical exchanges and inviting experts to provide lectures.
- 4) Collaborative research – Developing collaborative research on air pollution control and air quality improvement with specific projects to be determined by both parties.

Both sides provide required invitation documents to management and technical personnel involved in exchange visits. The cost of trainees will be paid by the sending party. The inviting party is responsible for the costs of international travel and expenses in host location including food, accommodation, and transportation for invited experts. Costs associated with other collaboration modes will be decided and agreed upon in the future by both parties.

Both Jiangsu EPD and AQMD will keep a copy of this MOU in Chinese and English. This MOU is hereby executed by the authorized representatives of Jiangsu EPD and the AQMD and is effective upon completion of required signatures, and remains in effect until either party terminates the MOU.

Jiangsu Provincial Environmental
Protection Department

South Coast Air Quality
Management District

Date: _____

Date: _____

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 32

PROPOSAL: Approve Proposal for Sponsorship of Weather Reports to Promote Wintertime “Check Before You Burn” Program

SYNOPSIS: Last winter, AQMD launched a voluntary residential Check Before You Burn Program and partnered with KTLA Channel 5 to help raise public awareness about the program. Starting on November 1, 2011, the program becomes mandatory. AQMD’s Media Office again this year solicited proposals from local TV affiliates for partnerships featuring air quality and Check Before You Burn reports during morning weather reports. Four proposals were received; of the four, KTLA’s offers the best value. Accordingly this action is to approve a contract with KTLA Channel 5 to feature air quality and Check Before You Burn reports on its morning weather segments from November 1, 2011 through February 29, 2012; to appropriate \$45,000 from the Undesignated Fund Balance and transfer to the Executive Office’s FY 2011-12 Budget, Services and Supplies Major Object, Professional and Special Services Account to cover costs for this contract.

COMMITTEE: Administrative, October 14, 2011; Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve a contract with KTLA Ch. 5 to feature air quality and Check Before You Burn reports during morning weather segments from November 1, 2011 through February 29, 2012; and
2. Appropriate \$45,000 from the Undesignated Fund Balance and transfer to the Executive Office’s FY 2011-12 Budget, Services and Supplies Major Object, Professional and Special Services Account to cover costs for this contract.

Barry R. Wallerstein, D.Env.
Executive Officer

Background

As part of AQMD's Rule 445 – Wood-Burning Devices and Healthy Hearths initiative, the AQMD issued advisories last winter from November 1 through February 28 asking residents to voluntarily curtail wood burning when air quality was forecast to be unhealthy in their area. This program, titled Check Before You Burn, becomes mandatory starting on November 1, 2011.

To help raise public awareness of the voluntary program last year, AQMD partnered with KTLA Ch. 5 to feature air quality and Check Before You Burn reports on morning weather segments. The \$45,000, 10-week sponsorship ran from December 20, 2010 through February 28, 2011.

Proposal

To continue to raise awareness of the Check Before You Burn program, AQMD's Media Office solicited proposals from four local TV affiliates that have among the largest viewing audiences in the region: KABC Channel 7, KTLA Channel 5, KNBC Channel 4 and KCBS Channel 2. All proposals included on-air and online elements.

After review of proposals received, staff recommends a contract with KTLA Channel 5 for this winter's Check Before You Burn Program. This proposal offers the most value for on-air and online elements of the proposals received.

This action is to approve a contract with KTLA Channel 5 in an amount not to exceed \$45,000, and transfer \$45,000 from the Undesignated Fund Balance to the Executive Office's FY 2011-12 Budget, Services and Supplies Major Object, Professional and Special Services Account to cover cost of the Check Before You Burn TV partnership.

Resource Impacts

Sufficient funds will be available in the Executive Office's FY 2011-12 Budget for this action, following the transfer of funds from the Undesignated Fund Balance.

**AQMD MEDIA TV PARTNERSHIP
2011-2012
"CHECK BEFORE YOU BURN"
10/26/2011 2:55 PM**

NEWS	Previous Experience with AQMD	On-Air and On-Line Package	Bonus Add-Ons	On-Air Reach (Number of households that will see AQMD spot at least once)	Cost
KABC Ch. 7	None	<p>ON AIR</p> <ul style="list-style-type: none"> • Produce one (:10) second spot to air in the 8 weeks of the traditionally worst air quality problems in the LA basin. (dates to be determined after discussion) • 120 (:10) second spots <p>Spots to air across all day parts on ABC7 for 8 weeks.</p> <p>ON-LINE On ABC7.com will deliver 850,000 impressions over the flight with banners on the Weather Page of ABC7.com</p>	AQMD featured as a Weather Sponsor on ABC7.com	<p>Number 1 in ratings among News Broadcasts</p> <p>86% household reach</p>	\$45,000
KTLA Ch. 5	2010 CBYB Henry DiCarlo	<p>ON AIR (Nov. 1, 2011- Feb. 29, 2012)</p> <ul style="list-style-type: none"> • Produce two (:30) second spots with Henry DiCarlo and Vera Jimenez • 90 (:30) second spots describing dangers of wood burning during air sensitive days and promoting customized air alert online sign-ups • 36 (:05) second Billboards to run between 5-10 am promoting Check Before You Burn and Sign-up for air alerts <p>Daily air quality reports in morning weather w/Henry DiCarlo – 5a-7a</p> <p>AQMD maps of air sensitive affected SoCal areas AQMD spokesperson on KTLA Morning News</p> <p>Air Quality weather reports in additional newscasts on days</p>	<p>KTLA will simulcast KOST-FM on Christmas Day bringing Christmas music into southland homes.</p> <p>The Yule Log will run commercial free from 430-10am.</p> <p>Check Before you Burn Snipe In Program 7-10 Seconds</p> <p>Snipe to air 4x 430-10am.</p>	<p>71% household reach</p> <p>Broadcast reach is 12 million</p>	\$45,000

**AQMD MEDIA TV PARTNERSHIP
2011-2012
“CHECK BEFORE YOU BURN”**

		<p>with unhealthful air quality levels</p> <p>ON-LINE 600,000 impressions KTLA.com 300x250 Cube, ROS Banner with link to airalert.com</p> <p>KTLA.com Spotlight email Newsletter inclusion to 95,000+ opt in users. 2x during campaign.</p>			
KNBC Ch. 4	None	<p>AIR (Nov. 1, 2011- Feb. 29, 2012)</p> <ul style="list-style-type: none"> • Produce one (:30) second spot with Jessica Vilchis • Produce one (:60) second spot with Jessica Vilchis • 113 (:30) second spots • 15 (:60) second spots <p>Jessica Vilchis, KNBC station host, will provide air quality forecast and reports.</p> <p>Spots will run during the AM News, Noon News -M-F 10 am – 4 pm.</p> <p>On Line 219,000 impressions and AQMD banners</p>	On Air camera interview with Jessica Vilchis	73% household reach	\$45,000
KCBS Ch. 2	Summer 2010 Media Partner	<p>AIR (Nov. 1,2011 – Feb. 29, 2012)</p> <ul style="list-style-type: none"> • Produce one (:30) second spot with KCBS – Chief Meteorologist, Josh Rubenstein • 90 (:30) second commercials to run during Morning News 5 a-9a <p>Josh Rubenstein to provide air quality reports (Amount TBD, per News Director discretion)</p> <p>Logo on Screen During Morning News Weather Segment AQMD – “Check before you burn” on air Mention in Weather Report (Amount TBD, per News Director discretion)</p>		77% household reach	\$51,000

**AQMD MEDIA TV PARTNERSHIP
2011-2012
“CHECK BEFORE YOU BURN”**

		<p>ON-LINE ROS Ad Banners running throughout several sections of CBSLosAngeles.com</p> <p>ROS (:15) second Video Pre-rolls to play throughout several sections of CBSLosAngeles.com</p> <p>Sponsorship of Weather Index on CBSLA.com throughout flight</p>			
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BOARD MEETING DATE: November 4, 2011

AGENDA NO. 33

PROPOSAL: Amend Rule 463 – Organic Liquid Storage

SYNOPSIS: The proposed amendment will address a request from industry to allow alternative test methods to demonstrate compliance with vapor pressure standards, update the vapor tightness definition to align with Rule 1178 – Further Reductions of VOC Emissions From Storage Tanks at Petroleum Facilities and reflect a detection limit of 500 ppmv rather than 1000 ppmv, and incorporate additional administrative changes to clarify regulatory purpose, remove outdated language, and streamline reporting and notification requirements.

COMMITTEE: Stationary Source, September 23, 2011 Reviewed

RECOMMENDED ACTION:

Adopt the attached resolution:

1. Certifying the Notice of Exemption for Proposed Amended Rule 463 – Organic Liquid Storage; and
2. Amending Rule 463 – Organic Liquid Storage

Barry R. Wallerstein, D.Env.
Executive Officer

EC:LT:NB:DO:DEM

Background

Rule 463 – Organic Liquid Storage applies to above-ground stationary tanks used to store organic liquids and requires certain controls to minimize VOC emissions. Historically, test methods relied upon the measurement of Reid vapor pressure, and converting the measurement to true vapor pressure. This approach works well with products that are in the gasoline range of vapor pressures; however, this approach does not work as well with heavier products, such as diesel and fuel oils, which when assessed by the conventional test method resulted in values that may not be representative due to the margin of error at the lower vapor pressure values. An inability to determine true vapor pressure for low volatility petroleum products can become problematic when permit conditions and other

regulations started to require vapor recovery for these products, especially those heavy products that needed to be heated when stored. The determination of true vapor pressure for these products was addressed by an approach incorporated into Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities, as part of the April 7, 2006 amendment. Industry requested staff to incorporate a similar testing approach into Rule 463.

Proposal

Based on a request by industry, the proposed amendment will allow the determination of true vapor pressure for low volatility petroleum products by using test methods that look at other chemical properties, including flash point and percent volume loss under defined test conditions (ASTM Method D-93 and ASTM Method D-86, respectively). These same test Methods were incorporated into Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities, as part of the April 7, 2006 amendment. The proposed amendment updates the vapor tightness definition to reflect a detection limit of 500 ppmv rather than 1000 ppmv, consistent with Rule 1178 and historically achieved in practice by industry. The proposed amendment also includes additional administrative changes to further clarify rule requirements, streamline recordkeeping and reporting requirements, and improve overall compliance.

AQMP and Legal Mandates

The California Health and Safety Code requires the AQMD to adopt an Air Quality Management Plan (AQMP) to meet state and federal ambient air quality standards within the South Coast Air Basin. In addition, the California Health and Safety Code requires the AQMD to adopt rules and regulations that carry out the objectives of the AQMP. Although the goal of Control Measure FUG-01 of the 2007 AQMP is to achieve concurrent reductions from VOC emissions and could apply to Rule 463, the proposed amendments do not result in additional emission reductions; however, the amendment is consistent with AQMP objectives and necessary to improve the clarity and enforceability of the rule.

California Environmental Quality Act (CEQA)

Staff has reviewed the proposed amendment to Rule 463 – Organic Liquid Storage, pursuant to CEQA Guidelines §15002(k)(1) - Three Step Process, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The AQMD has determined that it can be seen with certainty that there is no possibility that the proposed project may have any new significant effects on the environment, and is therefore, exempt from CEQA pursuant to CEQA Guidelines §15061 – Review for Exemption, paragraph (b)(3) – “common sense” exemption. Furthermore, the proposed amendment is categorically exempt because it is considered an action to protect or enhance the environment pursuant to CEQA Guidelines §15308 – Class 8 Categorical Exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

Socioeconomic Analysis

The proposed amendments to Rule 463 do not significantly affect air quality or emissions limitations, and do not impose new controls, and therefore a socioeconomic analysis pursuant to California Health and Safety Code Section 40440.8 is not required.

Resource Impacts

Implementation of the proposed amendment will have limited impacts on staff and fiscal resources.

Attachments

- A. Summary of Proposed Amendment
- B. Rule Development Process
- C. Key Contacts List
- D. Resolution
- E. Rule Language
- F. Final Staff Report
- G. Notice of Exemption

ATTACHMENT A
SUMMARY OF PROPOSED AMENDMENT
Proposed Amended Rule 463 – Organic Liquid Storage

- ***Alternative Test Methods***

Add two alternative test methods for demonstrating compliance with vapor pressure standards.

- ***Regulatory Alignment***

Update the vapor tightness definition to align with Rule 1178 – Further Reductions of VOC Emissions from Storage Tanks at Petroleum Facilities and reflect a detection limit of 500 ppmv rather than 1000 ppmv and cross-reference the exemption provided for dry-drain breakout tanks included with Rule 1149 - Storage Tank and Pipeline Cleaning and Degassing.

- ***Streamline Recordkeeping and Reporting Requirements***

Allow electronic reporting.

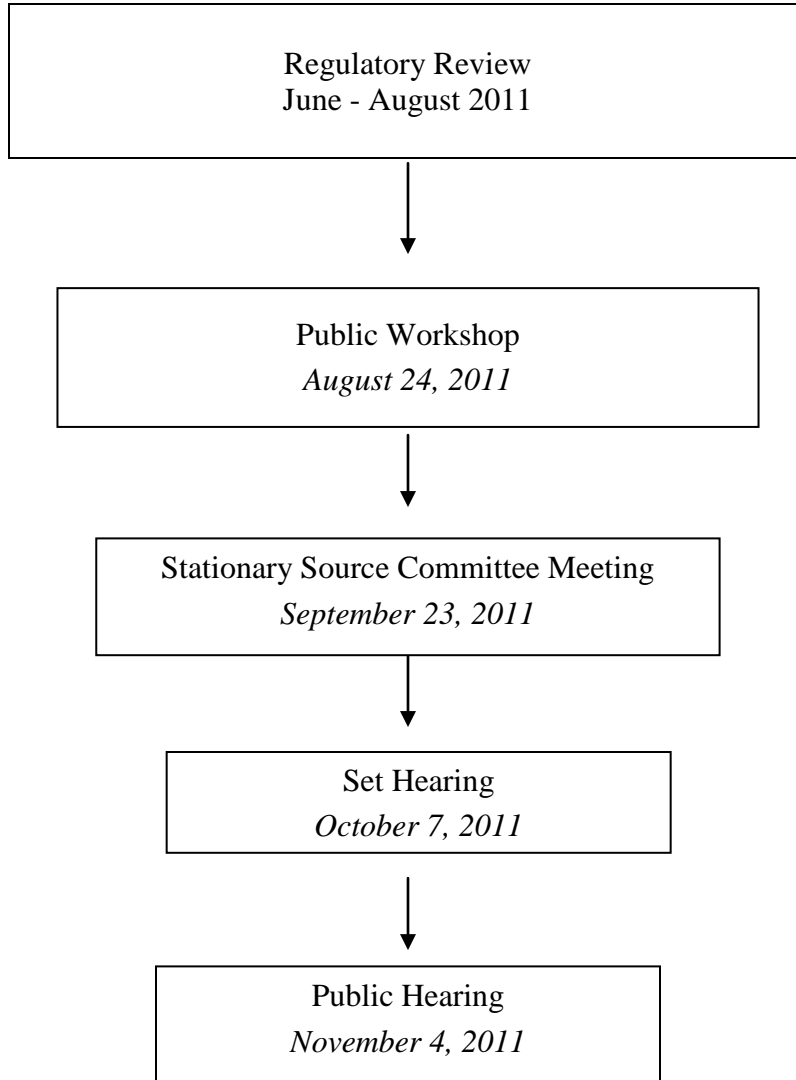
- ***Additional Administrative Clarifications***

Administrative rule formatting updates to clarify regulatory purpose and remove outdated language.

ATTACHMENT B

RULE DEVELOPMENT PROCESS

Proposed Amended Rule 463– Organic Liquid Storage



Total Time Spent in Rule Development: 5 Months

ATTACHMENT C

KEY CONTACTS

Refinery and Tank Farm Operators

- Kinder Morgan – Yijn Wang
- Plains All America – Ngiabi Gicuhi
- Valero Refinery – Sharon Stewart
- ExxonMobil – Saul Flota
- WSPA – Ron Wilkniss
- Tesoro – Pang Mueller

ATTACHMENT D

RESOLUTION NO. 2011 -

A Resolution of the South Coast Air Quality Management District Board Certifying the Notice of Exemption for Proposed Amended Rule 463 – Organic Liquid Storage.

A Resolution of the Governing Board of the South Coast Air Quality Management District Amending Rule 463 – Organic Liquid Storage.

WHEREAS, the South Coast Air Quality Management District Governing Board finds and determines that the proposed amendment to Rule 463 is considered a "project" pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, the South Coast Air Quality Management District staff reviewed the proposed project and because it can be seen with certainty that there is no possibility that the proposed project in question has the potential to have a significant adverse effect on the environment, it was determined that the proposed project is exempt from CEQA pursuant to CEQA Guidelines §15061 – Review for Exemption, paragraph (b)(3) – “common sense” exemption. Furthermore, the proposed amendment is categorically exempt because it is considered an action to protect or enhance the environment pursuant to CEQA Guidelines §15308 – Class 8 Categorical Exemption; and

WHEREAS, the AQMD has had its regulatory program certified pursuant to Public Resources Code Section 21080.5 and has conducted the CEQA review and analysis pursuant to such program (AQMD Rule 110); and

WHEREAS, AQMD staff has prepared a Notice of Exemption (NOE) for Rule 463, as proposed to be amended, that is completed in compliance with CEQA Guidelines §15002 (k)(1) - Three Step Process, and §15061 – Review for Exemption, paragraph (b)(3) (“common sense” exemption), and CEQA Guidelines §15308 – Class 8 Categorical Exemption; and

WHEREAS, the AQMD Governing Board voting on Proposed Amended Rule 463 – Organic Liquid Storage, has reviewed and considered the NOE prior to its certification; and

WHEREAS, the AQMD Governing Board has determined that a need exists to amend Rule 463 – Organic Liquid Storage, to improve compliance with true vapor pressure requirements; and

WHEREAS, the AQMD Governing Board obtains its authority to adopt, amend, or rescind rules and regulations from Sections 40000, 40001, 40440, 40500, 40501.3, 40506, 40510, 40510.5, 40512, 40522, 40522.5, 40523, 40702, 40725 through 40728, and 44380 of the Health and Safety Code; and

WHEREAS, the AQMD Governing Board has determined that Rule 463 – Organic Liquid Storage, as proposed to be amended, is written or displayed so that its meaning can be easily understood by the persons directly affected by it; and

WHEREAS, the AQMD Governing Board has determined that Rule 463 – Organic Liquid Storage, as proposed to be amended, is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations; and

WHEREAS, the AQMD Governing Board has determined that Rule 463 – Organic Liquid Storage, as proposed to be amended, does not impose the same requirements as any existing state or federal regulation, and the proposed amended rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the AQMD; and

WHEREAS, the AQMD Governing Board, in amending and adopting this regulation, references the following statutes which the District hereby implements, interprets, or makes specific: Health and Safety Code Sections 40440(a) (rules to carry out the Air Quality Management Plan), 40440(c) (cost effectiveness), 41508, 41700, and Federal Clean Air Act Section 172(c)(1) (RACT); and

WHEREAS, the AQMD Governing Board finds that the proposed amendment to Rule 463 does not significantly affect air quality or emissions limitations, and does not impose new controls, and therefore a socioeconomic analysis pursuant to Health and Safety Code Section 40440.8, 40728.5, or 40920.6 is not required; and

WHEREAS, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code Section 40725; and

WHEREAS, the AQMD Governing Board has held a public hearing in accordance with all the provisions of law; and

WHEREAS, the AQMD specifies the Manager of Rule 463 – Organic Liquid Storage as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this proposed amendment is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

WHEREAS, at the conclusion of the public hearing, the AQMD Board may make other amendments to Proposed Amended Rule 463 which are justified by the evidence presented, or may decline the amendments or adoption; and

NOW, THEREFORE, BE IT RESOLVED, that the South Coast Air Quality Management District Board does hereby certify the Notice of Exemption for Rule 463, as proposed to be amended, is completed in compliance with CEQA Guidelines §15002 (k)(1) - Three Step Process, §15061 – Review for Exemption, paragraph (b)(3) (“common sense” exemption), and CEQA Guidelines §15308 – Class 8 Categorical Exemption. This information was presented to the Governing Board, whose members reviewed, considered, and approved the information therein prior to acting on the proposed amendments.

BE IT FURTHER RESOLVED, that the AQMD Governing Board does hereby amend, pursuant to the authority granted by law, Rule 463 – Organic Liquid Storage, as set forth in the attached and incorporated herein by this reference.

DATE: _____

CLERK OF THE BOARD

ATTACHMENT E

(Adopted August 15, 1977)(Amended June 1, 1984)(Amended December 7, 1990)
(Amended March 11, 1994)(Amended May 6, 2005)
(Proposed Amended November 4, 2011)

PROPOSED AMENDED RULE 463. **ORGANIC LIQUID STORAGE**

(a) Purpose and Applicability

The purpose of this rule is to reduce emissions of volatile organic compounds (VOC) from the storage of organic liquids in stationary above-ground tanks. This rule applies to any above-ground stationary tank with a capacity of 75,000 liters (19,815 gallons) or greater used for storage of organic liquids, and any above-ground tank with a capacity between 950 liters (251 gallons) and 75,000 liters (19,815 gallons) used for storage of gasoline.

(b) Definitions

For purposes of this rule, the following definitions apply:

- (1) ACTUAL STORAGE CONDITIONS means the temperature at which a product is stored in an above ground stationary tank.
- (2) AMBIENT TEMPERATURE is the temperature of an organic liquid within a storage tank that has been influenced by atmospheric conditions only and is not elevated by a non-atmospheric means of heating at the tank which includes but is not limited to steam, hot water, heaters, heat exchangers, tank insulation, or tank jacketing.
- (23) ~~CERTIFIED person~~PERSON is an individual ~~person~~ who has successfully completed the District tank self-inspection program, and who holds a certificate issued by the Executive Officer evidencing that such ~~person~~ individual is in good standing in this program.
- (4) DRAIN-DRY BREAKOUT TANK is an above-ground storage tank designed such that the floating roof rests on support legs no higher than one foot along the tank shell with a bottom sloped to a sump or sumps such that no product or sludge remains on the tank bottom and walls after emptying except clingage and is primarily used to receive product from pipelines and to distribute product back into pipelines.
- (35) EXEMPT COMPOUND is as defined in Rule 102.
- (46) GASOLINE means any petroleum distillate having a Reid vapor pressure of 200 mm Hg (3.9 pounds per square inch), or greater.

- (57) HEAVY CRUDE OIL means a crude oil with American Petroleum Institute (API) gravity 20 degrees or less.
- (68) ORGANIC LIQUID is any liquid containing VOCs.
- (79) PRESSURE RELIEF VALVE (PRV) is a valve which is automatically actuated by upstream static pressure, and used for safety or emergency purposes.
- (810) SEAL is a closure device between the tank wall and the floating roof edge that controls emissions of ~~volatile organic compounds~~VOCs. Approved floating roof tank seals are categorized as follows:
- (A) Category "A" seals are seals approved by the Executive Officer as most effective in the control of ~~volatile organic compounds~~VOCs and are deemed Best Available Control Technology (BACT) according to the criteria set forth in Attachment A - "Floating Roof Tank Seal Categories."
- (B) Category "B" seals are seals approved by the Executive Officer that are considered more effective than Category "C" seals based on the criteria set forth in Attachment A - "Floating Roof Tank Seal Categories."
- (C) Category "C" seals are seals approved by the Executive Officer which are currently in service but are considered least effective in the control of ~~volatile organic compounds~~VOCs.
- (911) TANK is any stationary above-ground reservoir or any other stationary above-ground container used for storage of an organic liquid.
- (1012) VAPOR TIGHT is a condition that exists when the reading on a portable hydrocarbon meter is less than ~~1,000~~500 parts per million (ppm), expressed as methane, above background.
- (1113) VOLATILE ORGANIC COMPOUND (VOC) is ~~any volatile or gaseous chemical compound containing the element carbon, excluding methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, or carbonates, ammonium carbonate, and exempt compounds other than carbon tetrachloride,~~as defined in Rule 102.
- (14) WORKING DAY is Monday through Friday and includes holidays that fall on any of the days Monday through Friday.

