



# South Coast Air Quality Management District

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

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## A G E N D A

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### MEETING, SEPTEMBER 9, 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.

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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](http://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.

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*Cleaning the air that we breathe...™*

## **CALL TO ORDER**

- Pledge of Allegiance
- Presentation of Retirement Awards to Chandrashekar Bhatt and Nola Oriola-Jackson **Burke**
- Election of Chair and Vice Chair for Terms January 2012 – January 2014 **Burke**
- Opening Comments: William A. Burke, Ed.D., Chair  
Other Board Members  
Barry R. Wallerstein, D. Env., Executive Officer

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Staff/Phone (909) 396-

## **CONSENT CALENDAR (Items 1 through 22)**

Note: Consent Calendar items held for discussion will be moved to Item No. 23

1. Approve Minutes of July 8, 2011 Board Meeting **McDaniel/2821**

### **Budget/Fiscal Impact**

2. Issue RFP for Legislative Representation in Sacramento, California **Abarca/3242**

Direct representation in Sacramento is necessary to further AQMD policy positions at the state level, and the current contracts for such services expire in December 2011. This action calls for the issuance of an RFP for legislative consulting services for AQMD in Sacramento for 2012. The RFP will also indicate that the services contract may be extended for up to two additional one-year terms. Total expenditures for the contract shall not exceed \$463,145 for the initial one-year period. (Reviewed: Administrative Committee, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

3. Amend Contract for Media Relations Services **Atwood/3687**

On September 10, 2010, the Board awarded a 12-month contract for Media Relations/Public Relations Services to Valencia & Co. for \$12,718.75 per month. The existing contract with the firm expires on September 20, 2011. This action is to amend the existing contract for one additional year. (Reviewed: Administrative Committee, July 15, 2011. Less than a quorum was present; the Committee Members referred this item to the full Board for further consideration.)

4. Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2009-10 **Chang/3186**

This report contains data on the AB 2766 Subvention Fund Program for FY 2009-10 as requested by CARB. (Reviewed: Mobile Source Committee, July 22, 2011)

5. Amend Contract for Lease of South Bay Field Office **Johnson/3018**

On September 8, 2006, the Board approved renewal of the lease for the South Bay field office, used by inspectors who conduct refinery and other specialized inspections in the area. This action is to amend the contract to extend the lease with Circle Racquet Ball Courts for another five-year term. Funding for this lease has been included in the FY 2011-12 Budget and will be requested in successive fiscal years. (Reviewed: Administrative Committee, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

6. Transfer Funds and Amend Contracts to Conduct Additional 2011 Lawn Mower Exchange Events and Execute Contract to Conduct Pilot Study for Use of Electric Lawn and Garden Equipment **Liu/2105**

At its March 4, 2011 meeting, the Board approved contracts for the 2011 Lawn Mower Exchange Program. This action is to transfer a total of \$63,000 from the Rule 1309.1 Priority Reserve Fund to the Air Quality Investment Fund (27) and the Science and Technology Advancement FY 2011-12 Budget to conduct additional Lawn Mower Exchange events. The other action is to conduct a pilot study for the use of zero emission lawn and garden equipment in the City of Santa Monica in an amount not to exceed \$17,525. (Reviewed: Mobile Source Committee, July 22, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

7. Execute Contracts for Natural Gas Fueling Stations **Liu/2105**

At the September 10, 2010 meeting, the Board recognized \$2,600,000 funds from the CEC AB 118 Alternative and Renewable Fuel and Vehicle Technology Program awards for ten alternative fuel fueling stations. The CEC has modified that award to fund a total of eleven stations with different vendors for the same amount of funding. This action is to authorize execution of contracts with Clean Energy, Waste Management, Tilden-Coil Constructors, Inc., Border Valley Trading Ltd./Hayday Farms, the City of Corona and Rainbow Disposal for a total amount not to exceed \$2,600,000 from the Clean Fuels Fund (31). This action is to also increase awards from \$40,000 to \$60,000 each for West Covina and Placentia-Yorba Linda Unified School Districts for upgrading their undersized CNG equipment. (Reviewed: Technology Committee, July 22, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

8. Issue Program Announcement for Natural Gas Truck Projects and Amend Contract **Liu/2105**

The AQMD has received grant awards from federal and state agencies for the purchase of heavy-duty natural gas trucks. These include the CEC, U.S. EPA, DOE Clean Cities Program and the Department of Transportation (DOT). These grants have helped to successfully deploy hundreds of natural gas trucks in the goods movement sector. Additional natural gas truck projects are needed to expend the remaining funds under these grants. This action is to issue a Program Announcement to solicit natural gas truck projects in the amount of approximately \$5.2 million, comprised of \$1.8 million from DOT for solid waste collection trucks and about \$3.4 million in returned and remaining funds from the CEC, U.S. EPA and DOE grants for goods movement trucks. This action is also to amend an existing contract to change the source of funds. (Reviewed: Technology Committee, July 22, 2011; Recommended for Approval)

9. Recognize Funds and Execute Contracts for Truck Retrofit Projects **Liu/2105**

The Board previously awarded a contract to Gardner Trucking for \$1 million to retrofit 200 heavy-duty diesel trucks with diesel particulate filters (DPFs) under a U.S. EPA grant. This project, unfortunately, cannot proceed due to lack of financial resources by Gardner Trucking. In order to meet the U.S. EPA deadline, staff proposes utilizing the funds for other diesel truck retrofit projects. This action is to recognize the U.S. EPA Grant and execute contracts to retrofit heavy-duty diesel trucks with DPFs at a total cost not to exceed \$1,000,000. (Reviewed: Technology Committee, July 22, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

10. Approve Contract Modifications and Awards under FY 2010-11 AB 2766 Discretionary Fund Work Program and Fund Transfer for Miscellaneous Costs in FY 2011-12 **Hogo/3184**

As part of their FY 2010-11 AB 2766 Discretionary Fund Work Program, the MSRC issued an RFP and several Program Announcements to implement various programs. On July 21 and August 18, 2011, the MSRC approved multiple new contracts under these Programs. Also as part of their FY 2010-11 Work Program, the MSRC approved augmentation of previously awarded contracts to provide alternative fuel school bus incentives and awards to implement "511" mobile applications. Additionally, every year the MSRC adopts an Administrative Budget which includes transference of funds to the AQMD Budget to cover administrative expenses. The MSRC seeks AQMD Board approval of these contract awards and modifications and the fund transfer. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, July 21 and August 18, 2011; Recommended for Approval)



11. **Execute Contracts for Short- and Long-Term Systems Development, Maintenance and Support Services** **Marlia/3148**

On May 6, 2011, the Board approved the release of an RFP to obtain short- and long-term systems development, maintenance and support services. This action is to execute new contracts to obtain these services on a task order basis. Executing contracts with multiple bidders provides a pool of well-qualified professionals who have demonstrated their understanding of and expertise in meeting agency needs and enables AQMD to obtain cost-effective and technically responsive support. Funds for these services (\$520,500) are included in the FY 2011-12 Budget. (Reviewed: Administrative Committee, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

12. **Execute Sole Source Contract for Three-Year Service Agreement for AQMD Access to On-line Legal Research Libraries** **Wiese/3460**

The current service agreement with LexisNexis to provide AQMD with on-line legal research libraries ended June 30, 2011. This action is to enter into a new three-year agreement with LexisNexis under the State of California's Master Service Agreement. In the future, the State may opt to change on-line legal research providers and the AQMD would benefit from changing to the State's provider at that time. A sole-source contract is necessary since AQMD secures such services under the State of California's agreement with LexisNexis at substantially lower rates than the open market. (Reviewed: Administrative Committee, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

**Items 13 through 22 - Information Only/Receive and File**

13. **Legislative & Public Affairs Report** **Abarca/3242**

This report highlights the June and July 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)

14. **Hearing Board Report** **Camarena/2500**

This reports the action taken by the Hearing Board during the period of June 1 through July 31, 2011. (No Committee Review)

15. **Civil Filings and Civil Penalties Report** **Wiese/3460**

This reports the monthly penalties from June 1 through June 30, 2011, and legal actions filed by the District Prosecutor during June 1 through June 30, 2011. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, July 22, 2011)

16. **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 June 1, 2011 and July 31, 2011, and those projects for which the AQMD is acting as lead agency pursuant to CEQA. (No Committee Review)
  
17. **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)
  
18. **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)
  
19. **FY 2010-11 Contract Activity** **O'Kelly/2828**

This report lists the number of contracts let during FY 2010-11, the respective dollar amounts, award type, and the authorized contract signatory for the AQMD. This report includes the data provided in the March 2011 report covering contract activity for the first six months of FY 2010-11. (No Committee Review)
  
20. **Summary of Changes to FY 2010-11 Approved Budget** **O'Kelly/2828**

This is the year-end report of budget changes for FY 2010-11. (No Committee Review)
  
21. ***This item withdrawn by staff.***

22. Audit Reports of AB 2766 Fee Revenue Recipients for FYs Ending June 30, 2008 and 2009 **O'Kelly/2828**

Health and Safety Code Section 44244.1 requires any agency that receives fee revenues subvented from the Department of Motor Vehicles to be audited once every two years. This audit of AQMD's share, MSRC's share, and local governments' share of such subvented funds, performed by independent Certified Public Accountants, has been completed. (Reviewed: Administrative Committee, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.)

23. Items Deferred from Consent Calendar

### **BOARD CALENDAR**

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

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

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

<b>Bill/Title</b>	<b>Recommended Position</b>
AB 1099 (Lowenthal) Commercial Motor Vehicles: Emissions Standards	Support*
SB 859 (Padilla) Vehicles: Records: Confidentiality	Support*

\*Less than a quorum was present; the Committee Members concurred that these items be approved by the Board.

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

- 27A. Stationary Source Committee (Receive & File) **Chair: Yates** **Nazemi/2662**

- 27B. Stationary Source Committee Special Meeting (Receive & File) **Chair: Yates** **Nazemi/2662**

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

29. Mobile Source Air Pollution Reduction Review Committee (Receive & File) **Board Liaison: Antonovich** **Hogo/3184**
- 30A. California Air Resources Board Monthly Report for July (Receive & File) **Board Rep: Loveridge** **McDaniel/2500**
- 30B. California Air Resources Board Monthly Report for August (Receive & File) **Board Rep: Loveridge** **McDaniel/2500**
31. California Fuel Cell Partnership Steering Team Meeting Summary and Quarterly Update (Receive & File) **Board Rep: Gonzales** **Miyasato/3249**

This report summarizes the California Fuel Cell Partnership Steering Team meeting held June 14-15, 2011 and provides quarterly updates for the periods beginning January and April 2011. (Reviewed: Technology Committee, July 22, 2011)

**Staff Presentation/Board Discussion**

32. Approve AQMD Air Quality-Related Energy Policy **Chang/3186**  
***(Continued from July 8, 2011 Board Meeting)***
- The Board directed staff to develop a policy document that integrates air quality, energy, and climate change issues in a coordinated and consolidated manner. Staff has developed this draft Air Quality-Related Energy Policy for the Board's consideration and has prepared this Board letter to provide additional background information on the policy, key issues, and the public process undertaken in its development. (Reviewed: Stationary Source Committee, June 17, July 22, and August 26, 2011)
33. Zero and Near-Zero Emission Technologies and Energy Quarterly Report of Activities Related to Powering Future Vision **Greenwald/2111**
- This report describes recent AQMD actions to seek implementation of zero and near-zero emission technologies and energy sources, as needed to attain federal air quality standards. (No Committee Review)

## **PUBLIC HEARINGS**

34. Amend Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources (***Continued from July 8, 2011 Board Meeting***) **Tisopulos/3123**

To respond to compliance challenges currently being experienced, staff is recommending delay of the NO<sub>x</sub> emission limit compliance dates for equipment subject to Rule 1147. The proposed rule also limits the requirements for fuel and time meters. PAR 1147 will also reduce compliance cost due to emissions testing and clarify existing requirements. PAR 1147 will result in delayed emissions reductions from equipment subject to this rule. However, PAR 1147 would achieve the same reductions as the existing rule by 2014. This action is to adopt the resolution: 1) Certifying the Final Subsequent Environmental Assessment for Proposed Amended Rule 1147; and 2) Amending Rule 1147. (Reviewed: Stationary Source Committee, April 15, June 17 and July 22, 2011)

35. Amend Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines **Chang/3186**

***Staff is recommending that the public hearing on this item be continued to the October 7, 2011 Board Meeting.***

The proposal would amend Rule 1470 in response to the 2007 and 2011 amendments to the state Airborne Toxic Control Measure (ATCM) for Stationary Compression Ignition Engines. The key amendments primarily impact new stationary emergency standby diesel engines NO<sub>x</sub> and PM requirements. The NO<sub>x</sub> emission limits would be removed due to technical feasibility, and PM requirements would be retained for sensitive receptors. Others would have to comply with Rule 1401 risk assessment and specified emission rates. Other amendments are also proposed to directly reference the ATCM or to coincide with the ATCM amendments. (Reviewed: Stationary Source Committee, June 17, 2011)

## **OTHER BUSINESS**

36. Execute Lease Contract for Printing Equipment and Copiers **Johnson/3018**

On April 1, 2011, the Board approved the release of an RFP to solicit lease proposals to replace the print shop's high-production black and white printer/copier equipment and walk-up floor copiers. This action is to execute a five-year lease and maintenance agreement with Image IV Systems, Inc., for a total amount not to exceed \$615,000 and extend the current Canon lease and maintenance agreements until the new equipment is installed. Funding has been included in the FY 2011-12 Budget and will be requested in successive fiscal years. (No Committee Review)

**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:

- Cleanstreet v. SCAQMD, Los Angeles Superior Court Case No. BC441151;
- 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:

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]

and to confer with:

- labor negotiators regarding unrepresented employees [Agency Designated Representative: William Johnson; Unrepresented Employees: Designated Deputies and Management and Confidential employees].

## **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](mailto: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 <sub>x</sub> = 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 <sub>10</sub> = Particulate Matter ≤ 10 microns
CNG = Compressed Natural Gas	PM <sub>2.5</sub> = 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 <sub>x</sub> = Oxides of Sulfur
HRA = Health Risk Assessment	SOON = Surplus Off-Road Opt-In for NO <sub>x</sub>
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	



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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the July 8, 2011 meeting.

**RECOMMENDED ACTION:**

Approve Minutes of the July 8, 2011 Board Meeting.

Sandra McDaniel,  
Clerk of the Boards

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**FRIDAY, JULY 8, 2011**

Notice having been duly given, the regular meeting of the South Coast Air Quality Management District Board was held at District Headquarters, 21865 Copley Drive, Diamond Bar, 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 9:15 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

Mayor Miguel A. Pulido  
Cities of Orange County

**Members Absent:**

Mayor Ronald O. Loveridge  
Cities of Riverside County

Councilmember Jan Perry  
City of Los Angeles

**CALL TO ORDER:** Chairman Burke called the meeting to order at 9:10 a.m.

- Pledge of Allegiance: Led by Supervisor Nelson
- Opening Comments

Dr. Lyou. Reported that he attended a Joint Meeting of the Ports of Los Angeles and Long Beach Harbor Commissions on July 7, 2011, that focused on zero-emission container movement systems. They discussed the possibility of establishing a task force that may include District staff or Board Members along with their staff and Board Members and other agency representatives to move towards these emission reducing systems. He noted that District staff could provide valuable insight in the areas of economic analysis and emission inventory issues, and assist with the technological aspects.

Supervisor Gonzales. Announced that she, along with Councilmember Mitchell, attended the grand opening of the Shell hydrogen fuel station in Torrance on June 15, 2011. She noted the importance this first-of-its-kind pipeline-direct fueling station has in the effort to promote cleaner air by engaging the public and encouraging them to embrace alternative transportation methods.

(Supervisor Antonovich arrived at 9:15 a.m.)

Councilwoman Mitchell. Acknowledged the exciting role that Southern California plays in the rollout of hydrogen vehicles.

Councilman Cacciotti. Announced that he visited the Board-sponsored Lawn Mower Exchange event in the City of Pasadena on June 11, 2011 and expressed his appreciation to staff for their hard work at the event. He also was impressed with the Go Green! Lawn and Garden Expo held in conjunction that showcased eco-friendly lawn care equipment and related products.

- Presentation of Awards Honoring Winners of AQMD's Chinese Outreach "A World We Can Change" Ad Contest for High School Students

Chairman Burke explained that as part of the AQMD's commitment to increasing awareness about air quality challenges among the region's diverse communities, the District launched a 26-week advertising and community outreach campaign targeting Chinese American communities. He added that Supervisor Antonovich championed the effort, and invited him to announce the student award winners in the A World We Can Change ad contest.

Supervisor Antonovich explained that the contest encouraged high school students to create a radio script, newspaper advertisement or video targeting Chinese-American communities that would change or inspire others to change the world to improve local air quality. He announced the winners of the contest, and presented awards to those who were present, as follows: Derek Yang, Kathy Sung, Adele Chen, Kenny Lin, Consuelo Contreras, Brenda Ibarra, Adilene Rodriguez, Nelly Liu Peng, Tiffany Shu and Han John Tse. He added that the District plans to expand the outreach in the future.

Supervisor Gonzales commended the students for their efforts and emphasized the very important role they play for the future of clean air.

Dr. Wallerstein. Recognized the students participating in the summer internship program and noted that they will gain valuable experience throughout their time at the AQMD. He also noted that an errata sheet containing an addition to Item No. 4 was distributed to Board members and copies made available to the public.

### **CONSENT CALENDAR**

1. Approve Minutes of June 3, 2011 Board Meeting
  
2. Set Public Hearing September 9, 2011 to Consider Amendments and/or Adoption to AQMD Rules and Regulations

Amend Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

#### **Budget/Fiscal Impact**

3. Designate Funds and Issue Program Announcement and Application for Natural Gas Hearth Product Incentive Program
  
4. Approve Membership of AQMP Advisory Group

**An errata sheet containing an addition to the AQMP Advisory Group membership roster was provided to the Board Members and copies made available to the public.**

5. Approve School Bus Retrofit Awards, Amend Contracts and Issue Program Announcement for School Bus Replacements

6. Adopt Resolutions, Recognize Funds, and Execute Contracts under CARB AB 118 Air Quality Improvement Program
7. Recognize Revenue and Appropriate Funds for PM2.5, NATTS and Enhanced Particulate Monitoring Programs, Recognize Revenue and Reallocate Unspent Funds for PAMS and U.S. EPA Community-Scale Air Toxics Monitoring Programs, and Issue Purchase Orders and RFQ
8. Allocate Clean Fuels Funds for Natural Gas Taxicab Buy-Down Incentive Program
9. Execute Contracts to Identify Cellulosic Biofuel Feedstocks and to Conduct Biodiesel and Ethanol Health Effects Studies
10. Execute Contracts to Conduct Clean Vehicle Outreach and Expand Clean Air Choices Program
11. Execute Contracts under Carl Moyer Program and SOON Provision
12. Issue RFP for Technical Assistance for Advanced, Low- and Zero-Emissions Mobile and Stationary Source Technologies and Implementation of Incentive Programs
13. Establish Voucher Incentive Program Fund, Transfer Existing Funds to New Fund Designated for Voucher Incentive Program, and Adopt Resolution Accepting Terms and Conditions for 2011 Multidistrict Award under "Year 13" On-Road Heavy-Duty Vehicle Voucher Incentive Program
14. Transfer Funds from Clean Fuels Program Fund, Carl Moyer Program AB 923 Fund, and Proposition 1B Program Fund for Administrative Support and Related Activities
15. Recognize and Appropriate Funds for Understanding Greenhouse Gas Reporting Requirements
16. Authorize Purchase of PeopleSoft and Oracle Software Support
17. Authorize Purchase of Onbase Software Support

18. Submit Claims for Mandated Brown Act Cost Reimbursement to State of California Controller's Office
19. Approve 18-Month Terms of Employment for Non-Represented Employees
20. Establish Lists of Prequalified Counsel to Represent and Advise AQMD on Legal Matters Related to Environmental Law and Represent and Advise AQMD Hearing Board

**Items 21 through 28 - Information Only/Receive and File**

21. Legislative & Public Affairs Report
22. Hearing Board Report
23. Hearing Board Procedure for Selection of Alternate to Serve in Concurrent Absence of Hearing Board Public Member and Public Member Alternate
24. Civil Filings and Civil Penalties Report
25. Lead Agency Projects and Environmental Documents Received by AQMD
26. Rule and Control Measure Forecast
27. Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2011-12
28. Zero and Near-Zero Emission Technologies and Energy: Quarterly Report of Activities Related to Powering Future Vision

Supervisors Antonovich and Gonzales announced their abstentions on Item No. 11 because of campaign contributions from Robertson's Ready Mix. Supervisor Benoit announced his abstention on Item No. 20 because of campaign contributions from Best, Best & Krieger. Dr. Lyou also announced his abstention on Item No. 20.

Agenda Item Nos. 4, 19 and 28 were withheld for comment and discussion.

MOVED BY YATES, SECONDED BY CACCIOTTI, THE BOARD APPROVED AGENDA ITEMS 1 THROUGH 3, 5 THROUGH 18 AND 20 THROUGH 27, AS RECOMMENDED BY STAFF, ADOPTING RESOLUTION NO. 11-17 RECOGNIZING FUNDS AND ACCEPTING THE TERMS AND CONDITIONS OF CARB'S AB 118 AQIP MARINE VESSEL ADVANCED TECHNOLOGY DEMONSTRATION PROJECT REQUIREMENTS; ADOPTING RESOLUTION NO. 11-18 RECOGNIZING FUNDS AND ACCEPTING THE TERMS AND CONDITIONS OF CARB'S AB 118 AQIP COMMERCIAL ZERO-EMISSION LAWN AND GARDEN EQUIPMENT DEMONSTRATION PROJECT REQUIREMENTS; AND ADOPTING RESOLUTION NO. 11-19 RECOGNIZING AND ACCEPTING THE TERMS AND CONDITIONS OF THE 2011 MULTIDISTRICT GRANT AWARD, BY THE FOLLOWING VOTE:

AYES: Antonovich (*except Item #11*), Benoit (*except Item #20*), Burke, Carney, Cacciotti, Gonzales (*except Item #11*), Lyou (*except Item #20*), Mitchell, Nelson, Pulido and Yates.

NOES: None.

ABSTAIN: Antonovich (*Item #11 only*), Benoit (*Item #20 only*), Gonzales (*Item #11 only*) and Lyou (*Item #20 only*).

ABSENT: Loveridge and Perry.

29. Items Deferred from Consent Calendar

4. Approve Membership of AQMP Advisory Group

Dr. Lyou noted a disparity among the representatives with environmentalist groups being outnumbered more than two-to-one. He acknowledged that some of the environmental groups do not have the resources

to participate in the group and expressed concern that a representative from the Natural Resources Defense Council who previously served on the panel had been removed. He stressed the importance of having comprehensive representation to receive a more balanced perspective and ensure a broader range of opinions are taken into account.

DR. LYOU MOVED APPROVAL OF STAFF'S RECOMMENDATION, INCLUDING THE ADDITIONAL MEMBER NOTED ON THE ERRATA SHEET, WITH THE ADDITIONAL DIRECTION TO REINSTATE THE NRDC MEMBER TO THE AQMP ADVISORY GROUP. THE MOTION WAS SECONDED BY SUPERVISOR BENOIT.

Dr. Wallerstein explained that the AQMP Advisory Group membership was set at approximately 40 pursuant to Board-developed guidelines. He added that in order to facilitate the exchange of fresh ideas and new perspectives, there is rotation among the membership. Since the AQMP covers such a broad spectrum of issues, it is important to have a variety of representatives from the business community, as well as the various local municipalities. He noted that while the environmental representatives were selected in order to speak to the wide variety of issues addressed in the AQMP, these groups usually express common themes and they frequently submit joint letters during the rule development or amendment process.

Chairman Burke raised a concern regarding how the membership is determined, to which Dr. Wallerstein responded that a list of proposed members is presented to the Board for final approval.

Mayor Pulido and Supervisor Gonzales noted the difficulties that arise from having too many people present in these discussions and the negative effect that might have on a productive outcome.

Ms. Carney commented that based on their past testimony and their ability to perform relevant analysis, the NRDC provides a different perspective than some of the other environmental groups.

Dr. Wallerstein noted that additional members could be added at any time at the Board's discretion, and staff would bring the group guidelines before the Administrative Committee at an upcoming meeting so the committee members could discuss revisions to the guidelines, which would then be brought to the full Board for approval.



CHAIRMAN BURKE MADE A SUBSTITUTE MOTION TO APPROVE ITEM NO. 4 AS RECOMMENDED BY STAFF, INCLUDING THE ADDITIONAL MEMBER AS NOTED ON THE ERRATA SHEET AND SET FORTH BELOW. THE MOTION WAS SECONDED BY MAYOR PULIDO.

**Add the following member to the membership roster for the AQMP Advisory Group:**

Type of Organization	Proposed Member	Organization
Environmental/Community	Mr. Gideon Kracov	Law Office of Gideon Kracov

Supervisor Gonzales proposed the idea of creating subcommittees, where similar representatives could meet and then appoint one individual to report the consensus of the subcommittee members during the group meetings.

Dr. Lyou suggested that the Administrative Committee look at who has served in the past and what the turnover has been. He stressed the importance of gaining many different perspectives during the complicated development process. Stating that he would support the substitute motion,

DR. LYOU WITHDREW HIS MOTION, AND THE SUBSTITUTE MOTION BY CHAIRMAN BURKE CARRIED BY THE FOLLOWING VOTE:

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

NOES: None.

ABSENT: Loveridge and Perry.

19. Approve 18-Month Terms of Employment for Non-Represented Employees

Supervisor Nelson raised a concern regarding the employee contribution language in Section 116.1 and asked staff to clarify the percentage assigned to employees.

Bill Johnson, Assistant DEO of Administrative Services & Human Resources, responded that under the SBCERA structure, it ranges between nine and eleven percent, based on an employee's age and their age at entry.

Kurt Wiese, General Counsel confirmed that the language in question could use some revision because it is outdated. He clarified that language intends to convey that the AQMD will pick up 11.34 percentage points.

Supervisor Nelson suggested that the language be rewritten to more clearly state that the AQMD will pick up, on the employee's behalf, all of that portion assigned to them under the employee share in SBCERA, that rate is presently 11.34 percent.

In reply to Supervisor Nelson's question regarding referring employees to their MOU in Section 117 – Deferred Compensation, Mr. Johnson clarified that there is not an MOU for the unrepresented employees, but the equivalent information is contained in the Administrative Code or the Salary Resolution. In regards to the match rates, he noted that it is a 50 percent dollar-for-dollar match for management and confidential employees. He added that the portion of that section that the Supervisor is questioning refers to the represented employees, who do have an MOU; and that this section was simply included in this revision to delete the language regarding designated deputies having an employment contract, which they no longer do.

Mayor Yates commented that the City of Chino recently made several cuts to retirement contributions that will take effect over the next two-year contract period for sworn officers, non-sworn clerical staff, department heads and city council members in an effort to save millions of dollars. As such, he feels it necessary to also take steps toward pension reform at the AQMD.

Dr. Wallerstein commented that as a result of the Board's desire to make pension reform a priority, a change in the retirement formula for new hires is necessary. He continued that legislation is required to make the changes that are being proposed including altering the current retirement formula of two percent at 55 to two percent at 61 for new hires. The changes would also include eliminating the agency contribution of the employee's share and requiring the new hires to pick up their full employee contribution.

Supervisor Nelson pointed out that if the legislation is passed, the current proposal is only limited pension reform, as it does not address employees currently employed at the agency. He urged his fellow Board Members to realize that approving this item allows these current, non-represented employees to continue to receive the full benefits they are accustomed to, rather than make changes to the contributions they receive, as officials at other governmental agencies have done during the current economic climate.

At the suggestion of Dr. Wallerstein, the Board continued the discussion on this matter until it recessed to closed session.

28. Zero and Near-Zero Emission Technologies and Energy: Quarterly Report of Activities Related to Powering Future Vision

In response to Ms. Carney's suggestion to have the energy policy be heard at the same time as this report, Dr. Wallerstein noted that staff could incorporate another update of the report, which will be a quarterly report going forward, at the September 9, 2011 Board meeting when the energy policy is scheduled to be heard.

MOVED BY CARNEY, SECONDED BY YATES,  
AGENDA ITEM 28 APPROVED AS  
RECOMMENDED BY STAFF, BY THE FOLLOWING  
VOTE:

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

NOES: None.

ABSENT: Loveridge Perry, and Pulido.

**BOARD CALENDAR**

30. Administrative Committee

31. Legislative Committee

32. Mobile Source Committee

33. Stationary Source Committee

34. Technology Committee

35. California Air Resources Board Monthly Report

Agenda Item No. 32 was withheld for discussion.

MOVED BY LYOU, SECONDED BY CACCIOTTI, AGENDA ITEMS 30, 31 AND 33 THROUGH 35 APPROVED AS RECOMMENDED, RECEIVING AND FILING THE BOARD COMMITTEES AND CARB REPORTS; AND ADOPTING THE POSITIONS ON LEGISLATION AS SET FORTH BELOW, BY THE FOLLOWING VOTE:

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

NOES: None.

ABSENT: Loveridge Perry, and Pulido.

<b>Bill/Title</b>	<b>Recommended Action</b>
S. 972 (Carper) Clean Construction Act of 2011	Support With Amendments
AB 864 (Huffman) Electricity: Self-Generation Incentive Program	Support
AB 1302 (Williams) Distributed Generation	Support
AB 1095 (Berryhill) Air Pollution: Hearing Board: State Air Resources Board	Support If Amended
SB 467 (Pavley) Department of General Services: Contracts for Energy Efficiency Products or Service	Support
SB 724 (Dutton) State Air Resources Board: Mobile Source Certification	Watch

32. Mobile Source Committee

Councilman Cacciotti commented on item 3 of the committee report, stressing that the AQMD play an active role in providing input for the 2012 Regional Transportation Plan (RTP). He noted the need for the AQMD to promote a comprehensive approach to future transportation infrastructure in order to address air quality concerns.

Dr. Wallerstein responded that SB 375 specifies roles for the air districts to consult in the process and provide technical input through the incorporation of a sub-regional sustainable communities strategy (SCS) into the RTP, which then,

under a different provision of state law, is incorporated into the AQMP. He assured the Board that the District is fully involved and will continue to be involved in various stages of the development and review process. He added that CAPCOA has also provided guidance which will be considered when staff reviews the SCS and, ultimately, the SCAG draft regional plan. He noted that staff will continue to make reports to the Mobile Source Committee and subsequently to the full Board for a more comprehensive update on the SB 375 process, if that is the Board's desire.

MOVED BY CACCIOTTI AND DULY SECONDED,  
AGENDA ITEM 32 APPROVED AS  
RECOMMENDED, RECEIVING AND FILING THE  
MOBILE SOURCE COMMITTEE REPORT, BY THE  
FOLLOWING VOTE:

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

NOES: None.

ABSENT: Loveridge and Perry.

**Staff Presentation/Board Discussion**

36. Approve AQMD Energy Policy

Staff recommended that the public hearing on this item be continued to the September 9, 2011 Board Meeting in order to address the stakeholder concerns that were raised at the Stationary Source Committee meeting.

In response to Mayor Yates' concerns about the negativity surrounding the plan, Dr. Wallerstein commented that in the past few weeks staff has met with many local groups, including chambers of commerce, to address their concerns. Additionally, staff has been reviewing the policies of various other agencies and has found that the AQMD proposal parallels those policies. He added that the stationary source component of the AQMD policy is what may be troublesome to some because it is a fairly unique situation that the agency must address.

Supervisor Gonzales commented that it appears that the fear about the policy is born from misunderstanding. She emphasized the importance of providing a clear and correlated message about what the Energy Policy entails in order to alleviate these concerns.

## **PUBLIC HEARINGS**

### 37. Amend Rule 1133.1 - Chipping and Grinding Activities, and Adopt Proposed Rule 1133.3 - Emission Reductions from Greenwaste Composting Operations

Staff waived the oral presentation on Agenda Item No. 37. Dr. Wallerstein alerted the Board to an errata sheet containing amendments to the Resolution that was provided to the Board Members and made available to the public.

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

#### **DAN NOBLE, Association of Compost Producers**

Expressed his appreciation for the ability of staff and industry professionals to come together to develop a rule that is acceptable to all stakeholders and will improve local air quality. He added that he looks forward to continuing to work in a cooperative manner with staff on matters pertaining to future developments in the industry, including assistance on permitting issues, understanding enforcement and developing additional technologies.

#### **PAUL RYAN, P.F. Ryan & Associates**

Thanked staff for their efforts in this rule development. He added that he looks forward to continuing to work with staff in the development of the next AQMP as a result of being reappointed by the Board to the Advisory Group.

There being no other requests to speak, the public hearing was closed.

MOVED BY YATES, SECONDED BY NELSON, AND UNANIMOUSLY CARRIED (Absent: Antonovich, Loveridge and Perry), AGENDA ITEM 37 APPROVED, ADOPTING RESOLUTION NO. 11-20 CERTIFYING THE FINAL ENVIRONMENTAL ASSESSMENT, AMENDING RULE 1133.1 AND ADOPTING RULE 1133.3, AS RECOMMENDED BY STAFF, WITH AMENDMENTS TO THE RESOLUTION AS SET FORTH IN THE ERRATA SHEET AND NOTED BELOW.

#### **Modifications to page 2 of the Resolution:**

Second paragraph:

**WHEREAS**, the Draft EA was circulated for a 30-day public review and comment period, ~~no one~~ comments letter and verbal comments were received from stakeholders, responses to written and verbal comments have been prepared and included in Appendix E of the Draft EA were received (subject to change), and the Draft EA will be revised to include responses to comments received such that it ~~will~~ is now a Final EA; and

and, fifth paragraph:

**WHEREAS**, the AQMD Governing Board voting on Proposed Amended Rule 1133.1 and Proposed Rule 1133.3, has reviewed and considered the Final EA, including responses to comments, and hereby certifies the Final EA; and

Please add the following as the fourth paragraph to page 5 of the Resolution in Attachment E to the Board letter, as follows:

**BE IT FURTHER RESOLVED**, that the AQMD Governing Board does hereby direct staff to work with stakeholders and other interested parties to explore the feasibility of utilizing a moisture meter as an alternative to the squeeze ball test included in Proposed Rule 1133.3 for the purpose of determining the moisture content of the compostable material before pile turning; and

Please also amend Proposed Rule 1133.3, subparagraph (d)(2)(B), as follows:

(B) For the first fifteen days after initial pile formation for the active phase period of composting, within ~~three~~<sup>six</sup> hours before turning, apply water as necessary to the surface area of each active phase pile such that the top one half of the pile is wet ~~to~~<sup>at</sup> a depth of at least three inches. Alternatively, the operator may apply water during turning using a windrow turner which is equipped with water spraying technology during the entire windrow turning process.

(i) For the purpose of this subparagraph, “wet” shall be determined by means of a squeeze ball test or an alternative approved by the Executive Officer, California Air Resources Board, and the United States Environmental Protection Agency. The ball test shall be conducted by taking a sample of the compostable material from the top half of the pile, at least three inches below the outer surface. The material should be squeezed into a ball using hand pressure and wearing a protective glove. There should be at least enough water to form a ball when compressed, but the ball may break when tapped. If the ball crumbles upon release of the hand pressure, apply additional water to the windrow prior to turning until the material passes the ball test.

38. Amend Rule 1147 – NOx Reductions from Miscellaneous Sources

THE PUBLIC HEARING ON RULE 1147 WAS CONTINUED BY UNANIMOUS CONSENT OF THE BOARD TO THE SEPTEMBER 9, 2011 BOARD MEETING.

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

There was no public comment on non-agenda items.

**CLOSED SESSION**

The Board recessed to closed session at 10:20 a.m., pursuant to:

- (1) 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, as follows:
  - NRDC, et al. v. SCAQMD, et al., Los Angeles Superior Court Case No. BS110792; U.S. District Court Case No. CV08-05403 GW (PLAx); and U.S. Court of Appeals, Ninth Circuit, Case No. 09-57064;
  - CCAT, et al. v. State of California; SCAQMD, et al., Los Angeles Superior Court Case No. BS124264 and California Court of Appeal, Second District, Case No. B226692;
  - 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;
  - Natural Resources Defense Council, et al. v. EPA, United States Court of Appeals, 9<sup>th</sup> Circuit, Case No. 08-72288; and
  - Natural Resources Defense Council, et al. v. EPA, United States Court of Appeals, D.C. Circuit, Case No. 10-1056.
- (2) Government Code section 54956.9(c) to consider initiation of litigation (one case).



(3) 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]

and to confer with:

- labor negotiators regarding unrepresented employees [Agency Designated Representative: William Johnson; Unrepresented Employees: Designated Deputies and Management and Confidential employees].

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Following closed session, the Board reconvened in open session at 11:10 a.m. and took action on Item No. 19 as noted below.

### **CONSENT CALENDAR (CONT.)**

19. Approve 18-Month Terms of Employment for Non-Represented Employees

Supervisor Benoit spoke to his motion noting that future proposals should address the concerns that Board Members shared in regards to making employees responsible for the entire employee portion of their retirement contribution.

MOVED BY BENOIT, SECONDED BY PULIDO,  
AGENDA ITEM 19 APPROVED AS  
RECOMMENDED BY STAFF:

- 1) ADOPTING RESOLUTION NO. 11-21 AMENDING AQMD'S *ADMINISTRATIVE CODE* AND *SALARY RESOLUTION* TO APPROVE, FOR ALL NON-REPRESENTED EMPLOYEES, NEW PROVISIONS FOR A SECOND-TIER RETIREMENT FORMULA FOR EMPLOYEES HIRED AFTER THE EFFECTIVE DATE OF ADOPTION OF ENABLING LEGISLATION, CONTRIBUTIONS TOWARDS HEALTH BENEFITS PREMIUM INCREASES, AND CHANGES TO THE VACATION LEAVE SELL BACK PROVISIONS;

- 2) ADOPTING THE PROPOSED COST INCREASE PROVISIONS WITH THE DIRECTION TO THE EXECUTIVE OFFICER THAT THE ADOPTION OF ENABLING LEGISLATION FOR A SECOND-TIER RETIREMENT FORMULA BE A PREREQUISITE TO IMPLEMENTATION OF THESE PROVISIONS; AND
- 3) APPROPRIATING \$162,000 FROM THE UNDESIGNATED FUND BALANCE TO THE FY 2011-12 BUDGET.

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

NOES: Gonzales and Nelson.

ABSENT: Loveridge and Perry.

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General Counsel Kurt Wiese announced that a report of any reportable actions taken in closed session will be filed with the Clerk of the Board and made available upon request.

### **ADJOURNMENT**

There being no further business, the meeting was adjourned by Chairman Burke at 11:15 a.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on July 8, 2011.

Respectfully Submitted,

Denise Pupo  
Senior Deputy Clerk

Date Minutes Approved: \_\_\_\_\_

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Dr. William A. Burke, Chairman

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### ACRONYMS

AQIP = Air Quality Investment Program

AQMP = Air Quality Management Plan

CAPCOA = California Air Pollution Control Officers Association

CARB = California Air Resources Board

CEQA = California Environmental Quality Act

FY = Fiscal Year

NATTS = National Air Toxics Trends Station

NOx = Oxides of Nitrogen

PAMS = Photochemical Assessment Monitoring Station

PM<sub>2.5</sub> = Particulate Matter ≤ 2.5 microns

RFP = Request for Proposals

RFQ = Request for Quotations

SBCERA = San Bernardino County Employees' Retirement Association

SCAG = Southern California Association of Governments

U.S. EPA = United States Environmental Protection Agency

 [Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 2

**PROPOSAL:** Issue RFP for Legislative Representation in Sacramento, California

**SYNOPSIS:** Direct representation in Sacramento is necessary to further AQMD policy positions at the state level, and the current contracts for such services expire in December 2011. This action calls for the issuance of an RFP for legislative consulting services for AQMD in Sacramento for 2012. The RFP will also indicate that the services contract may be extended for up to two additional one-year terms. Total expenditures for the contract shall not exceed \$463,145 for the initial one-year period.

**COMMITTEE:** Administrative, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

**RECOMMENDED ACTION:**

Approve release of RFP #P2012-04 to solicit proposals for legislative representation in Sacramento, California at a cost not to exceed \$463,145 for the initial one-year period.

Barry R. Wallerstein, D.Env.  
Executive Officer

QA:AG:PC:jf

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**Background**

A legislative presence in Sacramento is critical to advancing Board policies and AQMD's legislative goals and objectives. This effort includes providing technical information and assistance to legislators regarding air quality matters, acting as a liaison between the AQMD and legislators regarding the Board's priorities, funding and program support for technology advancement and emission reduction projects, and

advocating the AQMD's position on air quality-related bills. This effort also includes fostering state support for the AQMD's federal initiatives which have synergy.

Much of the 2012 legislative goals and objectives for AQMD will depend on the outcome of this legislative session. However, many of the prior years' program elements are expected to be continued and built upon in the coming session in Sacramento. However, the legislative priorities are expected to include, at minimum, the following:

- Support and/or possibly sponsor legislation to ensure implementation of the AQMD's "Powering the Future" document.
- Sponsor or engage in legislation that would institute pension reform allowing greater flexibility for AQMD's future retirement obligations after appropriate negotiations with AQMD bargaining units.
- Monitor, analyze, recommend positions, testify, and negotiate on behalf of AQMD on legislation affecting AQMD, including State Budget and Subvention 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.
- Support and expand air quality policy and funding considerations, and the role of air districts, in the implementation of federal surface transportation policies and programs at the state and local levels.
- Work with the legislature and CARB to maximize opportunities under Prop. 1B funding (both transportation and air quality), AB 118, and Moyer programs, for improved air quality and public health benefits.
- Support and/or possibly sponsor legislation to ensure implementation of the AQMP, including measures related to goods movement emission reductions, and increased renewable energy use and enhanced energy demand management.

The legislative priorities for AQMD for 2012 will be further refined and presented to the Board's Legislative Committee and the full Board for approval later in the year, as determined by the course of events in 2011.

**Proposal**

AQMD seeks the service(s) of contractor(s) to support the Board's goals and objectives for 2012 in Sacramento, California. The selected firm(s) will be expected to provide a variety of services, consistent with Board direction. Funding for the initial year shall be up to a maximum of \$463,145. The contract may include options for two annual renewals, contingent on satisfactory performance and approval of subsequent budgets, at the Board's discretion.

Additionally, potential bidders may be notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ will be 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 Web site (<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.

**Bid Evaluation**

Proposals received will be initially evaluated by a diverse panel of technically qualified individuals according to the criteria described in the attached RFP #P2012-04. The Legislative Committee of the Board is expected to conduct oral interviews of the most highly qualified bidders and will make a recommendation to the full Board for approval.

**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 entire South Coast Basin.

**Resource Impacts**

Legislative & Public Affairs budget for FY 2011-12 has \$365,000 allocated for this item and additional funding will be requested in an amount of \$98,145 to cover the cost of these contracts. Funding for subsequent years is contingent upon Board approval of the Budget.

**Attachment**

RFP #P2012-04 for Legislative Representation in Sacramento, California



**South Coast  
Air Quality Management District**

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
REQUEST FOR PROPOSALS**

**REQUEST FOR PROPOSAL FOR LEGISLATIVE  
REPRESENTATION IN SACRAMENTO, CALIFORNIA**

**#P2012-04**

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 AQMD requires representation in Sacramento, California, to ensure that air quality legislation and other related issues are monitored and SCAQMD viewpoints are presented in an effective and timely manner during the legislative and policy-setting process.

The intent of this RFP is to contract with outside representative(s) knowledgeable in air quality-related issues to provide assistance with and representation of AQMD policy positions and funding needs before the State Legislature and state agencies. Consultant shall be reimbursed on a monthly basis for services rendered at an agreed upon flat monthly fee and actual costs incurred for out-of-pocket expenses. The consultant may utilize the services of subcontractors, on an as-needed basis. A list of names of subcontractors along with their qualifications and the total hours of services expected shall be submitted for pre-approval.

The selected firm(s) will be expected to provide a variety of services, to be outlined in the work statement, and consistent with AQMD Board directions. Funding for the initial year shall be up to a maximum of \$463,145. The contract may include options for two annual renewals, contingent on satisfactory performance and approval of subsequent budgets, at the discretion of the AQMD Governing Board.

**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	Funding
Section XI	Draft Contract

Attachment A - Certifications and Representations

## **SECTION I: BACKGROUND/INFORMATION**

AQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties, the smoggiest region of the U.S. We are committed to protecting the health of residents, while remaining sensitive to businesses.

A legislative presence in Sacramento is critical in advancing Board policies and AQMD programs. This effort includes providing technical information and assistance to Legislators regarding air quality matters, acting as a liaison between the AQMD and Legislators regarding the Board's Annual Initiatives, Technology Advancement Office (TAO) funding and activities, and advocating the AQMD's position on air quality-related bills. Sacramento efforts shall also include fostering state support for the District's federal initiatives.

Much of the 2012 legislative goals and objectives for AQMD will depend on the outcome of this legislative session. However, many of prior years' program elements are expected to be continued and built upon in the coming session in Sacramento. At a minimum, the 2012 legislative priorities are expected to include the following:

- Support and/or possibly sponsor legislation to ensure implementation of the AQMD's "Powering the Future" document.
- Sponsor or engage in legislation that would institute pension reform allowing greater flexibility for AQMD's future retirement obligations after appropriate negotiations with AQMD bargaining units.
- Monitor, analyze, recommend positions, testify, and negotiate on behalf of AQMD on legislation affecting AQMD, including State Budget and Subvention 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.
- Support and expand air quality policy and funding considerations, and the role of air districts, in the implementation of federal surface transportation policies and programs at the state and local levels.
- Work with the legislature and CARB to maximize opportunities under Prop 1B funding (both transportation and air quality), AB 118, and Moyer programs, for improved air quality and public health benefits.
- Support and/or possibly sponsor legislation to ensure implementation of the AQMP, including measures related to goods movement emission reductions, and increased renewable energy use and enhanced energy demand management.

The legislative priorities for AQMD for 2012 will be further refined and presented to the Board's Legislative Committee and the full Board for approval later in the year, as determined by the course of events in 2011.



**SECTION II: CONTACT PERSON:**

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

Ricardo A. Rivera  
Legislative & Public Affairs  
SCAQMD  
21865 Copley Drive  
Diamond Bar, CA 91765-4178  
(909) 396-2432

**SECTION III: SCHEDULE OF EVENTS**

September 9, 2011	RFP Released
<b>October 11, 2011</b>	<b>Proposals Due – No Later Than 1:00PM*</b>
October 11 – 14, 2011	Proposal Evaluations
November 4, 2011	Board Committee Approval- Interviews, if needed
December 2, 2011	Governing Board Approval
December 16, 2011	Anticipated Contract Execution

**\*Note: Late Bids/Proposals will not be accepted under any circumstances.**

**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 South Coast 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 CFR 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**

### **A. Statement of Work**

Under the direction of the Executive Officer or Deputy Executive Officer/Legislative & Public Affairs, and in coordination with the AQMD legislative staff, the consultant(s) will gather information, provide advice and assistance, and/or advocate positions on legislation in Sacramento as it directly pertains to the ability of the AQMD to carry out its statutory responsibilities. The selected Consultant(s) will perform the following services on legislative/regulatory matters, but is not necessarily limited to the following:

1. Preparation of a strategic plan for the upcoming legislative year by no later than February 17, 2012, maximizing AQMD Board and staff participation and involvement in the legislative process.
2. Drafting, and or assisting AQMD staff, consultants, or other parties in drafting, legislation and other policies and procedures as requested by AQMD and coordinating or assisting in their introduction;
3. Reviewing, identifying, tracking, and monitoring both the actions of the administration and related state agencies as well as the California Legislature for legislation and other proposals potentially affecting air quality and AQMD operations, authorities, and funding;
4. Advocating as directed by AQMD, on all identified and/or drafted legislation and administrative and other proposals, providing testimony at committee and other special hearings, and providing written communications to legislators, key administrative officials, and other staff regarding such bills;
5. Negotiating bill language, policies or other state agency provisions related to air quality issues;
6. Assist in the integration of state legislative agenda with AQMD's federal legislative agenda and local efforts;
7. Planning for, and handling unforeseen emergency situations involving legislative staff or legislation, at the direction of AQMD;
8. Producing materials destined for strategic distribution or inclusion in Legislative Committee/Board proceedings;
9. Providing regular reports on the status of all legislative and administrative activities in which interest is expressed by AQMD;
10. Identifying the administration's upcoming environmental legislative agenda and providing workplans, analysis, and consultation on strategies to align efforts to secure support for AQMD proposals;
11. Securing the support of AQMD's mission and positions by the decision-makers in the legislative and administrative bodies of the State of California, including the Governor's Office;
12. Gathering information and scheduling appointments on behalf of AQMD with key legislators and administration members and appointees;
13. Attending and participating in meetings exclusively on behalf of AQMD with legislative representatives and administration members and appointees;
14. Preparing all reports and filings in the matter and form required of AQMD pursuant to the Political Reform Act of 1974, as amended, and assisting AQMD in filing such reports. The contractor will promptly furnish to AQMD a copy of all reports filed with any governmental agency concerning its lobbying activities on behalf of AQMD.

#### Deliverables

1. A written strategic and tactical implementation plan for 2012;
2. Written drafts of legislative/administrative proposals as requested by AQMD. Such drafts are to be submitted for review by AQMD prior to being released;
3. Written status of administrative actions pertaining to air quality-related issues of AQMD's programs for carrying out its legislative mandates. Such reports are to summarize each proposal/action and its potential impacts, recommend an AQMD

- position as appropriate, and identify any upcoming meetings or hearings to discuss the proposal;
4. Participation in the monthly AQMD Legislative Committee meetings, upon AQMD staff request, to provide updates and presentations on relative legislative and administrative issues and legislation recommended for AQMD position;
  5. Written communications to legislators and key administrative officials conveying AQMD positions on various bills and administrative actions.
  6. Following adjournment of the legislative session, a year-end report delineating and summarizing the final status/disposition of relevant administrative actions;
  7. Legislative/administrative activities and legislative program planning documents and calendars as requested;
  8. A clean air legislative action day event;
  9. A weekly written report covering pertinent legislative activities during the legislative session, written quarterly reports, a year-end report, and a year-end presentation delineating and summarizing relevant administrative and legislative actions;
  10. A monthly written report to accompany invoice outlining contractor's specific activities;
  11. An original signed confidentially agreement;
  12. Maintaining permanent records from which the correctness of all written records and filings can be verified. These records are to be open to inspection by AQMD or its representatives during normal business hours.

## **SECTION VI: REQUIRED QUALIFICATIONS**

A. Persons or firms proposing to bid on this proposal must demonstrate extensive experience and expertise in the following areas:

1. Political and legislative analysis of legislative and executive activities.
2. Bill tracking.
3. Legislative and administration lobbying.
4. Budget and appropriations process.
5. Strategic planning and political consulting.
6. Negotiation and mediation services.
7. Public policy research.
8. Knowledge of air quality laws and issues.
9. Knowledge of environmental issues.
10. Preparing and presenting testimony before legislative committees and/or state agency hearings.
11. Negotiating bill language, policies or other state agency provisions related to environmental, transportation or air quality issues.
12. Ability to work proactively and productively with all political affiliations and points of view.

## **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.

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 - The AQMD anticipates the award of a flat monthly fee contract with reimbursement for out-of-pocket expenses. 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.
  - E. The Cost/Price formula for the proposal must be as follows starting on page 11.



## COST PROPOSAL WORKSHEET

### A. LABOR

1. List the total number of hours and the hourly billing rate for each level of **PROFESSIONAL** staff.

a. **Name** \_\_\_\_\_  
\_\_\_\_\_ hours @ \$ \_\_\_\_\_/hour = \$ \_\_\_\_\_/year

b. **Name** \_\_\_\_\_  
\_\_\_\_\_ hours @ \$ \_\_\_\_\_/hour = \$ \_\_\_\_\_/year

c. **Name** \_\_\_\_\_  
\_\_\_\_\_ hours @ \$ \_\_\_\_\_/hour = \$ \_\_\_\_\_/year

**SUBTOTAL:** \$ \_\_\_\_\_/year

*Does labor rate include general, administrative and overhead costs?*     yes     no

If no, please indicate costs for these expenses. \$ \_\_\_\_\_/year

**TOTAL LABOR COSTS:** \$ \_\_\_\_\_/year

2. List the total number of hours and the hourly billing rate for each **SUBCONTRACTOR**.

a. **Name** \_\_\_\_\_  
\_\_\_\_\_ hours @ \$ \_\_\_\_\_/hour = \$ \_\_\_\_\_/year

b. **Name** \_\_\_\_\_  
\_\_\_\_\_ hours @ \$ \_\_\_\_\_/hour = \$ \_\_\_\_\_/year

c. **Name** \_\_\_\_\_  
\_\_\_\_\_ hours @ \$ \_\_\_\_\_/hour = \$ \_\_\_\_\_/year

**TOTAL SUBCONTRACTOR COSTS:** \$ \_\_\_\_\_/year

**TOTAL LABOR AND SUBCONTRACTOR COSTS:** \$ \_\_\_\_\_/year

**Basis of Estimate for Labor and Subcontractor Costs:** \_\_\_\_\_

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**B. TRAVEL AND OTHER DIRECT COSTS:**

1. **Estimate travel costs:** Basis of estimate should include: trip destination, length of trip, airline fare or mileage expense, lodging, car rental and per diem costs.

**Number of trips:** \_\_\_\_\_ @ \$\_\_\_\_\_/trip

**Basis of estimate:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**TOTAL TRAVEL COSTS:** \$\_\_\_\_\_/year

2. **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.

a.	_____	\$_____/year
b.	_____	\$_____/year
c.	_____	\$_____/year
d.	_____	\$_____/year
e.	_____	\$_____/year

**Basis of estimate:** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**TOTAL OTHER DIRECT COSTS:** \$\_\_\_\_\_/year

**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 eight (8) complete copies of the proposal 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 #2012-04." **All proposals are due no later than 1:00 p.m., October 11, 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, who may elect to have the top-scoring proposers interviewed by the Legislative Committee, which will make a recommendation to 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.

R&D Projects Requiring Technical or Scientific Expertise, or Special Projects Requiring Unique Knowledge or Abilities

Understanding the Problem	20
Technical/Management Approach	20
Contractor Qualifications	20
Previous Experience on Similar Projects	10
Cost	<u>30</u>
TOTAL	100

Additional Points

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 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.

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 experience 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 Legislative Committee may recommend and the Governing Board may award the contract to a proposer other than the proposer receiving the highest rating in the event the Legislative Committee and/or Governing Board determines that another proposer from among those technically qualified would provide the best value to AQMD considering cost and technical factors. The Legislative Committee may recommend one or more proposers to the Governing Board. 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: FUNDING**

The total funding for the work contemplated by this RFP will be a maximum **\$463,145** for the base year.

**SECTION XI: 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. Remove if not needed:Remove if not needed: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.
  - 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. PAYMENT

A. AQMD shall pay CONTRACTOR a flat monthly fee 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: Oscar Abarca.

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

C. AQMD reserves the right to disallow charges when the invoiced services are not performed satisfactorily in AQMD sole judgment.

D. .

9. 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.

10. 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: Oscar Abarca – DEO Legislative & Public Affairs

CONTRACTOR: \*\*\*  
\*\*\*  
\*\*\*  
Attn: \*\*\*

11. 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.

12. 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).

13. 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.

- 14. 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.
- 15. 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.
- 16. 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.
- 17. 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.
- 18. 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.
- 19. 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.

20. 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.
21. 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.
22. 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.
23. DUPLICATE EXECUTION - This Contract is executed in duplicate. Each signed copy shall have the force and effect of an original.
24. 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.
25. 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.
26. 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.
27. 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.

28. COMPLIANCE WITH SINGLE AUDIT ACT REQUIREMENTS - 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.

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.

29. 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.
30. 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]
31. 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.
32. 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](http://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](http://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.





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 <sup>1</sup>	Generally, exempt recipients 1 through 7 <sup>2</sup>

<sup>1</sup>See Form 1099-MISC, Miscellaneous Income, and its instructions.

<sup>2</sup>However, 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](http://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/](http://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](http://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 <sup>1</sup>
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor <sup>2</sup>
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee <sup>1</sup>
b. So-called trust account that is not a legal or valid trust under state law	The actual owner <sup>1</sup>
5. Sole proprietorship or single-owner LLC	The owner <sup>3</sup>
For this type of account:	Give name and EIN of:
6. Sole proprietorship or single-owner LLC	The owner <sup>3</sup>
7. A valid trust, estate, or pension trust	Legal entity <sup>4</sup>
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

<sup>1</sup>List 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.

<sup>2</sup>Circle the minor's name and furnish the minor's SSN.

<sup>3</sup>You 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.

<sup>4</sup>List 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.

---

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](http://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 #:** 2012-04

\_\_\_\_\_

**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).

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 3

PROPOSAL: Amend Contract for Media Relations Services

SYNOPSIS: On September 10, 2010, the Board awarded a 12-month contract for Media Relations/Public Relations Services to Valencia & Co. for \$12,718.75 per month. The existing contract with the firm expires on September 20, 2011. This action is to amend the existing contract for one additional year.

COMMITTEE: Administrative, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

**RECOMMENDED ACTION:**

Authorize the Executive Officer to amend the contract for Media Relations/Public Relations Services with Valencia & Co. for \$12,718.75 per month for one additional year, ending on September 20, 2012.

Barry R. Wallerstein, D.Env.  
Executive Officer

SA/TC

---

**Background**

AQMD's Media Office handles all local, national and international media inquiries and interviews with AQMD, and conducts numerous news conferences on special AQMD programs and high-profile issues.

Since the mid-1990s, AQMD's Media Office has been downsized from 10 staff members to its current staffing of three full-time employees (one manager, one senior public information specialist and one clerical staff). AQMD receives media calls daily, as well as on weekends and off-hours, from print and broadcast media on a wide range of topics, including Board policies and adopted regulations. Many of these topics are of a sensitive nature and require extensive research to provide accurate information to the media. In addition to daily media inquiries, AQMD's Media Office engages in a number of proactive media campaigns to raise public awareness of Board initiatives and agency

programs. Since 2001, AQMD has issued RFPs and awarded contracts for media consultants to assist the Media Office with proactive media campaigns as well as responses to high-profile, sensitive media inquiries. AQMD has found these consultant services to be cost-effective and extremely valuable in communicating the agency's policies and goals to the media and the public. AQMD's Media Office needs to continue this outside assistance to maintain the level of service and activities in the office.

### **Proposal**

During the past 10 months, Valencia & Co. and their subcontractors have helped AQMD's Media Office plan and execute numerous media and public relations projects that have significantly benefitted AQMD, including:

- Planning and executing a comprehensive Chinese-American Advertising and Outreach initiative including the use of Chinese-language focus groups to assist in the selection and production of newspaper, radio and TV ads for a 26-week advertising campaign; a youth component including a special air quality section written by high school students in the newspaper LA Youth that was subsequently translated and published in Chinese newspapers, and a Chinese-language ad contest titled "A World We Can Change" with print, radio and video categories;
- Assisting with the production of AQMD's signature documentary film on air quality including negotiating with Global Green for access to celebrity interviews at the organization's Millennium Awards. Valencia is now planning the film's premiere and distribution;
- Developing the theme of "100 Days" for the State of the Air 2011 video and distributing the video to more than 50 community cable TV stations;
- Coordinating AQMD's media partnership with KTLA-TV for AQMD's inaugural "Check Before You Burn" winter promotion; and
- Providing support for 2010 South Pasadena Clean Air Car Show.

### **Resource Impacts**

Funding for this contract is included in the FY 2011-12 Executive Office Budget.

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 4

REPORT: Approve Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2009-10

SYNOPSIS: This report contains data on the AB 2766 Subvention Fund Program for FY 2009-10 as requested by CARB.

COMMITTEE: Mobile Source, July 22, 2011, Reviewed

RECOMMENDED ACTION:

Approve the AB 2766 Subvention Fund Program report for FY 2009-10 for submittal to CARB.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:LT:CG:KH:ED

---

**Background**

In September 1990, Assembly Bill 2766 was signed into law authorizing a \$2 motor vehicle registration fee surcharge, with a subsequent increase to \$4 in 1992. Section 44223 of the Health & Safety Code (H&SC), enacted by AB 2766, specifies that this motor vehicle registration fee be used “...for the reduction of air pollution from motor vehicles pursuant to, and for related planning, monitoring, enforcement, and technical studies necessary for the implementation of the California Clean Air Act of 1988.”

Local jurisdictions receive 40% of the first \$4 of each vehicle registration fee to implement projects that reduce mobile source emissions. The AQMD distributes these dollars quarterly to South Coast cities and counties based upon their prorated share of population. In 2004, a \$2 surcharge was added pursuant to H&SC Section 44229 to provide a source of funding for expansion of the Carl Moyer Memorial Air Quality Standards Attainment program. This additional funding will continue to drive early introduction of clean air technology such as cleaner vehicle engines, a Lower-Emission School Bus Program, and accelerated vehicle retirement and repair programs.



Local agencies that are subvented motor vehicle registration fees for air pollution programs report annually to AQMD on their use of the fees, and the results of programs funded by the fees. The reporting by local governments follows the guidelines and methodology specified by CARB. The attached report to CARB details local government expenditures during FY 2009-10.

### **Summary of Subvention Fund Program Report**

This report accounts for the projects, financial expenditures, quantifiable emission reductions and associated cost-effectiveness implemented by local governments through the AB 2766 Subvention Fund Program for FY 2009-10.

The AQMD staff provided technical assistance which consisted of meetings with local government staff to address program challenges unique to specific cities/counties, assisted with emissions calculations and provided hands-on instructions in the use of the automated reporting system. Further, enhanced AB 2766 outreach to city mayors, city managers and other decision making local government staff will continue to be provided by AQMD AB 2766 technical staff, specifically to further educate and encourage implementation of SIP creditable, more cost-effective, quantifiable projects that yield direct mobile source emission reductions.

During FY 2009-10, local governments received \$20.3 million from motor vehicle fees and spent \$22.7 million on mobile source emission reduction projects. Approximately \$30.5 million or 81% of their ending balances (that includes unspent monies from prior years) was pre-designated for future projects. This represents a decrease in funds pre-designated from FY 2008-09, where 88% of the ending balance was pre-designated for future projects. Expenditures in the Transportation Demand Management and Alternative Fuels/Electric Vehicles categories, as in prior years, were the two highest spending categories as many local governments continue to direct their spending priorities to comply with employee rideshare programs and to transition to cleaner fleets.

Quantifiable emission reductions from projects implemented during FY 2009-10 reduced 4,411 tons (VOC, NO<sub>x</sub>, PM<sub>10</sub> and CO/7) of emissions. The 4,411 tons of emissions reduced from projects funded during FY 2009-10 had an overall average cost-effectiveness of \$1.09 per pound of emissions reduced. Excluding one outlying Traffic Management project which had a significant effect on the overall cost-effectiveness, the average cost-effectiveness would be \$5.23 per pound, which is under the \$10 per pound cost-effectiveness threshold established by CARB.

In accordance with H&S Code 44244.1, any agency receiving AB 2766 fee revenues is subject to a program or funding audit conducted by an independent auditor selected by the AQMD. Further, in response to Governing Board concerns raised regarding the

pooling of AB2766 funds between local governments and Councils of Governments, a new financial reporting element was added by AQMD staff in FY 2007-08 for the Councils of Governments who receive AB2766 subvention funds from member cities and counties to provide project descriptions and fund expenditure details.