(c) Tank Roof Requirements

No person shall place, store or hold in any tank with a capacity of 150,000 liters (39,630 gallons) or greater, any organic liquid having a true vapor pressure of 25.8 mm Hg (0.5 psi) absolute or greater under actual storage conditions, and in any tank of more than 75,000 liters (19,815 gallons) capacity, any organic liquid having a true vapor pressure of 77.5 mm Hg (1.5 psi) absolute or greater under actual storage conditions, unless such tank is a pressure tank maintaining working pressures sufficient at all times to prevent organic vapor loss to the atmosphere, or is designed and equipped with one of the following vapor control devices, or other vapor control device that has been determined to be equivalent after review by the staffs of the District, the Air Resources Board (ARB), and the United States Environmental Protection Agency (U.S. EPA), and approved in writing by the District Executive Officer, ARB, and U.S. EPA, which is properly installed and continuously maintained in good operating condition:

(1) External Floating Roof

An external floating roof shall consist of a pontoon-type or double deck-type cover that continuously rests on the surface of the organic liquid and is equipped with a closure device between the tank shell and roof edge. The closure device shall consist of two seals, with one seal placed above the other. The seal below shall be designated as the primary seal, and the seal above shall be designated as the secondary seal. A seal which is not identified on the current list of seals approved by the Executive Officer shall not be installed or used unless the Executive Officer determines that such seal meets the applicable criteria of subparagraphs (c)(1)(A) through (c)(1)(C).

(A) A closure device on a welded or a riveted tank shell which uses a metallic shoe-type seal as its primary seal shall comply with the following requirements:

- (i) Gaps between the tank shell and the primary seal shall not exceed 1.3 centimeters (1/2 inch) for a cumulative length of 30 percent of the circumference of the tank, and 0.32 centimeter (1/8 inch) for 60 percent of the circumference of the tank. No gap between the tank shell and the primary seal shall exceed 3.8 centimeters (1-1/2 inches). No continuous gap between the tank shell and the primary seal

- greater than 0.32 centimeter (1/8 inch) shall exceed 10 percent of the circumference of the tank.
- (ii) Gaps between the tank shell and the secondary seal shall not exceed 0.32 centimeter (1/8 inch) for a cumulative length of 95 percent of the circumference of the tank. No gap between the tank shell and the secondary seal shall exceed 1.3 centimeters (1/2 inch).
 - (iii) Metallic shoe-type seals installed on or after August 1, 1977 shall be installed so that one end of the shoe extends into the stored organic liquid and the other end extends a minimum vertical distance of 61 centimeters (24 inches) above the stored organic liquid surface.
 - (iv) The geometry of the shoe shall be such that the maximum gap between the shoe and the tank shell is no greater than double the gap allowed by the seal gap criteria specified in clause (c)(1)(A)(i) for a length of at least 46 centimeters (18 inches) in the vertical plane above the liquid surface.
- (B) A closure device which uses a resilient toroid-type seal as its primary seal shall comply with the applicable requirements of subparagraph (c)(1)(A).
- (C) The primary and secondary seals shall comply with the following requirements:
- (i) The primary seal envelope shall be made available for unobstructed inspection by the Executive Officer along its circumference. In the case of riveted tanks with resilient toroid-type seals, at least eight such locations shall be made available; for all other types of seals, at least four such locations shall be made available. If the Executive Officer deems it necessary, further unobstructed inspection of the primary seal may be required to determine the seal's condition along its entire circumference.
 - (ii) The secondary seal shall be installed in a way that permits the Executive Officer to insert probes up to 3.8 centimeters (1-1/2 inches) in width to measure gaps in the primary seal.
 - (iii) The secondary seal shall extend from the roof to the tank shell and shall not be attached to the primary seal.

- (iv) Notwithstanding the secondary and the primary seal requirements of paragraph (c)(1), a secondary or primary seal may be loosened or removed for preventive maintenance, inspection or repair for a period not exceeding 72 hours with prior notification to the Executive Officer.
 - (D) All openings in the roof except pressure-vacuum valves, shall provide a projection below the liquid surface to prevent belching, escape, or entrainment of organic liquid, and shall be equipped with a cover, seal or lid. The cover, seal, or lid shall at all times be in a closed position, with no visible gaps, except when the device or appurtenance is in use. Pressure vacuum valves shall be set to within 10 percent of the maximum allowable working pressure of the roof.
 - (E) There shall be no holes, tears or openings in the secondary seal or in the primary seal envelope surrounding the annular vapor space enclosed by the roof edge, seal fabric, and secondary seal.
 - (F) Any emergency roof drain shall be provided with a slotted membrane fabric cover, or equivalent device, that covers at least nine-tenths (9/10) of the area of the opening.
- (2) Internal Floating-Type Cover
- A fixed roof tank equipped with an internal floating-type cover shall comply with the following requirements:
- (A) A fixed roof tank with an existing internal floating-type cover approved by the Executive Officer on or before June 1, 1984, shall comply with the requirements applicable at the time such approval was given.
 - (B) A fixed roof tank which has an internal floating-type cover installed, modified, or replaced after June 1, 1984, shall have a closure device which consists of either a single liquid mounted primary seal or a primary and a secondary seal. All openings and fittings shall be fully gasketed or controlled in a manner specified by the Executive Officer. The closure device shall control vapor loss with an effectiveness equivalent to a closure device which meets the requirements of subparagraph (c)(1)(A). Seal designs not identified on the current list of seals approved by the Executive

Officer shall not be installed or used unless the Executive Officer has given his prior written approval to its installation or use. For purposes of this paragraph, modification includes an identical replacement.

- (C) The concentration of organic vapor in the vapor space above the internal floating-type cover shall not exceed 50 percent of its lower explosive limit (LEL) for those installed prior to June 1, 1984 and 30 percent of its LEL for those installed after June 1, 1984. Compliance shall be verified by the use of an explosimeter.

(3) Vapor Recovery System

A fixed roof tank equipped with a vapor recovery system shall comply with the following requirements:

- (A) Any tank gauging or sampling device on a tank vented to the vapor recovery system shall be equipped with a vapor-tight cover which shall be closed at all times except during gauging or sampling. The roof of such tank shall be properly maintained ~~to be in a~~ vapor tight condition with no holes, tears or uncovered openings.
- (B) All piping, valves and fittings shall be constructed and maintained in a vapor-tight condition, in accordance with requirements of other District rules for such equipment.
- (C) For purposes of this paragraph, the efficiency of a vapor recovery system shall be determined by making a comparison of controlled emissions to those emissions which would occur from a fixed cone roof tank holding the same organic liquid without a vapor control or vapor recovery system. The vapor recovery system shall have an efficiency of at least 95 percent by weight, or vent tank emissions to a fuel gas system.

(d) Other Performance Requirements

- (1) A person shall not place, store or hold gasoline in any tank, with a capacity of between 950 liters (251 gallons) and 75,000 liters (19,815 gallons) unless such tank is equipped with a pressure-vacuum valve which is set to within 10 percent of the maximum allowable working pressure of the container, or is equipped with a vapor loss control device which complies with the requirements set forth in subdivision (c).

- (2) The roof of any internal or external floating roof tank shall float on the organic liquid at all times (i.e., free of the roof leg supports) except when the tank is being completely emptied for cleaning, or repair. The process of emptying or refilling, when the roof is resting on leg supports, shall be continuous.
 - (3) If a tank has been gas-freed and is to be refilled with gasoline, the roof shall be refloated with water or by an equivalent procedure approved by the Executive Officer. Paragraphs (d)(2) and (d)(3) shall be inapplicable to gasoline storage tanks at bulk gasoline distribution terminals which do not have:
 - (A) existing facilities for treatment of waste water used to refloat the tank roof; or
 - (B) facilities for equivalent emission control when refloating the roof with organic liquid.
 - (4) A fixed roof tank with an internal floating-type cover or a tank with an external floating roof cover shall not be used for storing organic liquids having a true vapor pressure of 11 psia (569 mm Hg) or greater under actual storage conditions.
 - (5) Replacement of a seal on a floating roof tank shall be allowed only if the replacement seal is chosen from the current list of seals approved by the Executive Officer. Category "A" seals shall be replaced only by Category "A" seals. Category "B" seals shall be replaced only by Category "A" or Category "B" seals. Category "C" seals shall be replaced only by Category "A" or Category "B" seals.
 - (6) Organic liquids listed on the addendum to this rule shall be deemed to be in compliance with the appropriate vapor pressure limits for the tank in which it is stored provided the actual storage temperature does not exceed the corresponding maximum temperature listed.
- (e) Self-Inspection of Floating Roof Tanks
- Any owner or operator of a floating roof tank(s) shall conduct self-inspections of its tank(s) according to the following procedures:
- (1) Inspection and Maintenance Plan
 - (A) ~~On or before September 14, 1994, e~~Each owner or operator shall ~~submit—maintain a current or revised an~~ Inspection and Maintenance Plan ~~to the~~approved by the Executive Officer. ~~_for~~

~~his/her approval. After September 14, 1994, E~~each owner or operator constructing floating roof tank(s) subject to this rule shall submit an Inspection and Maintenance Plan, or a revision of its current Inspection and Maintenance Plan, to the Executive Officer prior to the completion of construction. The Inspection and Maintenance Plan shall include an inventory of floating roof tanks subject to this rule, the proposed self-inspection schedule, the number of certified persons to be dedicated to the program, any self-inspection procedures proposed in addition to those required by the District, and a copy of the owner or operator's safety procedures used for floating roof tanks. The tank inventory shall include tank identification number, maximum design capacity, product, shell type, dimensions, seal type and manufacturer, floating roof type, date of construction and location.

(2) Identification Requirements

- (A) All floating roof tanks subject to this rule shall be clearly and visibly identified by a sign on the outside wall for inventory, inspection and recordkeeping purposes.
- (B) Any change(s) in floating roof tank identification shall require prior written approval by the Executive Officer.

(3) Owner or Operator Inspection Requirements

- (A) All floating roof tanks subject to this rule shall be inspected by a certified person twice per year at 4 to 8 months intervals according to the procedures and guidelines set forth in Attachment B - "Inspection Procedures and Compliance Report Form."
- (B) The primary and secondary seals shall be inspected by a certified person each time a floating roof tank is emptied and degassed. Gap measurements shall be performed on an external floating roof tank when the liquid surface is still but not more than 24 hours after the tank roof is refloated.
- (C) The Executive Officer shall be notified in writing at least 2 weeks prior to the start of any tank-emptying or roof-refloating operation for planned maintenance of a tank.

(4) Maintenance Requirements

Any floating roof tank which does not comply with any provision of this rule shall be brought into compliance within 72 hours of the determination of non-compliance.

~~(5)~~ Reporting and Recordkeeping Requirements(1) The following shall apply to activities subject to the provisions of subdivision (e):

(A) All inspections shall be recorded on compliance inspection report forms approved by the Executive Officer as described in Attachment B - "Inspection Procedures and Compliance Report Form."

(B) All compliance inspection reports and documents shall be submitted to the Executive Officer either electronically or by hard copy within 5 working days of completion of the self-inspection.

(C) If a tank is determined to be in violation of the requirements of this rule, a written report shall be submitted to the Executive Officer within 120 hours of the determination of non-compliance, indicating corrective actions taken to achieve compliance.

(D) All records of owner or operator inspection and repair shall be maintained at the facility for a period of 3 years and shall be made available to the Executive Officer upon request.

~~(E2)~~ Emissions Reporting

~~(iA)~~ An owner or operator shall provide emissions information, to the Executive Officer upon request, based on the parameters listed in Attachment C using AQMD's Annual Emissions Reporting Program or U.S. EPA's most recent version of TANKS 4.0 Program. The requirement shall apply to all organic liquid storage tanks without regard to exemptions specified in subdivision ~~(fg)~~.

~~(iiB)~~ An owner or operator shall provide all upset emissions information associated with product change, repair, and turnover or any other excess emission incidents.

~~(iiiC)~~ An owner or operator shall maintain records of emissions data for all organic liquid storage tanks for the most recent two (2) year period.

~~(F3)~~ A person whose tanks are subject to this rule shall keep an accurate record of liquids stored in such containers, the vapor pressure ranges, the API gravity, the temperature, and the initial boiling points referenced.

~~(fg)~~ Exemptions

(1) The provisions of this rule shall not apply to the following tanks, provided the person seeking the exemption supplies proof of the applicable criteria sufficient to satisfy the Executive Officer:

~~(1A)~~ Oil production tanks with a capacity of between 75,000 liters (19,815 gallons) and 159,000 liters (42,008 gallons) which have a properly maintained vapor-tight roof and are equipped with a pressure-vacuum valve which is set within 10 percent of the maximum allowable working pressure of the tank, are exempt from the control requirements of this rule when:

~~(Ai)~~ The organic liquid contents fail to comply with subdivision (c) only when heated for shipment, and such heating occurs for not more than 48 hours and not more than once in any 20-day period; or

~~(Bii)~~ The tank has a monthly average throughput of not more than 30 barrels of oil per day and was constructed prior to June 1, 1984.

~~(2B)~~ Tanks being brought into compliance within the time period specified in paragraph (e)(4).

(2) The provisions of (d)(2) shall not apply to drain-dry breakout tanks that are subject to the provisions of Rule 1149 - Storage Tank And Pipeline Cleaning And Degassing.

~~(gh)~~ Test Methods

The following test methods and procedures shall be used to determine compliance with this rule. Other test methods determined to be equivalent after review by the staffs of the District, the Air Resources Board, and the ~~United States Environmental Protection Agency~~ U.S. EPA, and approved in writing by the District Executive Officer may also be used.

(1) Efficiency of a vapor recovery system specified in subparagraph (c)(3)(C) shall be determined according to SCAQMD Method 501.1 for the determination of total organic compound emissions. EPA Reference

Methods 25 or 25A may be used, as applicable, in place of SCAQMD Method 25.1 specified in Method 501.1. An efficiency determined to be less than established by this rule through the use of any of the above-referenced test methods shall constitute a violation of the rule. Baseline emissions shall be calculated by using the criteria outlined in American Petroleum Institute Bulletin 2518.

- (2) Exempt compounds shall be determined according to SCAQMD Method 303. For the purpose of testing the efficiency of a vapor recovery system, exempt compounds shall be determined according to EPA Reference Method 18 or ARB Method 422. Any test method(s) for exempt compounds which cannot be identified through these referenced test methods shall be specified by the owner or operator seeking an exemption and shall be subject to approval in accordance with the procedures set forth above in this subdivision.
- (3) The Reid vapor pressure specified in paragraph (b)(4) and the Reid vapor pressure used in determining the true vapor pressure limit specified in paragraph (d)(4) shall be determined according to ASTM D-323-8282 - Vapor Pressure of Petroleum Products (Reid Method) or California Code of Regulations, Title 13, Section 2297, and converted to true vapor pressure using applicable nomographs in U.S. EPA AP-42, Fifth Edition, Volume 1, Chapter 7, or nomographs approved by the Executive Officer and U.S. EPA.
- ~~(4) Vapor tight condition specified in subparagraphs (c)(3)(A) and (c)(3)(B) shall be determined according to EPA's Reference Method 21 subject to the following limitations:
(A) vapor tight condition shall be determined at a distance of 1 cm. or less from the source; and
(B) the soap bubble test shall not be used in lieu of quantitative test methods for vapor tightness determination.~~
- (4) Notwithstanding the provisions of paragraph (g)(h)(3), if a permit condition or District rule requires a demonstration of true vapor pressure of less than 5 mm Hg (0.1 psi) absolute, either of the following test methods may be used to show compliance:
(A) Organic liquids that are stored at ambient temperatures with a true vapor pressure of greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions shall be determined as those with a flash

point of less than 100 °F as determined by ASTM Method D-93 – 10a - Flash Point by Pensky-Martens Closed Cup Tester.

(B) Organic liquids that are stored at above ambient temperatures with a true vapor pressure greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions shall be determined as those whose volume percent evaporated is greater than ten percent at an adjusted temperature T_{Adj} as determined by ASTM Method D-86 – 11a - Distillation of Petroleum Products at Atmospheric Pressure of:

$$T_{Adj} = 300 \text{ °F} + T_1 - T_a$$

Where:

T_1 = Liquid Storage Temperature (°F)

T_a = Ambient Temperature (°F) = 70 °F

(5) Notwithstanding the provisions of paragraph (g)(h)(3), the ~~True~~ true vapor pressure of crude oils and distillates shall be determined, at actual storage conditions, by converting Reid ~~Vapor-vapor Pressure-pressure~~ using the appropriate API nomograph found in U.S. EPA AP-42, Fifth Edition, Volume 1, Chapter 7, or API nomograph found in API Publication 2517, Second Edition, February 1980. The true vapor pressure of crude oils with an API gravity of 26.0 or less, may be measured using the Lawrence Berkeley National Laboratory “Test Method for Vapor Pressure of Reactive Organic Compounds in Heavy Crude Oil Using Gas Chromatography.” May 28, 2002.

(6) Vapor tight condition specified in subparagraphs (c)(3)(A) and (c)(3)(B) shall be determined according to U.S. EPA's Reference Method 21 using an appropriate analyzer calibrated with methane.

(67) API gravity is determined using the following:

- (A) ASTM D-1298-99e2 Standard Test Method for Density, Relative Density (Specific Gravity), or API Gravity of Crude Petroleum Products by Hydrometer Method; or
- (B) ASTM D-6822-02 Standard Test Method for Density, Relative Density, and API Gravity of Crude Petroleum and Liquid Petroleum Products by Thermohydrometer Method; or

- (C) ASTM D-287-92(2000)e1 Standard Test Method for API Gravity of Crude Petroleum and Petroleum Products (Hydrometer Method).

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

RULE 463 - ADDENDUMStorage Temperatures Versus Actual Vapor Pressure
(Gravity/Initial Boiling Points Referenced)

<u>Organic Liquids</u>	Reference Property		Temperature, °F Not to Exceed Vapor Pressure		
	<u>A</u>	<u>B</u>	<u>0.5 psia</u>	<u>1.5 psia</u>	
Crude Oils	12	--	--	--	
	13	--	120	180	
	14	--	85	145	
	16	--	60	107	
	18	--	55	93	
	20	--	52	84	
	22	--	49	77	
	24	--	45	73	
	26	--	42	70	
	28	--	40	67	
30	--	38	64		
Middle Distillates					
	Kerosene	42.5	350	195	250
	Diesel	36.4	372	230	290
	Gas Oil	26.2	390	249	310
Stove Oil 23	421	275	340		
Jet Fuels					
	JP-1	43.1	330	165	230
	JP-3	54.7	110	--	25
	JP-4	51.5	150	20	68
	JP-5	39.6	355	205	260
JP-7	44-50	360	205	260	
Fuel Oil					
	No. 1	42.5	350	195	250
	No. 2	36.4	372	230	290
	No. 3	26.2	390	249	310
	No. 4	23	421	275	340
	No. 5	19.9	560	380	465
No. 6	16.2	625	450	--	

RULE 463 - ADDENDUM (Cont.)

<u>Organic Liquids</u>	Reference Property A - °API B - IBP, °F		Temperature, °F Not to Exceed Vapor Pressure	
	<u>A</u>	<u>B</u>	<u>0.5 psia</u>	<u>1.5 psia</u>
Asphalts				
60 - 100 pen.	--	--	490	550
120 - 150 pen.	--	--	450	500
200 - 300 pen.	--	--	360	420
Acetone	47.0	133	--	35
Acrylonitrile	41.8	173	30	60
Benzene	27.7	176	35	70
Carbon Disulfide	10.6	116 (lb/gal)	--	10
Carbon Tetrachloride	13.4	170	30	60
Chloroform	12.5	142 (lb/gal)	--	40
Cyclohexane	49.7	177	35	70
1,2 Dichloroethane	10.5	180 (lb/gal)	35	77
Ethyl Acetate	23.6	171	35	70
Ethyl Alcohol	47.0	173	45	83
Isopropyl Alcohol	47.0	181	45	87
Methyl Alcohol	47.0	148	--	50
Methylene Chloride	11.1	104 (lb/gal)	--	70
Methylethyl Ketone	44.3	175	30	70
1,1,1-Trichloroethane	11.2	165 (lb/gal)	60	100
Trichloroethylene	12.3	188 (lb/gal)	50	91
Toluene	30.0	231	73	115
Vinyl Acetate	19.6	163	--	60

ATTACHMENT A

FLOATING ROOF TANK SEAL CATEGORIES

PRIMARY SEALS

<u>Category A</u>	<u>Category B</u>	<u>Category C</u>
1. Liquid mounted multiple wipers with drip curtain and weight	1. Liquid mounted single wiper with drip curtain and weight	1. Liquid mounted single wiper
2. Liquid mounted mechanical shoe	2. Liquid mounted double foam wipers with vapor curtain	2. Liquid mounted foam log
	3. Vapor mounted primary wiper	3. Liquid mounted foam log with vapor curtain
	4. Vapor mounted E wiper	4. Liquid mounted resilient toroid type liquid filled log
	5. Vapor mounted double wipers	5. Vapor mounted foam log/bag
	6. Vapor mounted double foam wipers	6. Vapor mounted foam wiper
	7. Vapor mounted multiple wipers	

SECONDARY SEALS

<u>Category A</u>	<u>Category B</u>	<u>Category C</u>
1. Multiple wipers	1. Single wiper	1. Liquid mounted wiper
		2. Foam log/bag
		3. Maloney

Criteria used for categorization of floating roof tank seals:

1. Emission control effectiveness design
2. Ability to maintain contact with tank wall
3. Longevity in service

ATTACHMENT B**INSPECTION PROCEDURES AND COMPLIANCE REPORT FORM**Equipment Needed:

Explosimeter (for internal floating roof tanks), liquid resistant measuring tape or device, tank probe (to measure gaps in tank seals - 1/8 inch, 1/2 inch, 1-1/2 inch), flashlight.

Inspection Procedures:

1. The findings of all tank self-inspections, whether completed or not, shall be recorded on the Rule 463 Compliance Report form prescribed by the Executive Officer and submitted to the District's Refinery Section in accordance with the rule's requirements. If an inspection is stopped before completion, indicate the reason for this action in the Comments section of the compliance report form.
2. During compliance inspection, the person(s) conducting the inspection must have a copy of the Permit to Operate or Permit to Construct pertinent to the tank being inspected. Any discrepancies between the permit equipment description and the existing tank or the permit conditions and the actual operating conditions of the tank as verified during inspection must be recorded in the Comments section of the compliance report form.
3. Inspect the ground level periphery of each tank for possible leaks in the tank shell. Complete the tank information section (D) on the report.
4. For floating roof tanks containing organic liquid not subject to the provisions of subdivision (c) of Rule 463, conduct only steps 1 through 3 of this attachment. For all other floating roof tanks, conduct steps 5 through 7 as applicable.
45. For external floating roof tanks:
 - o From the platform, conduct an overall visual inspection of the roof and check for obvious permit or rule violations. Record the information as shown under section F of the compliance report form.
 - o During visual inspection of the roof, check for unsealed roof legs, open hatches, open emergency roof drains or vacuum breakers and record the findings on the report accordingly. Indicate presence of any tears in the fabric of both seals.
 - o After the visual inspection, conduct an inspection of the entire secondary seal using the 1/8" and 1/2" probes. Record the gap data in section F(4) of the report.
 - o Conduct an inspection of the entire primary seal using the 1/8", 1/2", and 1 1/2" probes. Inspect the primary seal by holding back the secondary seal. Record the gap data in section F(5) of the report.

- o Record all cumulative gaps between 1/8 inch and 1/2 inch; between 1/2 inch and 1-1/2 inch; and in excess of 1-1/2 inches, for both primary and secondary seals in section G of the report. Secondary seal gaps greater than 1/2 inch should be measured for length and width, and recorded in Comments under section (J) of the report.

56. For internal floating roof tanks:

- o Using an explosimeter, measure the concentration of the vapor space above the internal floating roof in terms of lower explosive limit (LEL), and record the reading in section (E) of the report.
- o Conduct a visual inspection of the roof openings and the secondary seal, if applicable, and record findings on the report.