**Proposal**

Approve the attached staff report for submittal to CARB.

**Attachment**

AB 2766 Funds Annual Report from Motor Vehicle Registration Fees for  
FY 2009-10

<b>SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT</b>
--

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**Staff Report:**

**AB 2766 Funds Annual Report from Motor Vehicle Registration Fees  
for FY 2009-10**

**September 9, 2011**

**Executive Officer**

Barry R. Wallerstein, D. Env.

**Deputy Executive Officer**

**Planning, Rule Development & Area Sources**

Elaine Chang, DrPH

**Planning and Rules Manager**

Carol Gomez

**Program Supervisor**

Kathryn Higgins

---

Author:	Eyvonne Drummonds	Air Quality Specialist
Contributor:	Ernest Lopez	Air Quality Specialist
Legal Counsel:	Barbara Baird Lauren Nevitt	District Counsel Deputy District Counsel II

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

Chairman: WILLIAM A. BURKE, Ed.D.  
Speaker of the Assembly Appointee

Vice Chairman: DENNIS YATES  
Mayor, City of Chino  
Cities Representative, San Bernardino County

**MEMBERS:**

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Supervisor, Fifth District  
Los Angeles County Representative

JOHN J. BENOIT  
Supervisor, Fourth District  
County of Riverside

MICHAEL A. CACCIOTTI  
Councilmember, City of South Pasadena  
Cities Representative, Los Angeles County, Eastern Region

SHAWN NELSON  
Supervisor, Fourth District  
County of Orange

JANE W. CARNEY  
Senate Rules Committee Appointee

JOSIE GONZALES  
Supervisor, Fifth District  
San Bernardino County Representative

RONALD O. LOVERIDGE  
Mayor, City of Riverside  
Cities Representative, Riverside County

JOSEPH K. LYOU, Ph.D.  
Governor's Appointee

JUDY MITCHELL  
Councilmember, City of Rolling Hills Estates  
Cities Representative, Los Angeles County, Western Region

JAN PERRY  
Councilmember, City of Los Angeles  
City of Los Angeles

MIGUEL PULIDO  
Mayor, City of Santa Ana  
Cities Representative, Orange County

EXECUTIVE OFFICER:  
BARRY R. WALLERSTEIN, D.Env.

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### Other Information Available on AQMD's Website or Upon Request

AB 2766 Motor Vehicle Fee Subvention Fund Program Resource Guide  
CARB Criteria and Guidelines for the Use of Motor Vehicle Registration Fees  
CARB Motor Vehicle Registration Fees Automated Report  
AB 2766 Funds Report from Motor Vehicle Registration Fees – Past Reports

## **I. BACKGROUND**

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

From the first \$4 of the funds, AB 2766 requires that fees collected by the Department of Motor Vehicles be subvented to the South Coast Air Quality Management District (AQMD) for the purpose of funding three programs with a prescribed allocation as follows: the local government Subvention Fund Program portion (40%) is distributed on a quarterly basis to South Coast Basin cities and counties based upon their prorated share of population to implement projects that reduce emissions from mobile sources; the AQMD Program Fund (30%) goes towards agency planning, monitoring, research and other activities that reduce mobile source emissions; the Discretionary Fund Program (30%) is administered by the Mobile Source Air Pollution Reduction Review Committee (MSRC), which awards money to project proponents that also reduce motor vehicle emissions. AB 2766 funded projects have many additional benefits including increasing transportation alternatives, relieving traffic congestion, conserving scarce energy resources and reducing greenhouse gas emissions.

## **II. REPORTING**

This Staff Report addresses solely the local government subvention portion of AB 2766 monies by accounting for projects, financial expenditures, emissions reduced and cost-effectiveness of projects implemented through the AB 2766 Subvention Fund Program during FY 2009-10.

AB 2766 fees are collected by the Department of Motor Vehicles and subvented to the AQMD on a monthly basis. The AQMD Finance Division disburses the AB 2766 revenues to local governments quarterly. During FY 2009-10, there were a total of 160 local governments (Attachment A) eligible to receive AB 2766 funds (Motor Vehicle Fees). Pursuant to H & SC 44243 (b)(1), newly incorporated cities may receive subvention funds, provided they adopt and transmit to the AQMD the specified ordinance within 90 days of official incorporation.

Cities and counties complete and submit an annual report to the AQMD identifying the revenues received, project expenditures, emissions reduced and cost-effectiveness of each project implemented during the preceding fiscal year. Staff then reviews the data, which includes fund expenditures, administrative costs, fund balances, pre-designation of ending balances, emission reductions and cost effectiveness. A summary of the information (Attachment B) is forwarded to the California Air Resources Board (CARB) upon consent of the AQMD Governing Board.

### **III. TECHNICAL ASSISTANCE**

#### **Purpose**

As directed by the Governing Board in 1998, the AQMD's AB 2766 staff continues to serve as a resource to cities and counties by providing technical guidance for project development and implementation. AQMD places special emphasis on the selection of cost-effective, quantifiable mobile source emission reduction Subvention Fund projects that meet the needs of the local jurisdiction. AQMD staff assists local jurisdictions with emission reduction calculations and advises them in the preparation of their annual reports.

Although AQMD staff reviews and evaluates the AB 2766 reports submitted, AQMD does not have the authority to "approve" or "disapprove" local government's use of AB 2766 funds for specific projects. Rather, staff is authorized to provide guidance according to AB 2766 criteria and guidelines established by CARB.

#### **AQMD Guidance**

To provide guidance in identifying projects that are eligible for AB 2766 funding, an AB 2766 Subvention Fund Program Resource Guide was developed and is updated as needed and made available to local governments. Project descriptions and examples outlined in the Resource Guide are consistent with CARB's Criteria and Guidelines for the Use of Motor Vehicle Registration Fees, which focus on strategies that directly reduce motor vehicle emissions.

#### **Activities**

The AB 2766 staff continues to provide recommendations to CARB staff on ways to improve the automated software for local government staff to report their annually funded projects. AQMD staff conducted, as in prior years, technical training sessions for local government representatives and Council of Government (COG) staff to familiarize them with the updated electronic program and to solicit feedback on its usefulness. Eight AB 2766 technical training sessions were conducted by AQMD staff during the months of January and February 2011.

On April 6, 2011, the AQMD, in coordination with the Western Riverside Council of Governments (WRCOG) hosted a half-day AB 2766 Summit. The Summit provided AB 2766 recipients, located within the WRCOG region, an opportunity to share experiences gained when implementing mobile source emission reduction projects and obtain information on cost-effective emission reduction projects from project sponsors.

The AQMD staff provided technical assistance which consisted of meetings with local government staff to address program challenges unique to specific cities/counties, assisted with emissions calculations and provided hands-on instructions in the use of the automated reporting system. Staff will continue to provide enhanced AB 2766 outreach to city mayors, city managers and other decision making local government staff in order to educate and encourage implementation of more cost-effective, quantifiable, SIP credible projects that yield direct mobile source emission reductions.

These efforts will assist local governments in achieving the 4 ton NO<sub>x</sub> reduction assigned to the AB 2766 Subvention Program in the 2007 AQMD, by the 2014 PM<sub>2.5</sub> attainment date.

The AQMD staff has reviewed and evaluated the FY 2009-10 annual program reports for the 160 participating local jurisdictions. The results are summarized in the Program Data section of this report.

Several local governments give a portion of their AB 2766 subvention funds to their respective Councils of Governments (COGs) in order to pool their resources to implement projects that reduce air pollution from motor vehicles. Table 1 is a summary of the COG activities for COGs receiving AB 2766 funds from their member cities and is provided for informational purposes only. To accurately report subvention funds given by local governments to the COGs, local governments have been asked to provide information on the use of the AB 2766 funds that they give to their COGs for mobile source emission reduction projects. COGs provide summary reports to their member cities and the AQMD identifying the funding amount and description of AB 2766 funded projects.

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

COG Name	Expenditure Amount*	Project Description**
Coachella Valley	\$222,700	Regional PM <sub>10</sub> Street Sweeping Program which uses alternative fuel equipment to sweep approximately 43,602 curb miles of regional arterials in the Coachella Valley.
Gateway Cities	\$82,803	Engineering and technical support for two major freeway corridor projects: the I-710 Corridor Environmental Impact Report/Environmental Impact Statement (a freeway widening project involving 14 cities along a 20 mile corridor); and the SR-91/I-605/I-405 Major Corridor Study (involving 13 cities in the sub-region). Included in this project is staff support for the development of an Air Quality Action Plan for the Gateway Cities region, a project expected to be completed in FY 2011-12. Staff has also pursued an Intelligent Transportation Systems initiative to improve traffic flow on freeways and highways in the goods movement chain, with resultant air quality benefits.
San Gabriel Valley	\$130,294	Coordinated Congestion Pricing, Traffic Synchronization and Low Emission Fleet Vehicle workshops; ongoing corridor and rail extension planning activities.
Western Riverside	\$115,489	Ongoing Clean Cities Coalition outreach.

\*Expenditure amounts as reported by COG member cities.

\*\*Project descriptions as reported by the COG.



## IV. PROGRAM DATA

### Project Categories

Local governments are required, in accordance with AB 2766 legislation, to utilize the subvented funding dollars they receive to implement projects that reduce motor vehicle emissions. The AB 2766 Resource Guide summarizes CARB's fund usage criteria and identifies appropriate strategies that, through careful planning and design, will most cost effectively and efficiently reduce emissions from mobile sources. The following is the list of AB 2766 Project Categories (11) and examples of projects that meet the criteria and guidelines established by CARB for AB 2766 fund expenditures:

1. **Alternative Fuels/Electric Vehicles** - Promoting the use of alternative fuels by purchasing or leasing vehicles powered by compressed natural gas, propane, full hybrids that meet SULEV certification standards, fuel cell and electric vehicles; conversion or re-powering conventionally fueled vehicles to an alternative fuel. Installation of alternative fuel infrastructure and purchasing of alternative fuel for up to three years after vehicle purchase; cost differential thereafter.
2. **Vehicle Emissions Abatement** - Utilizing cleaner diesel engines and ensuring that vehicles are properly tuned and maintained; replacing dirty off-road engines with newer, cleaner diesel engines or installation of particulate trap retrofits for diesel engines; participation in an Old Vehicle Scrapping Program.
3. **Land Use** - Implementation of Land Use strategies that make it easier for pedestrians to walk, bicycle or use public transit, thus reducing automobile trips and emissions; planning, designing and developing facilities that discourage and decrease the use of automobiles.
4. **Public Transportation** - Reducing single occupancy vehicle trips by providing fare subsidies, rail feeder operations and marketing; purchase or lease of alternative fueled vans, buses or shuttles for shuttle service. Construct/install public transportation facilities and provide supporting transit information. Support public transit alternative fuel activities by developing, designing, coordinating and constructing alternative fuel infrastructure.
5. **Traffic Management and Signal Coordination** – Installation of corridor signal synchronization systems, design and installation of pedestrian islands, turning lanes, pedestrian traffic controls, changeable message signs and mobilization of freeway tow trucks.
6. **Transportation Demand Management (TDM)** – Reduction of single occupancy vehicle trips by encouraging carpooling, vanpooling, biking, walking, use of public transit, telecommuting, or implementation of compressed work week schedules. Developing programs that focus on reducing trips to special event centers or other attractions; support of Park and Ride facilities.
7. **Market Based Strategies** – Developing and implementing user fees or congestion charges to encourage behavioral changes for consumers to use less congesting or less polluting forms of transportation; implementation of Parking Cash-out Programs.
8. **Bicycles** – Designing, developing and/or installing bikeways or establishing new bicycle corridors; making bicycle facility enhancements/improvements by installing bicycle lockers, bus bike racks; providing assistance with bike loan programs (motorized and standard) for police officers, community members and the general public.

9. **PM Reduction Strategies** – Measures that prevent deposits of dust and other materials from build-up on roadway surfaces such as paving roads, shoulders and purchasing AQMD Rule 1186.1 compliant street sweepers.
10. **Public Education** – Ongoing air quality outreach campaigns that educate the public about options that reduce single occupancy vehicle trips when launching new programs such as shuttle services, transit station openings, HOV facility openings, and providing information on rideshare incentive programs. Dissemination of updated printed material; developing and conducting group specific presentations; participation in or sponsorship of workshops, forums and conferences.
11. **Miscellaneous Projects** – The “Miscellaneous Project” category allows local jurisdictions to identify projects that reduce mobile source emissions, but are not specifically listed or identified in the AB 2766 Program guidelines.

## Project Funding & Quantification

A financial summary of how local governments in the four counties used their AB 2766 subvention funds during FY 2009-10 is provided in Table 2. Local governments spent more of the subvention funds, \$22.7 million, on mobile source emission reduction projects than they received, \$20.3 million, from motor vehicle fees. They spent 38% of their combined beginning balance and MV fees received, which is a slight increase to what occurred in FY 2008-09 when cities and counties spent 36% (\$19.9 million) of the total beginning balances and MV fees received.

Table 2 also shows that of the \$37.7 million ending balance that the local governments reported, approximately \$30.5 million or 81% of the ending balance was pre-designated for future projects. This is a decrease to what occurred in FY 2008-09, when 88% of the ending balance was pre-designated for future projects. Local governments have the ability to carryover pre-designated fund balances indefinitely, which provides the flexibility of saving for future large projects or to secure additional co-funding.

**Table 2**  
**FY 2009-10 Motor Vehicle Funds Financial Summary (As Reported by Local Jurisdictions)**

County	Beginning Balance	MV Fees Received	Project Spending	Ending <sup>1</sup> Balance	Pre-Designated Funds	Remaining Funds
Los Angeles	\$18,013,944	\$12,132,309	\$13,422,793	\$16,744,714	\$13,236,033	\$3,508,681
Orange	\$10,471,418	\$3,672,673	\$3,731,857	\$10,512,488	\$7,825,019	\$2,687,469
Riverside	\$6,000,938	\$2,460,933	\$2,851,448	\$5,684,809	\$5,239,821	\$444,988
San Bernardino	\$5,352,758	\$2,043,652	\$2,693,343	\$4,781,688	\$4,164,004	\$617,684
<b>Totals*</b>	<b>\$39,839,058</b>	<b>\$20,309,567</b>	<b>\$22,699,441</b>	<b>\$37,723,700</b>	<b>\$30,464,877</b>	<b>\$7,258,823</b>

\*Totals may vary slightly due to rounding.

Table 3 shows the historical funding, project expenditure levels and funds pre-designated by local governments over the last seven fiscal years. Motor Vehicle funding subvented to local governments has increased this reporting cycle and local jurisdictions have spent substantially more of their AB 2766 funds compared to prior years.

1 The ending balance represents the beginning balance and MV Fees receive, minus project spending. Interest earned and administrative costs are reflected, but not shown. Interest earned and Administrative costs are fully detailed in Appendix B.

**Table 3**  
**History of MV Funds Financial Summary**

<b>Fiscal Year</b>	<b>Beginning Balance</b>	<b>MV Fees Received</b>	<b>Project Spending</b>	<b>Ending Balance</b>	<b>Pre-Designated Funds</b>	<b>Remaining Funds</b>
<b>2003-04</b>	\$27,670,811	\$18,574,896	\$18,332,057	\$28,041,619	\$19,453,169	\$8,460,481
<b>2004-05</b>	\$28,105,843	\$18,991,723	\$20,345,184	\$27,135,692	\$19,296,125	\$7,456,257
<b>2005-06</b>	\$28,382,547	\$19,569,231	\$19,873,515	\$28,659,691	\$18,701,317	\$9,376,946
<b>2006-07</b>	\$31,800,719	\$20,307,032	\$20,112,062	\$33,232,203	\$23,051,795	\$8,943,894
<b>2007-08</b>	\$32,956,998	\$19,932,651	\$17,872,604	\$36,219,271	\$27,374,058	\$8,845,213
<b>2008-09</b>	\$36,049,695	\$19,217,553	\$19,880,762	\$36,261,851	\$31,740,900	\$4,520,951
<b>2009-10</b>	<b>\$39,839,058</b>	<b>\$20,309,567</b>	<b>\$22,699,441</b>	<b>\$37,723,700</b>	<b>\$30,464,877</b>	<b>\$7,258,823</b>

Table 4 identifies, by county, the number of projects funded by local governments and of those, the number and percentages of quantified emission reductions achieved during FY 2009-10. Los Angeles County has the majority of the cities in the South Coast Air Basin and therefore has funded the largest number of AB 2766 projects in the program (197). Orange County had the second highest number of projects funded (87), followed by Riverside County (77) and San Bernardino (31). Relative to quantified emission reductions, San Bernardino County yielded the highest percentage (61%) of quantified projects this reporting cycle.

**Table 4**  
**FY 2009-10 Local Government Project Reporting and Emission Reduction Quantification**

<b>County</b>	<b>Number of Local Governments Reporting</b>	<b>Number of Projects Funded</b>	<b>Number of Projects with Emission Reductions Quantified</b>	<b>Percent of Projects with Emission Reductions Quantified</b>
<b>Los Angeles</b>	82	197	91	46%
<b>Orange</b>	35	87	46	53%
<b>Riverside</b>	26	77	42	55%
<b>San Bernardino</b>	17	31	19	61%
<b>Totals</b>	<b>160</b>	<b>392</b>	<b>198</b>	<b>51%</b>

Table 5 shows overall, that the total number of projects funded by local governments over the last three fiscal years have resulted in project quantifications above 50%. The percentage of expenditures quantified was 65% over the past two years, reflecting a decrease from 74% of expenditures quantified in FY 2007-08. In this reporting cycle, 65% (\$14.8 million) of the \$22.7 million was spent on projects that were quantified. It should also be noted that during this reporting cycle, local jurisdictions reported the highest number of quantified projects (198) in the history of the program. CARB has provided methodologies for emission reduction quantifications with corresponding emission factors for some of the most widely implemented transportation related air quality projects. The annual emission reductions then are calculated to estimate the cost-effectiveness of the projects. Emission reductions from several of these projects are difficult to quantify or cannot be quantified, such as the purchasing of alternative fuel, electric vehicle infrastructure projects, public education and outreach programs and projects that include research and development.

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

<b>Year</b>	<b>Number of Projects</b>	<b>Projects with Emission Reductions Quantified</b>	<b>Percent of Projects Quantified</b>	<b>Percent of Expenditures Quantified</b>
<b>FY 2003-04</b>	380	184	48%	69%
<b>FY 2004-05</b>	397	178	45%	70%
<b>FY 2005-06</b>	374	169	45%	71%
<b>FY 2006-07</b>	381	182	48%	69%
<b>FY 2007-08</b>	340	175	51%	74%
<b>FY 2008-09</b>	356	191	54%	65%
<b>FY 2009-10</b>	<b>392</b>	<b>198</b>	<b>51%</b>	<b>65%</b>

The data in Table 6 shows the FY 2009-10 expenditures made in ten of the eleven AB 2766 project categories. There were no Market Based Strategy projects reported in FY 2009-10. Table 6 shows expenditures beginning with the project category having the highest expenditures and ending with the project category that had the least amount of local government spending. The four project categories that reflect the highest spending percentages are Transportation Demand Management (TDM) (30%), Alternative Fuels/Electric Vehicles (29%), Public Transportation (12%) and Traffic Management (10%). Projects funded in these four categories comprised 80% of the \$22.7 million expended on projects during FY 2009-10, or about \$18.3 million.

In addition, the two highest spending categories, Transportation Demand Management (TDM) and Alternative Fuels/Electric Vehicles, comprised of 58% or about \$13.2 of the \$22.7 million program expenditures. Much of these funds were spent towards AQMD rule compliance related activities, such as implementation of employee rideshare programs and compliance with AQMD Clean Fleet Rules.

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

<b>Project Category</b>	<b>Project Spending*</b>	<b>Percent of Spending*</b>	<b># of Projects</b>
<b>Transportation Demand Management</b>	\$6,698,232	30%	74
<b>Alternative Fuels/Electric Vehicles</b>	\$6,547,765	29%	89
<b>Public Transportation</b>	\$2,781,919	12%	52
<b>Traffic Management</b>	\$2,237,435	10%	42
<b>Bicycles</b>	\$1,486,158	7%	25
<b>Land Use</b>	\$1,169,612	5%	27
<b>Vehicle Emission Abatement</b>	\$722,085	3%	19
<b>PM Reduction Strategies</b>	\$555,315	2%	16
<b>Miscellaneous Projects</b>	\$319,570	1%	37
<b>Public Education</b>	\$181,349	1%	11
<b>Totals*</b>	<b>\$22,699,441</b>	<b>100%</b>	<b>392</b>

\*Numbers may vary slightly due to rounding.

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

Table 7 summarizes, by county, the number of projects funded, project spending and emissions reduced. Local governments in Los Angeles County reported the vast majority of project spending, \$13.4 million (59%) and also represented the majority of annual emission reductions, 3,917 tons per year (89%). During the FY 2009-10, a total of 4,411 tons of emissions were reduced by projects funded with AB 2766 Subvention Funds. These reductions represent a significant increase to what occurred in FY 2008-09, when implementation of local government's AB 2766 projects resulted in the reduction of 3,872 tons of emissions.

**Table 7**  
**FY 2009-10 AB 2766 Project Spending and Emissions Reduced**

<b>County</b>	<b>Number of Projects Funded</b>	<b>Project Spending</b>	<b>Emissions Reduced<sup>2</sup> (Tons/Year)</b>
<b>Los Angeles</b>	197	\$13,422,793	3,917
<b>Orange</b>	87	\$ 3,731,857	150
<b>Riverside</b>	77	\$ 2,851,448	319
<b>San Bernardino</b>	31	\$ 2,693,343	25
<b>Totals</b>	<b>392</b>	<b>\$22,699,441</b>	<b>4,411</b>

<sup>2</sup> Emissions reduced account for total reductions (VOC, NOx, PM10 and CO/7) from Air Fund expenditures. Air Funds consist of the MV Fees and funding both from the state Carl Moyer Program and the AB 2766 Discretionary fund. Refer to Attachment B: Average Cost Effectiveness by Project.

Table 8 provides emission reduction and cost-effectiveness information within the AB 2766 project categories. As in previous years, the Traffic Management category represented the bulk of the emissions reduced for FY 2009-10. Traffic Management, which includes Traffic Calming and Traffic Signal Synchronization Projects, accounted for 3,715 tons of emissions reduced, or about 84% of the 4,411 tons of total emissions reduced from all AB 2766 project categories. However, only 10% (refer to Table 6) of the total funding was spent within this category. The cost effectiveness of this category was greatly skewed by one project, which claimed 3,594 tons per year of emissions reduced. Less significantly, the TDM category claimed 304 tons per year of emission reductions; accounting for approximately 7% of the total emissions reduced (refer to Table 6). The Public Transportation category claimed 323 tons in FY 2009-10, a significant increase in comparison to the reported 139 tons of emissions reduced in FY 08-09 and the 32 tons of emissions reduced in FY 07/08. Within the Alternative Fuels/Electric Vehicle project category, emission reductions increased from the 20 tons reported in FY 2008-09 to 38 tons for FY 2009-10.

As a result of the AB 2766 Staff's continued efforts throughout the reporting year to maintain ongoing and increased technical support and program outreach, jurisdictions are continuing to implement more cost-effective, quantifiable emission reduction projects. Local governments are being encouraged to seek and to create opportunities to coordinate with neighboring cities, jurisdictions and COGs to implement projects that will result in shared, mutual emission reduction benefits, while potentially sharing costs and resources. Pre-designating funds for projects that are planned for future implementation or that are in need of funding assistance has helped program administrators to understand the importance of advanced financial planning and has encouraged them to research other sources and ways of obtaining and securing matching funds.

The last column in Table 8 identifies the total air funds cost-effectiveness (dollar per pound) of emissions reduced. The "Air Funds" consist of the Motor Vehicle Fees and if applicable, funding from the state Carl Moyer Fund Program and the Mobile Source Air Pollution Reduction Review Committee (MSRC) funding pursuant to CARB's methodology.

The cost-effectiveness of all project categories ranges, as shown in Table 8, from \$.16 - \$50.43 per pound of emissions reduced in FY 09-10. The overall total average cost-effectiveness was computed as \$1.09 per pound of emissions reduced. As previously mentioned, there was one skewed project within the Traffic Management project category that had a significant effect on the overall cost-effectiveness. If that project had been excluded from the total number of projects implemented, the average cost-effectiveness would have been \$5.23 per pound of emissions reduced instead of \$1.09 per pound, which is still below the \$10 per pound cost-effectiveness threshold established by CARB. Various factors, such as funding amounts, project design, emission factor efficiencies and trip and vehicle miles traveled reductions all help to determine how cost-effective one project is compared to another and determines the final project category cost effectiveness as shown in Table 8.

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

<b>Project Category</b>	<b>Number of Projects</b>	<b>Number of Projects Quantified</b>	<b>Percent of Projects Quantified</b>	<b>Emissions Reduced<sup>3</sup> (Lbs/Yr)</b>	<b>Emissions Reduced<sup>4</sup> (Tons/Yr)</b>	<b>Air Funds Cost-Effectiveness<sup>5</sup> (\$/Lb)</b>
<b>Traffic Management</b>	42	15	36%	7,430,365	3,715	\$0.16
<b>Public Transportation</b>	52	30	58%	645,563	323	\$2.25
<b>Transportation Demand Management</b>	74	67	91%	608,741	304	\$9.18
<b>Alternative Fuels/ Electric Vehicles</b>	89	52	58%	75,308	38	\$12.45
<b>PM Reduction Strategies</b>	16	13	81%	46,960	23	\$6.52
<b>Vehicle Emissions Abatement</b>	19	9	47%	12,388	6	\$4.46
<b>Bicycles</b>	25	11	44%	1,785	1	\$50.43
<b>Public Education</b>	11	1	9%	16	0	\$29.90 <sup>6</sup>
<b>Land Use</b>	27	0	0	0	0	No Projects
<b>Miscellaneous Projects<sup>7</sup></b>	37	0	0	0	0	No Projects
<b>TOTALS*</b>	<b>392</b>	<b>198</b>	<b>51%</b>	<b>8,821,125</b>	<b>4,411</b>	<b>\$1.09<sup>8</sup></b>

\*Totals may vary slightly due to rounding.

Figure 1 shows the historical funding and total project expenditure levels by local governments over the last seven fiscal years. The project expenditures are expressed in both total project expenditures and quantifiable project expenditures. Motor Vehicle funding subvended to local governments has increased this fiscal reporting cycle. The quantifiable project expenditures represent 65% (\$14.8 million) of the total project expenditures (\$22.7 million) for FY 2009-10.

3 Emissions reduced account for total reductions (VOC, NOx, PM10 and CO/7) from the state Carl Moyer Program and the AB 2766 Discretionary fund. Refer to Attachment B: Average Cost-Effectiveness by Project.

4 Emissions reduced (tons/year) is determined by dividing by 2,000 lbs/ton. Totals may vary slightly due to rounding.

5 EMFAC is consistent with ARB methodology. Cost effectiveness is determined by multiplying default capital recovery factors (amortized formula reflecting project life and discount rate) by total funds, then dividing those annualized funds by annual emission reductions. Refer to Attachment B: Average Cost-Effectiveness by Project.

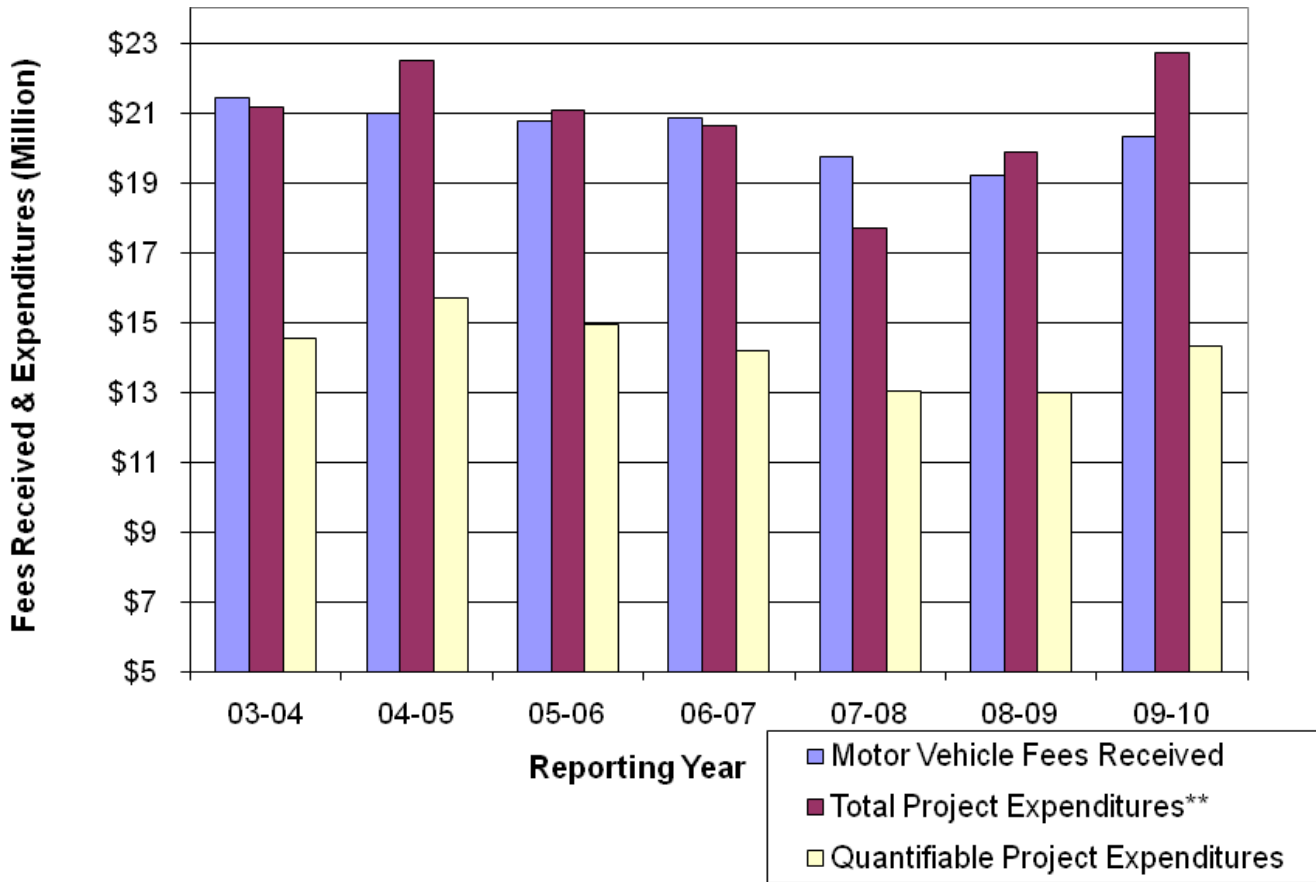
6 Resulted from one Golf Cart project which combined education with permitting, resulting in increased Golf Cart usage.

7 The "Miscellaneous Project" category represents quantified and non-quantified projects that were not classified under the major program categories (i.e., payment of membership dues to Council of Governments to support air quality activities and regional air quality coordination).

8 The overall cost-effectiveness would be \$5.23 with the exclusion of one outlying project which skewed the cost-effectiveness down to \$1.09.



**Figure 1**  
**History of MV Fees Received and Expenditures\***

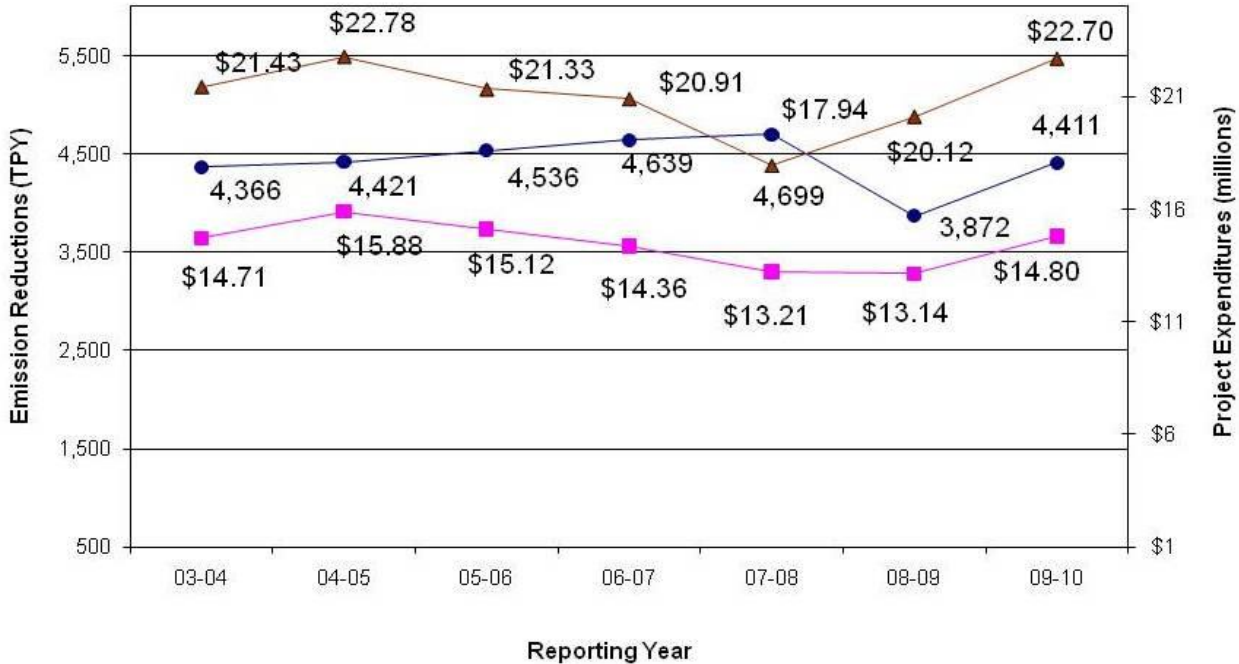


\*In current dollars.

\*\*In most instances, Total Project Expenditures are slightly more than Motor Vehicle Fees Received due to funds available from carryover balances.

In Figure 2, emission reductions as well as both total and quantifiable expenditures adjusted for inflation are shown. Approximately 4,411 tons (VOC, NO<sub>x</sub>, PM<sub>10</sub> and CO/7) or about 12 tons per day of pollution was eliminated during FY 2009-10 from \$22.7 million expended by local governments compared to 3,872 tons of quantifiable reductions achieved in FY 2008-09 from \$12.98 million expended. When adjusted for inflation, project expenditures result in slightly more emission reductions per dollar spent than non-adjusted expenditures.

**Figure 2**  
**Emission Reductions and Project Expenditures\***



\*Emissions calculated based on EMFAC 2007 V2.3. Expenditures are in current (2010) dollars.

- ▲— Total Expenditures
- Emission Reductions
- Project Expenditures w/Quantifiable Reductions

The history of emission reductions and cost-effectiveness is shown in Table 9. This table reflects the total amount of emissions reduced annually from projects funded. The average cost-effectiveness of projects funded during FY 2009-10 was approximately \$1.09 per pound of emissions reduced. It should be noted that the cost effectiveness calculation was performed in current (nominal) dollars. The cost-effectiveness numbers would have been lower in real dollars.

The average cost-effectiveness figure is determined by dividing the amortized Air Fund dollar amount (\$9.7 million) which is associated with quantified projects, by the total amount of emission reductions (8.8 million lbs./yr.). Table 9 illustrates the progress that has been made since FY 2003-04 in reducing emissions. Emissions calculations are based on emission factors at the time of each reporting cycle. As vehicles become cleaner and emission factors decrease from year to year, it would take more cost-effective projects to maintain the same level of emission reductions. Accordingly, slight decreases in emission reductions in subsequent years should not necessarily be perceived as diminished accomplishments by the AB 2766 program.

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

<b>Fiscal Year</b>	<b>Emissions Reduced** (Lbs./Yr)</b>	<b>Emissions Reduced** (Tons/Yr)</b>	<b>Cost Effectiveness (\$/Lb)</b>	<b>Cost Effectiveness (\$/Ton)</b>
<b>FY 2003-04</b>	8,731,457	4,366	\$0.90	\$1,800
<b>FY 2004-05</b>	8,841,722	4,421	\$1.01	\$2,020
<b>FY 2005-06</b>	9,072,033	4,536	\$0.99	\$1,980
<b>FY 2006-07</b>	9,279,778	4,640	\$0.98	\$1,960
<b>FY 2007-08</b>	9,399,442	4,700	\$0.98	\$1,960
<b>FY 2008-09</b>	7,744,749	3,872	\$1.10	\$2,200
<b>FY 2009-10</b>	<b>8,821,125</b>	<b>4,411</b>	<b>\$1.09</b>	<b>\$2,180</b>

\*In current dollars.

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

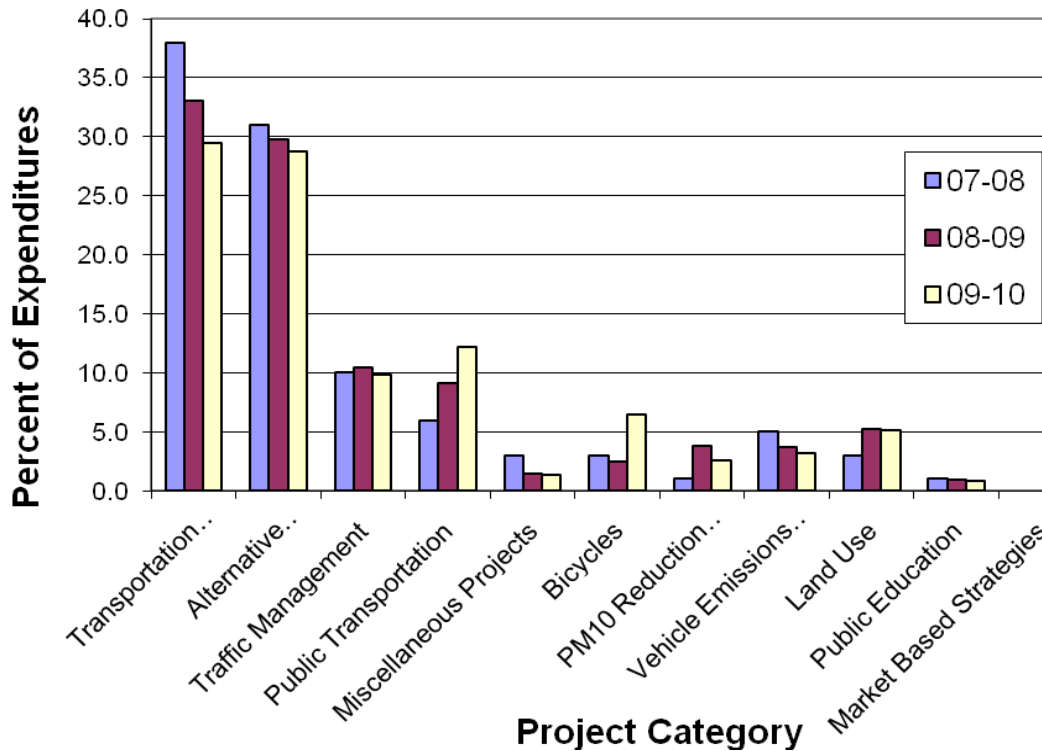
Table 10 shows the project subcategories with the highest Motor Vehicle Fee funding allocations within each project category. Each major category is comprised of subcategories for the purpose of emission reduction quantification. Over the last four fiscal years, the three project subcategories with the highest expenditures were Employer Based Trip Reductions, Alternative Fuel Vehicle Purchases and Traffic Flow or Signalization. The total sum of expenditures in these three subcategories indicated that there was a minor decrease in the percentage of funding dollars spent (52%), among the subcategories with the highest funding allocations compared to 56% reported in FY 2008-09, the previous annual reporting cycle. The combined total expenditure for the top three subcategories is approximately \$11.9 million. This amount represents a little more than half of the \$22.7 million MV Fees spent on mobile source projects during FY 2009-10.

**Table 10**  
**Project Subcategories with Highest Funding Allocations**

<b>Project Category (# of Projects)</b>	<b>Project Subcategory (# of Projects)</b>	<b>Project Subcategory Expenditures</b>	<b>Percent of Project Category Expenditures</b>
Transportation Demand Management (74)	Employer-Based Trip Reduction (63)	\$5,341,157	80%
Alternative Fuels/Electric Vehicles (89)	Alternative Fuel Vehicle Purchases (52)	\$4,520,904	69%
Traffic Management (42)	Traffic Flow or Signalization (29)	\$1,988,082	89%
Public Transportation (52)	Transit Operations (20)	\$1,875,443	67%
Bicycles (25)	Bicycle Lanes (8)	\$1,337,707	90%
Land Use (27)	Development Guidelines (17)	\$686,830	59%
PM Reduction Strategies (16)	Road Dust Control (16)	\$555,315	100%
Misc. Projects (37)	Misc. Projects (37)	\$319,570	100%
Vehicle Emissions Abatement (19)	On-road CARB verified Diesel Emission Control System (8)	\$288,357	40%
Public Education (11)	Long Term PE [curriculum, videos, brochures] (4)	\$124,170	68%

Figure 3 depicts a comparison by percentages of the expenditures made in all project categories during FYs 2007-08, 2008-09 and 2009-10. The Transportation Demand Management (TDM) project category showed a decrease from 33% to 30% of total Motor Vehicle Fee expenditures from FY 2008-09 to FY 2009-10, while the categories of Bicycles and Public Transportation had increases in project spending. The Bicycle Lanes and Trails project subcategory showed a substantial increase in project spending over Bicycle Usage or Other Bicycle Facilities.

**Figure 3**  
**Project Expenditure Comparisons**



### Summary of Local Government Reports

The FY 2009-10 Subvention Fund local government reporting is summarized below:  
(↑ represents improvement, ↓ represents a decrease, and ↔ represents no change)

**↑Cost Effectiveness:**

The overall cost-effectiveness of projects quantified shows a slight increase in the FY 2009-10 reporting cycle of \$1.09 from \$1.10 per pound reported in FY 2008-09.

**↑Emission Reductions:**

Emission reductions reported from all quantifiable projects implemented has shown a significant increase from 3,872 tons in FY 2008-09 to 4,411 tons of pollution eliminated for FY 2009-10.

**↓Pre-Designated Funds:**

The percent of the ending balances pre-designated for future projects has decreased from 88% in FY 2008-09 to 81% in FY 2009-10.

**↔Project Quantification:**

The percentage of expenditures with quantified emission reductions, 65%, remains unchanged from FY 2008-09.

## V. FUTURE EFFORTS

- AQMD staff will encourage local government policy makers' leadership and partnership in the program decision-making process.
- AQMD staff will encourage fund leveraging and pre-designation of funds for future project implementation.
- AQMD staff will strongly encourage all AB 2766 Administrators to attend the upcoming AB 2766 training sessions to learn about the new submittal procedures for the FY 2010/11 AB 2766 Annual Reports.
- AQMD staff will continue to educate and encourage cities to implement quantifiable mobile source emission reduction projects and to fund projects that will improve the program's overall cost-effectiveness by meeting with and maintaining an open, ongoing dialogue with city mayors, city managers and other decision making local government staff specifically educating them on the benefits of implementing SIP credible, more cost-effective, quantifiable projects that result in direct emission reductions.
- In coordination with CARB, AQMD Staff will highlight an AB 2766 Preferred Projects list, identifying specific SIP credible projects that will yield quantifiable emission reductions to help achieve the additional NO<sub>x</sub> reductions identified in the AQMP for the SCAB region, by the 2014 PM<sub>2.5</sub> attainment date.
- AQMD Staff will provide local jurisdictions with information on co-funding opportunities as they become available.
- AQMD Staff will continue to maintain an outreach presence through meetings with local governments' AB 2766 Administrators and COG Staff to: 1) Provide technical guidance on program changes, modifications and/or enhancements; 2) Inform them of the legal constraints of AB 2766 spending; 3) Provide technical assistance on tracking, calculating and reporting on projects that will yield quantifiable emission reductions; 4) Explain and discuss the importance of pre-designating funds; 5) Provide training on the automated reporting process and; 6) Respond to general questions about the AB 2766 Program.
- AQMD Staff will continue to coordinate with COG Staff to ensure accurate reporting on the annual summaries submitted to AQMD of their project activities funded with AB 2766 funds received from member cities and counties. Emphasis will continue to be placed on the importance of ensuring that projects funded by the COG must adhere to the AB 2766 criteria.
- AQMD Staff will continue to encourage local governments to provide feedback to AQMD and to their respective COGs on various AB 2766 matters, including but not limited to the annual reporting process, Subvention funds allocated towards COG sponsored projects and the AB 2766 Resource Guide.

**ATTACHMENT A:**  
**Eligible Cities and Counties (FY 2009-10)**

## Eligible Cities and Counties (FY 2009-10)

Los Angeles County	Los Angeles County (cont'd)	Orange County	Riverside County	San Bernardino County
Agoura Hills	La Verne	Aliso Viejo	Banning	Big Bear Lake
Alhambra	Lakewood	Anaheim	Beaumont	Chino
Arcadia	Long Beach	Brea	Calimesa	Chino Hills
Artesia	Lomita	Buena Park	Canyon Lake	Colton
Azusa	City of Los Angeles	Costa Mesa	Cathedral City	Fontana
Baldwin Park	Lynwood	Cypress	Coachella	Grand Terrace
Bell	Malibu	Dana Point	Corona	Highland
Bell Gardens	Manhattan Beach	Fountain Valley	Desert Hot Springs	Loma Linda
Bellflower	Maywood	Fullerton	Hemet	Montclair
Beverly Hills	Monrovia	Garden Grove	Indian Wells	Ontario
Burbank	Montebello	Huntington Beach	Indio	Rancho Cucamonga
Carson	Monterey Park	Irvine	Lake Elsinore	Redlands
Calabasas	Norwalk	La Habra	La Quinta	Rialto
Cerritos	Palos Verdes	La Palma	Menifee	San Bernardino
Claremont	Paramount	Laguna Beach	Moreno Valley	City of San Bernardino
Commerce	Pasadena	Laguna Hills	Murrieta	Upland
Compton	Pico Rivera	Laguna Niguel	Norco	Yucaipa
Covina	Pomona	Laguna Woods	Palm Desert	
Cudahy	Rancho Palos Verdes	Lake Forest	Palm Springs	
Culver City	Redondo Beach	Los Alamitos	Perris	
Diamond Bar	Rolling Hills Estates	Mission Viejo	Rancho Mirage	
Downey	Rosemead	Newport Beach	Riverside	
Duarte	San Dimas	Orange	County of Riverside	
El Monte	San Fernando	County of Orange	San Jacinto	
El Segundo	San Gabriel	Placentia	Temecula	
Gardena	San Marino	Rancho Santa Margarita	Wildomar	
Glendale	Santa Clarita	San Clemente		
Glendora	Santa Monica	San Juan Capistrano		
Hawaiian Gardens	Santa Fe Springs	Santa Ana		
Hawthorne	Sierra Madre	Seal Beach		
Hermosa Beach	Signal Hill	Stanton		
Hidden Hills	South El Monte	Tustin		
Huntington Park	South Gate	Villa Park		
Inglewood	South Pasadena	Westminster		
Irwindale	Torrance	Yorba Linda		
La Canada Flintridge	Temple City			
La Habra Heights	Walnut			
La Mirada	West Covina			
La Puente	West Hollywood			
Los Angeles County	Westlake Village			
Lawndale	Whittier			
<b>Total Eligible Governments = 160</b>	<b>Los Angeles = 82</b>	<b>Orange = 35</b>	<b>Riverside = 26</b>	<b>San Bernardino = 17</b>

CITIES OF BRADBURY, INDUSTRY AND VERNON ARE NOT ELIGIBLE TO RECEIVE AB 2766 SUBVENTION FUNDS



**ATTACHMENT B:**  
**FY 2009-10 AB 2766 Subvention Fund Program Reports**

## South Coast Cities and Counties Financial Summary of Motor Vehicle Funds

Fiscal Year 2009-2010

County	Local Name	<i>Beginning Balance</i>	Motor Vehicle Fees Received	Interest	<i>Revenue</i>	Project Spending	Admin	<i>Ending Balance</i>	Pre-Designated for Future Year(s)
<i>Los Angeles Co</i>									
	Agoura Hills	\$25,844	\$27,120	\$214	\$53,178	\$25,000	\$1,200	\$26,978	\$23,000
	Alhambra	\$291,067	\$100,966	\$1,713	\$393,746	\$73,292	\$2,678	\$317,776	\$317,776
	Arcadia	\$301,551	\$64,027	\$5,256	\$370,834	\$112,181	\$0	\$258,653	\$200,000
	Artesia	\$19,873	\$75,431	\$375	\$95,678	\$30,408	\$0	\$65,270	\$0
	Azusa	\$126,194	\$55,404	\$3,008	\$184,606	\$98,558	\$2,350	\$83,698	\$125,115
	Baldwin Park	\$448,153	\$92,218	\$1,674	\$542,045	\$52,400	\$0	\$489,644	\$400,000
	Bell	\$126,752	\$94,833	\$241	\$221,826	\$97,280	\$802	\$123,744	\$100,000
	Bell Gardens	\$109,430	\$67,595	\$183	\$177,208	\$114,703	\$0	\$62,505	\$0
	Bellflower	\$319,544	\$87,405	\$3,973	\$410,922	\$396,695	\$0	\$14,227	\$14,227
	Beverly Hills	\$276,920	\$40,864	\$8,559	\$326,343	\$110,000	\$0	\$216,343	\$276,920
	Burbank	\$179,253	\$156,151	\$4,777	\$340,181	\$160,928	\$7,808	\$171,445	\$179,253
	Calabasas	\$158,532	\$27,074	\$1,361	\$186,968	\$33,378	\$0	\$153,590	\$153,590
	Carson	\$22,587	\$141,228	\$638	\$164,453	\$81,495	\$0	\$82,958	\$0
	Cerritos	\$240,973	\$46,985	\$5,480	\$293,438	\$35,245	\$2,350	\$255,843	\$255,843
	Claremont	\$193,144	\$42,777	\$1,388	\$237,309	\$6,841	\$0	\$230,468	\$200,000
	Commerce	\$0	\$15,342	\$0	\$15,342	\$15,342	\$0	\$0	\$0
	Compton	\$223,653	\$112,583	\$117	\$336,353	\$78,890	\$0	\$257,463	\$0
	County of LA	\$0	\$1,561,312	\$5,568	\$1,566,880	\$1,558,709	\$0	\$8,171	\$0
	Covina	\$204,935	\$56,094	\$4,093	\$265,122	\$27,798	\$2,735	\$234,589	\$234,589
	Cudahy	\$52,336	\$29,304	\$1,368	\$83,008	\$79,678	\$0	\$3,330	\$0
	Culver City	\$125,799	\$46,035	\$4,135	\$175,969	\$97,129	\$0	\$78,840	\$65,000
	Diamond Bar	\$152,016	\$87,267	\$1,454	\$240,738	\$92,355	\$0	\$148,383	\$148,000
	Downey	\$631,858	\$128,478	\$20,360	\$780,696	\$128,478	\$5,500	\$646,718	\$550,000
	Duarte	\$55,200	\$26,306	\$245	\$81,750	\$31,280	\$0	\$50,471	\$49,519
	El Monte	\$306,505	\$143,015	\$2,695	\$452,215	\$79,574	\$1,597	\$371,045	\$345,000
	El Segundo	\$63,264	\$19,248	\$505	\$83,017	\$57,061	\$0	\$25,956	\$30,000

<b>County</b>	<b>Local Name</b>	<b><i>Beginning Balance</i></b>	<b>Motor Vehicle Fees Received</b>	<b>Interest</b>	<b><i>Revenue</i></b>	<b>Project Spending</b>	<b>Admin</b>	<b><i>Ending Balance</i></b>	<b>Pre-Designated for Future Year(s)</b>
Gardena		\$157,326	\$69,986	\$890	\$228,202	\$94,991	\$3,499	\$129,712	\$157,326
Glendale		\$280,000	\$234,724	\$4,000	\$518,724	\$634,723	\$0	(\$115,999)	\$0
Glendora		\$231,839	\$60,027	\$2,394	\$294,259	\$33,499	\$2,971	\$257,789	\$215,000
Hawaiian Gardens		\$144,390	\$18,127	\$750	\$163,267	\$0	\$0	\$163,267	\$144,390
Hawthorne		\$202,739	\$101,881	\$1,310	\$305,930	\$100,000	\$2,744	\$203,186	\$0
Hermosa Beach		\$98,253	\$22,069	\$874	\$121,196	\$56,591	\$0	\$64,605	\$0
Hidden Hills		\$37,138	\$2,163	\$243	\$39,544	\$0	\$0	\$39,544	\$37,000
Huntington Park		\$519,738	\$73,165	\$9,845	\$602,748	\$0	\$3,360	\$599,388	\$0
Inglewood		\$872,577	\$134,591	\$4,231	\$1,011,399	\$751,679	\$0	\$259,720	\$113,992
Irwindale		\$44	\$1,955	\$0	\$1,999	\$1,900	\$0	\$99	\$2,000
La Canada Flintridge		\$256,402	\$30,676	\$7,162	\$294,240	\$123,370	\$0	\$170,871	\$138,800
La Habra Heights		\$51,676	\$6,965	\$276	\$58,917	\$46,565	\$0	\$12,351	\$0
La Mirada		\$350,498	\$56,544	\$6,500	\$413,542	\$0	\$0	\$413,542	\$350,000
La Puente		\$224,551	\$48,992	\$3,433	\$276,977	\$89,422	\$0	\$187,555	\$187,554
La Verne		\$207,452	\$38,476	\$2,643	\$248,571	\$74,529	\$801	\$173,240	\$0
Lakewood		\$125,907	\$94,554	\$2,634	\$223,095	\$101,034	\$4,204	\$117,857	\$117,857
Lawndale		(\$3,586)	\$38,036	\$34	\$34,484	\$0	\$0	\$34,484	\$20,000
Lomita		\$58,630	\$23,765	\$280	\$82,675	\$69,185	\$1,188	\$12,302	\$28,000
Long Beach		\$1,301,803	\$557,851	\$14,248	\$1,873,902	\$287,366	\$7,330	\$1,579,207	\$1,859,654
Los Angeles (City)		\$3,728,739	\$4,632,639	\$156,850	\$8,518,228	\$5,119,573	\$231,631	\$3,167,024	\$2,083,925
Lynwood		\$102,153	\$102,074	\$79	\$204,305	\$0	\$2,500	\$201,805	\$45,000
Malibu		\$43,332	\$16,142	\$288	\$59,762	\$9,825	\$0	\$49,937	\$43,332
Manhattan Beach		\$273,546	\$41,575	\$5,389	\$320,510	\$0	\$0	\$320,510	\$320,510
Maywood		\$0	\$33,857	\$0	\$33,857	\$33,857	\$0	\$0	\$0
Monrovia		\$114,245	\$45,034	\$272	\$159,551	\$15,738	\$1,069	\$142,744	\$120,000
Montebello		\$204,388	\$74,353	\$2,063	\$280,804	\$60,834	\$3,718	\$216,251	\$0
Monterey Park		\$146,424	\$73,872	\$787	\$221,083	\$40,460	\$0	\$180,623	\$140,000
Norwalk		\$448,285	\$124,060	\$2,509	\$574,854	\$127,857	\$0	\$446,997	\$273,797
Palos Verdes Estates		\$61,036	\$17,395	\$675	\$79,105	\$0	\$0	\$79,105	\$79,105
Paramount		\$198,366	\$65,529	\$876	\$264,771	\$102,571	\$273	\$161,927	\$103,300

County	Local Name	<i>Beginning Balance</i>	Motor Vehicle Fees Received	Interest	<i>Revenue</i>	Project Spending	Admin	<i>Ending Balance</i>	Pre-Designated for Future Year(s)
Pasadena		\$36,543	\$171,091	\$0	\$207,634	\$178,171	\$0	\$29,463	\$180,000
Pico Rivera		\$0	\$75,748	\$120	\$75,868	\$70,595	\$0	\$5,273	\$0
Pomona		\$689,382	\$185,023	\$2,634	\$877,039	\$187,706	\$7,401	\$681,932	\$608,474
Rancho Palos Verdes		\$52,776	\$48,463	\$170	\$101,409	\$50,000	\$0	\$51,409	\$0
Redondo Beach		\$102,514	\$97,692	\$5,675	\$205,881	\$39,160	\$4,327	\$162,394	\$102,514
Rolling Hills Estates		\$162,142	\$9,227	\$911	\$172,280	\$181,177	\$0	(\$8,897)	\$173,742
Rosemead		\$49,621	\$65,212	\$594	\$115,427	\$31,130	\$0	\$84,297	\$30,000
San Dimas		\$147,928	\$41,042	\$58	\$189,028	\$50,350	\$2,052	\$136,626	\$100,000
San Fernando		(\$13,718)	\$28,637	\$2	\$14,921	\$0	\$0	\$14,921	\$30,000
San Gabriel		\$94,621	\$48,494	\$1,439	\$144,554	\$71,955	\$0	\$72,599	\$72,599
San Marino		\$1,195	\$15,298	\$89	\$16,582	\$1,734	\$0	\$14,848	\$14,848
Santa Clarita		(\$50,949)	\$277,464	\$575	\$227,090	\$215,933	\$3,657	\$7,500	\$7,500
Santa Fe Springs		\$0	\$20,142	\$0	\$20,142	\$20,142	\$0	\$0	\$0
Santa Monica		\$439,775	\$104,729	\$4,405	\$548,909	\$23,498	\$1,700	\$523,711	\$547,209
Sierra Madre		\$60,804	\$12,549	\$341	\$73,694	\$1,000	\$645	\$72,049	\$43,701
Signal Hill		\$55,414	\$12,942	\$1,554	\$69,910	\$2,488	\$0	\$67,422	\$0
South El Monte		\$33,112	\$25,606	\$448	\$59,166	\$11,110	\$0	\$48,056	\$24,800
South Gate		\$112,548	\$116,364	\$431	\$229,343	\$133,638	\$5,818	\$89,887	\$135,210
South Pasadena		\$83,553	\$29,249	\$843	\$113,645	\$36,910	\$0	\$76,735	\$25,000
Temple City		\$26,541	\$40,475	\$80	\$67,096	\$32,735	\$0	\$34,361	\$0
Torrance		\$168,129	\$168,835	\$3,603	\$340,567	\$181,689	\$0	\$158,878	\$158,787
Walnut		\$59,326	\$37,002	\$1,399	\$97,727	\$18,695	\$0	\$79,032	\$79,032
West Covina		\$163,136	\$162,771	\$365	\$326,272	\$192,683	\$3,366	\$130,223	\$90,000
West Hollywood		\$195,679	\$43,816	\$5,444	\$244,939	\$8,828	\$0	\$236,111	\$236,111
Westlake Village		\$10,072	\$10,030	\$72	\$20,174	\$1,447	\$0	\$18,727	\$18,727
Whittier		\$240,526	\$98,268	\$4,673	\$343,467	\$29,752	\$4,311	\$309,404	\$309,404
<b>County Total:</b>		<b>\$18,013,944</b>	<b>\$12,132,309</b>	<b>\$346,838</b>	<b>\$30,493,091</b>	<b>\$13,422,793</b>	<b>\$325,584</b>	<b>\$16,744,714</b>	<b>\$13,236,033</b>
<b>Orange Co.</b>									
Aliso Viejo		\$488,903	\$52,081	\$3,170	\$544,154	\$4,330	\$0	\$539,824	\$539,824
Anaheim		\$6,784	\$394,560	\$0	\$401,344	\$386,348	\$10,217	\$4,779	\$0
Brea		\$26,058	\$45,490	\$1,731	\$73,279	\$45,490	\$0	\$27,789	\$44,941

County	Local Name	<i>Beginning Balance</i>	<i>Motor Vehicle Fees Received</i>	<i>Interest</i>	<i>Revenue</i>	<i>Project Spending</i>	<i>Admin</i>	<i>Ending Balance</i>	<i>Pre-Designated for Future Year(s)</i>
	Buena Park	\$51,320	\$120,290	\$2,433	\$174,043	\$0	\$0	\$174,043	\$51,320
	Costa Mesa	\$676,181	\$131,886	\$15,275	\$823,342	\$152,914	\$0	\$670,428	\$754,121
	County of Orange	\$653,609	\$134,437	\$14,383	\$802,429	\$50,000	\$5,504	\$746,925	\$435,000
	Cypress	\$145,715	\$56,214	\$978	\$202,907	\$0	\$0	\$202,907	\$124,100
	Dana Point	\$63,027	\$53,549	\$900	\$117,476	\$0	\$0	\$117,476	\$0
	Fountain Valley	\$340,474	\$66,021	\$4,628	\$411,123	\$108,895	\$3,300	\$298,928	\$300,000
	Fullerton	\$190,888	\$155,828	\$2,951	\$349,667	\$42,330	\$4,863	\$302,474	\$302,474
	Garden Grove	\$208,512	\$198,804	\$8,578	\$415,894	\$198,804	\$9,762	\$207,328	\$155,000
	Huntington Beach	\$1,175,500	\$229,263	\$8,259	\$1,413,022	\$613,838	\$722	\$798,462	\$778,000
	Irvine	\$1,311,666	\$246,631	\$25,657	\$1,583,954	\$610,113	\$1,245	\$972,596	\$972,596
	La Habra	\$102,866	\$71,132	\$1,651	\$175,649	\$71,132	\$0	\$104,517	\$0
	La Palma	\$19,113	\$19,006	\$107	\$38,226	\$0	\$0	\$38,226	\$33,250
	Laguna Beach	\$81,018	\$28,542	\$533	\$110,093	\$108,102	\$0	\$1,992	\$0
	Laguna Hills	\$75,887	\$37,678	\$453	\$114,018	\$58,869	\$0	\$55,149	\$55,149
	Laguna Niguel	\$287,680	\$76,090	\$7,708	\$371,478	\$75,880	\$0	\$295,598	\$295,598
	Laguna Woods	\$98,835	\$20,921	\$448	\$120,204	\$0	\$0	\$120,204	\$134,705
	Lake Forest	\$614,459	\$88,707	\$7,011	\$710,177	\$64,525	\$0	\$645,652	\$0
	Los Alamitos	\$38,974	\$14,244	\$173	\$53,391	\$0	\$0	\$53,391	\$53,391
	Mission Viejo	\$340,542	\$112,836	\$7,852	\$461,230	\$63,859	\$3,616	\$393,755	\$502,220
	Newport Beach	\$462,373	\$97,868	\$10,627	\$570,868	\$168,342	\$0	\$402,526	\$0
	Orange (City)	\$27,403	\$164,202	\$20	\$191,625	\$184,591	\$3,973	\$3,061	\$1,533
	Placentia	\$299,490	\$63,801	\$578	\$363,870	\$124,231	\$0	\$239,638	\$318,475
	Rancho Santa Margarita	\$239,551	\$56,279	\$1,883	\$297,712	\$13,759	\$0	\$283,953	\$283,953
	San Clemente	\$311,934	\$233,349	\$7,584	\$552,867	\$6,253	\$0	\$546,614	\$311,934
	San Juan Capistrano	\$278,005	\$41,747	\$2,173	\$321,925	\$504	\$0	\$321,421	\$321,421
	Santa Ana	\$556,687	\$297,144	\$3,159	\$856,990	\$409,436	\$15,893	\$431,661	\$226,000
	Seal Beach	\$32,292	\$29,585	\$250	\$62,127	\$27,164	\$0	\$34,963	\$34,361
	Stanton	\$166,889	\$56,981	\$4,207	\$228,076	\$9,397	\$1,604	\$217,076	\$0
	Tustin	\$88,283	\$86,725	\$1,635	\$176,643	\$0	\$0	\$176,643	\$176,643
	Villa Park	\$6,155	\$7,155	\$56	\$13,366	\$7,155	\$358	\$5,853	\$9,443
	Westminster	\$325,923	\$105,623	\$8,908	\$440,454	\$100,597	\$5,280	\$334,577	\$334,567
	Yorba Linda	\$678,423	\$78,004	\$10,632	\$767,059	\$25,000	\$0	\$742,059	\$275,000
	<b>County Total:</b>	<b>\$10,471,418</b>	<b>\$3,672,673</b>	<b>\$166,591</b>	<b>\$14,310,682</b>	<b>\$3,731,857</b>	<b>\$66,337</b>	<b>\$10,512,488</b>	<b>\$7,825,019</b>