67. Complete all necessary calculations and record all required data accordingly on the report.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

RULE 463 COMPLIANCE REPORT

PLEASE COMPLETE FORM LEGIBLY IN BLACK INK

Tank No. _____ SCAQMD Permit No. _____ Inspection Date _____ Time _____

Is This a Follow-up Inspection? No Yes If yes, Date of Previous Inspection _____

A. COMPANY INFORMATION:

Company Name _____

Location Address _____ City _____ Zip _____

Mailing Address _____ City _____ Zip _____

Contact Person _____ Title _____

Phone _____

B. INSPECTION CONDUCTED BY:

Name _____ Title _____

Company Name _____ Phone _____

Mailing Address _____ City _____ Zip _____

C. TANK INFORMATION:

Capacity _____ (bbls) Installation Date _____ Tank Diameter _____ (ft) Tank Height _____ (ft)

Product Type _____ Product RVP _____

Type of Tank: Riveted Welded Other (describe) _____

Color of Shell _____ Color of Roof _____

Roof Type: Pontoon Double Deck Other(describe) _____

External floating roof Internal floating roof

D. GROUND LEVEL INSPECTION:

1) Product Temperature _____ ° F 2) Product level _____ (ft)

3) List type and location of leaks found in tank shell.

4) List any discrepancies between the existing equipment and the equipment description on the Permit.

5) Is tank in compliance with Permit conditions? No Yes If no, explain _____

E. INTERNAL FLOATING ROOF TANK:

1) Check vapor space between floating roof and fixed roof with explosimeter. _____ % LEL

2) Conduct visual inspection of roofs and secondary seals, if applicable.

3) Are all roof openings covered? No Yes If no, explain in Comments section (J) and proceed to part (H)(6).

F. EXTERNAL FLOATING ROOF TANK:

- 1) On the diagram (below) indicate the location of the ladder, roof drain(s), anti-rotation device(s), platform, gauge well, and vents or other appurtenances. *Note information in relation to North (to the top of the worksheet).*
- 2) Describe any uncovered openings found on the roof in the Comments section (J). ~~(Refer to Rule 463(a)(1)(F)):~~
- 3) Identify any tears in the seal fabric. Describe and indicate on diagram (below):

4) Secondary Seal Inspection

- a) Type of Secondary Seal: _____
- b) Does 1/2" probe drop past seal? No Yes if yes, measure length(s) and show on diagram
- c) Does 1/8" probe drop past seal? No Yes if yes, measure length(s) and show on diagram.
- d) Record dimensions of gap for gaps > 1/8" _____ >1/2" _____

NOTE: Record the actual width and cumulative length of gaps in feet and inches.
 (Do not include gaps > 1/2" in 1/8" measurements)

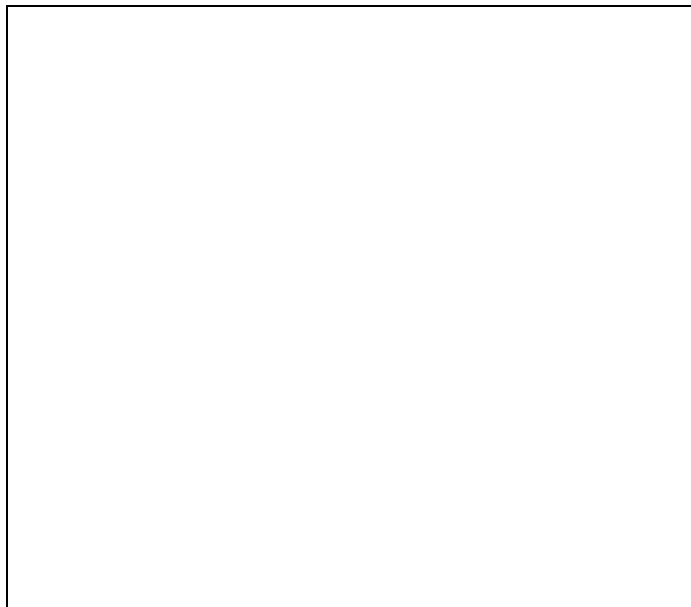
5) Primary Seal Inspection

- a) Type of Primary Seal: Shoe; Tube; Other _____
- b) (shoe seal) does 1-1/2" probe drop past seal? No Yes ; if yes, measure length(s) and show on diagram.
- c) (shoe seal) does 1/2" probe drop past seal? No ; Yes ; if yes, measure length(s) and show on diagram.
- d) (tube seal) does 1/2" probe drop past seal? No Yes if yes, measure (length(s) and show on diagram.
- e) (all seal types) does 1/8" probe drop past seal? No Yes if yes, measure (length(s) and show on diagram.
- f) Record dimensions of gaps for gaps >1/8" _____ > 1/2" _____

>1-1/2" _____ NOTE: Record the actual width and cumulative length of gaps in feet and inches.
 (Do not include gaps > 1/2" in 1/8" measurements, or gaps > 1-1/2" in 1/2" measurements)

NOTE: Show defects using symbols. Show seal gaps and lengths.

N



LEGEND:

Equipment:

- Antirotational device
- O Gauge well
- T Leg stand
- ⊗ Roof drain
- * Emergency roof drain
- ∞ Vacuum breaker
- σ Vent
- Platform & ladder

Defects:

- ⊖ Leg top
- ‡ Leg pin
- σ Open hatch
- ∨ Torn seal
- |-P-| Primary seal gap
- |-S-| Secondary seal gap

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

RULE 463 COMPLIANCE REPORT

PLEASE COMPLETE FORM LEGIBLY IN BLACK INK

Tank No. _____ SCAQMD Permit No. _____

IF INTERNAL FLOATING ROOF TANK, PROCEED TO PART H(6).

G. CALCULATIONS - complete all applicable portions of the following:

Record dimensions of indicated gaps [from F(4)(d), F(5)(b), and F(5)(f)]. Record in feet and inches.

Gaps in primary seal between 1/8 and 1/2 inch: _____

Gaps in primary seal between 1/2 and 1-1/2 inch: _____

Gaps in primary seal greater than 1-1/2 inches: _____

Gaps in secondary seal between 1/8 and 1/2 inch: _____

Gaps in secondary seal greater than 1/2 inch: _____

Multiply diameter (ft) of tank to determine appropriate gap limits:

5% circumference = diameter X 0.157 = _____ 60% circ. = diam. X 1.88 = _____

10% circumference = diameter X 0.314 = _____ 90% circ. = diam. X 2.83 = _____

30% circumference = diameter X 0.942 = _____ 95% circ. = diam. X 2.98 = _____

H. DETERMINE COMPLIANCE STATUS OF TANK:

- 1) Were any openings found on the roof? No [] Yes []
2) Were any tears in the seals found? No [] Yes []
3) Is the product level lower than the level at which the roof would be floating? No [] Yes []
4) Secondary Seal:
Did 1/2" probe drop between shell and seal? No [] Yes []
Did cumulative 1/8" - 1/2" gap exceed 95% circumference length? No [] Yes []
5) Primary Seal
Shoe Did 1-1/2" probe drop between shell and seal? No [] Yes []
Did cumulative 1/2" - 1-1/2" gap exceed 30% circumference length, and
Did cumulative 1/8 - 1/2" gap exceed 60% circumference length? No [] Yes []
Did any single continuous 1/8" - 1-1/2" gap exceed 10% circ. length? No [] Yes []
Tube Did 1/2" probe drop between shell and seal No [] Yes []
Did cumulative 1/8" - 1/2" gap exceed 95% circumference length? No [] Yes []
6) Internal floating roof (installed before 6/1/84) did LEL exceed 50% No [] Yes []
(installed after 6/1/84) did LEL exceed 30%? No [] Yes []
7) Does tank have permit conditions? No [] Yes []
Does tank comply with these conditions? No [] Yes []

I. IF INSPECTION WAS TERMINATED PRIOR TO COMPLETION FOR ANY REASON, PLEASE EXPLAIN:

DATA REPORTING REQUIREMENT FOR ROOF TANKS

The data items shall include, but not be limited to, the following:

A. External Floating Roof Tank	B. Internal Floating Roof Tank	C. Fixed Roof Tank
1. Tank I.D.	1. Tank I.D.	1. Tank I.D.
2. Product Code	2. Product Code	2. Product Code
3. Type of Floating Roof Seal	3. Type of Floating Roof Seal	3. Vent Type to Vapor Recovery System
4. Shell Construction	4. Shell Construction	*4. Average Stock Storage Temperature
5. Reid Vapor Pressure	5. Reid Vapor Pressure	5. True Vapor Pressure
*6. Average Stock Storage Temperature	*6. Average Stock Storage Temperature	6. Tank Diameter
7. True Vapor pressure	7. True Vapor Pressure	*7. Vapor Molecular Weight
8. Tank Diameter	8. Tank Diameter	8. Average Outage
*9. Wind Speed Exponent	*9. Wind Speed Exponent	*9. Average Daily Temperature Change
*10. Average Wind Velocity	*10. Average Wind Velocity	10. Throughput
*11. Seal Factor	*11. Seal Factor	11. Turnover Factor
*12. Product Factor	*12. Product Factor	*12. Turnovers Per Year
*13. Vapor Molecular Weight	*13. Vapor Molecular Weight	*13. Adjustment Factor for Small Tank
*14. Clingage Factor	*14. Clingage Factor	*14. Paint Factor
15. Throughput	15. Throughput	*15. Crude-Oil Factor (Breathing)
*16. Density of Liquid Stock	*16. Density of Liquid Stock	*16. Crude-Oil Factor (Working)
17. Total Number of Different Type of Fitting	*17. Number of Columns	17. Breathing Loss
18. Total Roof Fitting Loss Factor	*18. Effective Column Diameter	18. Working Loss
19. Vapor Pressure Function	19. Total Number of Different Types of Fittings	19. Total Loss (Without Vapor Recovery)
20. Roof Fitting Loss	*20. Total Deck Fitting Loss Factor	*20. Vapor Recovery System Efficiency
21. Standing Loss	21. Vapor Pressure Function	21. Total Loss (With Vapor Recovery)
22. Withdrawal Loss	*22. Deck Seam Length Factor	22. Number of Excess Upset Emissions Incidents
23. Total Loss	*23. Deck Seam Loss per Unit	23. Total Excess Upset Emissions
24. Number of Excess Upset Emissions Incidents	24. Deck Seam Loss	
25. Total excess Upset Emissions	25. Deck Fitting Loss	
	26. Standing Loss	
	27. Withdrawal Loss	
	28. Total Loss	
	29. Number of Excess Upset Emissions Incidents	
	30. Total Excess Upset Emissions	

* Default values are available from the District

The Data format and order shall be specified and approved by the Executive Officer.

ATTACHMENT F

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

Final Staff Report

Proposed Amended Rule 463 - Organic Liquid Storage

November 2011

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EXECUTIVE SUMMARY

South Coast Air Quality Management District (AQMD) Rule 463 – Organic Liquid Storage controls Volatile Organic Compound (VOC) emissions from above-ground stationary tanks used for storage of organic liquids. The proposed amendment addresses an issue associated with demonstrating compliance with true vapor pressure limitations for petroleum products. Historically, test methods relied upon the measurement of the so-called Reid vapor pressure, which includes water vapor, and converting the measurement to true vapor pressure. This approach works well with products that are in the gasoline range of vapor pressures; however, this approach does not work well with heavier products, such as middle distillates, diesel, and fuel oils, which are commonly known by industry as “non rule product” (i.e., not within the scope of Rule 463 control requirements), and which when assessed by the conventional test method can result in values that are not representative due to the margin of error at the lower vapor pressure values. An inability to determine true vapor pressure for low volatile petroleum products became problematic when permit conditions and other regulations started to require vapor recovery for these products, especially those heavy products that needed to be heated when stored. The determination of true vapor pressure for these products was addressed by looking at other chemical properties, including flash point and percent volume loss under defined test conditions (ASTM Method D-93 and ASTM Method D-86, respectively), and a similar approach was incorporated into Rule 1178 – Further Reductions of VOC Emissions From Storage Tanks at Petroleum Facilities as part of the April 7, 2006 amendment. The proposed amendment to Rule 463 aligns the test methods with those contained in Rule 1178, and also includes additional administrative changes to further clarify rule requirements and improve overall enforceability.

~~SCAQMD~~s Staff has reviewed the proposed ~~project~~ amendment to Rule 463 – Organic Liquid Storage, pursuant to CEQA Guidelines §15002-(k)(1); - Three Step Process, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The ~~SCAQMD~~ has determined that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment and is therefore, exempt from CEQA pursuant to CEQA Guidelines §15061(~~b~~)(3) - Review for Exemption (General Rule Exemption), paragraph (b)(3) – “common sense” exemption. Furthermore, the proposed amendments ~~are~~ is categorically exempt because ~~they are~~ it is considered an actions to protect or enhance the environment pursuant to CEQA Guidelines §15308 – Class 8 Categorical Exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

The addition of the test methods and administrative changes to the rule will not impact emissions of air pollutants or require installation of additional equipment; therefore no socio-economic impact is anticipated.

BACKGROUND

Introduction

Rule 463 – Organic Liquid Storage was originally adopted by the South Coast Air Quality Management District (AQMD) Governing Board on August 15, 1977, to regulate above-ground stationary tanks with the capacity of 75,000 liters (19,815 gallons) or greater containing organic liquids, and smaller tanks (251 gallons to 19,815 gallons) that store gasoline.

Rule 1178 – Further Reductions of VOC Emissions From Storage Tanks at Petroleum Facilities was adopted December 21, 2001, and amended April 7, 2006, for the purpose of achieving further VOC emission reductions from storage tanks located in petroleum facilities with a design capacity equal to or greater than 75,000 liters (19,815 gallons) that are used to store organic liquid with a true vapor pressure greater than 5mm Hg (0.1psi) absolute under actual storage conditions, and shares the same affected tank population as Rule 463. While Rule 1178 applies to large above-ground petroleum storage tanks at petroleum facilities emitting more than 20 tons of VOC annually, Rule 463 applies to internal or external floating roof tanks larger than 75,000 liters (19,815 gallons) in facilities that emit less than 20 tons of VOC annually. Rule 463 also applies to tanks between 950 liters (251 gallons) and 75,000 liters (19,815 gallons) used for gasoline storage.

Rule 463 relies on the ASTM D-323 test method for the determination of vapor pressure of hydrocarbon products stored in above-ground tanks because it is readily translated into true vapor pressure through use of U.S. EPA AP-42 nomographs. Typically, the nomographs are representative for lighter products such as gasoline and kerosene that easily vaporize at ambient temperatures. These products were referred to by industry as “Rule Products” because they were subject to Rule 463, including the required vapor recovery on storage tanks. These products are well above 3.0 psia Reid vapor pressure (RVP). However, as the products being stored become heavier, with RVP values of 3.0 psia and lower, the nomograph translation became less representative for compliance demonstration purposes. Previously, this was not an issue since heavier products like diesel were considered low volatile, or what industry referred to as “Non-Rule Products”, thereby not requiring vapor recovery when stored. However, this changed as permitting requirements pursuant to New Source Review started to require vapor recovery on certain mid-range products and heavier products that were heated in storage. Accordingly, a different test method is needed to demonstrate compliance with the true vapor pressure standards for these heavy petroleum products. There are a couple of alternative test methods that rely on measuring the flash point and boiling point of product that can more accurately reflect the true vapor pressure of heavier petroleum products.

Heavier products stored at ambient temperature can rely on a test method that evaluates the flash point of the product. The flash point is the lowest temperature at which the liquid starts to vaporize and become ignitable. Using this temperature, the true vapor pressure can be determined by chart or calculation and used to assess rule applicability. Heavy products that are heated during storage and therefore above ambient temperature can rely on the use of the boiling point or evaporation range of the product in order to determine the representative vapor pressure. These ranges of measured temperatures are adjusted by formula to a signal temperature used to evaluate the vapor pressure and therefore determine compliance with [the](#) appropriate rule or permitted standards.

The alternative test methods that utilize chemical properties like boiling point and flash point (ASTM Method D-93 and ASTM Method D-86, respectively) were incorporated in Rule 1178 when it was adopted in December 21, 2001 for storage tanks larger than 75,000 liters (19,815 gallons) in facilities emitting more than 40 tons of VOC.

Regulatory History

Rule 463 was adopted August 1977 and subsequently amended three times. The 1984 amendment added a criterion for hydrogen sulfide content in crude oil contained in floating roof tanks; a subsequent amendment in March 2005 removed this limitation based on a comparative review of similar regulations within the state and at the federal level. The March 1994 amendment restructured the rule, clarified rule language, streamlined compliance activities by including a self-compliance program, and corrected rule deficiencies identified by the U.S. EPA and California Air Resources Board (CARB).

Affected Industries

The rule amendment applies to stationary above-ground tanks that store organic liquids, including existing and any future tank farm facilities and refineries.

SUMMARY OF PROPOSED AMENDED RULE 463

Overview

Proposed Amended Rule 463 applies to owners and operators of above-ground stationary tanks used to store organic liquids that contain volatile organic compounds with a capacity of 75,000 liters (19,815 gallons) or greater and above-ground tanks with a capacity between 950 liters (251 gallons) and 75,000 liters (19,815 gallons) used to store gasoline. The proposed amendment incorporates alternative test methods, clarifies rule applicability, updates rule definitions, and includes other clarifications and administrative changes.

Test Methods

Proposed Amended Rule 463 addresses a request from industry for alternative test methods for demonstrating compliance with the vapor pressure standards required by the rule and similar permit conditions. The proposed amended rule incorporates the following alternative test methods and aligns the rule with Rule 1178 in determining vapor pressure for heavier petroleum products:

- ASTM Method D-93 – Pensky Martens Closed Cup Method for Determining Flash Point, for determining flash point for organic liquids stored at ambient temperatures.
- ASTM Method D-86 – Distillation of Petroleum Products at Atmospheric Pressure, for determining volume percent evaporated for organic liquids stored at above ambient temperatures.

Applicability

The proposed rule language addresses a request from industry to clarify the applicability of the rule to tanks storing low vapor pressure organic materials, specifically to identify which provisions of the rule apply to tanks that store organic liquids with a true vapor pressure of less than 25.8 mm Hg (0.5 psi) absolute in tanks of more than 75,000 liters (19,815 gallons) capacity or that store organic liquids with a true vapor pressure of 77.5 mm Hg (1.5 psi) absolute under actual storage conditions other than a pressure tank or a tank designed and equipped with a vapor control device.

Although tanks that contain these lower vapor pressure organic liquids are not subject to the majority of the requirements of Rule 463, they continue to be subject to a minimum level of due diligence, primarily focused on validating the low vapor pressure of the tanks in question. In summary, these tanks are subject to the self-inspection requirements of subdivision (e) for floating roof tanks, except only to the first three steps in Attachment B, and are also subject to the emissions reporting, and recordkeeping requirements of subdivisions (f). The proposed amended rule renumbers the rule sections to segregate the recordkeeping and reporting requirements that do not apply to lower vapor pressure tanks and adds an additional statement to Attachment B to clarify the self-inspection requirements that do apply to low vapor pressure tanks. Furthermore, to minimize confusion associated with the self-inspection requirements that apply to floating roof tanks, references to “tank(s)” in subdivision (e) have been revised to refer to “floating roof tank(s)” in the proposed amendment. The following is the additional language added to Attachment B:

Attachment B

4. For floating roof tanks containing organic liquid not subject to the provisions of subdivision (c) of Rule 463, conduct only steps 1 through

3 of this attachment. For all other floating roof tanks, conduct steps 5 through 7 as applicable.

Definitions

Proposed Amended Rule 463 updates the following definitions to improve clarity and consistency and in response to stakeholder input:

- “Ambient Temperature” is added, consistent with the definition of Rule 1178.
- “Certified Person” is defined rather than “Certified”, consistent with the proposed amended rule language usage.
- “Drain-Dry Breakout Tank” is defined to support a limited exemption from the vapor headspace limitation requirements for such tanks that are primarily used to receive product from pipelines and to distribute product back into pipelines and that are subject to the vapor control requirements of Rule 1149 - Storage Tank and Pipeline Cleaning and Degassing.
- “Vapor-Tight” is updated to reflect current detecting methods and limits (from 1,000 to 500 ppm).
- “Volatile Organic Compound” is updated to refer to Rule 102 – Definitions.
- “Working Day” is defined as Monday through Friday and includes holidays that fall on any of the days Monday through Friday.

Administrative Changes

Proposed Amended Rule 463 clarifies regulatory purpose, removes outdated language, streamlines reporting and notification requirements, and updates rule language to address minor administrative changes.

EMISSION REDUCTIONS

Proposed Amended Rule 463 is not anticipated to achieve additional emission reductions.

COMPARATIVE ANALYSIS

As required by Health and Safety Code Section 40727.2, the purpose of this analysis is to identify and compare any other AQMD or federal regulations that apply to the same equipment or source type.

Rule 463 shares a similar universe of affected sources as Rule 1178. Whereas Rule 463 contains minimum control standards for organic liquid storage tanks, the

Final Staff Report

purpose of Rule 1178 is to seek further reductions from facilities that exceed 20 tons per year of VOC emissions. In general, Rule 1178 builds off of Rule 463 by lowering the vapor pressure thresholds for required controls and expanding the control requirements. As such, the requirements of Rule 463 and Rule 1178 are complementary and supportive.

The following table has been prepared to compare the current and proposed rule with Rule 1178:

Final Staff Report

Category	Existing Rule 463	Proposed Amended Rule 463	Current Rule 1178
Purpose	Not Stated	Purpose and Applicability combined (see below)	Further VOC emission reductions from AST at petroleum facilities
Applicability	Organic Liquid Storage Tanks: <ul style="list-style-type: none"> ▪ AST > 19,815 gals ▪ AST between 251 and 19,815 gallons containing gasoline 	Reduce VOC emissions from AST containing organic liquid. Same applicability as Existing Rule 463.	Organic Liquid Storage Tanks: <ul style="list-style-type: none"> ▪ AST > 19,815 gals ▪ TVP > 0.1psia ▪ Petroleum facility > 20 tpy VOC
Tank Requirements	Applies to AST containing organic liquid in excess of: <ul style="list-style-type: none"> ▪ > 39,630 gal with TVP > 0.5 psia ▪ > 19,815 gal with TVP >1.5 psia TVP Requirements: <ul style="list-style-type: none"> ▪ Pressurized or primary and secondary seal controls ▪ External, Internal FRT <ul style="list-style-type: none"> - Vapor recovery system - Vapor tight and efficiency requirements - No visible gaps for covers, seals or lids 	Same as Existing Rule	Installation of control roof devices. Requirements for primary and secondary seals, including vapor tightness for the following: <ul style="list-style-type: none"> ▪ External FRT ▪ Domed External FRT ▪ Internal FRT ▪ Fixed Roof Tank
Other Performance Requirements	<ul style="list-style-type: none"> ▪ Requires PVV for tanks from 251 to 19,815 gal ▪ FR to float on product at all times except during continuous emptying and refilling ▪ Water refloat specifications for refilling with gasoline ▪ Prohibition for use of specific tanks for > 11 psia TVP organic liquids ▪ Seal replacement specifications 	Same as Existing Rule	NA
Identification Requirements	Requires clear identification on tanks signage and changes require District approval	Same as Existing Rule	Requires operators to have a visible permanent sign with tank. Information and the number designation of the tank.
Self-/Owner/ Operator Inspection/ Monitoring Requirements FRT	Floating roof tanks inspected by certified person twice annually, 4 to 8 months apart per Attachment B of Rule 463. Primary and secondary seals inspected by certified person when tank is emptied and degassed. Notify two weeks prior to tank degassing	Same as Existing Rule	Self-inspection requirements per Attachment A of Rule 1178 by a certified person for the following: <ul style="list-style-type: none"> ▪ External FRT ▪ Domed External FRT ▪ Fixed Roof Tanks

AST – Above-ground Storage Tank; FRT – Floating Roof Tank; PVV – Pressure Vacuum Valve; RVP – Reid Vapor Pressure; TVP – True Vapor Pressure.

Final Staff Report

(table cont.)