County	Local Name	<i>Beginning Balance</i>	Motor Vehicle Fees Received	Interest	<i>Revenue</i>	Project Spending	Admin	<i>Ending Balance</i>	Pre-Designated for Future Year(s)
<b><i>Riverside Co.</i></b>									
	Banning	\$239,880	\$32,221	\$1,401	\$273,502	\$163,910	\$0	\$109,592	\$109,592
	Beaumont	\$32,631	\$46,530	\$0	\$79,161	\$50,953	\$900	\$27,308	\$30,000
	Calimesa	\$54,154	\$8,487	\$353	\$62,994	\$7,646	\$0	\$55,348	\$55,213
	Canyon Lake	\$51,067	\$12,600	\$262	\$63,929	\$43,558	\$0	\$20,371	\$20,000
	Cathedral City	\$332,809	\$32,966	\$5,550	\$371,325	\$371,325	\$0	\$0	\$30,000
	Coachella	\$124,197	\$46,423	\$2,605	\$173,225	\$25,391	\$0	\$147,834	\$25,000
	Corona	\$264,912	\$168,253	\$12,224	\$445,389	\$58,448	\$2,514	\$384,427	\$386,427
	County of Riverside	\$1,313,428	\$508,602	\$12,977	\$1,835,007	\$779,633	\$25,429	\$1,029,945	\$1,105,303
	Desert Hot Springs	\$25,708	\$30,064	\$173	\$55,945	\$13,563	\$0	\$42,382	\$42,382
	Hemet	\$233,544	\$84,197	\$2,284	\$320,025	\$12,143	\$0	\$307,882	\$184,000
	Indian Wells	\$0	\$5,767	\$4	\$5,771	\$5,771	\$0	\$0	\$5,000
	Indio	\$152,554	\$93,107	\$3,416	\$249,077	\$41,898	\$0	\$207,179	\$163,670
	La Quinta	\$44,059	\$48,900	\$1,350	\$94,309	\$320,288	\$0	(\$225,979)	\$44,059
	Lake Elsinore	\$202,630	\$56,916	\$3,562	\$263,108	\$125,360	\$2,850	\$134,898	\$190,000
	Menifee	\$62,169	\$76,661	\$907	\$139,737	\$2,209	\$0	\$137,528	\$81,600
	Moreno Valley	\$500,273	\$293,423	\$21,882	\$815,578	\$204,027	\$309	\$611,242	\$495,487
	Murrieta	\$344,636	\$145,353	\$10,651	\$500,639	\$89,454	\$0	\$411,186	\$348,300
	Norco	\$71,665	\$31,573	\$368	\$103,606	\$38,752	\$1,500	\$63,354	\$60,000
	Palm Desert	\$242,410	\$58,322	\$4,611	\$305,343	\$29,467	\$0	\$275,876	\$275,990
	Palm Springs	\$54,988	\$53,897	\$692	\$109,577	\$78,151	\$0	\$31,426	\$68,315
	Perris	\$285,307	\$61,509	\$2,580	\$349,396	\$135,322	\$0	\$214,074	\$285,307
	Rancho Mirage	\$123,232	\$19,452	\$3,691	\$146,375	\$9,216	\$0	\$137,159	\$137,159
	Riverside (City)	\$694,969	\$341,616	\$15,270	\$1,051,855	\$234,161	\$5,447	\$812,247	\$448,380
	San Jacinto	\$84,554	\$52,454	\$898	\$137,906	\$0	\$0	\$137,906	\$85,000
	Temecula	\$429,150	\$116,176	\$6,311	\$551,637	\$10,000	\$0	\$541,637	\$541,637
	Wildomar	\$36,011	\$35,464	\$114	\$71,589	\$803	\$800	\$69,986	\$22,000
	<b><i>County Total:</i></b>	<b>\$6,000,938</b>	<b>\$2,460,933</b>	<b>\$114,135</b>	<b>\$8,576,006</b>	<b>\$2,851,448</b>	<b>\$39,749</b>	<b>\$5,684,809</b>	<b>\$5,239,821</b>

County	Local Name	<i>Beginning Balance</i>	Motor Vehicle Fees Received	Interest	<i>Revenue</i>	Project Spending	Admin	<i>Ending Balance</i>	Pre-Designated for Future Year(s)
<b><i>San Bernardino Co.</i></b>									
	Big Bear Lake	\$22,944	\$9,038	\$214	\$32,196	\$0	\$0	\$32,196	\$9,200
	Chino	\$622,532	\$95,307	\$12,341	\$730,180	\$57,398	\$0	\$672,782	\$622,000
	Chino Hills	\$637,145	\$89,138	\$10,921	\$737,204	\$44,160	\$0	\$693,044	\$484,800
	Colton	\$208,181	\$58,520	\$569	\$267,271	\$87,004	\$0	\$180,267	\$180,266
	County of San	\$391,608	\$199,692	\$6,926	\$598,226	\$411,981	\$9,985	\$176,261	\$176,261
	Fontana	\$799,612	\$214,024	\$28,905	\$1,042,541	\$670,274	\$3,600	\$368,667	\$130,426
	Grand Terrace	\$59,862	\$13,839	\$341	\$74,042	\$0	\$41	\$74,001	\$31,876
	Highland	\$281,097	\$99,849	\$1,498	\$382,444	\$3,600	\$0	\$378,844	\$17,000
	Loma Linda	\$87,505	\$25,611	\$343	\$113,459	\$55,083	\$1,281	\$57,095	\$27,800
	Montclair	\$74,621	\$41,853	\$58	\$116,532	\$14,945	\$0	\$101,587	\$275,000
	Ontario	\$693,640	\$196,096	\$23,145	\$912,882	\$552,094	\$9,805	\$350,983	\$693,640
	Rancho Cucamonga	\$424,164	\$413,325	\$15,352	\$852,841	\$156,973	\$1,500	\$694,367	\$669,636
	Redlands	\$377,703	\$81,123	\$9,436	\$468,262	\$49,563	\$0	\$418,699	\$350,000
	Rialto	\$83,871	\$113,252	\$534	\$197,657	\$105,672	\$5,650	\$86,335	\$86,000
	San Bernardino (City)	\$136,100	\$233,643	\$522	\$370,266	\$333,513	\$0	\$36,753	\$190,100
	Upland	(\$17,846)	\$84,960	\$0	\$67,114	\$69,026	\$4,228	(\$6,140)	\$0
	Yucaipa	\$470,019	\$74,381	\$3,604	\$548,004	\$82,057	\$0	\$465,947	\$220,000
	<b><i>County Total:</i></b>	<b>\$5,352,758</b>	<b>\$2,043,652</b>	<b>\$114,710</b>	<b>\$7,511,120</b>	<b>\$2,693,343</b>	<b>\$36,089</b>	<b>\$4,781,688</b>	<b>\$4,164,004</b>
	<b><i>GRAND TOTAL:</i></b>	<b>\$39,839,058</b>	<b>\$20,309,567</b>	<b>\$742,274</b>	<b>\$60,890,900</b>	<b>\$22,699,441</b>	<b>\$467,759</b>	<b>\$37,723,700</b>	<b>\$30,464,877</b>

*Number of Local Governments: 160*

## Local Government Administrative Costs

Fiscal Year 2009-2010

Local Government	Administrative Costs	Motor Vehicle Revenues	Admin Costs as %
Agoura Hills	\$1,200	\$27,120	4%
Alhambra	\$2,678	\$100,966	3%
Aliso Viejo	\$0	\$52,081	0%
Anaheim	\$10,217	\$394,560	3%
Arcadia	\$0	\$64,027	0%
Artesia	\$0	\$75,431	0%
Azusa	\$2,350	\$55,404	4%
Baldwin Park	\$0	\$92,218	0%
Banning	\$0	\$32,221	0%
Beaumont	\$900	\$46,530	2%
Bell	\$802	\$94,833	1%
Bell Gardens	\$0	\$67,595	0%
Bellflower	\$0	\$87,405	0%
Beverly Hills	\$0	\$40,864	0%
Big Bear Lake	\$0	\$9,038	0%
Brea	\$0	\$45,490	0%
Buena Park	\$0	\$120,290	0%
Burbank	\$7,808	\$156,151	5%
Calabasas	\$0	\$27,074	0%
Calimesa	\$0	\$8,487	0%
Canyon Lake	\$0	\$12,600	0%
Carson	\$0	\$141,228	0%
Cathedral City	\$0	\$32,966	0%
Cerritos	\$2,350	\$46,985	5%
Chino	\$0	\$95,307	0%
Chino Hills	\$0	\$89,138	0%
Claremont	\$0	\$42,777	0%
Coachella	\$0	\$46,423	0%
Colton	\$0	\$58,520	0%
Commerce	\$0	\$15,342	0%
Compton	\$0	\$112,583	0%
Corona	\$2,514	\$168,253	1%
Costa Mesa	\$0	\$131,886	0%
County of LA	\$0	\$1,561,312	0%
County of Orange	\$5,504	\$134,437	4%
County of Riverside	\$25,429	\$508,602	5%
County of San Bernardino	\$9,985	\$199,692	5%
Covina	\$2,735	\$56,094	5%
Cudahy	\$0	\$29,304	0%
Culver City	\$0	\$46,035	0%
Cypress	\$0	\$56,214	0%
Dana Point	\$0	\$53,549	0%
Desert Hot Springs	\$0	\$30,064	0%
Diamond Bar	\$0	\$87,267	0%
Downey	\$5,500	\$128,478	4%
Duarte	\$0	\$26,306	0%
El Monte	\$1,597	\$143,015	1%
El Segundo	\$0	\$19,248	0%
Fontana	\$3,600	\$214,024	2%
Fountain Valley	\$3,300	\$66,021	5%
Fullerton	\$4,863	\$155,828	3%



<b>Local Government</b>	<b>Administrative Costs</b>	<b>Motor Vehicle Revenues</b>	<b>Admin Costs as %</b>
Garden Grove	\$9,762	\$198,804	5%
Gardena	\$3,499	\$69,986	5%
Glendale	\$0	\$234,724	0%
Glendora	\$2,971	\$60,027	5%
Grand Terrace	\$41	\$13,839	0%
Hawaiian Gardens	\$0	\$18,127	0%
Hawthorne	\$2,744	\$101,881	3%
Hemet	\$0	\$84,197	0%
Hermosa Beach	\$0	\$22,069	0%
Hidden Hills	\$0	\$2,163	0%
Highland	\$0	\$99,849	0%
Huntington Beach	\$722	\$229,263	0%
Huntington Park	\$3,360	\$73,165	5%
Indian Wells	\$0	\$5,767	0%
Indio	\$0	\$93,107	0%
Inglewood	\$0	\$134,591	0%
Irvine	\$1,245	\$246,631	1%
Irwindale	\$0	\$1,955	0%
La Canada Flintridge	\$0	\$30,676	0%
La Habra	\$0	\$71,132	0%
La Habra Heights	\$0	\$6,965	0%
La Mirada	\$0	\$56,544	0%
La Palma	\$0	\$19,006	0%
La Puente	\$0	\$48,992	0%
La Quinta	\$0	\$48,900	0%
La Verne	\$801	\$38,476	2%
Laguna Beach	\$0	\$28,542	0%
Laguna Hills	\$0	\$37,678	0%
Laguna Niguel	\$0	\$76,090	0%
Laguna Woods	\$0	\$20,921	0%
Lake Elsinore	\$2,850	\$56,916	5%
Lake Forest	\$0	\$88,707	0%
Lakewood	\$4,204	\$94,554	4%
Lawndale	\$0	\$38,036	0%
Loma Linda	\$1,281	\$25,611	5%
Lomita	\$1,188	\$23,765	5%
Long Beach	\$7,330	\$557,851	1%
Los Alamitos	\$0	\$14,244	0%
Los Angeles (City)	\$231,631	\$4,632,639	5%
Lynwood	\$2,500	\$102,074	2%
Malibu	\$0	\$16,142	0%
Manhattan Beach	\$0	\$41,575	0%
Maywood	\$0	\$33,857	0%
Menifee	\$0	\$76,661	0%
Mission Viejo	\$3,616	\$112,836	3%
Monrovia	\$1,069	\$45,034	2%
Montclair	\$0	\$41,853	0%
Montebello	\$3,718	\$74,353	5%
Monterey Park	\$0	\$73,872	0%
Moreno Valley	\$309	\$293,423	0%
Murrieta	\$0	\$145,353	0%
Newport Beach	\$0	\$97,868	0%
Norco	\$1,500	\$31,573	5%
Norwalk	\$0	\$124,060	0%
Ontario	\$9,805	\$196,096	5%
Orange (City)	\$3,973	\$164,202	2%

<b>Local Government</b>	<b>Administrative Costs</b>	<b>Motor Vehicle Revenues</b>	<b>Admin Costs as %</b>
Palm Desert	\$0	\$58,322	0%
Palm Springs	\$0	\$53,897	0%
Palos Verdes Estates	\$0	\$17,395	0%
Paramount	\$273	\$65,529	0%
Pasadena	\$0	\$171,091	0%
Perris	\$0	\$61,509	0%
Pico Rivera	\$0	\$75,748	0%
Placentia	\$0	\$63,801	0%
Pomona	\$7,401	\$185,023	4%
Rancho Cucamonga	\$1,500	\$413,325	0%
Rancho Mirage	\$0	\$19,452	0%
Rancho Palos Verdes	\$0	\$48,463	0%
Rancho Santa Margarita	\$0	\$56,279	0%
Redlands	\$0	\$81,123	0%
Redondo Beach	\$4,327	\$97,692	4%
Rialto	\$5,650	\$113,252	5%
Riverside (City)	\$5,447	\$341,616	2%
Rolling Hills Estates	\$0	\$9,227	0%
Rosemead	\$0	\$65,212	0%
San Bernardino (City)	\$0	\$233,643	0%
San Clemente	\$0	\$233,349	0%
San Dimas	\$2,052	\$41,042	5%
San Fernando	\$0	\$28,637	0%
San Gabriel	\$0	\$48,494	0%
San Jacinto	\$0	\$52,454	0%
San Juan Capistrano	\$0	\$41,747	0%
San Marino	\$0	\$15,298	0%
Santa Ana	\$15,893	\$297,144	5%
Santa Clarita	\$3,657	\$277,464	1%
Santa Fe Springs	\$0	\$20,142	0%
Santa Monica	\$1,700	\$104,729	2%
Seal Beach	\$0	\$29,585	0%
Sierra Madre	\$645	\$12,549	5%
Signal Hill	\$0	\$12,942	0%
South El Monte	\$0	\$25,606	0%
South Gate	\$5,818	\$116,364	5%
South Pasadena	\$0	\$29,249	0%
Stanton	\$1,604	\$56,981	3%
Temecula	\$0	\$116,176	0%
Temple City	\$0	\$40,475	0%
Torrance	\$0	\$168,835	0%
Tustin	\$0	\$86,725	0%
Upland	\$4,228	\$84,960	5%
Villa Park	\$358	\$7,155	5%
Walnut	\$0	\$37,002	0%
West Covina	\$3,366	\$162,771	2%
West Hollywood	\$0	\$43,816	0%
Westlake Village	\$0	\$10,030	0%
Westminster	\$5,280	\$105,623	5%
Whittier	\$4,311	\$98,268	4%
Wildomar	\$800	\$35,464	2%
Yorba Linda	\$0	\$78,004	0%
Yucaipa	\$0	\$74,381	0%

## Summary of Spending by Project SubCategory

Fiscal Year 2009-2010

Subcategory	Category	Expenditures	Number of Projects
<b>(1) Alternative Fuels/Electric Vehicles</b>			
(1a)	Alternative Fuel Vehicle Purchases	\$4,520,904	52
(1c)	Alternative Fuel Infrastructure (refueling, etc.)	\$1,394,742	20
(1d)	Electric Vehicle Purchases	\$216,301	8
(1f)	Electric Veh Infrastructure	\$51,221	4
(1g)	Mechanic Training, Veh Oper (Non-transit fuel subsidies)	\$137,158	2
(1h)	Alternative Fuel Vehicle Research & Development	\$227,439	3
<b>(2) Vehicle Emissions Abatement</b>			
(2a)	Off Road Veh Cleaner Diesel Purchases, Repowers, &	\$155,626	3
(2b)	Improved Maintenance (I&M, smoking veh enforce)	\$271,225	6
(2c)	Old Vehicle Scrappage	\$6,877	2
(2d)	On-road CARB-verified Diesel Emission Control Systems--	\$288,357	8
<b>(3) Land Use</b>			
(3a)	Plan Elements	\$426,202	9
(3b)	Development Guidelines	\$686,830	17
(3d)	Land Use Research	\$56,580	1
<b>(4) Public Transportation (Transit &amp; Rail)</b>			
(4a)	Public Transportation Facilities (multi-modal, shelters)	\$267,596	5
(4c)	Transit Operations (new service, shuttles, fuel subsidies)	\$1,875,443	20
(4d)	Passenger Fare Subsidies	\$625,125	23
(4e)	Public Transportation Research and Dev	\$13,755	4
<b>(5) Traffic Management</b>			
(5a)	Traffic Calming	\$217,115	6
(5b)	Traffic Flow or Signalization (timing, surveillance)	\$1,988,082	29
(5d)	Traffic Management Research and Dev	\$32,238	7
<b>(6) Transportation Demand Management</b>			
(6a)	Employer-Based Trip Reduction	\$5,341,157	63
(6b)	Other Trip Reduction Incentive Programs	\$9,674	1
(6c)	Vanpool Programs	\$973,335	5
(6d)	Park and Ride Lots (for carpools, transit)	\$78,165	1
(6e)	Telecommunication	\$27,485	2

<b>Subcategory</b>	<b>Category</b>	<b>Expenditures</b>	<b>Number of Projects</b>
(6f)	Transportation Management Agencies/Organizations	\$7,645	1
(6g)	TCM Effectiveness Research and Development	\$260,771	1
<b>(8) Bicycles</b>			
(8a)	Bicycle Lanes and Trails (also bridges)	\$1,337,707	8
(8b)	Other Bicycle Facilities (racks, lockers, loop detectors)	\$88,081	7
(8c)	Bicycle Usage (electric bikes, purchases, loaner projects)	\$42,847	6
(8d)	Bicycle Research and Dev (engineering studies)	\$17,524	4
<b>(9) PM10 Reduction Strategies</b>			
(9a)	Road Dust Control (paving roads, shoulders, street sweeping)	\$555,315	16
<b>(10) Public Education</b>			
(10a)	Short Term PE (promote transit, rideshare; conferences)	\$57,179	7
(10b)	Long Term PE (curriculum, video, brochures, bilingual)	\$124,170	4
<b>(11) Miscellaneous Projects</b>			
(11a)	Miscellaneous (use with "Miscellaneous Projects")	\$319,570	37
<b>Grand Total</b>		<b>\$22,699,441</b>	<b>392</b>

# Local Government Projects Funded by Category

Fiscal Year 2009-2010

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures
<b>(1) Alternative Fuels/Electric Vehicles</b>			
(1a) Alternative Fuel Vehicle Purchases			
Agoura Hills		2010 Toyota Prius	\$25,000
Arcadia		Purchase Two CNG Fuel Powered Sweepers	\$85,232
Artesia		Purchase of 1 Hybrid Vehicle	\$30,408
Baldwin Park		Alternative Fuel Vehicle Purchase (Code Enforcement)	\$17,165
Banning		3 2009 Chevy Malibu Sedan Hybrids	\$73,070
Banning		2009 Chevy Tahoe Hybrid	\$51,535
Beaumont		Hybrid Vehicles	\$50,953
Bell		Purchase of 3 Hybrid Vehicles	\$94,680
Bell Gardens		3 Ford Escape Hybrids	\$96,259
Bellflower		Purchase CNG Pickup Trucks	\$109,695
Calabasas		Lease of 9 SULEV Inspection/Enforcement Vehicles	\$33,378
Canyon Lake		Purchase of Electric/Hybrid Vehicle	\$37,359
Chino		2- Alternative fuel vehicles purchased.	\$25,000
Chino		Alternative fuel vehicle purchase	\$18,954
County of Riverside		Fleet Services Hybrid Delivery Trucks	\$78,613
County of Riverside		Purchase of CNG water truck for TLMA	\$43,062
Cudahy		Hybrid vehicle purchase	\$76,678
Diamond Bar		Purchase of Three Ford Hybrid Vehicles	\$88,855
El Segundo		Hybrid Vehicle	\$57,061
Fullerton		Lease of 3 Alternative Fuel Vehicles	\$12,775
Gardena		Purchased 2 Hybrid/Gas vehicles	\$51,000
Glendora		Lease/rental of one alternative fueled boom truck	\$3,951
Hawthorne		Alt Fuel Street Sweeping	\$100,000
Hermosa Beach		Ford Escape Hybrid Vehicle for Beach Patrol/Police	\$31,421
Indian Wells		Purchase of one CNG Ford Crown Vic for use by City personnel	\$3,176
Inglewood		Alt Fuel Truck Purchases	\$512,204
Irvine		Purchase of 2 CNG Trucks	\$30,000
La Canada Flintridge		City Hybrid Truck	\$41,248
La Habra Heights		Purchase 2010 Hybrid Chevy Silverado 1500	\$46,565
La Puente		Alternative Fuel Vehicle Purchase	\$74,280
La Verne		Three (3) Ford F-150 CNG vehicles	\$59,870
Lakewood		Purchase of Alternative Fuel Vehicles	\$85,316
Loma Linda		2010 Honda Insight Hybrid	\$21,834
Lomita		CNG Street Sweeping	\$66,185
Los Angeles (City)		Alternative Fuel Vehicle Purchase #1 and Support	\$1,093,755
Los Angeles (City)		Alternative Fuel Vehicle Purchase #2 and Support	\$98,206
Newport Beach		CNG Refuse Trucks	\$154,000
Norco		One 2010 Ford Escape Hybrid	\$30,439
Norwalk		Cleaner Fuel Street Sweeping Contract	\$87,564
Paramount		Alternative Fuel Vehicle Purchase	\$28,092
Perris		Natural Gas Vehicle Program	\$127,176
Placentia		Anti Graffiti CNG Vehicle	\$110,771
Rancho Cucamonga		CNG dump truck	\$25,000
Rolling Hills Estates		Alternative Fuel Trucks	\$173,742
Rosemead		Purchase of one Honda Civic hybrid vehicle	\$22,130
San Dimas		Purchase Hybrid Vehicle	\$34,277

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
San Gabriel		Alternative Fueled Vehicle Purchases	\$65,378
South Pasadena		Purchase alternative-fueled vehicle	\$29,348
Temple City		Purchase of Hybrid Vehicle	\$32,735
West Covina		Purchase Hybrid Vehicles (5)	\$149,062
Westlake Village		CNG (1) and Hybrid Vehicles (2)	\$1,447
Yorba Linda		Vehicle replacement program to alternative fuels	\$25,000
<b>Subcategory Total</b>			<b>\$4,520,904</b>
(1c) Alternative Fuel Infrastructure (refueling, etc.)			
Alhambra		Operation of NGV Fueling Station	\$13,117
Banning		Vapor recovery system	\$36,083
Cathedral City		CNG Refueling Station	\$343,602
Chino Hills		CNG Station - upgrade compressors	\$7,300
Covina		CNG Infrastructure Support	\$14,866
El Monte		CNG Fueling Station Monitoring System	\$2,035
La Puente		Alternative Fuel Tank Installation	\$3,073
La Quinta		Corporate Yard CNG Refueling Station	\$197,000
Malibu		CNG Fueling Station	\$9,825
Maywood		Alternative Fuel for Shuttle Buses - Express	\$22,658
Maywood		Alternative Fuel for Shuttle Buses	\$11,199
Monterey Park		CNG Fueling System	\$3,649
Norco		Fuel for Hybrid Vehicles	\$1,063
Ontario		CNG Infrastructure Improvements	\$526,663
Riverside (City)		CNG Infrastructure Development	\$3,500
San Bernardino (City)		Liquefied Natural Gas	\$160,000
South Gate		Propane Fuel Infrastructure (refueling etc.)	\$19,863
Villa Park		NGV and NGV Pump Station	\$7,155
Walnut		CNG Fueling Station	\$11,495
West Covina		CNG Fueling Station Calibration/Certification	\$595
<b>Subcategory Total</b>			<b>\$1,394,742</b>
(1d) Electric Vehicle Purchases			
Alhambra		Purchase of Electric Mobility Law Enforcement Vehicles	\$25,063
Beverly Hills		Electric Standup Vehicles (ESV)	\$30,000
Fountain Valley		Electric Utility Vehicles	\$40,460
Hermosa Beach		T3 Mobile Electric Vehicles (2)	\$24,059
Orange (City)		Community Services Electric Vehicle Initiative	\$26,351
Paramount		GEM Purchase	\$7,038
San Dimas		Purchase Electric Vehicle	\$15,804
South Gate		2 Electric Vehicles for Park Maintenance	\$47,526
<b>Subcategory Total</b>			<b>\$216,301</b>
(1f) Electric Veh Infrastructure			
Beverly Hills		Electric Vehicle Charging Stations	\$45,000
San Dimas		Electricity Cost for Charging Station	\$269
Santa Monica		Electric Chargers	\$5,000
West Covina		Electric Vehicle Charging Station	\$952
<b>Subcategory Total</b>			<b>\$51,221</b>
(1g) Mechanic Training, Veh Oper (Non-transit fuel subsidies)			
Los Angeles (City)		Alternative Fuel Vehicle Training and Support	\$135,381
San Gabriel		Mechanic Training	\$1,777
<b>Subcategory Total</b>			<b>\$137,158</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(1h) Alternative Fuel Vehicle Research &amp; Development</b>			
Los Angeles (City)		Alt Fuel Infrastructure Conversion Design Srvcs	\$218,941
Santa Monica		SCR/Biodiesel AQMD Project	\$7,000
Santa Monica		Electric Mini Cooper Demo Project	\$1,498
<b>Subcategory Total</b>			<b>\$227,439</b>
<b>Category Total</b>			<b>\$6,547,765</b>
<b>(2) Vehicle Emissions Abatement</b>			
<b>(2a) Off Road Veh Cleaner Diesel Purchases, Repowers, &amp; Retrofits</b>			
Lake Elsinore		Heavy Equipment Purchase	\$70,000
Lake Elsinore		Heavy Equipment Purchase	\$45,000
Los Angeles (City)		Retrofit Device for One (1) Off-Road Construction Unit	\$40,626
<b>Subcategory Total</b>			<b>\$155,626</b>
<b>(2b) Improved Maintenance (I&amp;M, smoking veh enforce)</b>			
Baldwin Park		Heavy Duty Truck Retrofit	\$18,746
Duarte		Vehicles Retrofit	\$15,183
Moreno Valley		Retrofit of Emission Control Devices for City vehicles	\$58,095
Rancho Cucamonga		Retrofit Diesel Particulate	\$59,041
Santa Ana		Diesel Emission Control Systems	\$72,131
South Gate		Vehicle Modification to Reduce Emissions	\$48,028
<b>Subcategory Total</b>			<b>\$271,225</b>
<b>(2c) Old Vehicle Scrappage</b>			
Pomona		On Road Motor Vehicle Mitigation Option Compliance	\$6,390
Pomona		On Road Motor Vehicle Mitigation Option Compliance	\$487
<b>Subcategory Total</b>			<b>\$6,877</b>
<b>(2d) On-road CARB-verified Diesel Emission Control Systems--VDECS</b>			
Azusa		Two On-Road Particulate Trap Retrofits for 1 Vac Truck	\$51,992
Azusa		One Particulate Trap for a Vehicle Weighing 33,000 lbs	\$18,511
Huntington Beach		Retrofit 6 vehicles with particulate filters	\$98,506
Loma Linda		Diesel Smog Particulate for Vactor Truck	\$18,302
Los Angeles (City)		GPS Diagnostic Device Purchase	\$22,310
Norwalk		Retrofit diesel signal light boom truck	\$21,260
Pomona		Particulate Matter Reduction Devises (DMPRD)	\$55,742
San Marino		Diesel Exhaust Removal System Installed	\$1,734
<b>Subcategory Total</b>			<b>\$288,357</b>
<b>Category Total</b>			<b>\$722,085</b>
<b>(3) Land Use</b>			
<b>(3a) Plan Elements</b>			
Carson		Geographical Information System	\$21,954
Chino		General Plan Update	\$13,332
Fullerton		General Plan Update	\$3,182
Huntington Beach		Master plan update - traffic flow improvements	\$95,943
Los Angeles (City)		Plans to Improve Air Quality	\$204,736
Mission Viejo		City of Mission Viejo AQ Planning/Implementation: FY09-10	\$43,075
Santa Ana		Mixed Use Transit Corridor Plan	\$21,150
Santa Ana		Transit Zoning Code Policy Plan	\$12,510
Santa Ana		Regional Sustainability Plans	\$10,320
<b>Subcategory Total</b>			<b>\$426,202</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(3b) Development Guidelines</b>			
Bell		Gateway Cities Transportation Planning	\$2,600
Bell Gardens		I-710 Corridor Project	\$10,000
Bell Gardens		Gateway Cities	\$8,000
County of LA		Clean Air Plan Implementation	\$18,522
County of LA		Air Quality Coordination	\$1,478
Cudahy		I-710 Transportation Study	\$3,000
Lakewood		91/605 COG Corridor Study	\$11,000
Long Beach		Gateway Cities Sustainable Communities	\$21,000
Los Angeles (City)		Climate Action Plan	\$329,064
Los Angeles (City)		Land Use, Development, and Other Strategies to Improve AQ	\$191,928
Los Angeles (City)		Urban Heat Island Projects and Development	\$16,258
Norwalk		Gateway Cities Sustainable Communities Strategy	\$6,500
Rolling Hills Estates		SGVCOG Planning Program	\$7,435
Santa Ana		Transit Zoning Code Standards	\$34,060
Signal Hill		Gateway Cities Trans Assessment	\$2,488
South Gate		Air Quality Planning	\$12,000
Whittier		Gateway Cities Transportation Planning	\$11,497
<b>Subcategory Total</b>			<b>\$686,830</b>
<b>(3d) Land Use Research</b>			
Los Angeles (City)		Alternative Fuel Vehicle Demonstration Support	\$56,580
<b>Subcategory Total</b>			<b>\$56,580</b>
<b>Category Total</b>			<b>\$1,169,612</b>
<b>(4) Public Transportation (Transit &amp; Rail)</b>			
<b>(4a) Public Transportation Facilities (multi-modal, shelters)</b>			
Anaheim		Canyon Metrolink Station Maintenance	\$6,444
Anaheim		Metrolink Parking Canyon Station	\$6,274
Huntington Beach		Transit Center Shelter	\$200,000
Laguna Niguel		Laguna Niguel/Mission Viejo Metrolink Station	\$54,283
Palm Desert		Bus Shelter and Amenities Improvement Program	\$595
<b>Subcategory Total</b>			<b>\$267,596</b>
<b>(4c) Transit Operations (new service, shuttles, fuel subsidies)</b>			
Anaheim		Canyon Downtown Program	\$47,214
Anaheim		Rail Feeder Pool Vehicles	\$1,348
Brea		Brea Transportation Program	\$45,490
Carson		Public Transit Equipment	\$27,201
Colton		PURCHASE OF TWO CNG VANS	\$87,004
Culver City		Purchase of Three (3) CNG Paratransit Vans	\$97,129
Duarte		Shuttle Services	\$7,315
Glendale		2 CNG Public Transit Vehicles	\$400,000
Huntington Beach		Shuttle Service	\$56,135
Huntington Beach		Downtown Shuttle	\$27,230
Irvine		City of Irvine i-Shuttle	\$500,000
La Canada Flintridge		Shuttle Bus	\$80,000



<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
La Habra		Shuttle Program	\$71,132
Laguna Beach		Purchase (3) Propane Trolleys	\$77,000
Pasadena		Pasadena ARTS - Route 10 Bus Service	\$7,080
Rancho Palos Verdes		PV Transit (Palos Verdes Peninsula Transit Authority)	\$50,000
Redlands		2009 Ford E350 CNG Van	\$49,563
Santa Clarita		Purchase CNG Bus	\$197,296
Santa Fe Springs		Norwalk/Santa Fe Springs Transportation Center Shuttle	\$20,142
Seal Beach		Shuttle Transportation Program	\$27,164
		<b>Subcategory Total</b>	<b>\$1,875,443</b>
	<b>(4d) Passenger Fare Subsidies</b>		
Anaheim		Metrolink OCTA	\$129,427
Azusa		Metrolink Subsidy Program	\$2,256
Canyon Lake		Mt. San Jacinto Community College Go-Pass Program	\$429
County of Riverside		RTA/RCC Student U-Pass Program	\$4,000
County of Riverside		San Jacinto Community College/RTA-Go Bus Pass Program	\$1,089
Covina		Commuter Choice Reimbursement Program	\$4,913
Duarte		Senior Bus Passes	\$5,318
Hemet		Riverside Transit Agency Go Pass Program	\$3,724
Laguna Beach		Free Main Line Service during the Summer	\$17,974
Laguna Beach		Free Ride to Work Bus Pass Program	\$13,013
Los Angeles (City)		Commuter Services Office (Transit Subsidy)	\$270,173
Menifee		RTA & MSJC Go Pass Funding	\$2,209
Monrovia		Discount Bus Passes	\$6,552
Moreno Valley		RTA Go-Pass Bus Fare Subsidies Program	\$28,075
Murrieta		Go-Pass Program	\$3,356
Norco		RCC U Pass Program	\$1,250
Perris		RTA U Pass Program	\$8,146
Riverside (City)		City of Riverside - Riverside Go Transit Program	\$76,214
Riverside (City)		City of Riverside Employee City Pass	\$9,750
Santa Clarita		Passenger Fare Subsidies	\$18,637
South El Monte		Bus Pass Program	\$8,550
Whittier		Go Rio bus pass program	\$9,268
Wildomar		Go-Pass Program	\$803
		<b>Subcategory Total</b>	<b>\$625,125</b>
	<b>(4e) Public Transportation Research and Dev</b>		
Aliso Viejo		Go Local Transportation Plan	\$4,330
Coachella		Transit Center	\$4,500
Lake Forest		Go Local Service Planning Report	\$525
Santa Ana		Santa Ana Transit Master Plan	\$4,400
		<b>Subcategory Total</b>	<b>\$13,755</b>
		<b>Category Total</b>	<b>\$2,781,919</b>
<b>(5) Traffic Management</b>			
	<b>(5a) Traffic Calming</b>		
Canyon Lake		Vehicle Calming Signs	\$5,770
Costa Mesa		Safe Route to School Improvements	\$41,690
Fountain Valley		V-Calm VMS Solar Speedback signs	\$51,815
Pomona		Traffic Intersection Modification	\$81,587
Pomona		Traffic Intersection Modification	\$30,000
San Clemente		Traffic Calming	\$6,253
		<b>Subcategory Total</b>	<b>\$217,115</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(5b) Traffic Flow or Signalization (timing, surveillance)</b>			
Bellflower		Traffic Signal Modification	\$3,254
Costa Mesa		Fairview Rd./Adams Ave. Intersection Improvements	\$50,378
Costa Mesa		Signal Management System Upgrade Project	\$25,775
Costa Mesa		17th/Tustin & Harbor/Wilson Intersection Improvements	\$20,058
Costa Mesa		Red Hill Ave. and Baker St./Bear St. Signal Improvements	\$6,788
Costa Mesa		Signal/CCTV Improvement Project	\$1,903
Costa Mesa		Costa Mesa & Santa Ana Signal Coordination Project	\$435
Highland		Signal Synchronization	\$3,600
Huntington Beach		Arterial Coordination Timing Project	\$30,000
Inglewood		Intelligent Transportation System Improvement	\$239,475
Laguna Hills		Alicia Parkway and La Paz Road Signal Interconnect	\$58,869
Laguna Niguel		Traffic Signal Coordination	\$21,597
Lake Elsinore		Traffic signalization	\$10,360
Lake Forest		Traffic Signal Controllers Upgrade	\$64,000
Lakewood		Truck-impacted intersection project	\$4,718
Loma Linda		Upgrading, Testing and Inspecting of Traffic Signals	\$10,147
Loma Linda		Signal Coordination	\$4,800
Long Beach		Ped/Bike Signal: Anaheim	\$5,325
Los Angeles (City)		ATSAC Control Center	\$1,084,231
Mission Viejo		City of Mission Viejo Traffic Signal Synchronization: FY09-10	\$20,784
Moreno Valley		Traffic Signal Coordination Program	\$29,403
Murrieta		Traffic Light Synchronization Program	\$86,098
Orange (City)		Traffic Signal Synchronization	\$8,192
Pico Rivera		Traffic Control Measures	\$70,595
Placentia		Kraemer Blvd. at Bastanchury Road	\$12,667
Placentia		Kraemer Patrician Signal Improvements	\$793
Rancho Santa Margarita		Traffic Signal synchronization	\$13,759
Riverside (City)		Traffic Timing and Coordination	\$20,078
San Bernardino (City)		Misc Traffic Engineering	\$80,000
<b>Subcategory Total</b>			<b>\$1,988,082</b>
<b>(5d) Traffic Management Research and Dev</b>			
Calimesa		Traffic Study of Mesa View Road	\$6,798
Fountain Valley		Traffic Speed Survey	\$16,620
Huntington Beach		Traffic Study	\$2,806
Moreno Valley		Transportation Management Center	\$2,888
Moreno Valley		Moval / Riverside Intertie	\$1,739
Moreno Valley		Krameria Avenue / Vista Conejo Traffic Signal Evaluation	\$883
San Juan Capistrano		Traffic Studies and Engineering	\$504
<b>Subcategory Total</b>			<b>\$32,238</b>
<b>Category Total</b>			<b>\$2,237,435</b>
<b>(6) Transportation Demand Management</b>			
<b>(6a) Employer-Based Trip Reduction</b>			
Alhambra		SCAQMD Rule 2202	\$21,612
Anaheim		Trip Reduction Program	\$42,295
Arcadia		Rideshare Plus Program	\$20,546
Azusa		Employee Rideshare Program	\$18,459
Baldwin Park		Employee Transportation Program	\$11,490
Bell Gardens		Alternative Transportation Program	\$444
Beverly Hills		Employee Rideshare Program	\$25,000

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
Burbank		Burbank Commuter Program	\$160,928
Carson		Breathe - Employee Ride Share Program	\$32,340
Cerritos		Employee Rideshare Trip Rebate Program	\$35,245
Chino		Participation in the Air Quality Investment Program	\$112
Claremont		City Employee Trip Reduction Program	\$3,641
Commerce		Employer Based Trip Reduction	\$15,342
Compton		Rideshare Program	\$78,890
Corona		City of Corona Trip Reduction Program	\$23,854
Costa Mesa		Rule 2202 Implementation	\$5,887
County of LA		Trip Reduction Plan Incentive-Civic Center	\$1,239,805
County of LA		Trip Reduction Plan Incentive - No Civic Center	\$298,904
County of Orange		Employee Rideshare Program	\$50,000
County of Riverside		Rideshare Program	\$556,429
County of San Bernardino		Employee Commute Reduction Program	\$411,981
Covina		Covina Rideshare Program	\$3,020
Downey		Downey Employees "Thumbs Up" Commuting Program	\$128,478
El Monte		Transportation Demand Management	\$65,039
Fontana		City of Fontana Rideshare	\$10,701
Garden Grove		Employee Commute Reduction Program	\$198,804
Gardena		Gardena Employee Rideshare	\$42,809
Gardena		Air Quality Investment Program	\$1,182
Glendale		Employee Trip Reduction Program	\$234,723
Glendora		ALTCOM-Rideshare Program	\$13,826
Hermosa Beach		AQMD Incentives to reduce auto trips	\$1,110
Huntington Beach		ECRP - "Surf Air Commute Choices"	\$58,000
Irvine		Rule 2202 Compliance	\$1,948
Long Beach		Rideshare Program	\$1,241
Los Angeles (City)		Commuter Services (Carpool)	\$137,064
Los Angeles (City)		Commuter Services Office (Bicycle/Walk Subsidy)	\$7,358
Monrovia		Clean Air Program	\$4,971
Montclair		Rideshare Program	\$14,945
Montebello		Employee Commute Reduction Program (205 Vehicles)	\$50,984
Monterey Park		Employee Transportation Program	\$36,811
Newport Beach		Employee Rideshare Program	\$14,342
Ontario		Rideshare	\$25,430
Orange (City)		Trip Reduction Program	\$144,015
Palm Desert		Ride Share Program	\$2,513
Palm Springs		Emission Trip Reduction Strategies	\$53,897
Pasadena		Prideshare	\$171,091
Rancho Cucamonga		Ride Share Program	\$53,624
Redondo Beach		Employee Rideshare	\$39,160
Rialto		Employer Based Trip Reduction (6) (6a)	\$105,672
Riverside (City)		Rule 2202 On-Road Motor Vehicle Mitigation Compliance	\$21,601
San Bernardino (City)		Employee Rideshare Program	\$93,513
Santa Ana		Santa Ana Rideshare Program	\$232,129
South Gate		Employer Rideshare Program	\$6,222
South Pasadena		Employee Rideshare Program	\$4,762
Stanton		Alternative Commute Incentive	\$4,845
Torrance		Employee Trip Reduction Program	\$181,689
Upland		Ride Share	\$31,456
West Covina		Employee Rideshare Program	\$34,802

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
West Covina		Air Quality Investment Program (AQIP)	\$7,272
West Hollywood		Employee Trip Reduction	\$8,828
Westminster		Rideshare Program	\$31,496
Whittier		Air Quality Investment Program	\$3,975
Whittier		Employee Rideshare	\$2,607
		<b>Subcategory Total</b>	<b>\$5,341,157</b>
	(6b) Other Trip Reduction Incentive Programs		
La Verne		Bike, Carpool, Walk Incentive Program	\$9,674
		<b>Subcategory Total</b>	<b>\$9,674</b>
	(6c) Vanpool Programs		
Anaheim		City Wide Vanpool Program	\$34,290
Corona		City of Corona Carpool/Vanpool Program (9 vehicles)	\$26,794
Los Angeles (City)		Commuter Services Office (Vanpool)	\$838,598
Stanton		Van Transportation	\$4,552
Westminster		Vanpool Program	\$69,101
		<b>Subcategory Total</b>	<b>\$973,335</b>
	(6d) Park and Ride Lots (for carpools, transit)		
Irvine		Irvine Transportation Center Parking Structure	\$78,165
		<b>Subcategory Total</b>	<b>\$78,165</b>
	(6e) Telecommunication		
County of Riverside		Tele conferencing	\$21,083
Fullerton		Telecommunications Project	\$6,402
		<b>Subcategory Total</b>	<b>\$27,485</b>
	(6f) Transportation Management Agencies/Organizations		
Huntington Beach		TMA Feasibility Study	\$7,645
		<b>Subcategory Total</b>	<b>\$7,645</b>
	(6g) TCM Effectiveness Research and Development		
Los Angeles (City)		Regional Transportation Planning to Improve AQ	\$260,771
		<b>Subcategory Total</b>	<b>\$260,771</b>
		<b>Category Total</b>	<b>\$6,698,232</b>
<b>(8) Bicycles</b>			
	(8a) Bicycle Lanes and Trails (also bridges)		
Anaheim		Crescent Avenue Bike Lane	\$97,610
Anaheim		Bike Lane Striping Project	\$4,989
Bellflower		West Branch Greenway	\$283,746
Fontana		Pacific Electric Trail Segment 6	\$659,573
Long Beach		Vista Bike Boulevard	\$207,327
Whittier		Greenway Bicycle Trail	\$2,405
Yucaipa		1st Street Storm Drain, Sidewalk, Curb, Gutter	\$75,000
Yucaipa		7th Street Curb, Gutter, Sidewalk	\$7,057
		<b>Subcategory Total</b>	<b>\$1,337,707</b>
	(8b) Other Bicycle Facilities (racks, lockers, loop detectors)		
Fullerton		Bike Racks	\$19,971
Huntington Beach		Bicycle Lockers	\$19,067
Huntington Beach		Bike Valet	\$7,248
Huntington Beach		Bicycle Racks	\$3,974
La Verne		Downtown Bike Racks	\$4,985
Long Beach		Bike Parking-New Creations	\$13,528
Rancho Cucamonga		Bike Lockers	\$19,309
		<b>Subcategory Total</b>	<b>\$88,081</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(8c) Bicycle Usage (electric bikes, purchases, loaner projects)</b>			
Beverly Hills		Parking Enforcement Bicycles	\$10,000
Glendora		Purchase five Police Patrol Bicycles	\$7,851
Lomita		Lomita Bicycle Patrol	\$3,000
Long Beach		City Bike Share Program	\$15,964
Orange (City)		Orange Police Bike Team	\$4,402
Orange (City)		Bike Loan to Own Program	\$1,631
		<b>Subcategory Total</b>	<b>\$42,847</b>
<b>(8d) Bicycle Research and Dev (engineering studies)</b>			
Long Beach		Ped/Bicycle Safety Plan	\$7,203
Long Beach		Design of Bike Facilities on Broadway and Livingston	\$5,000
Moreno Valley		Bicycle Master Plan	\$405
Santa Ana		Bicycle Support Facilities	\$4,916
		<b>Subcategory Total</b>	<b>\$17,524</b>
		<b>Category Total</b>	<b>\$1,486,158</b>
<b>(9) PM10 Reduction Strategies</b>			
<b>(9a) Road Dust Control (paving roads, shoulders, street sweeping)</b>			
Cathedral City		Regional PM10 Street Sweeping Program	\$26,723
Chino Hills		Pave Fairway Drive (S10008)	\$36,860
Coachella		Regional PM10 Street Sweeping Program	\$20,891
County of Riverside		PM10 Street Sweeping	\$35,358
Desert Hot Springs		Regional PM10 Street Sweeping Program	\$13,563
Indian Wells		PM10 Reduction	\$2,595
Indio		Regional PM10 Street Sweeping Program	\$41,898
La Quinta		Corporate Yard PM10 Decant Station	\$100,982
La Quinta		Regional PM10 Street Sweeping Program	\$22,306
Moreno Valley		Street Sweeping Program - PM10 and PM2.5 Reduction	\$62,539
Palm Desert		CVAG - Regional PM10 Street Sweeping Program	\$26,359
Palm Springs		PM Street Sweeping Program	\$24,254
Paramount		CNG Street sweeper	\$67,441
Rancho Mirage		Regional PM10 Street Sweeping Program	\$8,754
Riverside (City)		Particulate Matter Paving Projects	\$27,223
Upland		Street Sweeping	\$37,570
		<b>Subcategory Total</b>	<b>\$555,315</b>
		<b>Category Total</b>	<b>\$555,315</b>
<b>(10) Public Education</b>			
<b>(10a) Short Term PE (promote transit, rideshare; conferences)</b>			
Anaheim		Rideshare Outreach	\$16,457
Huntington Beach		Downtown Shuttle and Bike Valet Marketing Public Info	\$7,285
La Puente		Spotlight Energy Education	\$4,899
Long Beach		MAPS- Bicycle Education and Outreach	\$10,777
Moreno Valley		Contribution to Riverside Transit Agency T-NOW program	\$5,000
Riverside (City)		Tour de Riverside	\$9,161
Walnut		Student Solar Car Project	\$3,600
		<b>Subcategory Total</b>	<b>\$57,179</b>
<b>(10b) Long Term PE (curriculum, video, brochures, bilingual)</b>			
Laguna Beach		Printing Cost for Outreach Material	\$115
Los Angeles (City)		Public Outreach and Education (Long Term)	\$113,593
Rancho Mirage		Golf Cart street-legal licensing education	\$462
Santa Monica		Public Education	\$10,000
		<b>Subcategory Total</b>	<b>\$124,170</b>
		<b>Category Total</b>	<b>\$181,349</b>

<b>Project Category</b>	<b>Project Subcategory</b>	<b>Project Name</b>	<b>Motor Vehicle Expenditures</b>
<b>(11) Miscellaneous Projects</b>			
(11a) Miscellaneous (use with "Miscellaneous Projects" Category)			
Alhambra		SGVCOG Air Quality Program	\$13,500
Arcadia		SGVCOG Air Quality Program	\$6,403
Azusa		SGVCOG Air Quality Program	\$7,340
Baldwin Park		San Gabriel Valley COG Air Quality Program	\$5,000
Banning		WRCOG Clean Cities Coalition	\$3,222
Calimesa		WRCOG Clean Cities Coalition	\$848
Cathedral City		WRCOG Clean Cities Coalition	\$1,000
Claremont		San Gabriel Valley COG Air Quality Program	\$3,200
Corona		WRCG Clean Cities Coalition	\$6,000
Corona		Annual Audit of AB 2766 Funds	\$1,800
County of Riverside		WRCOG Clean Cities Coalition	\$40,000
Covina		SGVCOG Air Quality Program	\$5,000
Diamond Bar		SGVCOG Air Quality Program	\$3,500
Duarte		SGVCOG Air Quality Program	\$3,464
El Monte		SGVCOG Air Quality Program	\$12,500
Glendora		SGVCOG Air Quality Program	\$7,871
Hemet		WRCOG Clean Cities Coalition	\$8,419
Irwindale		SGVCOG Air Quality Program	\$1,900
La Canada Flintridge		San Gabriel Valley COG Air Quality Program	\$2,122
La Puente		SGVCOG Air Quality Programs	\$7,170
Monrovia		San Gabriel Valley COG Air Quality Program	\$4,215
Montebello		San Gabriel Valley Air Quality Program	\$9,850
Moreno Valley		WRCOG - Clean Cities Coalition	\$15,000
Norco		WRCOG Clean Air Coalition	\$6,000
Norwalk		Operating costs of I-5 Consortium Cities JPA	\$12,533
Pomona		SGVCOG Air Quality Program	\$13,500
Riverside (City)		City Alternative Fuel Vehicle Rebate Program	\$41,000
Riverside (City)		WRCOG Clean Cities Coalition	\$25,000
Riverside (City)		Central Printing Services	\$634
Rosemead		SGVCOG Air Quality Program	\$9,000
San Gabriel		SGVCOG Air Quality Program	\$4,800
Santa Ana		Regional Air Quality Coordination	\$17,820
Sierra Madre		SGVCOG Air Quality Program	\$1,000
South El Monte		SGVCOG Air Quality Program	\$2,560
South Pasadena		SGVCOG Air Quality Program	\$2,800
Temecula		WRCOG Clean Cities Coalition	\$10,000
Walnut		SGVCOG Air Quality Program	\$3,600
		<b>Subcategory Total</b>	<b>\$319,570</b>
		<b>Category Total</b>	<b>\$319,570</b>
		<b>GRAND TOTAL:</b>	<b>\$22,699,441</b>

Project Category	Project Subcategory	Project Name	Motor Vehicle Expenditures	
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### Range of Cost-Effectiveness by Subcategory for Fiscal Year 2009-2010

	Lowest (\$/lb (ROG + NOx + PM2.5))	Highest (\$/lb (ROG + NOx + PM2.5))	Lowest (\$/lb (ROG + NOx + PM2.5 + CO/7))	Highest (\$/lb (ROG + NOx + PM2.5 + CO/7))
(1a) Alternative Fuel Vehicle Purchases	\$0.97	\$23,220.60	\$0.97	\$5,030.53
(1c) Alternative Fuel Infrastructure (refueling, etc.)	\$217.70	\$217.70	\$215.83	\$215.83
(1d) Electric Vehicle Purchases	\$55.15	\$5,678.76	\$16.93	\$1,277.37
(2a) Off Road Veh Cleaner Diesel Purchases, Repowers & Retrofits	\$11.84	\$14.48	\$11.33	\$14.90
(2b) Improved Maintenance (I&M, smoking veh enforcement)	\$1.32	\$1.32	\$1.32	\$1.32
(2d) On-road CARB-verified Diesel Emission Control Systems	\$4.51	\$1,633.67	\$4.51	\$1,633.67
(4c) Transit Operations (new service, shuttles, fuel subsidies)	(\$615.54)	\$567.32	(\$356.44)	\$473.51
(4d) Passenger Fare Subsidies	\$0.01	\$245.21	\$0.00	\$150.69
(5b) Traffic Flow or Signalization (timing, surveillance)	(\$553.55)	\$1,461.03	(\$1,937.44)	\$883.84
(6a) Employer-Based Trip Reduction	\$0.12	\$845.91	\$0.05	\$519.84
(6b) Other Trip Reduction Incentive Programs	\$91.38	\$91.38	\$56.16	\$56.16
(6c) Vanpool Programs	\$41.26	\$247.84	\$24.82	\$147.43
(6d) Park and Ride Lots (for carpools, transit)	\$5.85	\$5.85	\$3.47	\$3.47
(6e) Telecommunication	\$58.06	\$58.06	\$32.86	\$32.86
(8a) Bicycle Lanes and Trails (also bridges)	\$1.34	\$10,607.39	\$0.79	\$6,220.07

	<b>Lowest</b>	<b>Highest</b>	<b>Lowest</b>	<b>Highest</b>
			<b>(\$/lb)</b>	<b>(\$/lb)</b>
	<b>(ROG + NOx + PM2.5)</b>		<b>(ROG + NOx + PM2.5 + CO/7)</b>	
<b>(8b) Other Bicycle Facilities (racks, lockers, loop detectors)</b>	\$0.34	\$158.00	\$0.34	\$90.78
<b>(8c) Bicycle Usage (electric bikes, purchases, loaner)</b>	\$10.53	\$2,607.35	\$2.63	\$1,504.36
<b>(9a) Road Dust Control (paving roads, shoulders, street sweeping)</b>	\$1.76	\$60.27	\$1.76	\$60.27
<b>(10b) Long Term PE (curriculum, video, brochures)</b>	\$90.30	\$90.30	\$29.90	\$29.90

Cost-effectiveness is based on MV Fees + MSRC + Moyer funding.



## Project Funding Sources

Fiscal Year 2009-2010

Project Name	MV Fees	MSRC	CMAQ	Moyer	CoFunding
<b>Agoura Hills</b>					
2010 Toyota Prius	\$25,000	\$0	\$0	\$0	\$0
<b>Alhambra</b>					
Operation of NGV Fueling Station	\$13,117	\$0	\$0	\$0	\$0
Purchase of Electric Mobility Law Enforcement Vehicles	\$25,063	\$0	\$0	\$0	\$0
SCAQMD Rule 2202	\$21,612	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$13,500	\$0	\$0	\$0	\$0
<b>Aliso Viejo</b>					
Go Local Transportation Plan	\$4,330	\$0	\$0	\$0	\$0
<b>Anaheim</b>					
Bike Lane Striping Project	\$4,989	\$0	\$0	\$0	\$688
Canyon Downtown Program	\$47,214	\$0	\$0	\$0	\$49,405
Canyon Metrolink Station Maintenance	\$6,444	\$0	\$0	\$0	\$889
City Wide Vanpool Program	\$34,290	\$0	\$0	\$0	\$14,327
Crescent Avenue Bike Lane	\$97,610	\$0	\$0	\$0	\$0
Metrolink OCTA	\$129,427	\$0	\$0	\$0	\$31,613
Metrolink Parking Canyon Station	\$6,274	\$0	\$0	\$0	\$865
Rail Feeder Pool Vehicles	\$1,348	\$0	\$0	\$0	\$186
Rideshare Outreach	\$16,457	\$0	\$0	\$0	\$2,269
Trip Reduction Program	\$42,295	\$0	\$0	\$0	\$5,833
<b>Arcadia</b>					
Purchase Two CNG Fuel Powered Sweepers	\$85,232	\$0	\$0	\$0	\$302,000
Rideshare Plus Program	\$20,546	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$6,403	\$0	\$0	\$0	\$0
<b>Artesia</b>					
Purchase of 1 Hybrid Vehicle	\$30,408	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Azusa</b>					
Employee Rideshare Program	\$18,459	\$0	\$0	\$0	\$0
Metrolink Subsidy Program	\$2,256	\$0	\$0	\$0	\$1,933
One Particulate Trap for a Vehicle Weighing 33,000 lbs	\$18,511	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$7,340	\$0	\$0	\$0	\$0
Two On-Road Particulate Trap Retrofits for 1 Vac Truck	\$51,992	\$0	\$0	\$0	\$0
<b>Baldwin Park</b>					
Alternative Fuel Vehicle Purchase (Code Enforcement)	\$17,165	\$0	\$0	\$0	\$20,000
Employee Transportation Program	\$11,490	\$0	\$0	\$0	\$0
Heavy Duty Truck Retrofit	\$18,746	\$0	\$0	\$0	\$0
San Gabriel Valley COG Air Quality Program	\$5,000	\$0	\$0	\$0	\$24,434
<b>Banning</b>					
2009 Chevy Tahoe Hybrid	\$51,535	\$0	\$0	\$0	\$0
3 2009 Chevy Malibu Sedan Hybrids	\$73,070	\$0	\$0	\$0	\$0
Vapor recovery system	\$36,083	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$3,222	\$0	\$0	\$0	\$0
<b>Beaumont</b>					
Hybrid Vehicles	\$50,953	\$0	\$0	\$0	\$0
<b>Bell</b>					
Gateway Cities Transportation Planning	\$2,600	\$0	\$0	\$0	\$0
Purchase of 3 Hybrid Vehicles	\$94,680	\$0	\$0	\$0	\$0
<b>Bell Gardens</b>					
3 Ford Escape Hybrids	\$96,259	\$0	\$0	\$0	\$0
Alternative Transportation Program	\$444	\$0	\$0	\$0	\$0
Gateway Cities	\$8,000	\$0	\$0	\$0	\$0
I-710 Corridor Project	\$10,000	\$0	\$0	\$0	\$0
<b>Bellflower</b>					
Purchase CNG Pickup Trucks	\$109,695	\$0	\$0	\$0	\$0
Traffic Signal Modification	\$3,254	\$0	\$0	\$0	\$0
West Branch Greenway	\$283,746	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Beverly Hills</b>					
Electric Standup Vehicles (ESV)	\$30,000	\$0	\$0	\$0	\$0
Electric Vehicle Charging Stations	\$45,000	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$25,000	\$0	\$0	\$0	\$0
Parking Enforcement Bicycles	\$10,000	\$0	\$0	\$0	\$0
<b>Big Bear Lake</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Brea</b>					
Brea Transportation Program	\$45,490	\$0	\$0	\$0	\$0
<b>Buena Park</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Burbank</b>					
Burbank Commuter Program	\$160,928	\$0	\$0	\$0	\$0
<b>Calabasas</b>					
Lease of 9 SULEV Inspection/Enforcement Vehicles	\$33,378	\$0	\$0	\$0	\$0
<b>Calimesa</b>					
Traffic Study of Mesa View Road	\$6,798	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$848	\$0	\$0	\$0	\$0
<b>Canyon Lake</b>					
Mt. San Jacinto Community College Go-Pass Program	\$429	\$0	\$0	\$0	\$0
Purchase of Electric/Hybrid Vehicle	\$37,359	\$0	\$0	\$0	\$0
Vehicle Calming Signs	\$5,770	\$0	\$0	\$0	\$0
<b>Carson</b>					
Breathe - Employee Ride Share Program	\$32,340	\$0	\$0	\$0	\$0
Geographical Information System	\$21,954	\$0	\$0	\$0	\$0
Public Transit Equipment	\$27,201	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Cathedral City</b>					
CNG Refueling Station	\$343,602	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$26,723	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$1,000	\$0	\$0	\$0	\$0
<b>Cerritos</b>					
Employee Rideshare Trip Rebate Program	\$35,245	\$0	\$0	\$0	\$0
<b>Chino</b>					
2- Alternative fuel vehicles purchased.	\$25,000	\$0	\$0	\$0	\$0
Alternative fuel vehicle purchase	\$18,954	\$0	\$0	\$0	\$0
General Plan Update	\$13,332	\$0	\$0	\$0	\$0
Participation in the Air Quality Investment Program	\$112	\$0	\$0	\$0	\$0
<b>Chino Hills</b>					
CNG Station - upgrade compressors	\$7,300	\$0	\$0	\$0	\$0
Pave Fairway Drive (S10008)	\$36,860	\$0	\$0	\$0	\$0
<b>Claremont</b>					
City Employee Trip Reduction Program	\$3,641	\$0	\$0	\$0	\$0
San Gabriel Valley COG Air Quality Program	\$3,200	\$0	\$0	\$0	\$0
<b>Coachella</b>					
Regional PM10 Street Sweeping Program	\$20,891	\$0	\$0	\$0	\$0
Transit Center	\$4,500	\$0	\$0	\$0	\$0
<b>Colton</b>					
Purchase of two CNG Vans	\$87,004	\$0	\$0	\$0	\$0
<b>Commerce</b>					
Employer Based Trip Reduction	\$15,342	\$0	\$0	\$0	\$0
<b>Compton</b>					
Rideshare Program	\$78,890	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Corona</b>					
Annual Audit of AB 2766 Funds	\$1,800	\$0	\$0	\$0	\$0
City of Corona Carpool/Vanpool Program (9 vehicles)	\$26,794	\$0	\$0	\$0	\$0
City of Corona Trip Reduction Program	\$23,854	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$6,000	\$0	\$0	\$0	\$0
<b>Costa Mesa</b>					
17th/Tustin & Harbor/Wilson Intersection Improvements	\$20,058	\$0	\$0	\$0	\$0
Costa Mesa & Santa Ana Signal Coordination Project	\$435	\$0	\$0	\$0	\$0
Fairview Rd./Adams Ave. Intersection Improvements	\$50,378	\$0	\$0	\$0	\$0
Red Hill Ave. and Baker St./Bear St. Signal Improvements	\$6,788	\$0	\$0	\$0	\$0
Rule 2202 Implementation	\$5,887	\$0	\$0	\$0	\$0
Safe Route to School Improvements	\$41,690	\$0	\$0	\$0	\$0
Signal Management System Upgrade Project	\$25,775	\$0	\$0	\$0	\$0
Signal/CCTV Improvement Project	\$1,903	\$0	\$0	\$0	\$0
<b>County of LA</b>					
Air Quality Coordination	\$1,478	\$0	\$0	\$0	\$0
Clean Air Plan Implementation	\$18,522	\$0	\$0	\$0	\$0
Trip Reduction Plan Incentive - No Civic Center	\$298,904	\$0	\$0	\$0	\$0
Trip Reduction Plan Incentive-Civic Center	\$1,239,805	\$0	\$0	\$0	\$0
<b>County of Orange</b>					
Employee Rideshare Program	\$50,000	\$0	\$0	\$0	\$151,000
<b>County of Riverside</b>					
Fleet Services Hybrid Delivery Trucks	\$78,613	\$0	\$0	\$0	\$0
PM10 Street Sweeping	\$35,358	\$0	\$0	\$0	\$0
Purchase of CNG water truck for TLMA	\$43,062	\$0	\$0	\$0	\$0
Rideshare Program	\$556,429	\$0	\$0	\$0	\$0
RTA/RCC Student U-Pass Program	\$4,000	\$0	\$0	\$0	\$0
San Jacinto Community College/RTA-Go Bus Pass Program	\$1,089	\$0	\$0	\$0	\$0
Tele conferencing	\$21,083	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$40,000	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MVFees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>County of San Bernardino</b>					
Employee Commute Reduction Program	\$411,981	\$0	\$0	\$0	\$0
<b>Covina</b>					
CNG Infrastructure Support	\$14,866	\$0	\$0	\$0	\$0
Commuter Choice Reimbursement Program	\$4,913	\$0	\$0	\$0	\$0
Covina Rideshare Program	\$3,020	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$5,000	\$0	\$0	\$0	\$0
<b>Cudahy</b>					
Hybrid vehicle purchase	\$76,678	\$0	\$0	\$0	\$0
I-710 Transportation Study	\$3,000	\$0	\$0	\$0	\$0
<b>Culver City</b>					
Purchase of Three (3) CNG Paratransit Vans	\$97,129	\$0	\$0	\$0	\$188,972
<b>Cypress</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Dana Point</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Desert Hot Springs</b>					
Regional PM10 Street Sweeping Program	\$13,563	\$0	\$0	\$0	\$0
<b>Diamond Bar</b>					
Purchase of Three Ford Hybrid Vehicles	\$88,855	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$3,500	\$0	\$0	\$0	\$0
<b>Downey</b>					
Downey Employees "Thumbs Up" Commuting Program	\$128,478	\$0	\$0	\$0	\$0
<b>Duarte</b>					
Senior Bus Passes	\$5,318	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$3,464	\$0	\$0	\$0	\$0
Shuttle Services	\$7,315	\$0	\$0	\$0	\$0
Vehicles Retrofit	\$15,183	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>El Monte</b>					
CNG Fueling Station Monitoring System	\$2,035	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$12,500	\$0	\$0	\$0	\$0
Transportation Demand Management	\$65,039	\$0	\$0	\$0	\$0
<b>El Segundo</b>					
Hybrid Vehicle	\$57,061	\$0	\$0	\$0	\$0
<b>Fontana</b>					
City of Fontana Rideshare	\$10,701	\$0	\$0	\$0	\$0
Pacific Electric Trail Segment 6	\$659,573	\$0	\$0	\$0	\$0
<b>Fountain Valley</b>					
Electric Utility Vehicles	\$40,460	\$0	\$0	\$0	\$0
Traffic Speed Survey	\$16,620	\$0	\$0	\$0	\$0
V-Calm VMS Solar Speedback signs	\$51,815	\$0	\$0	\$0	\$0
<b>Fullerton</b>					
Bike Racks	\$19,971	\$0	\$0	\$0	\$0
General Plan Update	\$3,182	\$0	\$0	\$0	\$0
Lease of 3 Alternative Fuel Vehicles	\$12,775	\$0	\$0	\$0	\$0
Telecommunications Project	\$6,402	\$0	\$0	\$0	\$0
<b>Garden Grove</b>					
Employee Commute Reduction Program	\$198,804	\$0	\$0	\$0	\$0
<b>Gardena</b>					
Air Quality Investment Program	\$1,182	\$0	\$0	\$0	\$1
Gardena Employee Rideshare	\$42,809	\$0	\$0	\$0	\$0
Purchased 2 Hybrid/Gas vehicles	\$51,000	\$0	\$0	\$0	\$0
<b>Glendale</b>					
2 CNG Public Transit Vehicles	\$400,000	\$0	\$0	\$0	\$578,659
Employee Trip Reduction Program	\$234,723	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Glendora</b>					
ALTCOM-Rideshare Program	\$13,826	\$0	\$0	\$0	\$0
Lease/rental of one alternative fueled boom truck	\$3,951	\$0	\$0	\$0	\$0
Purchase five Police Patrol Bicycles	\$7,851	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$7,871	\$0	\$0	\$0	\$0
<b>Grand Terrace</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Hawaiian Gardens</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Hawthorne</b>					
Alt Fuel Street Sweeping	\$100,000	\$0	\$0	\$0	\$0
<b>Hemet</b>					
Riverside Transit Agency Go Pass Program	\$3,724	\$0	\$0	\$0	\$0
WRCOG Clean Cities Coalition	\$8,419	\$0	\$0	\$0	\$0
<b>Hermosa Beach</b>					
AQMD Incentives to reduce auto trips	\$1,110	\$0	\$0	\$0	\$0
Ford Escape Hybrid Vehicle for Beach Patrol/Police	\$31,421	\$0	\$0	\$0	\$0
T3 Mobile Electric Vehicles (2)	\$24,059	\$0	\$0	\$0	\$0
<b>Hidden Hills</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Highland</b>					
Signal Synchronization	\$3,600	\$0	\$0	\$0	\$0
<b>Huntington Beach</b>					
Arterial Coordination Timing Project	\$30,000	\$0	\$0	\$0	\$120,000
Bicycle Lockers	\$19,067	\$0	\$0	\$0	\$0
Bicycle Racks	\$3,974	\$0	\$0	\$0	\$0
Bike Valet	\$7,248	\$0	\$0	\$0	\$0
Downtown Shuttle	\$27,230	\$0	\$0	\$0	\$0
Downtown Shuttle and Bike Valet Marketing Public Info	\$7,285	\$0	\$0	\$0	\$0
ECRP - "Surf Air Commute Choices"	\$58,000	\$0	\$0	\$0	\$0