Category	Existing Rule 463	Proposed Amended Rule 463	Current Rule 1178
Inspection/Maintenance Requirements	Any tank not in compliance with rule has 72 hours from time determined out of compliance to be in compliance	Same as Existing Rule	Requires operators to make repairs or replace all devices and their gaskets that are defective have visible gaps, non vapor tight and not meeting requirements for filling , refilling and emptying and degassing AST
Record Keeping and Reporting Requirements	All inspections recorded on compliance inspection form. Submit inspection forms within five working days. If a tank is in violation a written report is due within 120 hours. All records of operator inspection maintained for 3 years	Same as existing rule except for added provision for electronic reporting.	Records of: Method 21 results, inspection of primary, secondary seals and tank openings. Reports of: semiannual inspections of tanks within five days, violation/correction report within 120 hours, results of emission control performance test. Maintain all records for 5 years
Emission Reporting	Emission Information Report using Annual Emission Reporting Program. Owner/Operator provides all upset emission info and maintain records for 2 years. All person subject to rule keep records of liquid, vapor pressure, API gravity Temp, and boiling point	Same as Existing Rule	NA
Exemptions	Oil Production Tanks Cap 19,815 to 42,008 gal. exempt when heated for only shipment and monthly average < 30 gal/day constructed before 1984 and properly maintained	Same as existing rule except added limited exemption for drain-dry breakout tank turnovers subject to Rule 1149.	<ul style="list-style-type: none"> ▪ Pressurized storage tank >15 lbs psig w/o emissions ▪ Domed external FRT installed before 2002 ▪ Baker tanks w/ < 500 ppm vent stream per Method 21 ▪ Tanks permitted with synthetic emission limits less than 20 tpy VOC ▪ District approved degassed and emptied tanks
Test Methods	Alternative Test methods used if approved. AQMD Method 501.1 and EPA Method 25 for VRS efficiency. ASTM Method 323 RVP. VOC leaks Method 21	ASTM Method D-93 TVP>0.1 ASC, ASTM Method D-86 TVP>0.1>ASC	Alternative test used if approved, VOC leaks Method 21 ASTM Method D-93 TVP> 0.1=ASC ASTM Method D-86 TVP>0.1 > ASC and ASTM Method D-323 for RVP
Self Inspection Procedure	Attachment B of Rule 463 Primarily a visual and physical inspection.	Same as Existing Rule	Attachment A of Rule 1178 Primarily a Method 21 inspection with accompanying visual and physical inspection for presence and condition of gaskets and similar leak prevention installations

AST – Above-ground Storage Tank; FRT – Floating Roof Tank; PVV – Pressure Vacuum Valve; RVP – Reid Vapor Pressure; TVP – True Vapor Pressure.

SOCIOECONOMIC ASSESSMENT

The proposed amendments contain clarifications of existing rule language, true vapor pressure test methods, and provide additional flexibility in existing rule

record keeping requirements. The proposed amendments do not affect the scope of rule applicability nor impose additional requirements on facilities subject to the existing rule. Staff expects the proposed reduction from 1,000 ppm to 500 ppm in the definition of vapor tightness to have a negligible impact on emissions and compliance costs associated with tank hatches, closures and device maintenance. The vapor tightness definitional change serves to ease administration of tank rule requirements by harmonizing the criterion for vapor tightness with that of other existing rules. Proposed changes in test methods used to comply with existing requirements for tanks with low true vapor pressure permit conditions are expected to modestly reduce compliance costs by providing a clear and uniform way to demonstrate compliance. The proposed addition of the option to submit compliance records electronically will likely reduce the costs of record keeping for many facilities and not generate additional cost for facilities choosing not to submit records electronically. Overall, compared to the existing rule, the proposed amendments are expected to result in cost savings.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

~~SCAQMD~~s Staff has reviewed the proposed ~~project amendment to Rule 463 – Organic Liquid Storage~~, pursuant to CEQA Guidelines §15002-(k)(1), - Three Step Process, the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The ~~SCAQMD~~ has determined that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment and is therefore, exempt from CEQA pursuant to CEQA Guidelines §15061 ~~(b)(3)~~ - Review for Exemption (~~General Rule Exemption~~), paragraph (b)(3) – “common sense” exemption. Furthermore, the proposed amendments ~~are~~ is categorically exempt because ~~they are~~ it is considered an actions to protect or enhance the environment pursuant to CEQA Guidelines §15308 – Class 8 Categorical Exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY CODE SECTION 40727

Health and Safety Code Section 40727 requires that prior to adopting, amending or repealing rules, the AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication and reference, based on relevant information presented at the hearing. The draft findings are as follows:

Necessity: The AQMD Governing Board has determined that a need exists to amend Rule 463 – Organic Liquid Storage, to provide alternative test methods that are more representative and appropriate for low vapor pressure organic liquids for

those permitted facilities that are also subject to more stringent vapor pressure standards and to make administrative changes to facilitate compliance with the rule.

Authority: The AQMD obtains its authority to adopt, amend or repeal rules and regulations from California Health and Safety Code Sections 39002, 39650, 40000, 40001, 40440, 40441, 40463, 40702, and 40725 through 40728, 41508, 41700, and 42300.

Clarity: Rule 463 – Organic Liquid Storage as proposed to be amended, is written or displayed so that its meaning can be easily understood by the persons directly affected by it.

Consistency: Proposed Amended Rule 463 – Organic Liquid Storage is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or federal or state regulations.

Non Duplication: Rule 463 – Organic Liquid Storage, as proposed to be amended, does not impose the same requirements as any existing state or federal regulations, and the amendments are necessary and proper to execute the powers and duties granted to, and imposed upon, the AQMD. The proposed amendment consolidates existing state and federal requirements.

Reference: This regulation would implement, interpret or make specific the provisions of: Health and Safety Code Sections ~~40001 (rules to achieve ambient air quality standards), 40440(a) and (c) (rules to carry out the Air Quality Management Plan and rules which are also cost effective and efficient), 40702 (rules to execute duties necessary to preserve original intent of rule), 40910 et seq., (California Clean Air Act), and Federal Clean Air Act §111 (New Source Performance Standards)~~40440(a) (rules to carry out Air Quality Management Plan), 40440(c) (cost effectiveness), 41508, 41700, and Federal Clean Air Act Section 172(c)(1) (RACT).

COMMENTS AND RESPONSES

Comments from the Public

Comments were received on the Proposed Amended Rule (PAR) during the public workshop conducted on August 24, 2011. The following written comments were received during the public comment period and included the comments received during the workshop.

Comment Letter # 1 – Plains West Coast Terminals

Hello Dairo,

Below are comments on the PAR 463.

- 1. Regarding the issue of determining the TVP of a crude from an established RVP as discussed in Sections (g)(3) and (g)(5), we would like the District to consider including, in addition to the nomographs (AP-42 Fig. 7.1-13a), the option of using the equation that was generated from the nomographs. The EPA has stated in the footnote to the equation that it yields a result that is 0.05psia of the values from the graphs. We recommend that the text in part read as follows:
 - a. (g)(3) "...and converted to true vapor pressure using applicable nomographs in U.S. EPA AP-42, or the equation derived from the graphs, or nomographs approved by the Executive Officer and U.S. EPA." (To assist in your review we have developed a spreadsheet calculator [attached] using the equation that may prove helpful.)
 - b. (g)(5) "...by converting the Reid Vapor Pressure using the appropriate API nomograph or equation found in U.S. EPA AP-42...."
- 2. If the District can confirm that the Lawrence Berkeley National Laboratory (LBNL) test method is the same as the Heavy Oil Storage Tank (HOST) method, we recommend that the language at the end of (g)(5) be revised to read, "...may be measured using the Lawrence Berkeley National Laboratory (Heavy Oil Storage Tank – HOST) "Test Method for Vapor Pressure of Reactive Organic Compounds in Heavy Crude Oil..."
- 3. For low vapor pressures (g)(4) we recommend the inclusion of ASTM D2879 (Standard Test Method for Vapor Pressure-Temperature Relationship and Initial Decomposition Temperature of Liquids by Isoteniscope) as an approved analytical method.

Thank you,
Ngiabi Gicuhi
Plains West Coast Terminals, LLC
5900 Cherry Ave
Long Beach, CA 90802

562-728-2024
562-489-6466 (cell)
562-728-2860 (Fax)
ngicuhi@paalp.com

Response to Comment #1-1

Rule 463 subdivision (g) [PAR463 renumbered subdivision (h)] currently provides a mechanism for use of alternative test methods, relying on review by the staffs of the District, the California Air Resources Board, and the U.S. EPA. Following such approvals, and contingent on widespread applicability, staff may consider incorporation into rule language in the future.

Response to Comment #1-2

See response to Comment #1-1

Response to Comment #1-3

See response to Comment #1-1

Final Staff Report

Comment Letter # 2 – Valero Refinery

Valero Refinery

Good Morning Mr. Moody –

Please accept this email containing my comments on PAR 463.
I mirror the comments made by other members of affected facilities during the August 24, 2011 Public Workshop for PAR 463.

The applicability for Rule 463 is unclear.

The Purpose and Applicability subsections generally outline the applicability for the Rule. For example, Rule 1178 subsection (b) clearly identifies both the size of the storage tanks applicable as well as the TVP content of the material that makes the storage tank applicable to Rule 1178 (see below). In contrast, Rule 463 provides no clear TVP definition. The only reference to TVP limits is in subsection (c) for Tank Roof Requirements, leaving an affected facility to assume that all other subsections of the rule are applicable regardless of the TVP content of the material stored in the tank.

} 2-1

Although the District has referred to Rule 463 in terms of “aligning” with Rule 1178, there does not appear to be any recent supporting documentation of the TVP requirements being aligned with Rule 1178. The TVP requirements of Rule 463 should be able to stand on its own, without inferring alignment from another Rule.

} 2-2

I appreciate the opportunity to provide comments. Please call if you have any questions or comments.

Rule 463:

(a) Purpose and Applicability

The purpose of this rule is to reduce emissions of volatile organic compounds (VOC) from the storage of organic liquids in stationary above-ground tanks. This rule applies to any above-ground stationary tank with a capacity of 75,000 liters (19,815 gallons) or greater used for storage of organic liquids, and any above-ground tank with a capacity between 950 liters (251 gallons) and 75,000 liters (19,815 gallons) used for storage of gasoline.

Rule 1178:

(b) Applicability

The rule applies to all aboveground storage tanks that have capacity equal to or greater than 75,000 liters (19,815 gallons), are used to store organic liquids with a true vapor pressure greater than 5 mm Hg (0.1 psi) absolute under actual storage conditions, and are located at any petroleum facility that emits more than 40,000 pounds (20 tons) per year of VOC in any emission inventory year starting with the emission inventory year 2000.

Best Regards,

Sharon Stewart
Environmental Manager
562.491.6631 - office
562.495.5426 - fax



VALERO
2402 E. Anaheim Street
Wilmington, CA 90744

Response to Comment #2-1

Staff agrees with the intent of this comment and has updated rule language to further clarify the applicability of the rule.

Specifically, tanks that contain organic liquids that do not exceed the vapor pressure thresholds identified in subdivision (c), such as distillate tanks, are subject to the reporting and recordkeeping requirements of (f)(2) and (f)(3), as well as the self-inspection requirements of subdivision (e) and Attachment B, sections 1 through 3. In short, owners/operators are required to perform a minimum level of due diligence to demonstrate that the organic liquids stored do not exceed the vapor pressure thresholds of subdivision (c) in order to validate the presumption that the remaining tank roof requirements of subdivision (c) do not apply. Staff also notes that subdivision (e) applies to floating roof tanks but additional rule language in the existing rule refers merely to “tanks” rather than “floating roof tanks.” As such, staff has updated the proposed rule language to refer to “floating roof tank” within the context of subdivision (e) to minimize confusion. Below is a summary of the rule sections that apply to these low vapor pressure tanks:

(e) Self-Inspection of Floating Roof Tanks

(f)(2) Emissions Reporting

Attachment B

4. For floating roof tanks containing organic liquid not subject to the provisions of subdivision (c) of Rule 463, conduct only steps 1 through 3 of this attachment. For all other floating roof tanks, conduct steps 5 through 7 as applicable.

Response to Comment #2-2

Alignment with Rule 1178 is limited to accommodation of alternative test methods for facilities subject to both rules and to update vapor tightness detection capability. The purpose of PAR 463 is not to align the vapor pressure thresholds of the rules because they serve different purposes: Rule 463 defines minimum control requirements for organic liquid storage tanks while Rule 1178 requires further emission reductions from larger emissions sources. Where facilities are subject to both rules, the alternative test methods provided by PAR 463 are intended to provide flexibility.

Comment Letter # 3 – Kinder Morgan

Hello Mr. Moody,

Comments from Kinder Morgan for the PAR Rule 463 are in the following:

- 1. **Comments:** PAR Rule 463 (a) - It's our understanding that diesel, jet fuel or low vapor pressure distillates at unheated conditions are not subject to Rule 463; however, PAR Rule 463 (a) is not very clear on that. In order to be consistent with PAR Rule 463 (c) – Tank Roof Requirements, the following language is proposed for PAR Rule 463 (a).

The purpose of this rule is to reduce emissions of volatile organic compounds (VOC) from the storage organic liquids in stationary above-ground tanks. This rule applies to any above-ground stationary tank with a capacity of 150,000 liters (39,630 gallons) or greater for storage of organic liquids with a true vapor pressure greater than 25.8 mm 0.5 psi absolute or greater under actual storage conditions, and any above-ground storage tank with a capacity of more than 950 liters (251 gallons) capacity used for storage of organic liquids with a true vapor pressure greater than 77.5 mm Hg (1.5 psi) absolute under actual storage conditions.

3-1

- 2. **Comments:** PAR Rule 463 (e) - If the suggested rule applicability in the **Comment #1** is incorporated into the proposed amended rule, this comment will not be necessary. With the current proposed applicability in PAR 463 (a), language in PAR 463 (e) should be modified especially for PAR Rule 463 (e)(3) to clarify whether the self-inspection requirements are applicable to distillates tanks or not.

3-2

- 3. **Comments:** PAR Rule 463 (d)(2) – Aboveground storage tanks in a typical distribution terminal and manufacturing facility have floating roofs that stay on float during regular operations except during periods of maintenance when the tanks are degassed and cleaned. But with pipeline tanks (drain-dry breakout tanks with cone bottom design) such as those at several Kinder Morgan facilities, the tanks operate as an integral part of pipeline itself, hence acting as storage tanks only for short durations. The products in these drain-dry breakout tanks change very frequently in order to accommodate the demand for fuels delivery via pipelines. Drain-dry tanks used for pipeline breakout are designed to be filled rapidly and emptied completely as needed and the emissions from refilling operation of these tanks are controlled by vapor control systems. The current rule did not address drain-dry breakout tanks, thus the following language is proposed to modify the PAR 463 (d)(2) to include drain-dry breakout tanks:

3-3

The roof of any internal or external floating roof tank shall float on the organic liquid at all times (i.e., free of the roof leg supports) except when the tank is being completely emptied for cleaning, or repair. The process of emptying or refilling, when the roof is resting on leg supports, shall be continuous. The provision of (d)(2) shall not apply to drain-dry breakout tanks as defined in this Rule.

- 4. **Comments:** If the **Comment #3** is incorporated, the definition of drain-dry breakout tanks should be added to PAR Rule 463 (b).

3-4

Drain-dry breakout tanks in an aboveground storage tank designed such that the floating roof rests on support legs no higher than one foot along the tank shell with a bottom sloped to a sump or sumps such that no product or sludge remains on the tank bottom and walls after emptying except clingage and is primarily used to receive product from pipelines to distribute product back into pipelines.

3-4
cont'd

Please contact me if you have any questions regarding these comments. Thank you.

Yijin
(714)560-4886
(714)560-6655(Fax)

Response to Comment # 3-1

See response to Comment # 2-1.

Response to Comment # 3-2

See response to Comment # 2-1.

Response to Comment # 3-3

Staff has revised the proposed rule to incorporate the intent of your comment by adding a definition for Drain-Dry Breakout Tank and providing an exemption for Drain-Dry Breakout Tanks from the provisions of (d)(2) as follows:

(b)(4) DRAIN-DRY BREAKOUT TANK is an above-ground storage tank designed such that the floating roof rests on support legs no higher than one foot along the tank shell with a bottom sloped to a sump or sumps such that no product or sludge remains on the tank bottom and walls after emptying except clingage and is primarily used to receive product from pipelines and to distribute product back into pipelines.

(g)(2) The provisions of (d)(2) shall not apply to drain-dry breakout tanks that are subject to the provisions of Rule 1149 - Storage Tank And Pipeline Cleaning And Degassing.

Response to Comment # 3-4

See response to Comment #3-3.

Comment Letter # 4 – Exxon Mobil

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, California 90703



**Sent Via Email on September 7, 2011
and UPS Next Day Air**

Tracking No. 1Z 7Y6 Y21 22 1010 582 8

September 7, 2011

Mr. Dairo Moody
Planning, Rule Development, and Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Moody:

Re: PAR 463, Organic Liquid Storage

ExxonMobil Pipeline Company (EMPCo) would like to submit the following comments regarding the proposed amendments to the Organic Liquid Storage Rule:

EMPCo appreciates the South Coast Air Quality Management District (AQMD) addressing industry's request for alternative test methods for demonstrating compliance with the vapor pressure standards required by Rule 463. We support the proposed amendments to the rule, incorporating alternative test methods and updating definitions to align with Rule 1178. However, we suggest two clarifying changes to the proposed rule language.

First, the definition of "ambient temperature" in the proposed amended rule should be revised to mirror the definition of "ambient temperature" in Rule 1178 and read as follows:

"AMBIENT TEMPERATURE is the temperature of an organic liquid within a storage tank that has been influenced by atmospheric conditions only and is not elevated by a non-atmospheric means of heating **at the tank which includes but is not limited to** such as steam, hot water, heaters, heat exchangers, tank insulation, or tank jacketing."

The added words "at the tank" clarifies the point at which ambient temperature is taken, and excludes any non-atmospheric heating that occurs prior to or after the organic liquid is stored in the tank. Absent this change, it will be extremely difficult to determine when a tank is at ambient temperature, thus severely restricting the ability to utilize the additional vapor pressure determination methods that are the main reason for amending the rule. In addition, because one of the goals of Proposed Amended Rule 463 is to align the test methods with Rule 1178, the definitions of AMBIENT TEMPERATURE in both rules should be identical.

Our second suggested change, in order to clearly establish the intended flexibility in the modified rule, is to add the words "either of" to section (g) (4) such that the introductory sentence reads as follows:

"Notwithstanding the provisions of paragraph (g) (3), if a permit condition or District rule requires true vapor pressure of 5 mm Hg (0.1 psi) absolute, **either of** the following....."

} 4-1
}
} 4-2

An ExxonMobil Subsidiary

Final Staff Report

ExxonMobil Pipeline Company
12851 East 166th Street
Cerritos, California 90703

We sincerely appreciate the opportunity to submit comments on the proposed rule revisions. We believe that the suggested changes are within and further AQMD's intent to provide alternative test methods for demonstrating compliance with the true vapor pressure standards contained in the amended Organic Liquid Storage Rule.

If you have any questions regarding these comments, please contact Adriane Simon at 310-212-4190.

Sincerely,



Saul Flota
West Coast Area Manager

Response to Comment #4-1

Staff has revised the proposed rule to incorporate the intent of your comment by updating the definition of ambient temperature to match the Rule 1178 definition.

Response to Comment #4-2

Staff has revised the proposed rule to incorporate the intent of your comment by incorporating the term "either of" into the alternative test method provision language.

Comment Letter # 5 – Western States Petroleum Association



Western States Petroleum Association
Credible Solutions □ Responsive Service □ Since 1907

[Patty Senecal](#)
Manager, Southern California Region and Infrastructure Issues

VIA ELECTRONIC MAIL

September 8, 2011

Mr. Dairo Moody
Planning, Rule Development, and Area Sources
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Dear Mr. Moody:

WSPA COMMENTS - PAR 463, ORGANIC LIQUID STORAGE

Western States Petroleum Association (WSPA) is a non-profit trade association representing twenty-six companies that explore for, produce, refine, transport and market petroleum, petroleum products, natural gas and other energy supplies in California, Arizona, Nevada, Oregon, Washington and Hawaii. WSPA-member companies operate petroleum refineries, oil and gas production facilities, and other facilities in the South Coast Air Basin that typically fall under the purview of Rule 463 and/or its companion rule, Rule 1178.

WSPA appreciates the opportunity to submit these comments on the draft proposed amended Rule.

I. According to the staff presentation at the August 24th workshop, the District has five primary objectives for proposing the amendments to the Rule, and we would like to offer comments on each objective:

- Incorporate alternative test methods. The proposed addition of the two test methods, ASTM Method D-93 and ASTM Method D-86, respectively, would make Rule 463 consistent with Rule 1178. These additions are appropriate and WSPA supports them, albeit with two reservations.

The two proposed test methods from Rule 1178 have been deemed appropriate for the basic "cut-off" determination of when an organic liquid is stored at a true vapor pressure of 0.1 psia or greater. However, neither of these test methods actually provides a numerical value for the true vapor pressure. WSPA is concerned about the apparent "gap" between 0.1 psia (as potentially indicated through use of the new test methods) and 0.5 psia (the point at which some tank roof

} 5-1

requirements apply per 463(c)). Specifically, we would seek some assurance that the use of these two new test methods will not inadvertently broaden the applicability of Rule 463 to situations where the true vapor pressure of a stored liquid is between 0.1 and 0.5 psia (i.e., situations that are not intended to be under the purview of Rule 463).

} 5-1
contd

We would also note that the language in Rule 1178 regarding these test methods (1178(i)(2)&(3)) is clearer and simpler than the language being proposed for PAR 463. WSPA recommends that, subject to the caveat above, the District use the exact same language as in Rule 1178.

- Add a definition for "ambient temperature". WSPA recognizes that the proposed definition is very similar to that which is in Rule 1178; however, there is a critically important difference. The definition at 1178(b)(2) specifies that the assessment of "non-atmospheric means of heating" is to be made at the tank itself. The proposed definition for PAR 463 needs to include the words "at the tank".

} 5-2

- Update the definition of "vapor tightness". Although the proposed change is clear, the reason for it is not. The proposed revision, from 1000 ppm to 500 ppm, would constitute an increase in stringency, and any increase in stringency of a rule has a cost that is either explicit or implied. The District does not attribute any emission reductions to the change and, therefore, as a practical matter, it lacks a justification. In WSPA's view, aligning this aspect of Rule 463 with existing Rule 1178 is not an adequate or appropriate reason for proposing this change.

} 5-3

- Remove outdated regulatory references. WSPA supports the proposed changes.
- Provide for electronic submission of tank inspection reports. WSPA supports this proposed additional flexibility for owner/operators.

} 5-4

II. Additional WSPA comments on the preliminary draft Staff Report and on the proposed amended Rule are as follows:

Preliminary Draft Staff Report

- Discussion of flash point (page 2). WSPA submits that it would be more technically correct to state that the flash point, "... is one measure of the tendency of the test specimen to form a flammable mixture with air under controlled laboratory conditions."¹ Although the test is related to the formation of vapor from the liquid under study, the test itself measures the temperature at which ignition of the vapor occurs.

} 5-5

- Regulatory history (page 3). WSPA questions why there needs to be such extensive discussion of matters related to the hydrogen sulfide content of crude oil when, in fact, the discussion itself acknowledges that no problem is known to exist. WSPA recommends that this discussion be deleted.

} 5-6

- Affected industries (page 3). Given the applicability as stated in the rule itself (i.e., the rule applies to any above-ground storage tank meeting certain criteria) it is inaccurate to state in the

} 5-7

¹ Excerpt from the description of the test method. See: <http://www.astm.org/Standards/D93.htm>

Staff Report that, "The rule amendment applies to existing and any future tank farm facilities and refineries." WSPA believes that Rule 463 will apply more broadly, and that fact should be recognized. In addition, because petroleum refineries tend to be large scale facilities it seems likely that Rule 1178 applies to them rather than Rule 463. This is a distinction for which further clarification would be very helpful.