<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Huntington Beach (cont'd)</b>					
Master plan update - traffic flow improvements	\$95,943	\$0	\$0	\$0	\$0
Retrofit 6 vehicles with particulate filters	\$98,506	\$0	\$0	\$0	\$0
Shuttle Service	\$56,135	\$0	\$0	\$0	\$77,000
TMA Feasibility Study	\$7,645	\$0	\$0	\$0	\$0
Traffic Study	\$2,806	\$0	\$0	\$0	\$0
Transit Center Shelter	\$200,000	\$0	\$0	\$0	\$110,000
<b>Huntington Park</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Indian Wells</b>					
PM10 Reduction	\$2,595	\$0	\$0	\$0	\$0
Purchase of one CNG Ford Crown Vic for use by City personnel	\$3,176	\$0	\$0	\$0	\$0
<b>Indio</b>					
Regional PM10 Street Sweeping Program	\$41,898	\$0	\$0	\$0	\$0
<b>Inglewood</b>					
Alt Fuel Truck Purchases	\$512,204	\$0	\$0	\$0	\$0
Intelligent Transportation System Improvement	\$239,475	\$0	\$0	\$0	\$629,722
<b>Irvine</b>					
City of Irvine i-Shuttle	\$500,000	\$0	\$0	\$0	\$1,038,494
Irvine Transportation Center Parking Structure	\$78,165	\$0	\$0	\$0	\$0
Purchase of 2 CNG Trucks	\$30,000	\$0	\$0	\$0	\$0
Rule 2202 Compliance	\$1,948	\$0	\$0	\$0	\$0
<b>Irwindale</b>					
SGVCOG Air Quality Program	\$1,900	\$0	\$0	\$0	\$0
<b>La Canada Flintridge</b>					
City Hybrid Truck	\$41,248	\$0	\$0	\$0	\$0
San Gabriel Valley COG Air Quality Program	\$2,122	\$0	\$0	\$0	\$0
Shuttle Bus	\$80,000	\$0	\$0	\$0	\$0
<b>La Habra</b>					
Shuttle Program	\$71,132	\$0	\$0	\$0	\$71,194

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>La Habra Heights</b>					
Purchase 2010 Hybrid Chevy Silverado 1500	\$46,565	\$0	\$0	\$0	\$0
<b>La Mirada</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Palma</b>					
	\$0	\$0	\$0	\$0	\$0
<b>La Puente</b>					
Alternative Fuel Tank Installation	\$3,073	\$0	\$0	\$0	\$0
Alternative Fuel Vehicle Purchase	\$74,280	\$0	\$0	\$0	\$0
SGVCOG Air Quality Programs	\$7,170	\$0	\$0	\$0	\$0
Spotlight Energy Education	\$4,899	\$0	\$0	\$0	\$0
<b>La Quinta</b>					
Corporate Yard CNG Refueling Station	\$197,000	\$0	\$0	\$0	\$0
Corporate Yard PM10 Decant Station	\$100,982	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$22,306	\$0	\$0	\$0	\$0
<b>La Verne</b>					
Bike, Carpool, Walk Incentive Program	\$9,674	\$0	\$0	\$0	\$0
Downtown Bike Racks	\$4,985	\$0	\$0	\$0	\$0
Three (3) Ford F-150 CNG vehicles	\$59,870	\$0	\$0	\$0	\$0
<b>Laguna Beach</b>					
Free Main Line Service during the Summer	\$17,974	\$0	\$0	\$0	\$0
Free Ride to Work Bus Pass Program	\$13,013	\$0	\$0	\$0	\$0
Printing Cost for Outreach Material	\$115	\$0	\$0	\$0	\$0
Purchase (3) Propane Trolleys	\$77,000	\$75,000	\$0	\$0	\$569,896
<b>Laguna Hills</b>					
Alicia Parkway and La Paz Road Signal Interconnect	\$58,869	\$0	\$0	\$0	\$0
<b>Laguna Niguel</b>					
Laguna Niguel/Mission Viejo Metrolink Station	\$54,283	\$0	\$0	\$0	\$0
Traffic Signal Coordination	\$21,597	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Laguna Woods</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Lake Elsinore</b>					
Heavy Equipment Purchase	\$70,000	\$0	\$0	\$0	\$0
Heavy Equipment Purchase	\$45,000	\$0	\$0	\$0	\$0
Traffic signalization	\$10,360	\$0	\$0	\$0	\$0
<b>Lake Forest</b>					
Go Local Service Planning Report	\$525	\$0	\$0	\$0	\$0
Traffic Signal Controllers Upgrade	\$64,000	\$0	\$0	\$0	\$0
<b>Lakewood</b>					
91/605 COG Corridor Study	\$11,000	\$0	\$0	\$0	\$0
Purchase of Alternative Fuel Vehicles	\$85,316	\$0	\$0	\$0	\$0
Truck-impacted intersection project	\$4,718	\$0	\$0	\$0	\$0
<b>Lawndale</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Loma Linda</b>					
2010 Honda Insight Hybrid	\$21,834	\$0	\$0	\$0	\$0
Diesel Smog Particulate for Vactor Truck	\$18,302	\$0	\$0	\$0	\$0
Signal Coordination	\$4,800	\$0	\$0	\$0	\$0
Upgrading, Testing and Inspecting of Traffic Signals	\$10,147	\$0	\$0	\$0	\$0
<b>Lomita</b>					
CNG Street Sweeping	\$66,185	\$0	\$0	\$0	\$0
Lomita Bicycle Patrol	\$3,000	\$0	\$0	\$0	\$0
<b>Long Beach</b>					
Bike Parking-New Creations	\$13,528	\$0	\$0	\$0	\$0
City Bike Share Program	\$15,964	\$0	\$0	\$0	\$0
Design of Bike Facilities on Broadway and Livingston	\$5,000	\$0	\$0	\$0	\$0
Gateway Cities Sustainable Communities	\$21,000	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Long Beach (cont'd)</b>					
MAPS- Bicycle Education and Outreach	\$10,777	\$0	\$0	\$0	\$0
Ped/Bicycle Safety Plan	\$7,203	\$0	\$0	\$0	\$0
Ped/Bike Signal: Anaheim	\$5,325	\$0	\$0	\$0	\$0
Rideshare Program	\$1,241	\$0	\$0	\$0	\$0
Vista Bike Boulevard	\$207,327	\$0	\$0	\$0	\$0
<b>Los Alamitos</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Los Angeles (City)</b>					
Alt Fuel Infrastructure Conversion Design Svcs	\$218,941	\$0	\$0	\$0	\$0
Alternative Fuel Vehicle Demonstration Support	\$56,580	\$0	\$0	\$0	\$0
Alternative Fuel Vehicle Purchase #1 and Support	\$1,093,755	\$0	\$0	\$0	\$24,076,886
Alternative Fuel Vehicle Purchase #2 and Support	\$98,206	\$0	\$0	\$0	\$0
Alternative Fuel Vehicle Training and Support	\$135,381	\$0	\$0	\$0	\$0
ATSAC Control Center	\$1,084,231	\$0	\$0	\$0	\$3,829,562
Climate Action Plan	\$329,064	\$0	\$0	\$0	\$0
Commuter Services (Carpool)	\$137,064	\$0	\$0	\$0	\$23,301
Commuter Services Office (Bicycle/Walk Subsidy)	\$7,358	\$0	\$0	\$0	\$47,357
Commuter Services Office (Transit Subsidy)	\$270,173	\$0	\$0	\$0	\$1,464,506
Commuter Services Office (Vanpool)	\$838,598	\$0	\$0	\$0	\$374,367
GPS Diagnostic Device Purchase	\$22,310	\$0	\$0	\$0	\$0
Land Use, Development, and Other Strategies to Improve AQ	\$191,928	\$0	\$0	\$0	\$0
Plans to Improve Air Quality	\$204,736	\$0	\$0	\$0	\$0
Public Outreach and Education (Long Term)	\$113,593	\$0	\$0	\$0	\$0
Regional Transportation Planning to Improve AQ	\$260,771	\$0	\$0	\$0	\$0
Retrofit Device for One (1) Off-Road Construction Unit	\$40,626	\$0	\$0	\$0	\$0
Urban Heat Island Projects and Development	\$16,258	\$0	\$0	\$0	\$0
<b>Lynwood</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Malibu</b>					
CNG Fueling Station	\$9,825	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Manhattan Beach</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Maywood</b>					
Alternative Fuel for Shuttle Buses	\$11,199	\$0	\$0	\$0	\$0
Alternative Fuel for Shuttle Buses - Express	\$22,658	\$0	\$0	\$0	\$0
<b>Menifee</b>					
RTA & MSJC Go Pass Funding	\$2,209	\$0	\$0	\$0	\$0
<b>Mission Viejo</b>					
City of Mission Viejo AQ Planning/Implementation: FY09-10	\$43,075	\$0	\$0	\$0	\$0
City of Mission Viejo Traffic Signal Synchronization: FY09-10	\$20,784	\$0	\$0	\$0	\$20,784
<b>Monrovia</b>					
Clean Air Program	\$4,971	\$0	\$0	\$0	\$0
Discount Bus Passes	\$6,552	\$0	\$0	\$0	\$0
San Gabriel Valley COG Air Quality Program	\$4,215	\$0	\$0	\$0	\$0
<b>Montclair</b>					
Rideshare Program	\$14,945	\$0	\$0	\$0	\$0
<b>Montebello</b>					
Employee Commute Reduction Program (205 Vehicles)	\$50,984	\$0	\$0	\$0	\$0
San Gabriel Valley Air Quality Program	\$9,850	\$0	\$0	\$0	\$0
<b>Monterey Park</b>					
CNG Fueling System	\$3,649	\$0	\$0	\$0	\$0
Employee Transportation Program	\$36,811	\$0	\$0	\$0	\$0
<b>Moreno Valley</b>					
Bicycle Master Plan	\$405	\$0	\$0	\$0	\$0
Contribution to Riverside Transit Agency T-NOW program	\$5,000	\$0	\$0	\$0	\$0
Krameria Avenue / Vista Conejo Traffic Signal Evaluation	\$883	\$0	\$0	\$0	\$0
Moval / Riverside Intertie	\$1,739	\$0	\$0	\$0	\$0
Retrofit of Emission Control Devices for City vehicles	\$58,095	\$0	\$0	\$0	\$0
RTA Go-Pass Bus Fare Subsidies Program	\$28,075	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Moreno Valley (cont'd)</b>					
Street Sweeping Program - PM10 and PM2.5 Reduction	\$62,539	\$0	\$0	\$0	\$0
Traffic Signal Coordination Program	\$29,403	\$0	\$0	\$0	\$0
Transportation Management Center	\$2,888	\$0	\$0	\$0	\$0
WRCOG - Clean Cities Coalition	\$15,000	\$0	\$0	\$0	\$0
<b>Murrieta</b>					
Go-Pass Program	\$3,356	\$0	\$0	\$0	\$0
Traffic Light Synchronization Program	\$86,098	\$0	\$0	\$0	\$0
<b>Newport Beach</b>					
CNG Refuse Trucks	\$154,000	\$0	\$0	\$0	\$742,304
Employee Rideshare Program	\$14,342	\$0	\$0	\$0	\$0
<b>Norco</b>					
Fuel for Hybrid Vehicles	\$1,063	\$0	\$0	\$0	\$0
One 2010 Ford Escape Hybrid	\$30,439	\$0	\$0	\$0	\$0
RCC U Pass Program	\$1,250	\$0	\$0	\$0	\$0
WRCOG Clean Air Coalition	\$6,000	\$0	\$0	\$0	\$0
<b>Norwalk</b>					
Cleaner Fuel Street Sweeping Contract	\$87,564	\$0	\$0	\$0	\$0
Gateway Cities Sustainable Communities Strategy	\$6,500	\$0	\$0	\$0	\$0
Operating costs of I-5 Consortium Cities JPA	\$12,533	\$0	\$0	\$0	\$0
Retrofit diesel signal light boom truck	\$21,260	\$0	\$0	\$0	\$0
<b>Ontario</b>					
CNG Infrastructure Improvements	\$526,663	\$0	\$0	\$0	\$0
Rideshare	\$25,430	\$0	\$0	\$0	\$0
<b>Orange (City)</b>					
Bike Loan to Own Program	\$1,631	\$0	\$0	\$0	\$0
Community Services Electric Vehicle Initiative	\$26,351	\$0	\$0	\$0	\$0
Orange Police Bike Team	\$4,402	\$0	\$0	\$0	\$0
Traffic Signal Synchronization	\$8,192	\$0	\$0	\$0	\$0
Trip Reduction Program	\$144,015	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Palm Desert</b>					
Bus Shelter and Amenities Improvement Program	\$595	\$0	\$0	\$0	\$0
CVAG - Regional PM10 Street Sweeping Program	\$26,359	\$0	\$0	\$0	\$0
Ride Share Program	\$2,513	\$0	\$0	\$0	\$0
<b>Palm Springs</b>					
Emission Trip Reduction Strategies	\$53,897	\$0	\$0	\$0	\$0
PM Street Sweeping Program	\$24,254	\$0	\$0	\$0	\$0
<b>Palos Verdes Estates</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Paramount</b>					
Alternative Fuel Vehicle Purchase	\$28,092	\$0	\$0	\$0	\$0
CNG Street sweeper	\$67,441	\$0	\$0	\$0	\$0
GEM Purchase	\$7,038	\$0	\$0	\$0	\$0
<b>Pasadena</b>					
Pasadena ARTS - Route 10 Bus Service	\$7,080	\$0	\$0	\$0	\$751,272
Prideshare	\$171,091	\$0	\$0	\$0	\$260,640
<b>Perris</b>					
Natural Gas Vehicle Program	\$127,176	\$0	\$0	\$0	\$0
RTA U Pass Program	\$8,146	\$0	\$0	\$0	\$0
<b>Pico Rivera</b>					
Traffic Control Measures	\$70,595	\$0	\$0	\$0	\$0
<b>Placentia</b>					
Anti Graffiti CNG Vehicle	\$110,771	\$0	\$0	\$0	\$0
Kraemer Blvd. at Bastanchury Road	\$12,667	\$0	\$0	\$0	\$0
Kraemer Patrician Signal Improvements	\$793	\$0	\$0	\$0	\$0
<b>Pomona</b>					
On Road Motor Vehicle Mitigation Option Compliance	\$6,390	\$0	\$0	\$0	\$0
On Road Motor Vehicle Mitigation Option Compliance	\$487	\$0	\$0	\$0	\$0
Particulate Matter Reduction Devices (DMPRD)	\$55,742	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$13,500	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Pomona (cont'd)</b>					
Traffic Intersection Modification	\$81,587	\$0	\$0	\$0	\$0
Traffic Intersection Modification	\$30,000	\$0	\$0	\$0	\$0
<b>Rancho Cucamonga</b>					
Bike Lockers	\$19,309	\$0	\$0	\$0	\$0
CNG dump truck	\$25,000	\$25,000	\$0	\$0	\$0
Retrofit Diesel Particulate	\$59,041	\$0	\$0	\$0	\$0
Ride Share Program	\$53,624	\$0	\$0	\$0	\$0
<b>Rancho Mirage</b>					
Golf Cart street-legal licensing education	\$462	\$0	\$0	\$0	\$0
Regional PM10 Street Sweeping Program	\$8,754	\$0	\$0	\$0	\$0
<b>Rancho Palos Verdes</b>					
PV Transit (Palos Verdes Peninsula Transit Authority)	\$50,000	\$0	\$0	\$0	\$0
<b>Rancho Santa Margarita</b>					
Traffic Signal synchronization	\$13,759	\$0	\$0	\$0	\$2,430
<b>Redlands</b>					
2009 Ford E350 CNG Van	\$49,563	\$0	\$0	\$0	\$0
<b>Redondo Beach</b>					
Employee Rideshare	\$39,160	\$0	\$0	\$0	\$0
<b>Rialto</b>					
Employer Based Trip Reduction (6) (6a)	\$105,672	\$0	\$0	\$0	\$0
<b>Riverside (City)</b>					
Central Printing Services	\$634	\$0	\$0	\$0	\$0
City Alternative Fuel Vehicle Rebate Program	\$41,000	\$0	\$0	\$0	\$0
City of Riverside - Riverside Go Transit Program	\$76,214	\$0	\$0	\$0	\$0
City of Riverside Employee City Pass	\$9,750	\$0	\$0	\$0	\$0
CNG Infrastructure Development	\$3,500	\$0	\$0	\$0	\$0
Particulate Matter Paving Projects	\$27,223	\$0	\$0	\$0	\$0
Rule 2202 On-Road Motor Vehicle Mitigation Compliance	\$21,601	\$0	\$0	\$0	\$0
Tour de Riverside	\$9,161	\$0	\$0	\$0	\$0
Traffic Timing and Coordination	\$20,078	\$0	\$0	\$0	\$0



<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Riverside (City) (cont'd)</b>					
WRCOG Clean Cities Coalition	\$25,000	\$0	\$0	\$0	\$0
<b>Rolling Hills Estates</b>					
Alternative Fuel Trucks	\$173,742	\$0	\$0	\$0	\$0
SGVCOG Planning Program	\$7,435	\$0	\$0	\$0	\$0
<b>Rosemead</b>					
Purchase of one Honda Civic hybrid vehicle	\$22,130	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$9,000	\$0	\$0	\$0	\$0
<b>San Bernardino (City)</b>					
Employee Rideshare Program	\$93,513	\$0	\$0	\$0	\$5,200
Liquefied Natural Gas	\$160,000	\$0	\$0	\$0	\$0
Misc Traffic Engineering	\$80,000	\$0	\$0	\$0	\$0
<b>San Clemente</b>					
Traffic Calming	\$6,253	\$0	\$0	\$0	\$0
<b>San Dimas</b>					
Electricity Cost for Charging Station	\$269	\$0	\$0	\$0	\$0
Purchase Electric Vehicle	\$15,804	\$0	\$0	\$0	\$0
Purchase Hybrid Vehicle	\$34,277	\$0	\$0	\$0	\$0
<b>San Fernando</b>					
	\$0	\$0	\$0	\$0	\$0
<b>San Gabriel</b>					
Alternative Fueled Vehicle Purchases	\$65,378	\$0	\$0	\$0	\$0
Mechanic Training	\$1,777	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$4,800	\$0	\$0	\$0	\$0
<b>San Jacinto</b>					
	\$0	\$0	\$0	\$0	\$0
<b>San Juan Capistrano</b>					
Traffic Studies and Engineering	\$504	\$0	\$0	\$0	\$0
<b>San Marino</b>					
Diesel Exhaust Removal System Installed	\$1,734	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Santa Ana</b>					
Bicycle Support Facilities	\$4,916	\$0	\$0	\$0	\$4,460
Diesel Emission Control Systems	\$72,131	\$0	\$0	\$0	\$0
Mixed Use Transit Corridor Plan	\$21,150	\$0	\$0	\$0	\$0
Regional Air Quality Coordination	\$17,820	\$0	\$0	\$0	\$0
Regional Sustainability Plans	\$10,320	\$0	\$0	\$0	\$0
Santa Ana Rideshare Program	\$232,129	\$0	\$0	\$0	\$0
Santa Ana Transit Master Plan	\$4,400	\$0	\$0	\$0	\$0
Transit Zoning Code Policy Plan	\$12,510	\$0	\$0	\$0	\$0
Transit Zoning Code Standards	\$34,060	\$0	\$0	\$0	\$0
<b>Santa Clarita</b>					
Passenger Fare Subsidies	\$18,637	\$0	\$0	\$0	\$0
Purchase CNG Bus	\$197,296	\$0	\$0	\$0	\$0
<b>Santa Fe Springs</b>					
Norwalk/Santa Fe Springs Transportation Center Shuttle	\$20,142	\$0	\$0	\$0	\$127,102
<b>Santa Monica</b>					
Electric Chargers	\$5,000	\$0	\$0	\$0	\$0
Electric Mini Cooper Demo Project	\$1,498	\$0	\$0	\$0	\$0
Public Education	\$10,000	\$0	\$0	\$0	\$0
SCR/Biodiesel AQMD Project	\$7,000	\$0	\$0	\$0	\$0
<b>Seal Beach</b>					
Shuttle Transportation Program	\$27,164	\$0	\$0	\$0	\$0
<b>Sierra Madre</b>					
SGVCOG Air Quality Program	\$1,000	\$0	\$0	\$0	\$0
<b>Signal Hill</b>					
Gateway Cities Trans Assessment	\$2,488	\$0	\$0	\$0	\$0
<b>South El Monte</b>					
Bus Pass Program	\$8,550	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$2,560	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>South Gate</b>					
2 Electric Vehicles for Park Maintenance	\$47,526	\$0	\$0	\$0	\$0
Air Quality Planning	\$12,000	\$0	\$0	\$0	\$0
Employer Rideshare Program	\$6,222	\$0	\$0	\$0	\$0
Propane Fuel Infrastructure (refueling etc.)	\$19,863	\$0	\$0	\$0	\$0
Vehicle Modification to Reduce Emissions	\$48,028	\$0	\$0	\$0	\$0
<b>South Pasadena</b>					
Employee Rideshare Program	\$4,762	\$0	\$0	\$0	\$0
Purchase alternative-fueled vehicle	\$29,348	\$25,000	\$0	\$0	\$0
SGVCOG Air Quality Program	\$2,800	\$0	\$0	\$0	\$0
<b>Stanton</b>					
Alternative Commute Incentive	\$4,845	\$0	\$0	\$0	\$0
Van Transportation	\$4,552	\$0	\$0	\$0	\$0
<b>Temecula</b>					
WRCOG Clean Cities Coalition	\$10,000	\$0	\$0	\$0	\$0
<b>Temple City</b>					
Purchase of Hybrid Vehicle	\$32,735	\$0	\$0	\$0	\$0
<b>Torrance</b>					
Employee Trip Reduction Program	\$181,689	\$0	\$0	\$0	\$0
<b>Tustin</b>					
	\$0	\$0	\$0	\$0	\$0
<b>Upland</b>					
Ride Share	\$31,456	\$0	\$0	\$0	\$0
Street Sweeping	\$37,570	\$0	\$0	\$0	\$0
<b>Villa Park</b>					
NGV and NGV Pump Station	\$7,155	\$0	\$0	\$0	\$0
<b>Walnut</b>					
CNG Fueling Station	\$11,495	\$0	\$0	\$0	\$0
SGVCOG Air Quality Program	\$3,600	\$0	\$0	\$0	\$0

<b>Project Name</b>	<b>MV Fees</b>	<b>MSRC</b>	<b>CMAQ</b>	<b>Moyer</b>	<b>CoFunding</b>
<b>Walnut (cont'd)</b>					
Student Solar Car Project	\$3,600	\$0	\$0	\$0	\$0
<b>West Covina</b>					
Air Quality Investment Program (AQIP)	\$7,272	\$0	\$0	\$0	\$0
CNG Fueling Station Calibration/Certification	\$595	\$0	\$0	\$0	\$0
Electric Vehicle Charging Station	\$952	\$0	\$0	\$0	\$0
Employee Rideshare Program	\$34,802	\$0	\$0	\$0	\$0
Purchase Hybrid Vehicles (5)	\$149,062	\$0	\$0	\$0	\$0
<b>West Hollywood</b>					
Employee Trip Reduction	\$8,828	\$0	\$0	\$0	\$0
<b>Westlake Village</b>					
CNG (1) and Hybrid Vehicles (2)	\$1,447	\$0	\$0	\$0	\$0
<b>Westminster</b>					
Rideshare Program	\$31,496	\$0	\$0	\$0	\$0
Vanpool Program	\$69,101	\$0	\$0	\$0	\$0
<b>Whittier</b>					
Air Quality Investment Program	\$3,975	\$0	\$0	\$0	\$0
Employee Rideshare	\$2,607	\$0	\$0	\$0	\$0
Gateway Cities Transportation Planning	\$11,497	\$0	\$0	\$0	\$0
Go Rio bus pass program	\$9,268	\$0	\$0	\$0	\$0
Greenway Bicycle Trail	\$2,405	\$0	\$0	\$0	\$0
<b>Wildomar</b>					
Go-Pass Program	\$803	\$0	\$0	\$0	\$0
<b>Yorba Linda</b>					
Vehicle replacement program to alternative fuels	\$25,000	\$0	\$0	\$0	\$4,000
<b>Yucaipa</b>					
1st Street Storm Drain, Sidewalk, Curb, Gutter	\$75,000	\$0	\$0	\$0	\$0
7th Street Curb, Gutter, Sidewalk	\$7,057	\$0	\$0	\$0	\$0
<b>Totals</b>	<b>\$22,699,441</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,723,550</b>

## Percent of Project Expenditures by Project Category

Fiscal Year 2009-2010

Project Category	Project Expenditures	Percent of Total Project Expenditures	Number of Projects
(6) Transportation Demand Management	\$6,698,232	30%	74
(1) Alternative Fuels/Electric Vehicles	\$6,547,765	29%	89
(4) Public Transportation (Transit & Rail)	\$2,781,919	12%	52
(5) Traffic Management	\$2,237,435	10%	42
(8) Bicycles	\$1,486,158	7%	25
(3) Land Use	\$1,169,612	5%	27
(2) Vehicle Emissions Abatement	\$722,085	3%	19
(9) PM10 Reduction Strategies	\$555,315	2%	16
(11) Miscellaneous Projects	\$319,570	1%	37
(10) Public Education	\$181,349	1%	11
	<b>\$22,699,441</b>	<b>100%</b>	<b>392</b>