5-7
contd

Draft Proposed Rule Language

- Purpose and Applicability. Rule 1178, focuses² on tanks with a capacity of 75,000 liters or greater, storing organic liquids with a true vapor pressure of 5 mm Hg or more, and located at petroleum facilities that emit more than 20 tons per year of VOC. Rule 463 focuses on this exact same universe of tanks although the vapor pressure thresholds in the two rules are different, and Rule 463 also applies to smaller tanks, regardless of where they are located, that are used to store gasoline. The overlap in applicability of the two rules has to result in some confusion. Accordingly, WSPA recommends the addition of wording to Rule 463 to more clearly define its applicability, to clarify the distinction between it and Rule 1178, and to specify when one rule takes precedence over the other.

5-8

The District may wish to consider using language similar to the following: *The purpose of this Rule is to reduce emissions of volatile organic compounds (VOC) from the storage of organic liquids in stationary above-ground tanks. This Rule applies to any above-ground storage tank, not subject to Rule 1178, with a capacity of 150,000 liters or more containing organic liquids with a true vapor pressure of 0.5 psia or greater, 75,000 liters or more containing organic liquids with a true vapor pressure of 1.5 psia or greater, or, between 950 liters and 75,000 liters containing gasoline.*

- Tank roof requirements. Paragraph (c)(1)(D) requires that there be no visible gaps associated with devices such as openings in a floating roof. However, in contrast to comparable requirements in Rule 1178, the term "visible gap" is not defined. WSPA recommends that the District add definition 1178(c)(43), Visible Gap, to PAR 463 for the purpose of precluding subjective enforcement of the rule.

5-9

- Vapor recovery systems ((c)(3)). Although there may be situations where a fixed roof tank is served by an emissions control device, per se. However, as the existing language recognizes, there are situations where the tank is connected to a vapor recovery system (i.e., a system that captures emissions from the tank rather than controls or reduces them). Whereas it should be theoretically possible to measure the efficiency of most dedicated emission control devices, it is generally not possible to directly determine the efficiency of a broader vapor recovery system³. Accordingly, WSPA recommends that language such as that found at 1178(d)(4)(A)(i)⁴ be added to PAR 463.

5-10

² Per the Applicability section, 1178(b).

³ Where VOCs are, for example, captured by a broader vapor recovery system, they are typically compressed and routed to a facility-wide fuel gas system and the resultant fuel gas is combusted in heaters and/or boilers. It is not possible to directly measure the control efficiency of this type of system. But there can be little doubt that the efficiency greatly exceeds 95 percent.

⁴ "The tank emissions are vented to an emission control system with an overall control efficiency of at least 95 percent by weight or the tank emissions are vented to a fuel gas system."

- Applicability of the proposed new test methods ((g)(4)). WSPA would note that neither a permit condition nor a rule actually "... requires true vapor pressure of 5 mm Hg ...". WSPA suggests that it would be more correct to refer to permit conditions or rules that specify a vapor pressure threshold as a trigger for various requirements. Further, because the actual requirements⁵ of Rule 463 apply when a true vapor pressure is 25.8 mm Hg (0.5 psia) or greater, the reference to 5 mm Hg in this section is confusing. } 5-11
- True vapor pressure for crude oils ((g)(5)). WSPA believes that the correct applicable limit in terms of API gravity is 26.0, not 260. } 5-12
- Vapor tight and use of EPA Method 21 ((g)(6)(A)). The proposed technique for the use of Method 21 is to make the determination of vapor tightness "... at a distance of 1 cm or less from the source." Regardless of whether the final criterion will be 1000 ppm or 500 ppm, there is likely to be a substantial difference between VOC measurements made at a distance of 1 cm versus those that might be made at essentially "zero distance". WSPA believes that equity considerations require that a distance of 1 cm be specified in the Rule. } 5-13
- Reporting requirements ((e)(5)). Regarding the timing requirement for submitting compliance inspection reports... although the District is not proposing to change the existing language, WSPA suggests that consideration be given to specifying "normal business days" rather than "working days". Many of the facilities affected by Rule 463 are staffed every day, thus, it would be clearer and more appropriate to specify business days, and to specifically exclude weekends and holidays. } 5-14

Thank you for considering these WSPA comments. Please contact me with any questions at (310) 678-7782, or, psenecal@wspa.org.

Sincerely,



Patty Senecal
Manager, Southern California Region and Infrastructure Issues
Western States Petroleum Association

cc: Laki Tisopulos, Ph.D., P.E.

⁵ Rule 463(c).

Response to Comment #5-1

The purpose of incorporating the alternative test methods is to provide facilities that are subject to both Rule 463 and Rule 1178 the flexibility of using the same

methods to demonstrate compliance for both. Because the additional test methods are alternatives and optional, staff does not believe that inclusion of these test methods broaden the applicability to Rule 463, and none should be inferred.

While the differences between the originally proposed language of paragraph (g)(4) and the equivalent language from Rule 1178 was meant to improve clarity, due to the nature of the change and your comment, staff has revised paragraph (g)(4) to more closely match the equivalent language from Rule 1178.

Response to Comment #5-2

See response to Comment #4-1.

Response to Comment #5-3

A review of the District's compliance records indicate that the majority of regulatory citations under Rule 1178 that involved vapor tightness on hatches and closure devices were in the 2,000 to 100,000 ppm range, well in excess of both the current Rule 463 threshold of 1,000 ppm and proposed threshold of 500 ppm. During the last two years there has been only one incident with a reading between 500 and 1,000 ppm. Typically, tanks inspected under Rule 463 normally exhibit only background levels below 500 ppm. Therefore, it is expected that no cost increase or emission reduction would result from the proposal.

Response to Comment #5-4

Staff appreciates the review effort.

Response to Comment #5-5

Staff has revised the draft staff report to incorporate the intent of your comment by describing flash point as “the lowest temperature at which the liquid starts to vaporize and become ignitable.”

Response to Comment #5-6

Staff has revised the draft staff report to incorporate the intent of your comment by removing the extensive discussion associated with removal of outdated requirements.

Response to Comment #5-7

Staff has revised the draft staff report to incorporate the intent of your comment by updating the sentence in question and incorporating a comparison table in the report. The sentence in question has been updated as follows:

“The rule amendment applies to stationary above-ground tanks that store organic liquids, including existing and any future tank farm facilities and refineries.”

Response to Comment #5-8

See response to Comment #2-1

Response to Comment #5-9

The provisions of Rule 1178, which applies to larger emission source facilities, supersedes the visible gap requirement as part of subparagraph (d)(1)(C) of Rule 1178, which requires that instead of meeting the defined one-eighth inch gap definition of (c)(43) of Rule 1178, instead meet the vapor tightness definition of paragraph (c)(42) of Rule 1178 by July 1, 2003, which is a less than 500 ppm leak determined by Method 21.

Currently Rule 463 relies on a common sense definition for “visible gaps” which is intended to provide a minimum protective standard for smaller emission sources. Staff has also reviewed the language in nine California Air Districts for requirements equivalent to Rule 463 and determined that eight Districts similarly rely on similar common sense definitions for visible gaps, while the ninth (Kern County) uses a one-sixteenth inch definition. Staff is not aware of any arbitrary subjective enforcement action taken with respect to this term under Rule 463, and believes that aligning the definition to the vapor tight condition would require additional use of Method 21 sampling for smaller emission sources not subject to Rule 1178. As such, staff does not recommend incorporating the Rule 1178 definition as part of Rule 463 at this time.

Response to Comment #5-10

Staff has revised the proposed rule to incorporate the intent of your comment by removing the requirement to demonstrate 95% control efficiency for vapor recovery when tank emissions are vented to a fuel gas system similar to Rule 1178 (d)(4)(A)(i)(5):

(c)(3)(C) For purposes of this paragraph, the efficiency of a vapor recovery system shall be determined by making a comparison of controlled emissions to those emissions which would occur from a fixed cone roof tank holding the same organic liquid without a vapor control or vapor recovery system. The vapor recovery system shall have an efficiency of at least 95 percent by weight, or vent tank emissions to a fuel gas system.

Response to Comment #5-11

Staff has revised the proposed rule to incorporate the intent of your comment by referring to the requirement to demonstrate vapor pressures less than a defined threshold rather than a vapor pressure requirement as follows:

- (4) Notwithstanding the provisions of paragraph (gh)(3), if a permit condition or District rule requires a demonstration of true vapor pressure of less than

5 mm Hg (0.1 psi) absolute, either of the following test methods may be used to show compliance:

See also response to Comment #5-1.

Response to Comment #5-12

Staff has revised the proposed rule to incorporate the intent of your comment by inserting the decimal place to correct the value from 260 to 26.0.

Response to Comment #5-13

Staff has revised the proposed rule to incorporate the intent of your comment by removing the additional detail associated with the Test Method as follows:

(6) Vapor tight condition specified in subparagraphs (c)(3)(A) and (c)(3)(B) shall be determined according to U.S. EPA's Reference Method 21 subject to the following limitations using an appropriate analyzer calibrated with methane.

~~(A) vapor tight condition shall be determined at a distance of 1 cm. or less from the source; and~~

~~(B) the soap bubble test shall not be used in lieu of quantitative test methods for vapor tightness determination.~~

Response to Comment #5-14

Staff has revised the proposed rule to incorporate the intent of your comment by defining working day to minimize confusion. However, staff disagrees that the term “Working Day” was intended to include holidays as associated with the term “business day”; rather, as similar in other federal and District rules (such as Rule 1403 - Asbestos Emissions from Demolition/Renovation Activities) where five working days translates to seven calendar days, holidays are not excluded from the definition.

Comments from U.S. EPA

The following comments were received from U.S. EPA on October 25, 2011.

Comment #1:

As discussed in South Coast's December 11, 2001 staff report for SC 1178, ASTM D93 (Flash Point) and D86 (Distillation) do not directly measure vapor pressure, but are used as surrogate test methods as an indicator of vapor pressure. These ASTMs are used to determine applicability in Rule 1178, but in Rule 463, it appears they may be used to determine compliance with a 0.1 psi vapor pressure limit in another rule or permit. As such, South Coast should review whether it is appropriate to state that these surrogate test methods can demonstrate compliance.

Response to Comment #1

Staff has reviewed the appropriateness of stating that the surrogate test methods can demonstrate compliance and determined that while the test methods are used to determine applicability, the practical use of the test method results would be to demonstrate compliance with control requirements that would otherwise apply should the true vapor pressure threshold be exceeded. Staff's review of the requested use of the surrogate test methods indicates that the intended use would be appropriate as stated, and does not foresee any inappropriate application of the proposed provision. However, the proposed amendment language has been revised to further clarify the use of the test method as follows:

"Notwithstanding the provisions of paragraph (h)(3), if a permit condition or District rule requires a demonstration of true vapor pressure of less than 5 mm Hg (0.1 psi) absolute, either of the following test methods may be used ~~to show compliance:~~"

Comment #2:

Per EPA Region 9's Guidance Document for Correcting Common VOC and Other Rule Deficiencies, the referenced ASTMs should, at a minimum include the date of the version being referenced and preferably also include the title of the method. This is because newer versions of ASTM test methods are not automatically submitted to or reviewed by EPA. ASTM D-323 should include a year and ASTM D-93 and ASTM D-86 should include the year and title of the methods.

Response to Comment #1

The proposed rule has been updated to include the test method titles and date of the version being referenced.

Comment #3:

Similarly, the date of the Lawrence Berkeley National Laboratory test method for heavy crude oil should be included. The latest version approved by EPA is dated May 28, 2002.

Response to Comment #3

The proposed rule has been updated to include the May 28, 2002 latest version date.

Comment #4

The reference to nomographs in section (h)(3) should specify where in U.S. EPA AP-42 the applicable nomographs are found. For example, include the edition of U.S. EPA AP-42 and the chapter where the figures are located. The latest versions are from AP-42 Fifth Edition, Volume 1, Chapter 7.

Response to Comment #4

The proposed rule has been updated to refer to the latest version of the applicable nomographs from AP-42 Fifth Edition, Volume 1, Chapter 7.

ATTACHMENT G



South Coast Air Quality Management District

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

SUBJECT: NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: PROPOSED AMENDED RULE 463 – ORGANIC LIQUID STORAGE

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the South Coast Air Quality Management District (SCAQMD) is the Lead Agency and has prepared a Notice of Exemption for the project identified above.

The SCAQMD has reviewed the proposed project pursuant to CEQA Guidelines §15002 (k)(1), the first step of a three-step process for deciding which document to prepare for a project subject to CEQA. The SCAQMD has determined that that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore, exempt pursuant to CEQA Guidelines §15061- Review for Exemption, paragraph (b)(3) – “common sense” exemption. Furthermore, the proposed amendments are categorically exempt because they are considered actions to protect or enhance the environment pursuant to CEQA Guidelines §15308 – Class 8 Categorical Exemption.

A Notice of Exemption has been prepared pursuant to CEQA Guidelines §15062 - Notice of Exemption. If approved, the Notice of Exemption will be filed with the county clerks of Los Angeles, Orange, Riverside and San Bernardino counties.

Any questions regarding this Notice of Exemption should be sent to Barbara Radlein (c/o Planning, Rule Development and Area Sources) at the above address. Ms. Radlein can also be reached at (909) 396-2716. Mr. Dairo Moody is also available at (909) 396-2333 to answer any questions regarding the proposed amended rule.

Date: September 22, 2011

Signature: Steve Smith

Steve Smith, Ph.D.
Program Supervisor
Planning, Rule Development & Area
Sources

Reference: California Code of Regulations, Title 14

ATTACHMENT G
NOTICE OF EXEMPTION

To: County Clerks
Counties of Los Angeles, Orange,
Riverside and San Bernardino

From: South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765

Project Title:

Proposed Amended Rule 463 – Organic Liquid Storage

Project Location:

South Coast Air Quality Management District: the four-county South Coast Air Basin (Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties) and the Riverside County portion of the Mojave Desert Air Basin.

Description of Nature, Purpose, and Beneficiaries of Project:

Rule 463 – Organic Liquid Storage, regulates emissions from above-ground stationary tanks used for storing organic liquids. Specifically, Rule 463 applies to internal or external floating roof tanks larger than 75,000 liters (19,815 gallons) at facilities that emit less than 20 tons of VOC annually. Rule 463 also applies to tanks between 950 liters (251 gallons) and 75,000 liters (19,815 gallons) used for gasoline storage. The proposed amendments to Rule 463 would align the current detection methods and limits and the procedures for measuring true vapor pressure of an organic liquid with the test methods specified in Rule 1178. In addition, the proposed amendments to Rule 463 would incorporate alternative test methods, update rule definitions, and include other minor changes for clarity and consistency throughout the rule.

Public Agency Approving Project:

South Coast Air Quality Management District

Agency Carrying Out Project:

South Coast Air Quality Management District

Exempt Status:

Three-Step Process: CEQA Guidelines §15002(k)(1)

General Rule Exemption: CEQA Guidelines §15061(b)(3)

Class 8 Categorical Exemption: CEQA Guidelines §15308

Reasons why project is exempt:

The project was reviewed and staff has determined that it can be seen with certainty that there is no possibility that the proposed project may have any significant effects on the environment, and is therefore, exempt pursuant to CEQA Guidelines §15061- Review for Exemption, paragraph (b)(3) – “common sense” exemption. Furthermore, the proposed amendments are categorically exempt because they are considered actions to protect or enhance the environment pursuant to CEQA Guidelines §15308 – Class 8 Categorical Exemption.

Certification Date:

SCAQMD Governing Board Hearing: November 4, 2011, 9:00 a.m.; SCAQMD Headquarters

CEQA Contact Person: Ms. Barbara Radlein **Phone Number:** (909) 396-2716

Rule Contact Person: Mr. Dairo Moody **Phone Number:** (909) 396-2333

Date Received for Filing: _____

Signature: _____ *(Signed Upon Certification)*

Steve Smith, Ph.D., Program Supervisor
Planning, Rule Development & Area
Sources

[↑ Back to Agenda](#)

BOARD MEETING DATE: November 4, 2011

AGENDA NO. 34

PROPOSAL: Clean Fuels Program Draft Plan Update

SYNOPSIS: In March 2007, the Board requested that staff bring the Clean Fuels Program Plan Update before the Board as a separate item to solicit more direct input before requesting final approval each year in early spring. This action is to receive and file the calendar year 2012 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty all electric fuel cell, plug-in hybrid and hybrid technologies with all electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies.

COMMITTEE: Technology, October 21, 2011; Recommended for Approval

RECOMMENDED ACTION:
Receive and file.

Barry R. Wallerstein, D.Env.
Executive Officer

CSL:MMM:DAH

Background

In March 2007, the Board requested that staff bring the Clean Fuels Program Plan Update before the Board as a separate item to solicit more direct input on the distribution of potential project funds before requesting final approval each year in early spring. Staff has prepared a calendar year 2012 Clean Fuels Program Draft Plan Update. Staff proposes continued support for a wide portfolio of technologies, but with particular emphasis in this Draft Plan on heavy-duty all electric fuel cell, plug-in hybrid and hybrid technologies with all electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies.

Proposal

The attached Clean Fuels Program Draft Plan Update identifies potential projects to be considered for funding during 2012. The proposed projects reflect promising low-, near-zero and zero-emission technologies and applications that are emerging in different source categories. This update includes a number of proposed projects, not all of which are expected to be funded in the current fiscal year given the available budget. Projects not funded in 2012 may be considered for funding in subsequent years.

In addition to identifying proposed projects to be considered for funding, this Update confirms ten key technical areas of highest priority to the AQMD. These high priority areas are listed below based on the proposed funding distribution shown in Figure 1:

- Electric and Hybrid Vehicle Technologies (including charging infrastructure)
- Hydrogen & Fuel Cell Technologies and Infrastructure
- Infrastructure and Deployment (compressed natural gas and liquid natural gas)
- Engine Systems (particularly in the heavy-duty vehicle sector)
- Fuels and Emission Studies
- Health Impacts Studies
- Emission Control Technologies
- Outreach and Technology Transfer
- Stationary Clean Fuels Technologies (including renewables)

It should be noted that these priorities represent the areas where AQMD funding is thought to have the greatest impact. In keeping with the diverse and flexible “technology portfolio” approach, these priorities may shift during the year to capture opportunities such as cost-sharing by the state government, the federal government, or other entities, or address specific technology issues which affect residents within the AQMD.

Figure 1 graphically depicts the potential distribution of AQMD Clean Fuels funds, based on projected program costs of \$16.1 million for the nine project areas discussed above. The expected actual project expenditures for 2012 will be less than the total projected program cost since not all projects will materialize. The target allocations are based on balancing technology priorities, technical challenges and opportunities discussed previously, and near-term versus long-term benefits with the constraints on available AQMD funding. Specific contract awards throughout 2012 will be based on this proposed allocation, the quality of proposals received and evaluation of projects against standardized criteria, and ultimately, the Board’s approval. At that time, additional details will be provided about the technology, its application, the specific scope of work, the project team capabilities, and the project cost-sharing.

These technical priorities will necessarily be balanced by funding availability and the availability of qualified projects. Revenues from several sources support the AQMD’s Technology Advancement program. The principal revenue source is the Clean Fuels

Program, which, under H&SC Section 40448.5 and Vehicle Code Section 9250.11, establishes mechanisms to collect revenues from mobile and stationary sources to support the program’s objectives, albeit with constraints on the use of the funds. Grants and cost-sharing revenue contracts from various government agencies, such as CARB, the California Energy Commission (CEC), the National Renewable Energy Laboratory, and the United States Department of Energy, also support technology advancement efforts.

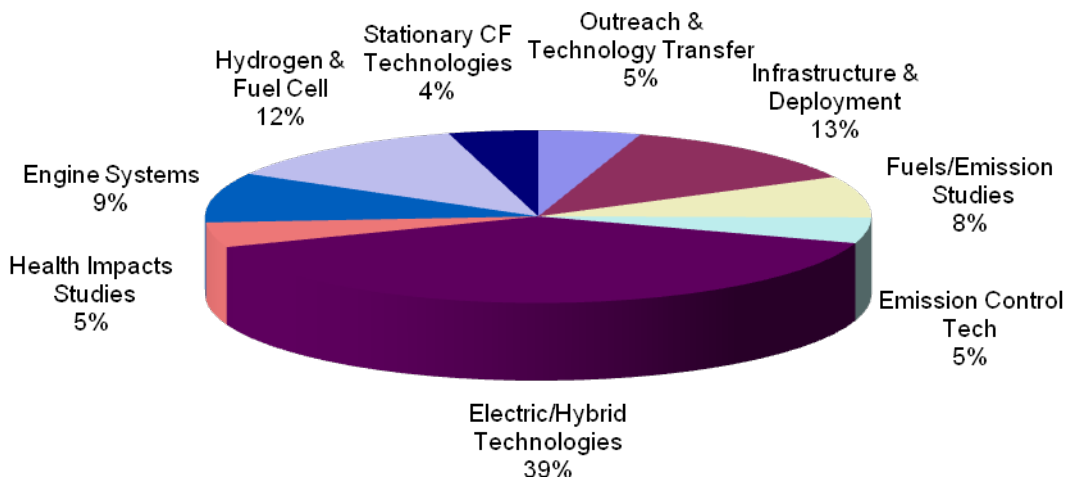


Figure 1: Projected Funding Distribution for Potential Projects in 2012 (\$16.1 million)

The proposed update is the result of a comprehensive planning and review process. This process has included consideration of the 2007 AQMP control measures and coordination activities involving outside organizations. As part of this process, staff hosted two advisory group meetings in February 2011 and September 2011 to solicit input from the Clean Fuels Advisory Group, the Technology Advancement Advisory Group, and other technical experts. During these advisory meetings, the participants reviewed the current Technology Advancement projects and discussed near-term and long-term technologies as potential projects.

The AQMD also hosted a two-day Air Quality Technology Symposium on September 28-29, 2011, to kickoff the next revisions to the AQMP, scheduled to be completed by the summer of 2012. The Symposium featured seven panels to address the challenges this region is facing to meet air quality standards, including new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. Each panel included an opportunity to brainstorm the issues and allow for public input and commentary.

Discussions from the advisory meetings and symposium, where appropriate, were fashioned into project areas and included in this year’s Plan Update. Additionally, staff attended meetings with CARB, CEC, the California Fuel Cell Partnership, and other entities to solicit and incorporate technical areas for potential leveraged funding.

The major areas of focus are proposed in the following areas:

- hybrid and electric technologies
- infrastructure and deployment
- hydrogen and fuel cell technology
- engine systems

The relative changes in funding allocation are a result of the continued but increasing focus on zero and near-zero emission goods movement technologies as well as awards over the last year to the other technology areas. For the past two years the SCAQMD has emphasized electric and hybrid-electric technologies and the urgency now is to develop and demonstrate heavy-duty all electric fuel cell, plug-in hybrid and hybrid technologies with all electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies.

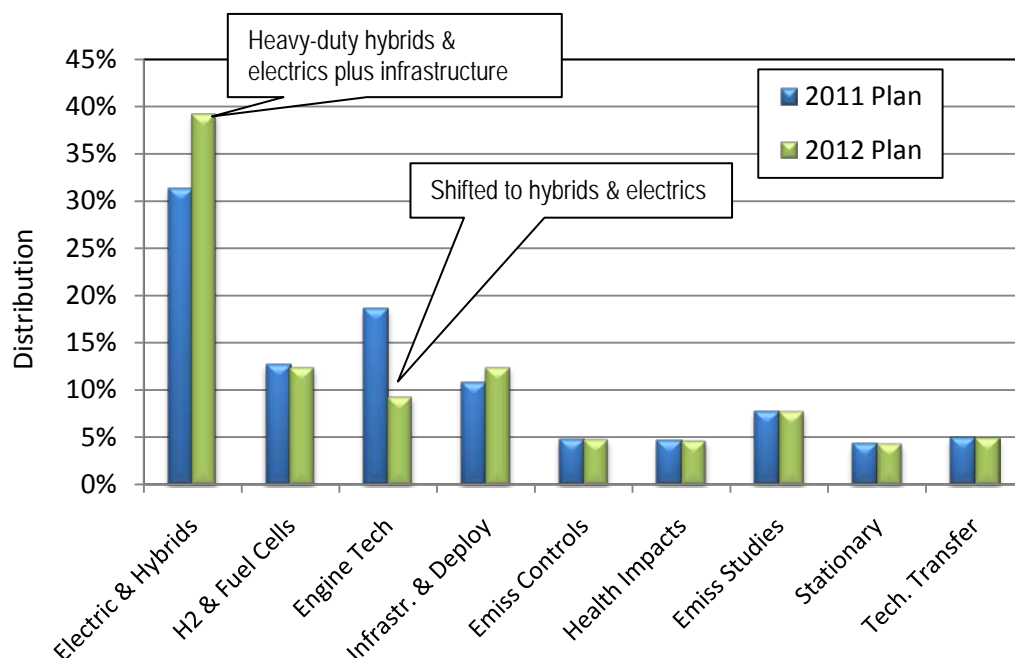


Figure 2: Plan Update Comparison

Based on communications with the organizations specified in H&SC Section 40448.5.1 and review of their programs, the projects proposed in this update do not appear to duplicate any past or present projects. As each individual project is recommended to the Board for funding, staff will continue to coordinate with these organizations to ensure that duplication is avoided and ensure optimal expenditure of Clean Fuels Program funds.

Attachment

Clean Fuels Program Draft 2012 Plan Update

CLEAN FUELS PROGRAM DRAFT 2012 PLAN UPDATE

Technology Funding Priorities for 2012

The Clean Fuels Program continually seeks to support the development and deployment of zero and near-zero emission technologies over a broad array of applications and spanning near- and long-term implementation. Planning has been and remains an ongoing activity for the program, which must remain flexible to address evolving technologies and the latest progress in the state-of-the-technology. The past few years have been especially difficult for technology partnering due to the dramatic global economic downturn, which has shifted national research and development priorities and opportunities. The challenge for the SCAQMD continues to be how to identify project or technology opportunities in which its available funding can accelerate the commercialization and deployment of progressively cleaner technologies in the Basin.

The overall strategy is based in large part on technology needs identified in the AQMP for the Basin and the Governing Board's directives to protect the health of residents of Southern California. The AQMP is the long-term "blueprint" that defines the basin-wide emission reductions needed to achieve ambient air quality standards by 2014 and 2023, the regulatory measures to achieve those reductions, the timeframes to implement these proposed measures and the technologies or types of technologies required to meet these future federal standards. As previously identified, the NO_x and VOC emission sources of greatest concern are heavy-duty on-road and off-road and light-duty on-road vehicles.

In addition to providing for specific control measures based on known technologies and control methods, the Clean Air Act has provisions for more general measures based on future, yet-to-be-developed technologies. These "black box" measures are provided under Section 182(e)(5) of the Clean Air Act for regions that are extreme non-attainment areas, such as the South Coast Basin. This 2012 Plan Update includes projects to develop, demonstrate and commercialize a variety of technologies, from near-term to long-term, that are intended to provide solutions to the emission control measures identified in the AQMP. In fact, the AQMP will be revised in 2012 to address the increasing challenges this region is facing to meet air quality standards, including new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The scope of projects in the 2012 Plan Update needs to remain sufficiently flexible to address the requirements in the 2012 AQMP.

Within each technical area, there exists a range of projects that represent near-term to long-term efforts. The SCAQMD Clean Fuels Program tends to support development, demonstration and technology commercialization efforts, or deployment, rather than fundamental research. The general time-to-product for these efforts, from long-term to near-term, is described below.

- Technology *development* projects are expected to begin during 2012 with durations of about two years. Additional field demonstrations to gain long-term verification of performance, spanning up to two years, may also be needed prior to commercialization. Certification and ultimate commercialization would be expected to follow. Thus, development projects identified in this plan are expected to result in technologies ready for commercial introduction as soon as 2014. Projects are also proposed that may involve the development of emerging technologies that are considered longer term and, perhaps higher risk, but with significant emission reduction potential. Commercial introduction of such long-term technologies would not be expected until 2015 or later.

- More mature technologies, those ready to begin field *demonstration* in 2012, are expected to result in a commercial product in the 2013-14 timeframe. Technologies being field demonstrated generally are in the process of being certified. The field demonstrations provide a controlled environment for manufacturers to gain real-world experience and address any end-user issues that may arise prior to the commercial introduction of the technology. Field demonstrations provide real-world evidence of a technology's performance to help allay any concerns by potential early adopters.
- *Deployment* or technology commercialization efforts focus on increasing the utilization of clean technologies in conventional applications. It is often difficult to transition users to a non-traditional technology or fuel, even if such a technology or fuel offers significant societal benefits. As a result, one of government's roles is to support and offset any incremental cost to help accelerate the transition and use of the cleaner technology. The increased use and proliferation of these cleaner technologies often depends on this initial support and funding as well as efforts intended to increase confidence of stakeholders that these technologies are real, cost-effective in the long term and will remain applicable.

Technical Priorities

The SCAQMD program maintains flexibility to address dynamically evolving technologies incorporating the latest progress. The major technical program areas are identified below with specific project categories discussed in more detail in the following section. The technology areas identified reflect the staff's forecast for upcoming projects and needs within the basin but is not intended to be considered a budget.

Not all project areas will be funded, due to cost-share constraints, focus on the control measures identified in the AQMP and the availability of suitable projects. The technical areas identified below are clearly appropriate within the context of the current air quality challenges and opportunities for technology advancement. Within these areas there is significant opportunity for SCAQMD to leverage its funds with other funding agencies to expedite the implementation of cleaner alternative technologies in the Basin. In fact, the AQMD historically has leveraged its funds \$1 for every \$4 of total project costs.

It should be noted, however, that these priorities may shift during the year in keeping with the diverse and flexible "technology portfolio" approach. Changes in priority may occur to (1) capture opportunities such as cost-sharing by the state government, the federal government, or other entities, or (2) address specific technology issues which affect residents within the SCAQMD's jurisdiction. As such, these technical areas are not listed by priority but rather based on proximity to commercialization and large-scale deployment.

Infrastructure and Deployment

The importance of refueling infrastructure cannot be overemphasized for the realization of large deployment of alternative fuel technologies. Significant demonstration and commercialization efforts are underway to support the deployment of natural gas vehicles. CNG and LNG refueling stations are being positioned to support public and private fleet applications as incentives for natural gas vehicles are made available to fleet operators. Upgrades and expansions are also needed to refurbish or increase capacity for some of the stations installed five years ago as well as standardize fueling station design, especially to ensure growth of alternative fuels throughout the South Coast Air Basin and beyond.

Besides these technologies, some key issues that must be overcome for public acceptance involve the development of fire and safety codes and standards, cost and economics of the new fuels,

public education and training and emergency response capability. Some of the projects expected to be developed and co-funded for infrastructure development include:

- Development and demonstration of natural gas as a vehicle fuel from renewable feedstocks and biowaste;
- Development and demonstration of advanced, cost effective CNG and LNG stations;
- Deployment of natural gas home refueling appliances for light-duty vehicles;
- Investigation of LNG manufacturing and distribution technologies; and
- Early commercial deployment of alternative fuel light-, medium- and heavy-duty vehicles.

Emissions, Fuels and Health Impacts Studies

The monitoring of pollutants in the Basin is extremely important, especially when focused on (1) a particular sector of the emissions inventory (to identify the responsible technology) or (2) exposure to pollution (to assess the potential health risks). Recent studies indicate that smoggy areas can produce irreversible damage to children's lungs. This information highlights the need for further emissions and health studies to identify the emissions from high polluting sectors as well as the health effects from these technologies. Some areas of focus include:

- demonstration of remote sensing technologies to target different high emission applications and sources;
- studies to identify the health risks associated with ultrafines and ambient particulate matter including their composition to characterize their toxicity and determine specific combustion sources;
- in-use emissions studies to determine the impact of new technologies, in particular, PEVs on local air quality as well as the benefit of telematics on emissions reduction strategies; and
- lifecycle energy and emissions analyses to evaluate conventional and alternative fuels.

Emission Control Technologies

Although engine technology and engine systems research is required to reduce the emissions at the combustion source, post-combustion cleanup methods are also needed to address the current installed base of on-road and off-road technologies. Existing diesel emissions can be greatly reduced with aftertreatment controls such as particulate matter traps (PM traps) and catalysts, as well as lowering the sulfur content or using additives with diesel fuel. Gas-to-Liquid (GTL) fuels, formed from natural gas or other gas rather than petroleum feedstock and emulsified diesel, provide low-emission fuels for use in diesel engines. As emissions from engines become lower and lower, the lubricant contributions to VOC and PM emissions become increasingly important. The most promising of these technologies will be considered for funding, specifically:

- evaluation and demonstration of new emerging liquid fuels, including alternative and renewable diesel and GTL fuels;
- development and demonstration of advanced aftertreatment technologies for mobile applications (including particulate traps and selective catalytic reduction catalysts);
- development and demonstration of low VOC and PM lubricants for diesel and natural gas engines; and
- development and demonstration of advanced air pollution control equipment.

Electric and Hybrid Technologies

If the region hopes to meet the federal standards for PM_{2.5} and ozone, a primary focus must be on zero- and near-zero emission technologies. A leading strategy to achieve these goals is the widescale implementation of electric drive systems for all applicable technologies. With that in mind, the SCAQMD seeks to support projects to address the main concerns regarding cost, battery lifetime, travel range, charging station infrastructure and manufacturer commitment. Integrated transportation systems can encourage further reduction of emissions by matching the features of electric vehicles (zero emissions, zero start-up emissions, limited range) to typical consumer demands for mobility by linking them to transit.

There also remains high interest by the major automobile manufacturers for hybrid electric technologies in both light-duty and medium- and heavy-duty applications as well as off-road equipment. In particular, diesel and gasoline fueled hybrid electric vehicles and specialty light-duty pure electric vehicles have entered the commercial market. Such vehicles offer the benefits of higher fuel economy and range as well as lower emissions. Hybrid electric technology is not limited to gasoline and diesel engines and can be coupled with natural gas engines, microturbines and fuel cells for further emission benefits. Opportunities to develop and demonstrate technologies that could enable expedited widespread use of electric and hybrid electric vehicles in the Basin include the following:

- evaluation and demonstration of light- medium- and heavy-duty plug-in hybrid electric vehicles;
- demonstration of full performance and niche application battery electric vehicles;
- demonstration of advanced energy storage technologies;
- demonstration of integrated programs that make best use of electric drive vehicles through interconnectivity between fleets of electric vehicles and mass transit, and web-based reservation systems that allow multiple users;
- demonstration of heavy-duty battery electric vehicles;
- demonstration of heavy-duty hybrid vehicles including hydraulic and series hybrid concepts;
- development and demonstration of hybrid and electric technologies for goods movement, e.g., linear inductive motors and series hybrids with all electric range trolley trucks on catenary wayside power;
- development of streamlined implementation procedures to prepare and accelerate EV market penetration and commercialization; and
- demonstration and installation of EV infrastructure to support the electric/hybrid electric vehicle fleets currently on the roads or soon entering the market.

Engine Systems

The use of alternative fuels can provide significant reductions in NO_x and PM emissions, especially in heavy-duty diesel engines for on-road, off-road and marine applications. Natural gas engines have shown significant promise, with the greatest benefit coming from heavy-duty diesel truck and bus replacement with new natural gas vehicles in urban areas.

In order for alternative fuel heavy-duty engines to achieve commercial acceptance and market penetration, their performance, durability and cost-effectiveness, in addition to emissions reduction, must be demonstrated to the end user. Future projects will support the development, demonstration and certification of alternative fuel engines using an optimized systems approach

to broaden their application and availability. Specifically, these projects are expected to target the following:

- continued development and demonstration of alternative fuel medium-duty and heavy-duty engines and vehicles;
- development and demonstration of clean alternative fuel engines for off-road applications;
- development and demonstration of hybrid electric technologies for off-road applications;
- evaluation of alternative engine systems such as compressed air propulsion and hydraulic plug-in hybrid vehicles; and
- development and demonstration of engine systems that employ advance fuel or alternative fuels, engine design features, improved exhaust or recirculation systems, and aftertreatment devices.

Hydrogen & Fuel Cell Technologies and Infrastructure

The SCAQMD supports hydrogen and fuel cell technologies as one option in our technology portfolio and is dedicated to assisting the federal and state governments in commercializing fuel cell vehicles by supporting the required refueling infrastructure.

Hydrogen use as a vehicle fuel offers an attractive combination of benefits including zero-tailpipe emissions, petroleum displacement and greenhouse gas emissions reduction, with long driving range and short refueling times compared to other zero emissions vehicle technologies. While technical hurdles have kept fuel cell vehicles from quickly advancing to commercial deployment, they are now emerging in fleets that will be significantly deployed in the south coast region of California. In particular, the production of hydrogen from renewable sources is of interest, either using photovoltaics and electrolyzer technologies or biomass feedstocks and reformation technologies, due to the potential for lower greenhouse gas emissions compared to conventional fuels. Such renewable energy projects would provide data to help understand and benchmark critical parameters for enabling these technologies.

Considerable research, development and demonstration efforts are already underway to address these issues by some of the largest automobile manufacturers and fuel suppliers. Yet more work is needed to improve the performance and range of these vehicles, reduce costs, develop a viable fueling infrastructure and obtain public acceptance for a new technology in everyday applications.

The SCAQMD is actively working with the California Fuel Cell Partnership and the California Hydrogen Highway Network to further the commercialization of fuel cells and install the required hydrogen refueling infrastructure. Calendar Years 2015-2017 is a critical timeframe for the introduction of fuel cell vehicles. Since stations need one to two years lead time for permitting and construction, plans for stations need to be initiated now. In addition, new business models and funding besides grants for construction need to be explored to enable the station operations to remain solvent during the early years until vehicle numbers ramp up.

The 2012 Plan Update identifies key opportunities consistent with both organizations while clearly leading the way for pre-commercial demonstrations of OEM vehicles. Future projects may include the following:

- development and demonstration of hydrogen-natural gas vehicles for medium- and heavy-duty vehicle applications as well as stationary power applications;
- continued development and demonstration of distributed hydrogen production and refueling stations, including energy stations with electricity and hydrogen co-production and higher pressure (10,000 psi) hydrogen dispensing;

- development and demonstration of cross-cutting fuel cell applications (e.g. plug-in hybrid fuel cell vehicles);
- development and demonstration of fuel cells in off-road, locomotive and marine applications; and
- demonstration of fuel cell vehicles in controlled fleet applications in the Basin.

Stationary Clean Fuel Technologies

Although stationary source emissions are small compared to mobile sources in the South Coast Air Basin, there are areas where cleaner fuel technology can be applied to reduce NO_x, VOC and PM emissions. For example, inspections suggest there is a large population of small combustion generators within the Basin that are operating outside their permit limits due to poor maintenance, deliberate tuning for different performance, operation outside equipment design or changes in fuel quality. Cleaner, more robust distributed generation technologies exist that could be applied to not only improve air quality, but enhance power quality and reduce electricity distribution congestion. Projects conducted under this category may include:

- development and demonstration of reliable, low-emission stationary technologies (e.g., low NO_x burners, fuel cells or microturbines);
- exploration of renewables as a source for cleaner stationary technologies; and
- evaluation, development and demonstration of advanced control technologies for miscellaneous stationary sources.

Target Allocations to Core Technology Areas

Figure 1 below presents the potential allocation of available funding, based on SCAQMD projected program costs of \$16.1 million for all potential projects. The expected actual project expenditures for 2012 will be less than the total SCAQMD projected program cost since not all projects will materialize. The target allocations are based on balancing technology priorities, technical challenges and opportunities discussed previously and near-term versus long-term benefits with the constraints on available SCAQMD funding. Specific contract awards throughout 2012 will be based on this proposed allocation, the quality of proposals received and evaluation of projects against standardized criteria and ultimately SCAQMD Governing Board approval.

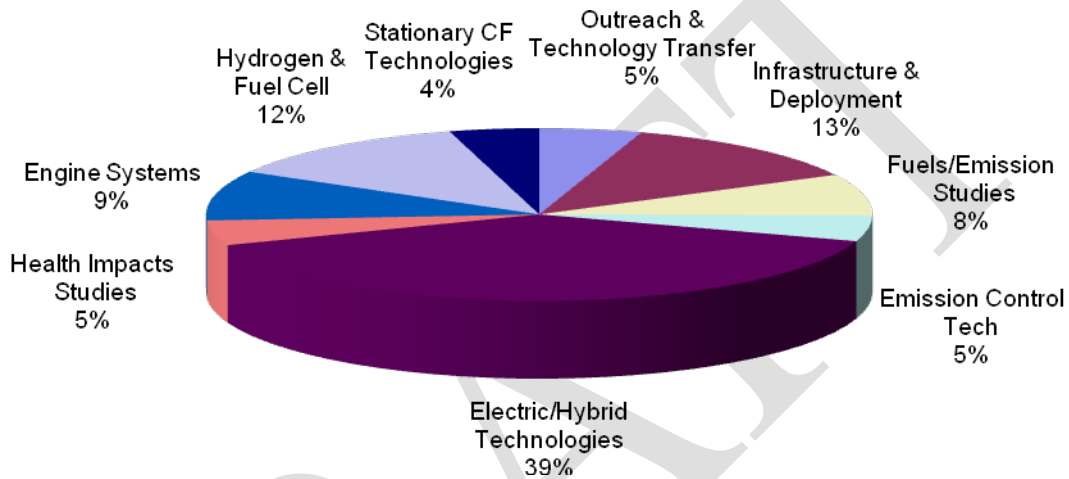


Figure 1: Projected Cost Distribution for Potential SCAQMD Projects 2012 & Beyond (\$16.1M)

PROGRAM PLAN UPDATE FOR 2012

This section presents the Clean Fuels Program Plan Update for 2012. The proposed projects are organized by program areas and described in further detail, consistent with the SCAQMD budget, priorities and the best available information. Although not required, this Plan also includes proposed projects that may be funded by revenue sources other than the Clean Fuels Program, specifically related to VOC and incentive projects.

Table 1 summarizes potential projects for 2012 as well as the redistribution of AQMD costs in some areas. The relative shift in funding allocation are a result of the continued but increasing focus on zero and near-zero emission technologies as well as awards over the last year to other technology areas. For the past two years the SCAQMD has emphasized electric and hybrid-electric technologies and the urgency now is to develop and demonstrate heavy-duty all electric fuel cell, plug-in hybrid and hybrid technologies with all electric range for zero and near-zero emission goods movement applications, including the infrastructure for such technologies.

Each of the proposed projects described in this Plan, once fully developed, will be presented to the SCAQMD Governing Board for approval prior to contract initiation. This development reflects the maturity of the proposed technology, identification of contractors to perform the projects, host site participation, securing sufficient cost-sharing to complete the project and other necessary factors. Recommendations to the SCAQMD Governing Board will include descriptions of the technology to be demonstrated and in what application, the proposed scope of work of the project and the capabilities of the selected contractor and project team, in addition to the expected costs and expected benefits of the projects as required by H&SC 40448.5.1.(a)(1). Based on communications with all of the organizations specified in H&SC 40448.5.1.(a)(2) and review of their programs, the projects proposed in this Plan do not appear to duplicate any past or present projects.

Funding Summary of Potential Projects

The remainder of this section contains the following information for each of the potential projects summarized in Table 1.

Proposed Project: A descriptive title and a designation for future reference.

Expected SCAQMD Cost: The estimated proposed SCAQMD cost share as required by H&SC 40448.5.1.(a)(1).

Expected Total Cost: The estimated total project cost including the SCAQMD cost share and the cost share of outside organizations expected to be required to complete the proposed project. This is an indication of how much SCAQMD public funds are leveraged through its cooperative efforts.

Description of Technology and Application: A brief summary of the proposed technology to be developed and demonstrated, including the expected vehicles, equipment, fuels, or processes that could benefit.

Potential Air Quality Benefits: A brief discussion of the expected benefits of the proposed project, including the expected contribution towards meeting the goals of the AQMP, as required by H&SC 40448.5.1.(a)(1). In general, the most important benefits of any technology research, development and demonstration program are not necessarily realized in the near term. Demonstration projects are generally intended to be proof-of-concept for an advanced technology in a real-world application. While emission benefits, for example, will be achieved from the demonstration, the true benefits will

be seen over a longer term, as a successfully demonstrated technology is eventually commercialized and implemented on a wide scale.

DRAFT

Table 1: Summary of Potential Projects

Proposed Project	Expected SCAQMD Cost \$	Expected Total Cost \$
Infrastructure and Deployment		
Deploy Natural Gas Vehicles in Various Applications	500,000	2,000,000
Develop, Maintain & Expand Natural Gas Infrastructure	1,000,000	2,000,000
Demonstrate LNG Manufacturing and Distribution Technologies Including Renewables	500,000	7,000,000
Subtotal	\$2,000,000	\$11,000,000
Fuels/Emission Studies		
In-Use Emissions Studies for Advanced Technology Vehicle Demonstrations	750,000	1,000,000
Conduct Emissions Studies on Biofuels and Alternative Fuels	100,000	1,300,000
Identify and Demonstrate In-Use Fleet Emissions Reduction Technologies & Opportunities	400,000	2,000,000
Subtotal	\$1,250,000	\$4,300,000
Emission Control Technologies		
Develop and Demonstrate Advanced Aftertreatment Technologies	525,000	5,000,000
Demonstrate On-Road Technologies in Off-Road and Retrofit Applications	250,000	1,000,000
Subtotal	\$775,000	\$6,000,000
Electric/Hybrid Technologies		
Demonstrate Light-Duty Plug-In Hybrid & Battery Electric Vehicles and Infrastructure	1,000,000	2,000,000
Develop and Demonstrate Medium- and Heavy-Duty Hybrid Vehicles and Infrastructure	4,000,000	8,000,000
Demonstrate Alternative Energy Storage	300,000	2,000,000
Develop and Demonstrate Electric Container Transport Technologies	1,000,000	5,000,000
Subtotal	\$6,300,000	\$17,000,000
Engine Systems		
Develop and Demonstrate Advanced Alternative Fuel Medium- and Heavy-Duty Engines and Vehicles	1,000,000	20,000,000
Develop and Demonstrate Alternative Fuel and Clean Conventional Fueled Light-Duty Vehicles	500,000	1,500,000
Subtotal	\$1,500,000	\$21,500,000

Table 1: Summary of Potential Projects

Proposed Project	Expected SCAQMD Cost \$	Expected Total Cost \$
Hydrogen & Fuel Cell Technologies and Infrastructure		
Develop and Demonstrate Distributed Hydrogen Production and Fueling Stations	1,750,000	6,000,000
Develop and Demonstrate Fuel Cell Vehicles	250,000	4,000,000
Subtotal	\$2,000,000	\$10,000,000
Health Impacts Studies		
Evaluate Ultrafine Particle Health Effects	250,000	3,000,000
Conduct Monitoring to Assess Environmental Impacts	250,000	1,000,000
Assess Sources and Health Impacts of Particulate Matter	250,000	300,000
Subtotal	\$750,000	\$4,300,000
Stationary Clean Fuel Technologies		
Develop and Demonstrate Reliable, Low Emission Monitoring Systems and Test Methods	250,000	500,000
Develop and Demonstrate Clean Stationary Technologies	250,000	750,000
Develop and Demonstrate Renewables-Based Energy Generation Alternatives	200,000	1,000,000
Subtotal	\$700,000	\$2,250,000
Outreach and Technology Transfer		
Assessment and Technical Support of Advanced Technologies and Information Dissemination	400,000	800,000
Support for Implementation of Various Clean Fuels Vehicle Incentive Programs	400,000	400,000
Subtotal	\$800,000	\$1,200,000
TOTALS FOR POTENTIAL PROJECTS	\$16,075,000	\$77,550,000

Technical Summaries of Potential Projects

Infrastructure and Deployment

Proposed Project: Deploy Natural Gas Vehicles in Various Applications

Expected SCAQMD Cost: \$500,000

Expected Total Cost: \$2,000,000

Description of Technology and Application:

Natural gas vehicles (NGVs) have been very successful in reducing emissions in the South Coast Air Basin due to the deployment of fleets and heavy-duty vehicles utilizing this clean fuel. In order to maintain the throughput, utility and commercial potential of the natural gas infrastructure and the corresponding clean air benefits, deploying additional models of NGVs in existing applications are needed. This technology category seeks to support the implementation of early-commercial vehicles in a wide variety of applications, such as taxis, law enforcement vehicles, shuttle buses, delivery vans, transit buses, waste haulers, class 8 tractors and off-road equipment such as construction vehicles and yard hostlers.

Potential Air Quality Benefits:

Natural gas vehicles have inherently lower engine criteria pollutant emissions than conventional vehicles, especially in the heavy-duty applications where older diesel engines are being replaced. Incentivizing these vehicles in city fleets, goods movement applications and transit bus routes help to reduce the local emissions and exposure to nearby residents. Natural gas vehicles also can have lower greenhouse gas emissions and increase energy diversity depending on the feedstock and vehicle class. Deployment of additional NGVs is in agreement with the SCAQMD AQMP as well as the state's Alternative Fuels Plan as part of AB1007 (Pavley).

Proposed Project: Develop, Maintain & Expand Natural Gas Infrastructure

Expected SCAQMD Cost: \$1,000,000

Expected Total Cost: \$2,000,000

Description of Technology and Application:

This program would support the development, maintenance and expansion of natural gas fueling station technologies and incorporate advancing concepts to increase the overall number of such fueling stations in strategic locations throughout the Basin including the Ports, reduce the cost of natural gas equipment, standardize fueling station design and construction and help with the implementation of SCAQMD's fleet rules. As natural gas fueling equipment begins to age or has been placed in demanding usage, components begin to age and deteriorate. This program offers an incentive to facilities to replace worn-out equipment or to upgrade existing fueling and/or garage and maintenance equipment to offer increased fueling capacity to public agencies, private fleets and school districts.

Potential Air Quality Benefits:

The AQMP identifies the use of alternative clean fuels in mobile sources as a key attainment strategy. NGVs have significantly lower emissions than gasoline vehicles and represent the cleanest internal combustion engine powered vehicles available today. The project has the potential to significantly reduce the installation and operating costs of NGV refueling stations, besides improving the refueling time. While new or improved NGV stations have an indirect emissions reduction benefit, they help facilitate the introduction of low-emission, NGVs in private and public fleets in the area, which have a direct emissions reduction benefit. The increased exposure and fleet and consumer acceptance of NGVs would lead to significant and direct reductions in NO_x, VOC, CO, PM and toxic compound emissions from mobile sources. Such increased penetration of NGVs will provide direct emissions reductions of NO_x, VOC, CO, PM and air toxic compounds throughout the Basin.

Proposed Project: Demonstrate LNG Manufacturing and Distribution Technologies Including Renewables

Expected SCAQMD Cost: \$500,000

Expected Total Cost: \$7,000,000

Description of Technology and Application:

Lack of statewide LNG production results in increased fuel costs and supply constraints. The cost of transporting LNG from production facilities out-of-state increases the fuel cost anywhere from 15 to 20 cents per gallon of LNG and subjects users to the reliability of a single supply source. High capital costs prevent construction of closer, large scale liquefaction facilities. Small-scale, distributed LNG liquefaction systems may provide 25 percent lower capital costs than conventional technology per gallon of LNG produced. Because these smaller plants can be sited near fleet customers, costs for transporting the LNG to end users are much lower than those for remote larger plants. Beyond these cost reductions, the smaller plants offer key benefits of much smaller initial capital investment and wider network of supply than the larger plant model. Renewable feed stocks including landfill gas, green waste and waste gases can be processed to yield LNG or CNG.

Industry and government agree that LNG promises to capture a significant share of the heavy-duty vehicle and engine market. LNG is preferred for long distance trucking as it provides twice the energy per unit volume as CNG. This translates to longer driving ranges and lower-weight vehicle fuel storage.

The main objectives of this project are to investigate, develop and demonstrate:

- commercially viable methods for converting renewable feed stocks into CNG or LNG (e.g., production from biomass);
- economic small-scale natural gas liquefaction technologies;
- utilization of various gaseous feed stocks locally available;
- commercialize incentives for fleets to site, install and use LNG and L/CNG refueling facilities; and
- strategic placement of LNG storage capacity sufficient to provide supply to users in the event of a production outage.

Potential Air Quality Benefits:

The SCAQMD relies on the significant penetration of zero- and low-emission vehicles in the South Coast Basin to attain federal clean air standards by 2014. This project would help develop a number of small-scale liquefaction technologies that can reduce LNG costs to be competitive with diesel fuel. Such advances are expected to lead to greater infrastructure development. This would make LNG fueled heavy-duty vehicles more available to the commercial market leading to direct reductions in NO_x, PM and toxic compound emissions.

Fuels/Emission Studies

Proposed Project: In-Use Emissions Studies for Advanced Technology Vehicle Demonstrations

Expected SCAQMD Cost: \$750,000

Expected Total Cost: \$1,000,000

Description of Technology and Application:

Hybrid electric, hybrid hydraulic, plug-in electric hybrid and pure EVs will all play a unique role in the future of transportation. Each of these transportation technologies has attributes that could provide unique benefits to different transportation sectors. Identifying the optimal placement of each transportation technology will provide the co-benefits of maximizing the environmental benefit and return on investment for the operator.

The environmental benefit for each technology class will be highly duty-cycle and application specific. Identifying the attributes of a specific application or drive cycle that would take best advantage of a specific transportation technology would speed the adoption and make optimal use of financial resources in the demonstration and deployment of a technology. The adoption rates would be accelerated since the intelligent deployment of a certain technology would ensure that a high percentage of the demonstration vehicles showed positive results. These positive results would spur the adoption of this technology in similar applications, as opposed to negative results derailing the further development or deployment of a certain technology.

The proposed project would conduct a characterization of application specific drive cycles to best match different transportation technologies to specific applications. The potential emissions reductions and fossil fuel displacement for each technology in a specific application would be quantified on a full-cycle basis. This information could be used to develop a theoretical database of potential environmental benefits of different transportation technologies when deployed in specific applications.

Potential Air Quality Benefits:

The development of an emissions reduction database, for various application specific transportation technologies, would assist in the targeted deployment of new transportation technologies. This database coupled with application specific vehicle miles traveled and population data would assist in intelligently deploying advanced technology vehicles to attain the maximum environmental benefit. These two data streams would allow vehicle technologies to be matched to an application that is best suited to the specific technology, as well as selecting applications that are substantial enough to provide a significant environmental benefit. The demonstration of a quantifiable reduction in operating cost through the intelligent deployment of vehicles will also accelerate the commercial adoption of the various technologies. The accelerated adoption of lower emitting vehicles will further assist in attaining the AQMD's air quality goals.

Proposed Project: Conduct Emissions Studies on Biofuels and Alternative Fuels

Expected SCAQMD Cost: \$100,000

Expected Total Cost: \$1,300,000

Description of Technology and Application:

The use of biofuels can be an important strategy to reduce petroleum dependency, air pollution and greenhouse gas emissions. Biofuels are in fact receiving increased attention due to national support and state activities resulting from AB 32, AB 1007 and the Low-Carbon Fuel Standard. With an anticipated increase in biofuel use, it is the objective of this program to further analyze these fuels to better understand their benefits and impacts not only on greenhouse gases but also on air pollution and associated health effects.

In various diesel engine studies, replacement of petroleum diesel fuel with biodiesel fuel has demonstrated reduced PM, CO and air toxics emissions. Biodiesel also has the potential to reduce greenhouse gas emissions because it can be made from renewable feedstocks, such as soy and canola. However, certain blends of biodiesel have a tendency to increase NO_x emissions, which exacerbates the ozone and PM_{2.5} challenges faced in the Basin. In addition, despite recent advancements in toxicological research in the air pollution field, the relationship between biodiesel particle composition and associated health effects is still not completely understood.

Ethanol is another biofuel that is gaining increased national media and state regulatory attention. CARB has recently amended the reformulated gasoline regulation to further increase the ethanol content to 10% as a means to increase the amount of renewable fuels in the state. It is projected that the state's ethanol use will increase from 900 million gallons in 2007 to 1.5 billion gallons by 2012 as a result. As in the case of biodiesel, ethanol has demonstrated in various emission studies to reduce PM, CO and toxic emissions; however, the relationship between particle composition and associated health effects from the combustion of ethanol is not well understood either.

In order to address these concerns on potential health effects associated with biofuels, namely biodiesel and ethanol blends, this program will investigate the physical and chemical composition and associated health effects of tailpipe PM emissions from light- to heavy-duty vehicles burning biofuels in order to ensure public health is not adversely impacted by broader use of these fuels. This program also supports future studies to identify mitigation measures to reduce NO_x emissions for biofuels. Additionally, a study of emissions from well-to-wheel for the extraction and use of shale gas might be considered.

Potential Air Quality Benefits:

If biodiesel and biodiesel blends can be demonstrated to reduce air pollutant emissions with the ability to mitigate any NO_x impact, this technology will become a viable strategy to assist in meeting air pollutant standards as well as the goals of AB 32 and the Low-Carbon Fuel Standard. The use of biodiesel is an important effort for a sustainable energy future. Emission studies are critical to understanding the emission benefits and any tradeoffs (NO_x impact) that may result from using this alternative fuel. With reliable information on the emissions from using biodiesel and biodiesel blends, the AQMD can take actions to ensure the use of biodiesel will obtain air pollutant reductions without creating additional NO_x emissions that may exacerbate the Basin's ozone problem.

Proposed Project: Identify and Demonstrate In-Use Fleet Emissions Reduction Technologies and Opportunities

Expected SCAQMD Cost: \$400,000

Expected Total Cost: \$2,000,000

Description of Technology and Application:

New technologies, such as alternative fueled heavy-duty engines, are extremely effective at reducing emissions because they are designed to meet the most stringent emissions standards while maintaining vehicle performance. In addition, many new vehicles are now equipped with telematics enabling motorists to obtain transportation information such as road conditions to avoid excessive idling and track information about the vehicle maintenance needs, repair history, tire pressure and fuel economy. Telematics have been shown to reduce emissions from new vehicles. Unfortunately, the in-use fleet lacks telematic systems--particularly heavy-duty engines in trucks, buses, construction equipment, locomotives, marine vessels and cargo handling equipment--have fairly long working lifetimes (up to 20 years due to remanufacturing in some cases). Even light-duty vehicles routinely have lifetimes exceeding 200,000 miles and 10 years. And it is the in-use fleet, especially the oldest vehicles, which are responsible for the majority of emissions.

This project category is to investigate near-term emissions control technologies which can be economically applied to reduce emissions from the in-use fleet. The first part of the project is to identify and conduct proof-of-concept demonstrations of feasible candidate technologies, such as:

- remote sensing for heavy-duty vehicles;
- annual testing for high mileage vehicles (>100,000 miles);
- replace or upgrade emissions control systems at 100,000 mile intervals;
- on-board emission diagnostics with remote notification;
- low-cost test equipment for monitoring and identifying high emitters;
- test cycle development for different class vehicles (e.g. four wheel drive SUVs);
- electrical auxiliary power unit replacements; and
- development, deployment and demonstration of smart vehicle telematic systems

The second phase of the project is to validate the technology or strategy on a larger demonstration project over a longer period of time.

Potential Air Quality Benefits:

Many of the technologies identified can be applied to light-duty and heavy-duty vehicles to identify and subsequently remedy high-emitting vehicles in the current fleet inventory. Estimates suggest that 5 percent of existing fleets account for up to 80 percent of the emissions. Identification of higher emitting vehicles would assist with demand-side strategies, where higher emitting vehicles have correspondingly higher registration charges, which is included in Chapter 4 of the 2007 AQMP as a potential control strategy.

Emission Control Technologies

Proposed Project: Develop and Demonstrate Advanced Aftertreatment Technologies

Expected SCAQMD Cost: \$525,000

Expected Total Cost: \$5,000,000

Description of Technology and Application:

There are a number of aftertreatment technologies which have shown substantial emission reductions in diesel engines. These technologies include diesel particulate filters (DPFs), oxidation catalysts, selective catalytic reduction (SCR) systems and NO_x adsorbers. This project category is to develop and demonstrate these aftertreatment technologies alone or in tandem with an alternative fuel to produce the lowest possible PM, ultrafine particles, nanoparticles, NO_x, CO, carbonyl and hydrocarbon emissions in retrofit and new applications. With the increasing focus on zero and near-zero emission goods movement technologies, this category should examine idle reduction concepts and technologies that can be employed at ports and air ports.

Possible projects include advancing the technologies for on-road retrofit applications such as heavy-duty line-haul diesel engines, street sweepers, waste haulers and transit buses. Applications for non-road may include construction equipment, yard hostlers, gantry cranes, locomotives, marine vessels, ground support equipment and other similar industrial applications. Potential fuels to be considered in tandem are low-sulfur diesel, emulsified diesel, biodiesel, gas-to-liquids, hydrogen and natural gas. This project category will also explore the performance, economic feasibility, viability (reliability, maintainability and durability) and ease-of-use to ensure a pathway to commercialization.

Potential Air Quality Benefits:

The transfer of mature emissions control technologies, such as DPFs and oxidation catalysts, to the off-road sector is a potentially low-risk endeavor that can have immediate emissions reductions. Further development and demonstration of other technologies, such as SCR and NO_x adsorbers, could also have NO_x reductions of up to 90%.

Proposed Project: Demonstrate On-Road Technologies in Off-Road and Retrofit Applications

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$1,000,000

Description of Technology and Application:

Heavy-duty on-road engines have demonstrated progress in meeting increasingly stringent Federal and state requirements. New heavy-duty engines have progressed from 2 g/bhp-hr NO_x in 2004 to 0.2 g/bhp-hr NO_x in 2010, which is an order of magnitude decrease in just six years. Off-road engines, however, have considerably higher emissions limits depending on the engine size. For example, Tier-3 standards for heavy-duty engines require only 3 g/bhp-hr NO_x. There are apparent opportunities to implement cleaner on-road technologies in off-road applications. There is also an opportunity to replace existing engines in both on-road and off-road applications with the cleanest available technology. Current regulations require a repower (engine exchange) to only meet the same emissions standards as the engine being retired. Unfortunately, this does not take advantage of recently developed clean technologies.

Exhaust gas cleanup strategies, such as SCR, electrostatic precipitators, baghouses and scrubbers, have been used successfully for many years on stationary sources. The exhaust from the combustion source is routed to the cleaning technology, which typically requires a large footprint for implementation. This large footprint has made installation of such technologies on some mobile sources prohibitive. However, in cases where the mobile source is required to idle for long periods of time, it may be more effective to route the emissions from the mobile source to a stationary device to clean the exhaust stream.

Projects in this category will include utilizing proven clean technologies in novel applications, such as:

- demonstrating certified LNG and CNG on-road engines in off-road applications including yard hostlers, switcher locomotives, gantry cranes, waste haulers and construction equipment;
- implementing lower emission engines in repower applications for both on-road and off-road applications; and
- application of stationary best available control technologies, such as SCR, scrubbers, baghouses and electrostatic precipitators, to appropriate on- and off-road applications, such as idling locomotives, marine vessels at dock and heavy-duty line-haul trucks at weigh stations.

Potential Air Quality Benefits:

The transfer of mature emission control technologies, such as certified engines and SCR, to the non-road and retrofit sectors offers high potential for immediate emissions reductions. Further development and demonstration of these technologies will assist in the regulatory efforts which could require such technologies and retrofits.

Electric/Hybrid Technologies

Proposed Project: Demonstrate Light-Duty Plug-In Hybrid and Battery Electric Vehicles and Infrastructure

Expected SCAQMD Cost: \$1,000,000

Expected Total Cost: \$2,000,000

Description of Technology and Application:

All of the major automobile manufacturers are currently developing and commercializing hybrid-electric vehicles, which now come in a variety of fuel economy and performance options. These commercial hybrid EVs integrate a small internal combustion engine, battery pack and electric drive motors to improve fuel economy (e.g., Honda Insight) or performance (e.g., Lexus RX400h).

The SCAQMD has long supported the concept of using increased batteries to allow a portion of the driving cycle to occur in all-electric mode for true zero emission miles. This battery dominant strategy is accomplished by incorporating an advanced battery pack initially recharged from the household grid or EV chargers. This “plug-in” hybrid EV strategy allows reduced emissions and improved fuel economy. In 2009, CARB adopted Plug-In Hybrid Electric Vehicle Test Procedure Amendments and Aftermarket Parts Certification and several automobile manufacturers have announced demonstration or early production plans of “blended” plug-in hybrid electric, extended-range electric vehicles (E-rEV), or highway capable battery electric vehicles (BEVs). Electric utilities refer to PHEVs, E-rEVs and BEVs as plug-in electric drive vehicles (PEVs) and are working with automakers to support PEVs. The recent adoption of revised recommended practice SAE J1772 will enable vehicles to charge from 120V (Level 1) or 240V (Level 2) using a common conductive connector overnight or in a few hours. Japan has adopted a Fast DC charging standard that could charge a passenger car in 30 minutes or less, and demonstrations will help provide data to adopt a recommended practice in the U.S.

Integrated programs can interconnect fleets of electric drive vehicles with mass transit via web-based reservation systems that allow multiple users. These integrated programs can match the features of EVs (zero emissions, zero start-up emissions, short range) to typical consumer demands for mobility in a way that significantly reduces emissions of pollutants and greenhouse gases.

At recent auto shows, automakers have displayed concept plug-in fuel cell vehicles. Development and demonstration of dual fuel, zero emission vehicles could expand the acceptance of battery electric vehicles and accelerate the introduction of fuel cells in vehicle propulsion.

This project category is to develop and demonstrate: 1) various PEV architectures; 2) anticipated costs for such architectures; 3) customer interest and preferences for each alternative; 4) prospective commercialization issues and strategies for various alternatives; 5) integration of the technologies into prototype vehicles and fleets; 6) infrastructure (especially in conjunction with the DOE and the Los Angeles Department of Water & Power) to demonstrate the potential clean air benefits of these types of vehicles; and 7) support for local government outreach and charging installation permit streamlining.

Potential Air Quality Benefits:

The 2007 AQMP identifies zero- or near zero-emitting vehicles as a key attainment strategy. HEV technologies have the potential to achieve near-zero emissions but with the range of a conventional gasoline-fueled vehicle, a factor expected to enhance consumer acceptance. Given the variety of PEV systems under development, it is critical to determine the true emissions and performance of PEVs.

Demonstration of optimized prototypes would enhance the deployment of near-ZEV and ZEV technologies.

Expected benefits include the establishment of criteria for emissions evaluations, performance requirements, customer acceptability of the technology, etc. This will help both regulatory agencies and OEMs to expedite introduction of near-zero and zero emitting vehicles in the South Coast Basin, which is a high priority of the AQMP.

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Proposed Project: Develop and Demonstrate Medium- and Heavy-Duty Hybrid Vehicles and Infrastructure

Expected SCAQMD Cost: \$4,000,000

Expected Total Cost: \$8,000,000

Description of Technology and Application:

Hybrid technologies have gained momentum in the light-duty sector with commercial offerings by most all of the automobile manufacturers. Unfortunately, the medium- and heavy-duty platforms are where most emissions reductions are required, especially for the in-use fleet due to low turnover. This project category is to investigate the use of hybrid technologies to achieve similar performance as the conventional fueled counterparts while achieving both reduced emissions and improved fuel economy. Development and validation of emission test procedures is needed, but is complicated due to the low volume and variety of medium- and heavy-duty vehicles.

Platforms to be considered include utility trucks, delivery vans, shuttle buses, transit buses, waste haulers, construction equipment, cranes and other off-road vehicles. Innovations that may be considered for demonstration include: advancements in the auxiliary power unit, either ICE or other heat engine; battery-dominant hybrid systems utilizing off-peak re-charging, with advanced battery technologies such as lithium-ion; and hydraulic energy storage technologies where applicable. Alternative fuels are preferred in these projects, e.g., natural gas, LPG, hydrogen, GTL and hydrogen-natural gas blends, but conventional fuels such as gasoline, clean diesel, or even biodiesel may be considered if the emissions benefits can be demonstrated as equivalent or superior to alternative fuels. Both new designs and retrofittable technologies and related charging infrastructure will be considered.

Federal recovery act funding combined with state and local support has accelerated the development and demonstration of medium-duty plug-in hybrid electric truck platforms. Analysis of project data and use profiles will help optimize drive systems, target applications for early commercialization and fill gaps in product offerings.

Potential Air Quality Benefits:

The 2007 AQMP identifies zero- or near zero-emitting vehicles as a key attainment strategy. Hybrid technologies have the potential to redirect previously wasted kinetic energy into useable vehicle power. This proposed project category will evaluate various hybrid systems and fuel combinations to identify their performance and emissions benefits. Given the variety of hybrid systems under development, it is critical to determine the true emissions and performance of these prototypes, especially if both emissions and fuel economy advantages are achieved.

Expected benefits include the establishment of criteria for emissions evaluations, performance requirements and customer acceptability of the technology. This will help both regulatory agencies and OEMs to expedite introduction of near-zero emitting vehicles in the South Coast Basin, which is a high priority of the AQMP.

Proposed Project: Demonstrate Alternative Energy Storage

Expected SCAQMD Cost: \$300,000

Expected Total Cost: \$2,000,000

Description of Technology and Application:

The SCAQMD has been involved in the development and demonstration of energy storage systems for electric and hybrid-electric vehicles, mainly li-ion chemistry battery packs. Over the past few years, additional technology consisting of nickel sodium chloride, lithium-ion and lithium iron phosphate batteries have shown robust performance. Other technology manufacturers have also developed energy storage devices including flywheels, hydraulic systems and ultracapacitors. Energy storage systems optimized to combine the advantages of ultracapacitors and advanced batteries could yield further benefits. This project category is to apply these advanced storage technologies in vehicle platforms to identify best fit applications, demonstrate their viability (reliability, maintainability and durability), gauge market preparedness and provide a pathway to commercialization.

The long-term objective of this program is to decrease fuel consumption and resulting emissions without any changes in performance compared to conventional vehicles. This program will support several projects for development and demonstration of different types of low-emission hybrid vehicles using advanced energy strategies and conventional or alternative fuels. The overall net emissions and fuel consumption of these types of vehicles are expected to be much lower than traditional engine systems. Both new and retrofit technologies will be considered.

Potential Air Quality Benefits:

Certification of low-emission vehicles and engines and their integration into the Basin's transportation sector is a high priority under the 2007 AQMP. This program is expected to develop hybrid technologies that could be implemented in medium- and heavy-duty trucks, buses and other applications. Benefits will include proof of concept for the new technologies, diversification of transportation fuels and lower emissions of criteria, toxic pollutants and greenhouse gases.

Proposed Project: Develop and Demonstrate Electric Container Transport Technologies

Expected SCAQMD Cost: \$1,000,000

Expected Total Cost: \$5,000,000

Description of Technology and Application:

Advanced transportation systems can be used to transfer cargo containers from ports to both local and “distant” intermodal facilities, thereby significantly reducing emissions from on-road trucks and locomotives and also reducing traffic congestion in local transportation corridors. Such systems could be stand-alone systems that use magnetic levitation (maglev), linear synchronous motors or linear induction motors on dedicated guideways. A more near-term design could use existing roadways that are electrified with catenary electric lines or linear electric motors to move containers on modified trucks equipped to run on electricity. In both scenarios, containers are transported relatively quietly and without direct emissions. The footprints for such systems are similar to conventional rail systems but have reduced impact on adjacent property owners including noise and fugitive dust. These systems can even be built above or adjacent to freeways or on the berm of or elevated above existing river flood control channels. These container freight systems are not designed to carry any operators on the guideways, where the over-the-roadway system may require the operator to actively control the transport of the containers.

One of the container transportation concepts the AQMD is considering is the Linear Synchronous Motor (LSM) technology developed by General Atomics to transport cargo containers with zero tailpipe emissions using electromagnetic propulsion system. The LSM system is derived from the maglev technology without its levitation component and is estimated to move a fully loaded 40-ft container at a top speed of 50 mph for approximately 3 kw-hr of electricity per mile. This LSM technology can be potentially adapted to trucking operations where an electric truck with the container on a trailer is moved by linear motors embedded in the road. In addition to the LSM technology, there are other technology options for electric container applications such as dual-mode locomotives or trucks using wayside power, e.g., a third rail or catenary, hybrid electric technologies with battery storage, a battery tender car, magnetic levitation, and fuel cell propulsion system. This program will evaluate all available technology options to determine whether their systems can be successfully developed and deployed, financially viable, and reliably operated on a long-term basis.

Potential Air Quality Benefits:

On-road heavy-duty diesel truck travel is an integral part of operations at the ports moving cargo containers into the Basin and beyond. The 2007 AQMP proposes to reduce emissions from this activity by modernizing the fleet and retrofitting NO_x and PM emission controls on older trucks. An alternative approach, especially for local drayage to the nearby intermodal facilities, is to use advanced container transport systems that use electric propulsion for the containers on fixed guideways or modified trucks able to operate on electricity which will eliminate local diesel truck emissions. The emission benefits have not yet been estimated because the fate of the displaced trucks has not been determined.

Engine Systems

Proposed Project: Develop and Demonstrate Advanced Alternative Fuel Medium- and Heavy-Duty Engines and Vehicles

Expected SCAQMD Cost: \$1,000,000

Expected Total Cost: \$20,000,000

Description of Technology and Application:

The objective of this proposed program is to support development and certification of near commercial prototype low-emission heavy-duty alternative fuel engine technologies and demonstration of these technologies in on-road vehicles. The NO_x emissions target for this program area is 0.2 g/bhp-hr and lower and the PM emissions target is below 0.01 g/bhp-hr. To achieve these targets, an effective emission control strategy must employ advance fuel or alternative fuels, engine design features, improved exhaust or recirculation systems, and aftertreatment devices that are optimized using a system approach. This program is expected to result in several projects, including:

- demonstration of advanced engines in medium-duty and heavy-duty vehicles;
- development of durable and reliable retrofit technologies to convert engines and vehicles from petroleum fuels to alternative fuels; and
- anticipated fuels for these projects include but are not limited to CNG, LNG, LPG, emulsified diesel and GTL fuels. The program proposes to expand field demonstration of these advanced technologies in various vehicle fleets operating with different classes of vehicles.

The use of alternative fuel in heavy-duty trucking applications has been demonstrated in certain local fleets within the Basin. These vehicles typically require 200-300 horsepower engines. Higher horsepower alternative fuel engines are beginning to be introduced. However, vehicle range, lack of experience with alternative fuel engine technologies and limited selection of appropriate alternative fuel engine products have made it difficult for more firms to consider significant use of alternative fuel vehicles. For example, in recent years, several large trucking fleets have expressed interest in using alternative fuels. However, at this time the choice of engines over 350 HP or more is limited. Continued development of cleaner dedicated natural gas or other alternative fuel engines such as natural gas-hydrogen blends over 350 HP would increase availability to end-users and provide additional emission reductions.

Potential Air Quality Benefits:

This program is intended to expedite the commercialization of low-emission alternative fuel heavy-duty engine technology in California, both in the Basin and in intrastate operation. The emission reduction benefit of replacing one 4.0 g/bhp-hr heavy-duty engine with a 0.2 g/bhp-hr engine in a vehicle that consumes 10,000 gallons of fuel per year is about 1400 lb/yr of NO_x. Clean alternative fuels, such as natural gas, or natural gas blends with hydrogen can also reduce heavy-duty engine particulate emissions by over 90 percent compared to current diesel technology. This program is expected to lead to increased availability of low-emission alternative fuel heavy-duty engines. Fleets can use the engines and vehicles emerging from this program to comply with SCAQMD fleet regulations.

Proposed Project: Develop and Demonstrate Alternative Fuel and Clean Conventional Fueled Light-Duty Vehicles

Expected SCAQMD Cost: \$500,000

Expected Total Cost: \$1,500,000

Description of Technology and Application:

Although new conventional fueled vehicles are much cleaner than their predecessors, not all match the lowest emissions standards often achieved by alternative fuel vehicles. This project would assist in the development, demonstration and certification of both alternative-fueled and conventional-fueled vehicles to meet the strictest emissions requirements by the state, e.g., SULEV for light-duty vehicles. The candidate fuels include CNG, LPG, ethanol, gas-to-liquid (GTL), bio-diesel and ultra low-sulfur diesel. The potential vehicle projects may include:

- certification of CNG light-duty sedans and pickup trucks used in fleet services;
- resolution of higher concentration ethanol (E-85) affect on vehicle fueling system (“permeation issue”);
- certification of E85 vehicles to SULEV standards; and
- assessment of “clean diesel” vehicles, including hybrids and their ability to attain SULEV standards.

Other fuel and technology combinations may also be considered under this category.

Potential Air Quality Benefits:

The 2007 AQMP identifies the use of alternative clean fuels in mobile sources as a key attainment strategy. Pursuant to AQMP goals, the SCAQMD has in effect several fleet rules that require public and certain private fleets to purchase clean-burning alternative-fueled vehicles when adding or replacing vehicles to their vehicle fleets. This program is expected to lead to increased availability of low-emission alternative-and conventional-fueled vehicles for fleets as well as consumer purchase.

Hydrogen & Fuel Cell Technologies and Infrastructure

Proposed Project: Develop and Demonstrate Distributed Hydrogen Production and Fueling Stations

Expected SCAQMD Cost: \$1,750,000

Expected Total Cost: \$6,000,000

Description of Technology and Application:

Alternative fuels, such as hydrogen and the use of advanced technologies, such as fuel cell vehicles, are necessary to meet future clean air standards. A key element in the widespread acceptance and resulting increased use of alternative fuel vehicles is the development of an infrastructure to support the refueling of vehicles, cost-effective production and distribution and clean utilization of these new fuels.

A major challenge to the entry and acceptance of direct-hydrogen fuel cell vehicles is the limited number of hydrogen refueling sites. This program would support the development and demonstration of hydrogen refueling technologies. Proposed projects would address:

- *Fleet and Commercial Refueling Stations:* Further expansion of the hydrogen fueling network based on retail models, providing renewable generation, other strategic refueling locations and increased dispensing pressure of 10,000 psi and compatibility with existing CNG stations may be considered.
- *Energy Stations:* Multiple-use energy stations that can produce hydrogen for fuel cell vehicles or for stationary power generation are considered an enabling technology with the potential for costs competitive with large-scale reforming. System efficiency, emissions, hydrogen throughput, hydrogen purity and system economics will be monitored to determine the viability of this strategy for hydrogen fueling infrastructure deployment and as a means to produce power and hydrogen from renewable feedstocks (biomass, digester gas, etc.).
- *Home Refueling Appliances:* Home refueling/recharging is an attractive advancement for alternative clean fuels due to the limited conventional refueling infrastructure. Similar to the natural gas home refueling appliance currently commercially available, this project would evaluate a hydrogen home refueler for cost, compactness, performance, durability, emission characteristics, ease of assembly and disassembly, maintenance and operations. Other issues such as building permits, building code compliance and UL ratings for safety would also be evaluated.

Potential Air Quality Benefits:

The 2007 AQMP identifies the use of alternative clean fuels in mobile sources as a key attainment strategy. Pursuant to AQMP goals, the SCAQMD has in effect several fleet rules that require public and certain private fleets to purchase clean-burning alternative-fueled vehicles when adding or replacing vehicles to their vehicle fleets. Fuel cell vehicles constitute the cleanest alternative-fuel vehicles today. Since hydrogen is a key fuel for fuel cell vehicles, this program would address some of the barriers faced by hydrogen as a fuel and thus assist in accelerating its acceptance and ultimate commercialization. In addition to supporting the immediate deployment of the demonstration fleet, expanding the hydrogen fuel infrastructure should contribute to the market acceptance of fuel cell technologies in the long run, leading to substantial reductions in NO_x, VOC, CO, PM and toxic compound emissions from vehicles.

Proposed Project: Develop and Demonstrate Fuel Cell Vehicles

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$4,000,000

Description of Technology and Application:

This proposed project would support the demonstration of promising fuel cell technologies for applications using direct hydrogen in proton exchange membrane (PEM) fuel cell technologies. Battery fuel cell hybrids are another potential technology being mentioned by battery experts as a way of reducing costs and enhancing performance of fuel cell vehicles.

With the implementation of the California Hydrogen Highway Network, supplemented by the existing and planned hydrogen refueling stations in the Southern California area, pre-production vehicles are planned for demonstration in controlled fleets, such as local cities, transit authorities and airports. Some of these pre-production vehicles include light-duty trucks as well as small to full size transit and shuttle buses. Fleets are useful demonstration sites because economies of scale exist in central refueling, in training skilled personnel to operate and maintain the vehicles, in the ability to monitor and collect data on vehicle performance and for manufacturer technical and customer support. These vehicles could include hybrid-electric vehicles powered by fuel cells and equipped with batteries capable of being charged from the grid and even supplying power to the grid. This category may include projects in the following applications:

On-Road:

- Light-Duty Vehicles
- Transit Buses
- Shuttle Buses
- Medium-Duty Trucks (Utility or Other)

Off-Road:

- Vehicle Auxiliary Power Units
- Construction Equipment
- Lawn and Garden Equipment
- Cargo Handling Equipment

Potential Air Quality Benefits:

The 2007 AQMP identifies the need to implement zero-emission vehicles. SCAQMD adopted fleet regulations require public and some private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. In the future, such vehicles could be powered by zero-emission fuel cells operating on hydrogen fuel. The proposed projects have the potential to accelerate the commercial viability of fuel cell vehicles. Expected immediate benefits include the establishment of zero- and near zero-emission proof-of-concept vehicles in numerous applications. Over the longer term, the proposed projects could help foster widescale implementation of zero-emission fuel cell vehicles in the Basin. The proposed projects could also lead to significant fuel economy improvements, manufacturing innovations and the creation of high-tech jobs in Southern California, besides realizing the air quality benefits projected in the AQMP.

Health Impacts Studies

Proposed Project: Evaluate Ultrafine Particle Health Effects

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$3,000,000

Description of Technology and Application:

Reducing diesel exhaust from vehicles has become a high priority in the South Coast Air Basin since CARB identified the particulate phase of diesel exhaust as a surrogate for all of the toxic air contaminant emitted from diesel exhaust. Additionally, recent health studies indicate that the ultrafine portion of particulate matter may be more toxic on a per-mass basis than other fractions. Several technologies have been introduced and others are under development to reduce diesel emissions. These include among others low-sulfur diesel fuel, particulate matter traps and heavy-duty engines operating on alternative fuel such as CNG and LNG. Recent studies have shown that control technologies applied to mobile sources have been effective in reducing the mass of particulates emitted. However, there is also evidence that the number of ultrafine particles on and near roadways has increased, even while the mass of particulates has decreased. To have a better understanding of changes in ultrafine particulate emissions from the application of the new technologies and the health effects of these emissions, an evaluation and comparison of ultrafine particulate matter and the potential impacts on community exposures are necessary.

In this program, measurements and chemical composition of ultrafine particulates will be done, as well as studies conducted to characterize their toxicity. The composition of the particulates can further be used to determine the contribution from specific combustion sources. Additionally, engine or chassis dynamometer testing may be conducted on heavy-duty vehicles to measure, evaluate and compare ultrafine particulate matter, PAH and other relevant toxic emissions from different types of fuels such as CNG, low-sulfur diesel, etc. These tests may also include comparisons with the application of particulate matter retrofit traps. This program needs to be closely coordinated with the development of technologies for alternative fuels, aftertreatment and new engines in order to determine the health benefits of such technologies.

Potential Air Quality Benefits:

The Air Quality Management Plan for the South Coast Basin relies on significant penetration of low-emission vehicles to attain federal clean air standards. Reduction of particulate emissions from the combustion of diesel and other fuels is a major priority in achieving these standards. This project would help to better understand the nature and amount of ultrafine particulates generated by different types of fuels and advanced control technologies as well as provide information on potential health effects of ultrafine particles. Such an understanding is important to assess the emission reduction potentials and health benefits of these technologies. In turn, this will have a direct effect on the policy and regulatory actions for commercial implementation of alternative fuel vehicles in the Basin.

Proposed Project: Conduct Monitoring to Assess Environmental Impacts

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$1,000,000

Description of Technology and Application:

Facilities, buildings, structures, or highways which attract mobile sources of pollution are considered “indirect” sources. Ambient and saturation air monitoring near sources such as ports, airports, rail yards, distribution centers and freeways is important to identify the emissions exposure to the surrounding communities and provide the data to then conduct the health impacts due to these sources. This project category would identify other areas of interest to conduct ambient air monitoring, conduct the emissions monitoring, analyze the data and assess the health impacts from mobile sources. The projects would need to be at least one year in duration in order to properly assess the air quality impacts in the area.

Potential Air Quality Benefits:

The proposed project will assist in the evaluation of adverse public health impacts associated with mobile sources. The information will be useful in (a) determining whether indirect sources have a relatively higher impact on residents living in close proximity; and (b) providing guidance to develop some area-specific control strategies in the future should it be necessary.

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Proposed Project: Assess Sources and Health Impacts of Particulate Matter

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$300,000

Description of Technology and Application:

Previous studies of ambient levels of toxic air contaminants, such as the MATES series of studies, have found that diesel exhaust is the major contributor to health risk from air toxics. Analyses of diesel particulate matter in ambient samples have been based on measurements of elemental carbon. While the bulk of particulate elemental carbon in the South Coast Air Basin is thought to be from combustion of diesel fuels, it is not a unique tracer for diesel exhaust.

The MATES III study collected particulate samples at ten locations in the South Coast Air Basin. Analysis of particulate bound organic compounds was utilized as tracers to estimate levels of ambient diesel particulate matter as well as estimate levels of particulate matter from other major sources. Other major sources that were taken into consideration include automobile exhaust, meat charbroiling, road dust, wood smoke and fuel oil combustion. Analyzing for organic compounds and metals in conjunction with elemental carbon upon collected particulate samples was used to determine contributing sources.

The measurement of organic compounds as tracers from specific sources is a technique that has been used in numerous source apportionment studies and published within the scientific literature. The resulting data on levels of tracers can be evaluated using Chemical Mass Balance Models and other source apportionment techniques, such as Positive Matrix Factorization, to estimate source contributions to particulate matter. The resulting estimates of ambient diesel particulate matter can then be used to assess potential health risks.

It is anticipated that in CY 2012 MATES IV related studies and assessments will be initiated. Additionally, other related studies may be conducted, such as toxicity assessment based on age, source (heavy-duty, light-duty engines) and composition (semi-volatile or non-volatile fractions) to better understand the health effects and potential community exposures.

Potential Air Quality Benefits:

Results of this work will provide a more robust, scientifically sound estimate of ambient levels of diesel particulate matter as well as levels of particulate matter from other significant combustion sources. This will allow a better estimation of potential exposures to and health effects from toxic air contaminants from diesel exhaust in the South Coast Air Basin. This information in turn can be used to determine the health benefits of promoting clean fuel technologies.

Stationary Clean Fuel Technologies

Proposed Project: Develop and Demonstrate Reliable, Low Emission Monitoring Systems and Test Methods

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$500,000

Description of Technology and Application:

Currently, the inability of air/fuel ratio control (AFRC) systems to keep rich-burn engines in compliance contributes significantly to air pollution in the basin. Reliable, low-cost emission monitoring systems are needed for small-to-intermediate size combustion devices, including stationary engines, boilers, heaters, furnaces and ovens that are not large enough to justify a continuous emission monitoring system (CEMS). This class of combustion device is often permitted on the basis of a single demonstration or periodic demonstrations of NO_x and CO emissions meeting SCAQMD rule requirements or a RECLAIM concentration limit. However, SCAQMD-unannounced tests on engines and boilers have found that in many cases NO_x and/or CO levels have increased significantly above levels that have been initially or periodically demonstrated due to equipment malfunction and/or inadequate operator attention. It is suspected that the same may be true of heaters, furnaces and ovens.

Demonstrations of newer technologies in recent years could result in a commercially viable alternative to CEMs that is both reliable and feasible in terms of lower costs. For example, manufacturers of flue gas analyzers have, in recent years, developed low-cost multi-gas analyzers suitable for portable or stack-mounted use. Some preliminary testing of a new type of AFRC, which uses a different type of O₂ sensor known as a wide-band O₂ sensor, is another alternative that can be analyzed. A more technical approach might to deploy technology utilizing the O₂ signature of a post-catalyst O₂ sensor and additional control concepts being developed by manufacturers. Since an underlying problem has been that engine, catalyst and AFRC manufacturers have developed systems independently, a system being co-developed to perform continuous diagnostics to assist operators in keeping rich-burn engines in compliance is possibly another alternative for demonstration.

Potential Air Quality Benefits:

The 2007 AQMP indicates that in 2010 stationary sources, i.e., stationary engines, boilers, heaters, furnaces and ovens, will account for about 11 percent of total NO_x emissions and about 6 percent of total CO emissions. There has been a long-standing compliance problem with rich-burn IC engines in the basin and evidence indicates that many of these devices are operating with NO_x and/or CO emissions above levels required in their permits. Projects could potentially reduce a significant class of NO_x and CO emissions that are in excess of the assumptions in the AQMP and further enhance SCAQMD's ability to enforce full-time compliance.

Proposed Project: Develop and Demonstrate Clean Stationary Technologies

Expected SCAQMD Cost: \$250,000

Expected Total Cost: \$750,000

Description of Technology and Application:

Stationary sources, including VOC sources such as large printing facilities and furniture manufacturers, have become cleaner and cleaner due to the regulatory requirements for low emissions and the advancements in technology to meet those requirements. Best Available Control Technology (BACT) regulations, however, are only required for new, modified, or relocated sources. This project category is to develop and demonstrate new technologies that can provide emissions reductions in new installations or as retrofit modifications. Possible technology examples include:

- low NO_x technologies (burners and ICES);
- low-Btu gas technologies (e.g., digester, landfill, or dairy gases);
- alternative fuels and hydrogen blends;
- alternative diesel fuels (emulsified, gas-to-liquids, biodiesel with aftertreatment);
- low-emission refinery flares;
- catalytic combustion;
- cost-effective fuel cell and fuel cell hybrid distributed generation;
- fumes-to-fuel technology to replace thermal oxidizers and capture VOC emissions for electricity generation while ensuring no emission of air toxics; and
- boiler optimization design and strategies to improve efficiencies.

Depending on the technology, a proof-of-concept project, demonstration, or pre-commercial deployment would be considered to garner further information on the technology. Issues to investigate include viability (reliability, maintainability and durability) of the technology, cost-effectiveness and operator ease-of-use in order to assess commercialization.

Potential Air Quality Benefits:

The SCAQMD has a substantial number of older, small, stationary source technologies within its jurisdiction. Since these devices are not subject to continuous emissions monitoring system requirements, evidence suggests that these devices may not be operating at their permitted NO_x, CO, hydrocarbon and PM emissions levels. Replacing these devices with cleaner and more reliable technologies or technology/fuel combinations can have dramatic reductions in all of these criteria pollutants. VOC emission reductions may also be achieved at larger stationary VOC sources to achieve the new federal ozone and PM_{2.5} standards.

Proposed Project: Develop and Demonstrate Renewables-Based Energy Generation Alternatives

Expected SCAQMD Cost: \$200,000

Expected Total Cost: \$1,000,000

Description of Technology and Application:

The objective of this proposed program is to support the development and demonstration of clean energy, renewable alternatives in stationary and mobile applications. The technologies to be considered include thermal, photovoltaic and other solar energy technologies; wind energy systems; energy storage and conservation; biomass conversion; and other renewable energy and recycling technologies. Innovative solar technologies, such as solar thermal air conditioning and photovoltaic-integrated roof shingles, are of particular interest. Also, in the agricultural sections of the Basin, wind technologies could potentially be applied to drive large electric motor-driven pumps to replace highly polluting diesel-fired pumps. Besides renewable technologies, electrolyzer technology could be used to generate hydrogen, a clean fuel. Hydrogen, when used in regular engines, can substantially reduce tail-pipe emissions, while in fuel cells the emissions are reduced to zero.

The project is expected to result in pilot-scale production demonstrations, scale-up process design and cost analysis, overall environmental impact analysis and projections for ultimate clean fuel costs and availability. This program is expected to result in several projects addressing technological advancements in these technologies that may improve performance and efficiency, potentially reduce capital and operating costs, enhance the quality of natural gas generated from renewable sources for injection into natural gas pipelines, improve reliability and user friendliness and identify markets that could expedite the implementation of successful technologies.

Potential Air Quality Benefits:

The 2007 AQMP identifies the development and ultimately the implementation of non-polluting power generation. To gain the maximum air quality benefit, polluting fossil fuel-fired electric power generation needs to be replaced with clean renewable energy resources or other advanced zero emission technologies, such as hydrogen fuel cells, particularly in a distributed generation context.

The proposed program is expected to accelerate the implementation of advanced zero-emission energy sources. Expected benefits include directly reducing the emissions by the displacement of fossil generation; proof-of-concept and potential viability for such zero-emission power generation systems; increased exposure and user acceptance of the new technology; reduced fossil fuel usage; and the potential for increased use, once successfully demonstrated, with resulting emission benefits, through expedited implementation. These technologies would also have a substantial influence in reducing global warming emissions.

Outreach and Technology Transfer

Proposed Project: Assessment and Technical Support of Advanced Technologies and Information Dissemination

Expected SCAQMD Cost: \$400,000

Expected Total Cost: \$800,000

Description of Project:

This program supports the assessment of clean fuels and advanced technologies, their progress towards commercialization and the dissemination of information on demonstrated technologies. The objective of this program is to expedite the transfer of technology developed as a result of Technology Advancement projects to the public domain, industry, regulatory agencies and the scientific community. This program is a fundamental element in the SCAQMD's outreach efforts to expedite the implementation of low-emission and clean fuels technologies and to coordinate these activities with other organizations.

This program may include the following:

- technical review and assessment of technologies, projects and proposals;
- support for alternative fuel refueling and infrastructure;
- advanced technology curriculum development, mentoring and outreach to local schools;
- emissions studies and assessments of zero-emission alternatives;
- advanced technology vehicle demonstrations
- preparation of reports, presentations at conferences, improved public relations and public communications of successful demonstrations of clean technologies;
- participation in and coordination of workshops and various meetings;
- support for training programs related to fleet operation, maintenance and refueling of alternative fuel vehicles;
- publication of technical papers, reports and bulletins; and
- production and dissemination of information, including web sites.

These objectives will be achieved by consulting with industry, scientific, health, medical and regulatory experts and co-sponsoring related conferences and organizations, resulting in multiple contracts. In addition, an ongoing outreach campaign will be conducted to encourage decision-makers to voluntarily switch to alternatively fueled vehicles and train operators to purchase, operate and maintain these vehicles and associated infrastructure.

Potential Air Quality Benefits:

SCAQMD adopted fleet regulations requiring public and private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. Expected benefits of highlighting success stories in the use of advanced alternatively fueled vehicles could potentially expedite the acceptance and commercialization of advanced technologies by operators seeking to comply with the provisions of the recently adopted SCAQMD fleet rules. The resulting future emissions benefits will contribute to the goals of the AQMP.

Proposed Project: Support for Implementation of Various Clean Fuels Vehicle Incentive Programs

Expected SCAQMD Cost: \$400,000

Expected Total Cost: \$400,000

Description of Project:

This program supports the implementation of zero-emission vehicle incentives program, the Carl Moyer incentives program and the school bus incentives program. Implementation support includes application approval, grant allocation, documentation to the CARB, verification of vehicle registration and other support as needed. Information dissemination is critical to successful implementation of a coordinated and comprehensive package of incentives. Outreach will be directed to vehicle dealers, individuals and fleets.

Potential Air Quality Benefits:

As described earlier, the SCAQMD will provide matching funds to implement several key incentives programs to reduce diesel emissions in the Basin. Furthermore, the SCAQMD recently adopted fleet regulations requiring public and private fleets within the Basin to acquire alternatively fueled vehicles when making new purchases. Expected benefits of highlighting zero-emission vehicle incentives could potentially expedite the acceptance and commercialization of advanced technologies by operators seeking to comply with the provisions of the recently adopted SCAQMD fleet rules. The resulting future emissions benefits will contribute to the goals of the AQMP. The school bus program and the Carl Moyer incentives program will also reduce large amounts of NO_x and PM emissions in the basin in addition to reducing toxic air contaminants.

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