## Average Cost-Effectiveness by Project

Fiscal Year 2009-2010

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(1) Alternative Fuels/Electric Vehicles</b>					
<b>(1a) Alternative Fuel Vehicle Purchases</b>					
<i>Arcadia</i>	Purchase Two CNG Fuel Powered Sweepers	\$85,232	\$9,992	10,319	\$0.97
<i>Hawthorne</i>	Alt Fuel Street Sweeping	\$100,000	\$103,000	6,248	\$16.49
<i>County of Riverside</i>	Purchase of CNG water truck for TLMA	\$43,062	\$5,048	291	\$17.37
<i>Norwalk</i>	Cleaner Fuel Street Sweeping Contract	\$87,564	\$90,191	4,376	\$20.61
<i>Los Angeles (City)</i>	Alternative Fuel Vehicle Purchase #1 and Support	\$1,093,755	\$128,221	51,100	\$2.51
<i>County of Riverside</i>	Fleet Services Hybrid Delivery Trucks	\$78,613	\$9,216	129	\$71.31
<i>Chino</i>	2- Alternative fuel vehicles purchased.	\$25,000	\$2,512	35	\$72.54
<i>Lomita</i>	CNG Street Sweeping	\$66,185	\$68,171	751	\$90.77
<i>Fullerton</i>	Lease of 3 Alternative Fuel Vehicles	\$12,775	\$1,820	16	\$112.08
<i>Calabasas</i>	Lease of 9 SULEV Inspection/Enforcement Vehicles	\$33,378	\$5,357	46	\$117.65
<i>Loma Linda</i>	2010 Honda Insight Hybrid	\$21,834	\$2,193	12	\$180.41
<i>Newport Beach</i>	CNG Refuse Trucks	\$154,000	\$21,938	634	\$34.60
<i>Gardena</i>	Purchased 2 Hybrid/Gas vehicles	\$51,000	\$5,124	23	\$223.66
<i>Indian Wells</i>	Purchase of one CNG Ford Crown Vic for use by City	\$3,176	\$452	2	\$295.27
<i>Banning</i>	3 2009 Chevy Malibu Sedan Hybrids	\$73,070	\$8,566	28	\$304.83
<i>West Covina</i>	Purchase Hybrid Vehicles (5)	\$149,062	\$21,235	69	\$308.99
<i>La Puente</i>	Alternative Fuel Vehicle Purchase	\$74,280	\$7,462	24	\$309.28
<i>Irvine</i>	Purchase of 2 CNG Trucks	\$30,000	\$4,274	13	\$323.95
<i>Banning</i>	2009 Chevy Tahoe Hybrid	\$51,535	\$6,041	18	\$342.28
<i>Lakewood</i>	Purchase of Alternative Fuel Vehicles	\$85,316	\$10,002	24	\$415.82
<i>Bell</i>	Purchase of 3 Hybrid Vehicles	\$94,680	\$9,512	23	\$421.15
<i>Yorba Linda</i>	Vehicle replacement program to alternative fuels	\$25,000	\$2,702	7	\$363.08
<i>Rosemead</i>	Purchase of one Honda Civic hybrid vehicle	\$22,130	\$2,594	6	\$426.08
<i>La Verne</i>	Three (3) Ford F-150 CNG vehicles	\$59,870	\$7,019	16	\$441.47
<i>La Habra Heights</i>	Purchase 2010 Hybrid Chevy Silverado 1500	\$46,565	\$6,634	14	\$474.81
<i>Agoura Hills</i>	2010 Toyota Prius	\$25,000	\$3,561	7	\$526.43
<i>San Gabriel</i>	Alternative Fueled Vehicle Purchases	\$65,378	\$6,568	12	\$532.93

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(1a) Alternative Fuel Vehicle Purchases (cont'd)</b>					
<i>Chino</i>	Alternative fuel vehicle purchase	\$18,954	\$1,904	4	\$539.29
<i>Diamond Bar</i>	Purchase of Three Ford Hybrid Vehicles	\$88,855	\$12,658	20	\$623.67
<i>Artesia</i>	Purchase of 1 Hybrid Vehicle	\$30,408	\$3,565	5	\$760.32
<i>Hermosa Beach</i>	Ford Escape Hybrid Vehicle for Beach Patrol/Police	\$31,421	\$3,684	5	\$777.83
<i>Bell Gardens</i>	3 Ford Escape Hybrids	\$96,259	\$13,713	16	\$855.16
<i>Temple City</i>	Purchase of Hybrid Vehicle	\$32,735	\$4,663	4	\$1,164.00
<i>Baldwin Park</i>	Alternative Fuel Vehicle Purchase (Code Enforcement)	\$17,165	\$1,724	3	\$567.30
<i>El Segundo</i>	Hybrid Vehicle	\$57,061	\$5,732	5	\$1,235.77
<i>Canyon Lake</i>	Purchase of Electric/Hybrid Vehicle	\$37,359	\$5,322	4	\$1,404.76
<i>Paramount</i>	Alternative Fuel Vehicle Purchase	\$28,092	\$3,293	2	\$1,511.91
<i>Bellflower</i>	Purchase CNG Pickup Trucks	\$109,695	\$11,020	7	\$1,522.38
<i>Norco</i>	One 2010 Ford Escape Hybrid	\$30,439	\$4,886	3	\$1,938.89
<i>Placentia</i>	Anti Graffiti CNG Vehicle	\$110,771	\$12,986	6	\$2,068.61
<i>Inglewood</i>	Alt Fuel Truck Purchases	\$512,204	\$60,046	28	\$2,182.26
<i>San Dimas</i>	Purchase Hybrid Vehicle	\$34,277	\$35,305	16	\$2,268.06
<i>Rancho Cucamonga</i>	CNG dump truck	\$25,000	\$5,862	2	\$2,534.89
<i>Perris</i>	Natural Gas Vehicle Program	\$127,176	\$14,909	4	\$3,699.06
<i>Glendora</i>	Lease/rental of one alternative fueled boom truck	\$3,951	\$397	0	\$4,980.97
<i>South Pasadena</i>	Purchase alternative-fueled vehicle	\$29,348	\$6,371	1	\$5,030.53
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$4,078,630</b>	<b>\$757,445</b>	<b>74,376</b>	<b>\$10.18</b>
<b>Subcategory Summary</b>					
<b>(1c) Alternative Fuel Infrastructure (refueling, etc.)</b>					
<i>San Bernardino (City)</i>	Liquefied Natural Gas	\$160,000	\$164,800	764	\$215.83
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$160,000</b>	<b>\$164,800</b>	<b>764</b>	<b>\$215.83</b>
<b>Subcategory Summary</b>					

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(1d) Electric Vehicle Purchases</b>					
<i>San Dimas</i>	Purchase Electric Vehicle	\$15,804	\$1,853	109	\$16.93
<i>Orange (City)</i>	Community Services Electric Vehicle Initiative	\$26,351	\$2,647	40	\$66.57
<i>Fountain Valley</i>	Electric Utility Vehicles	\$40,460	\$4,743	9	\$542.81
<i>Hermosa Beach</i>	T3 Mobile Electric Vehicles (2)	\$24,059	\$5,253	9	\$554.67
<i>Paramount</i>	GEM Purchase	\$7,038	\$825	1	\$1,277.37
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$113,712</b>	<b>\$15,322</b>	<b>168</b>	<b>\$91.17</b>
<b>Category Summary</b>		<b>\$4,352,342</b>	<b>\$937,566</b>	<b>75,308</b>	<b>\$12.45</b>
<b>(2) Vehicle Emissions Abatement</b>					
<b>(2a) Off Road Veh Cleaner Diesel Purchases, Repowers, &amp; Retrofits</b>					
<i>Lake Elsinore</i>	Heavy Equipment Purchase	\$45,000	\$5,275	466	\$11.33
<i>Lake Elsinore</i>	Heavy Equipment Purchase	\$70,000	\$8,206	551	\$14.90
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$115,000</b>	<b>\$13,482</b>	<b>1,016</b>	<b>\$13.26</b>
<b>(2b) Improved Maintenance (I&amp;M, smoking veh enforce)</b>					
<i>Moreno Valley</i>	Retrofit of Emission Control Devices for City vehicles	\$58,095	\$12,685	9,639	\$1.32
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$58,095</b>	<b>\$12,685</b>	<b>9,639</b>	<b>\$1.32</b>
<b>(2d) On-road CARB-verified Diesel Emission Control Systems--VDECS</b>					
<i>Azusa</i>	One Particulate Trap for a Vehicle Weighing 33,000 lbs	\$18,511	\$2,170	481	\$4.51
<i>Azusa</i>	Two On-Road Particulate Trap Retrofits for 1 Vac Truck	\$51,992	\$6,095	890	\$6.85
<i>Norwalk</i>	Retrofit diesel signal light boom truck	\$21,260	\$2,492	76	\$32.61
<i>Huntington Beach</i>	Retrofit 6 vehicles with particulate filters	\$98,506	\$9,896	275	\$36.02
<i>Loma Linda</i>	Diesel Smog Particulate for Vactor Truck	\$18,302	\$1,839	6	\$306.44
<i>Pomona</i>	Particulate Matter Reduction Devises (DMPRD)	\$55,742	\$6,535	4	\$1,633.67
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$264,313</b>	<b>\$29,027</b>	<b>1,733</b>	<b>\$16.75</b>
<b>Category Summary</b>		<b>\$437,408</b>	<b>\$55,194</b>	<b>12,388</b>	<b>\$4.46</b>



Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(4) Public Transportation (Transit &amp; Rail)</b>					
<b>(4c) Transit Operations (new service, shuttles, fuel subsidies)</b>					
Anaheim	Rail Feeder Pool Vehicles	\$1,348	\$1,388	118	\$11.74
Anaheim	Canyon Downtown Program	\$47,214	\$48,631	1,181	\$41.16
Seal Beach	Shuttle Transportation Program	\$27,164	\$27,979	235	\$119.05
Santa Fe Springs	Norwalk/Santa Fe Springs Transportation Center Shuttle	\$20,142	\$20,746	941	\$22.04
Huntington Beach	Shuttle Service	\$56,135	\$57,819	477	\$121.27
Brea	Brea Transportation Program	\$45,490	\$46,855	157	\$297.69
Laguna Beach	Purchase (3) Propane Trolleys	\$77,000	\$21,653	305	\$70.92
Irvine	City of Irvine i-Shuttle	\$500,000	\$515,000	4,226	\$121.86
La Habra	Shuttle Program	\$71,132	\$73,266	155	\$473.51
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$845,625</b>	<b>\$813,337</b>	<b>7,796</b>	<b>\$104.32</b>
<b>(4d) Passenger Fare Subsidies</b>					
County of Riverside	San Jacinto Community College/RTA-Go Bus Pass	\$1,089	\$569	178,020	\$0.00
County of Riverside	RTA/RCC Student U-Pass Program	\$4,000	\$4,120	333,801	\$0.01
Norco	RCC U Pass Program	\$1,250	\$1,288	6,630	\$0.19
Azusa	Metrolink Subsidy Program	\$2,256	\$2,324	6,414	\$0.36
Murrieta	Go-Pass Program	\$3,356	\$3,457	2,900	\$1.19
Monrovia	Discount Bus Passes	\$6,552	\$6,749	5,548	\$1.22
Hemet	Riverside Transit Agency Go Pass Program	\$3,724	\$3,836	2,128	\$1.80
Canyon Lake	Mt. San Jacinto Community College Go-Pass Program	\$429	\$442	174	\$2.55
Menifee	RTA & MSJC Go Pass Funding	\$2,209	\$2,275	830	\$2.74
Whittier	Go Rio bus pass program	\$9,268	\$9,546	1,509	\$6.32
Moreno Valley	RTA Go-Pass Bus Fare Subsidies Program	\$28,075	\$28,917	2,791	\$10.36
Perris	RTA U Pass Program	\$8,146	\$8,390	527	\$15.93
Riverside (City)	City of Riverside Employee City Pass	\$9,750	\$10,043	584	\$17.18
Los Angeles (City)	Commuter Services Office (Transit Subsidy)	\$270,173	\$278,278	89,456	\$3.11
Santa Clarita	Passenger Fare Subsidies	\$18,637	\$19,196	625	\$30.70
Anaheim	Metrolink OCTA	\$129,427	\$133,310	3,945	\$33.79

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(4d) Passenger Fare Subsidies (cont'd)</b>					
Laguna Beach	Free Ride to Work Bus Pass Program	\$13,013	\$13,403	316	\$42.48
Laguna Beach	Free Main Line Service during the Summer	\$17,974	\$18,513	436	\$42.48
Covina	Commuter Choice Reimbursement Program	\$4,913	\$5,060	111	\$45.79
Riverside (City)	City of Riverside - Riverside Go Transit Program	\$76,214	\$78,500	964	\$81.41
South El Monte	Bus Pass Program	\$8,550	\$8,806	58	\$150.69
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$619,004</b>	<b>\$637,022</b>	<b>637,767</b>	<b>\$1.00</b>
<b>Category Summary</b>		<b>\$1,464,629</b>	<b>\$1,450,359</b>	<b>645,563</b>	<b>\$2.25</b>
<b>(5) Traffic Management</b>					
<b>(5b) Traffic Flow or Signalization (timing, surveillance)</b>					
Laguna Niguel	Traffic Signal Coordination	\$21,597	\$1,452	181,271	\$0.01
Costa Mesa	Costa Mesa & Santa Ana Signal Coordination Project	\$435	\$95	2,042	\$0.05
Lake Elsinore	Traffic signalization	\$10,360	\$2,262	24,746	\$0.09
Highland	Signal Synchronization	\$3,600	\$786	5,808	\$0.14
Loma Linda	Signal Coordination	\$4,800	\$1,048	5,201	\$0.20
Orange (City)	Traffic Signal Synchronization	\$8,192	\$1,789	6,944	\$0.26
Loma Linda	Upgrading, Testing and Inspecting of Traffic Signals	\$10,147	\$2,216	5,201	\$0.43
Los Angeles (City)	ATSAC Control Center	\$1,084,231	\$1,116,758	7,187,592	\$0.16
Murrieta	Traffic Light Synchronization Program	\$86,098	\$18,800	9,093	\$2.07
Laguna Hills	Alicia Parkway and La Paz Road Signal Interconnect	\$58,869	\$3,957	1,099	\$3.60
Moreno Valley	Traffic Signal Coordination Program	\$29,403	\$6,420	340	\$18.86
Inglewood	Intelligent Transportation System Improvement	\$239,475	\$52,291	1,005	\$52.05
Bellflower	Traffic Signal Modification	\$3,254	\$711	3	\$239.32
Costa Mesa	Fairview Rd./Adams Ave. Intersection Improvements	\$50,378	\$11,000	16	\$667.61
Costa Mesa	17th/Tustin & Harbor/Wilson Intersection Improvements	\$20,058	\$4,380	5	\$883.84
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$1,630,896</b>	<b>\$1,223,963</b>	<b>7,430,365</b>	<b>\$0.16</b>
<b>Category Summary</b>		<b>\$1,630,896</b>	<b>\$1,223,963</b>	<b>7,430,365</b>	<b>\$0.16</b>

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(6) Transportation Demand Management</b>					
<b>(6a) Employer-Based Trip Reduction</b>					
<i>Long Beach</i>	Rideshare Program	\$1,241	\$125	2,608	\$0.05
<i>Riverside (City)</i>	Rule 2202 On-Road Motor Vehicle Mitigation Compliance	\$21,601	\$2,170	5,406	\$0.40
<i>Gardena</i>	Air Quality Investment Program	\$1,182	\$1,217	2,516	\$0.48
<i>County of LA</i>	Trip Reduction Plan Incentive - No Civic Center	\$298,904	\$307,871	305,709	\$1.01
<i>County of Orange</i>	Employee Rideshare Program	\$50,000	\$51,500	70,152	\$0.73
<i>Monrovia</i>	Clean Air Program	\$4,971	\$5,120	1,613	\$3.18
<i>Beverly Hills</i>	Employee Rideshare Program	\$25,000	\$25,750	5,844	\$4.41
<i>Newport Beach</i>	Employee Rideshare Program	\$14,342	\$14,773	2,393	\$6.17
<i>Anaheim</i>	Trip Reduction Program	\$42,295	\$43,564	7,726	\$5.64
<i>Whittier</i>	Employee Rideshare	\$2,607	\$2,685	408	\$6.58
<i>West Covina</i>	Air Quality Investment Program (AQIP)	\$7,272	\$7,490	949	\$7.90
<i>South Gate</i>	Employer Rideshare Program	\$6,222	\$6,408	672	\$9.53
<i>Covina</i>	Covina Rideshare Program	\$3,020	\$3,110	326	\$9.55
<i>Glendora</i>	ALTCOM-Rideshare Program	\$13,826	\$14,241	1,407	\$10.12
<i>Torrance</i>	Employee Trip Reduction Program	\$181,689	\$187,140	17,778	\$10.53
<i>Commerce</i>	Employer Based Trip Reduction	\$15,342	\$15,802	1,400	\$11.29
<i>Glendale</i>	Employee Trip Reduction Program	\$234,723	\$241,765	20,412	\$11.84
<i>Bell Gardens</i>	Alternative Transportation Program	\$444	\$457	37	\$12.24
<i>Compton</i>	Rideshare Program	\$78,890	\$81,257	5,844	\$13.90
<i>Ontario</i>	Rideshare	\$25,430	\$26,193	1,725	\$15.19
<i>Palm Desert</i>	Ride Share Program	\$2,513	\$2,588	169	\$15.30
<i>West Hollywood</i>	Employee Trip Reduction	\$8,828	\$9,093	577	\$15.75
<i>Rancho Cucamonga</i>	Ride Share Program	\$53,624	\$55,233	3,460	\$15.96
<i>Redondo Beach</i>	Employee Rideshare	\$39,160	\$40,335	2,489	\$16.21
<i>Los Angeles (City)</i>	Commuter Services (Carpool)	\$137,064	\$141,176	9,324	\$15.14
<i>Gardena</i>	Gardena Employee Rideshare	\$42,809	\$44,093	2,419	\$18.22

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions	Cost- Effectiveness (\$/lb)
				ROG+NOx+PM2.5+CO/7 (\$/lb)	
<b>(6) Transportation Demand Management</b>					
<b>(6a) Employer-Based Trip Reduction (cont'd)</b>					
<i>Westminster</i>	Rideshare Program	\$31,496	\$32,441	1,636	\$19.82
<i>Irvine</i>	Rule 2202 Compliance	\$1,948	\$2,006	100	\$20.05
<i>South Pasadena</i>	Employee Rideshare Program	\$4,762	\$4,904	243	\$20.22
<i>County of San Bernardino</i>	Employee Commute Reduction Program	\$411,981	\$424,340	20,665	\$20.53
<i>Costa Mesa</i>	Rule 2202 Implementation	\$5,887	\$6,063	292	\$20.75
<i>Fontana</i>	City of Fontana Rideshare	\$10,701	\$11,022	524	\$21.05
<i>County of LA</i>	Trip Reduction Plan Incentive-Civic Center	\$1,239,805	\$1,276,999	58,696	\$21.76
<i>Los Angeles (City)</i>	Commuter Services Office (Bicycle/Walk Subsidy)	\$7,358	\$7,578	2,513	\$3.02
<i>Carson</i>	Breathe - Employee Ride Share Program	\$32,340	\$33,310	1,455	\$22.89
<i>Baldwin Park</i>	Employee Transportation Program	\$11,490	\$11,834	491	\$24.09
<i>Whittier</i>	Air Quality Investment Program	\$3,975	\$4,094	157	\$26.01
<i>Montclair</i>	Rideshare Program	\$14,945	\$15,393	584	\$26.34
<i>Cerritos</i>	Employee Rideshare Trip Rebate Program	\$35,245	\$36,302	1,178	\$30.83
<i>Azusa</i>	Employee Rideshare Program	\$18,459	\$19,013	506	\$37.61
<i>Montebello</i>	Employee Commute Reduction Program (205 Vehicles)	\$50,984	\$52,514	1,352	\$38.85
<i>Orange (City)</i>	Trip Reduction Program	\$144,015	\$148,335	3,754	\$39.51
<i>Burbank</i>	Burbank Commuter Program	\$160,928	\$165,756	4,124	\$40.19
<i>Claremont</i>	City Employee Trip Reduction Program	\$3,641	\$3,750	91	\$41.40
<i>San Bernardino (City)</i>	Employee Rideshare Program	\$93,513	\$96,318	2,157	\$44.66
<i>County of Riverside</i>	Rideshare Program	\$556,429	\$573,121	11,496	\$49.85
<i>Pasadena</i>	Prideshare	\$171,091	\$176,224	8,655	\$20.36
<i>Arcadia</i>	Rideshare Plus Program	\$20,546	\$21,162	326	\$64.96
<i>Santa Ana</i>	Santa Ana Rideshare Program	\$232,129	\$239,093	3,588	\$66.63
<i>El Monte</i>	Transportation Demand Management	\$65,039	\$66,990	843	\$79.46
<i>Hermosa Beach</i>	AQMD Incentives to reduce auto trips	\$1,110	\$1,143	14	\$79.74
<i>Garden Grove</i>	Employee Commute Reduction Program	\$198,804	\$204,768	2,493	\$82.15

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(6) Transportation Demand Management</b>					
<b>(6a) Employer-Based Trip Reduction (cont'd)</b>					
<i>Palm Springs</i>	Emission Trip Reduction Strategies	\$53,897	\$55,514	655	\$84.81
<i>Upland</i>	Ride Share	\$31,456	\$32,400	342	\$94.77
<i>Rialto</i>	Employer Based Trip Reduction (6) (6a)	\$105,672	\$108,842	1,093	\$99.59
<i>West Covina</i>	Employee Rideshare Program	\$34,802	\$35,846	293	\$122.27
<i>Downey</i>	Downey Employees "Thumbs Up" Commuting Program	\$128,478	\$132,332	836	\$158.35
<i>Stanton</i>	Alternative Commute Incentive	\$4,845	\$4,990	28	\$180.55
<i>Huntington Beach</i>	ECRP - "Surf Air Commute Choices"	\$58,000	\$59,740	323	\$184.76
<i>Monterey Park</i>	Employee Transportation Program	\$36,811	\$37,915	73	\$519.84
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$5,295,579</b>	<b>\$5,433,213</b>	<b>604,937</b>	<b>\$8.98</b>
<b>(6b) Other Trip Reduction Incentive Programs</b>					
<i>La Verne</i>	Bike, Carpool, Walk Incentive Program	\$9,674	\$9,964	177	\$56.16
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$9,674</b>	<b>\$9,964</b>	<b>177</b>	<b>\$56.16</b>
<b>(6c) Vanpool Programs</b>					
<i>Stanton</i>	Van Transportation	\$4,552	\$4,688	189	\$24.82
<i>Corona</i>	City of Corona Carpool/Vanpool Program (9 vehicles)	\$26,794	\$27,598	597	\$46.19
<i>Anaheim</i>	City Wide Vanpool Program	\$34,290	\$35,319	799	\$44.23
<i>Westminster</i>	Vanpool Program	\$69,101	\$71,174	483	\$147.43
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$134,737</b>	<b>\$138,779</b>	<b>2,068</b>	<b>\$67.12</b>
<b>(6d) Park and Ride Lots (for carpools, transit)</b>					
<i>Irvine</i>	Irvine Transportation Center Parking Structure	\$78,165	\$5,254	1,515	\$3.47
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$78,165</b>	<b>\$5,254</b>	<b>1,515</b>	<b>\$3.47</b>
<b>(6e) Telecommunication</b>					
<i>Fullerton</i>	Telecommunications Project	\$6,402	\$1,398	43	\$32.86
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$6,402</b>	<b>\$1,398</b>	<b>43</b>	<b>\$32.86</b>
<b>Category Summary</b>		<b>\$5,524,557</b>	<b>\$5,588,609</b>	<b>608,741</b>	<b>\$9.18</b>

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions	Cost- Effectiveness (\$/lb) ROG+NOx+PM2.5+CO/7 (\$/lb)	
<b>(8) Bicycles</b>						
<b>(8a) Bicycle Lanes and Trails (also bridges)</b>						
<i>Whittier</i>	Greenway Bicycle Trail	\$2,405	\$162	204	\$0.79	
<i>Fontana</i>	Pacific Electric Trail Segment 6	\$659,573	\$55,250	118	\$469.50	
<i>Bellflower</i>	West Branch Greenway	\$283,746	\$19,072	3	\$6,220.07	
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$945,724</b>	<b>\$74,484</b>	<b>325</b>	<b>\$229.02</b>	
<b>(8b) Other Bicycle Facilities (racks, lockers, loop detectors)</b>						
<i>La Verne</i>	Downtown Bike Racks	\$4,985	\$335	1,000	\$0.34	
<i>Huntington Beach</i>	Bicycle Racks	\$3,974	\$399	88	\$4.52	
<i>Huntington Beach</i>	Bicycle Lockers	\$19,067	\$1,915	177	\$10.84	
<i>Huntington Beach</i>	Bike Valet	\$7,248	\$7,465	82	\$90.78	
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$35,273</b>	<b>\$10,115</b>	<b>1,347</b>	<b>\$7.51</b>	
<b>(8c) Bicycle Usage (electric bikes, purchases, loaner projects)</b>						
<i>Orange (City)</i>	Bike Loan to Own Program	\$1,631	\$164	62	\$2.63	
<i>Orange (City)</i>	Orange Police Bike Team	\$4,402	\$442	39	\$11.35	
<i>Lomita</i>	Lomita Bicycle Patrol	\$3,000	\$3,090	10	\$313.48	
<i>Glendora</i>	Purchase five Police Patrol Bicycles	\$7,851	\$1,714	1	\$1,504.36	
<b>Subcategory Totals and Average cost-effectiveness**:</b>		<b>\$16,884</b>	<b>\$5,410</b>	<b>112</b>	<b>\$48.19</b>	
		<b>Category Summary</b>	<b>\$997,881</b>	<b>\$90,010</b>	<b>1,785</b>	<b>\$50.43</b>
<b>(9) PM10 Reduction Strategies</b>						
<b>(9a) Road Dust Control (paving roads, shoulders, street sweeping)</b>						
<i>Moreno Valley</i>	Street Sweeping Program - PM10 and PM2.5 Reduction	\$62,539	\$64,415	36,550	\$1.76	
<i>Upland</i>	Street Sweeping	\$37,570	\$4,404	1,401	\$3.14	
<i>Paramount</i>	CNG Street sweeper	\$67,441	\$7,906	1,218	\$6.49	
<i>County of Riverside</i>	PM10 Street Sweeping	\$35,358	\$36,419	1,360	\$26.79	
<i>Indian Wells</i>	PM10 Reduction	\$2,595	\$2,673	98	\$27.27	

Project Category	Project Name	MV Fee	Air Funds* Amortized	Emission Reductions ROG+NOx+PM2.5+CO/7 (\$/lb)	Cost- Effectiveness (\$/lb)
<b>(9a) Road Dust Control (paving roads, shoulders, street sweeping) (cont'd)</b>					
<i>La Quinta</i>	Regional PM10 Street Sweeping Program	\$22,306	\$22,975	834	\$27.54
<i>Cathedral City</i>	Regional PM10 Street Sweeping Program	\$26,723	\$27,525	999	\$27.55
<i>Indio</i>	Regional PM10 Street Sweeping Program	\$41,898	\$43,155	1,567	\$27.55
<i>Desert Hot Springs</i>	Regional PM10 Street Sweeping Program	\$13,563	\$13,970	506	\$27.61
<i>Palm Desert</i>	CVAG - Regional PM10 Street Sweeping Program	\$26,359	\$27,149	981	\$27.67
<i>Palm Springs</i>	PM Street Sweeping Program	\$24,254	\$24,982	834	\$29.95
<i>Rancho Mirage</i>	Regional PM10 Street Sweeping Program	\$8,754	\$9,016	256	\$35.27
<i>Coachella</i>	Regional PM10 Street Sweeping Program	\$20,891	\$21,518	357	\$60.27
<b>Subcategory Totals and Average cost-effectiveness**:</b>					
<b>Subcategory Summary</b>		<b>\$390,250</b>	<b>\$306,107</b>	<b>46,960</b>	<b>\$6.52</b>
<b>Category Summary</b>		<b>\$390,250</b>	<b>\$306,107</b>	<b>46,960</b>	<b>\$6.52</b>
<b>(10) Public Education</b>					
<b>(10b) Long Term PE (curriculum, video, brochures, bilingual)</b>					
<i>Rancho Mirage</i>	Golf Cart street-legal licensing education	\$462	\$476	16	\$29.90
<b>Subcategory Totals and Average cost-effectiveness**:</b>					
<b>Subcategory Summary</b>		<b>\$462</b>	<b>\$476</b>	<b>16</b>	<b>\$29.90</b>
<b>Category Summary</b>		<b>\$462</b>	<b>\$476</b>	<b>16</b>	<b>\$29.90</b>
<b>Program Summary</b>		<b>\$14,798,426</b>	<b>\$9,652,283</b>	<b>8,821,125</b>	<b>\$1.09</b>

\*Air Funds amortized equals (MV Fees + MSRC + Moyer) multiplied by the Capital Recovery Factor.  
Cost-effectiveness is based on air funds and on ROG + NOx + PM10 + CO/7.  
Only those projects with cost-effectiveness greater than zero are included in this report.

## Cost-Effectiveness of Funding by Project

Fiscal Year 2009-2010

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(1) Alternative Fuels/Electric Vehicles</b>					
<i>Agoura Hills</i>	2010 Toyota Prius	\$5,389.60	\$5,389.60	\$526.43	\$526.43
<i>Arcadia</i>	Purchase Two CNG Fuel Powered	\$0.97	\$4.40	\$0.97	\$4.40
<i>Artesia</i>	Purchase of 1 Hybrid Vehicle	\$2,023.00	\$2,023.00	\$760.32	\$760.32
<i>Baldwin Park</i>	Alternative Fuel Vehicle Purchase (Code	\$567.30	\$1,228.31	\$567.30	\$1,228.31
<i>Banning</i>	2009 Chevy Tahoe Hybrid	\$3,504.32	\$3,504.32	\$342.28	\$342.28
<i>Banning</i>	3 2009 Chevy Malibu Sedan Hybrids	\$3,120.90	\$3,120.90	\$304.83	\$304.83
<i>Bell</i>	Purchase of 3 Hybrid Vehicles	\$4,311.78	\$4,311.78	\$421.15	\$421.15
<i>Bell Gardens</i>	3 Ford Escape Hybrids	\$4,042.58	\$4,042.58	\$855.16	\$855.16
<i>Bellflower</i>	Purchase CNG Pickup Trucks	\$7,196.73	\$7,196.73	\$1,522.38	\$1,522.38
<i>Calabasas</i>	Lease of 9 SULEV	\$177.45	\$177.45	\$117.65	\$117.65
<i>Canyon Lake</i>	Purchase of Electric/Hybrid Vehicle	\$14,382.07	\$14,382.07	\$1,404.76	\$1,404.76
<i>Chino</i>	2- Alternative fuel vehicles purchased.	\$72.54	\$72.54	\$72.54	\$72.54
<i>Chino</i>	Alternative fuel vehicle purchase	\$539.29	\$539.29	\$539.29	\$539.29
<i>County of Riverside</i>	Fleet Services Hybrid Delivery Trucks	\$71.31	\$71.31	\$71.31	\$71.31
<i>County of Riverside</i>	Purchase of CNG water truck for TLMA	\$17.40	\$17.40	\$17.37	\$17.37
<i>Diamond Bar</i>	Purchase of Three Ford Hybrid	\$6,385.21	\$6,385.21	\$623.67	\$623.67
<i>El Segundo</i>	Hybrid Vehicle	\$5,841.84	\$5,841.84	\$1,235.77	\$1,235.77
<i>Fountain Valley</i>	Electric Utility Vehicles	\$717.80	\$717.80	\$542.81	\$542.81
<i>Fullerton</i>	Lease of 3 Alternative Fuel Vehicles	\$1,147.54	\$1,147.54	\$112.08	\$112.08
<i>Gardena</i>	Purchased 2 Hybrid/Gas vehicles	\$1,057.32	\$1,057.32	\$223.66	\$223.66
<i>Glendora</i>	Lease/rental of one alternative fueled	\$18,482.49	\$18,482.49	\$4,980.97	\$4,980.97
<i>Hawthorne</i>	Alt Fuel Street Sweeping	\$16.49	\$16.49	\$16.49	\$16.49
<i>Hermosa Beach</i>	T3 Mobile Electric Vehicles (2)	\$5,678.76	\$5,678.76	\$554.67	\$554.67
<i>Hermosa Beach</i>	Ford Escape Hybrid Vehicle for Beach	\$7,963.48	\$7,963.48	\$777.83	\$777.83
<i>Indian Wells</i>	Purchase of one CNG Ford Crown Vic	\$200.36	\$200.36	\$295.27	\$295.27
<i>Inglewood</i>	Alt Fuel Truck Purchases	\$2,182.26	\$2,182.26	\$2,182.26	\$2,182.26



Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(1) Alternative Fuels/Electric Vehicles (cont'd)</b>					
<i>Irvine</i>	Purchase of 2 CNG Trucks	\$3,316.68	\$3,316.68	\$323.95	\$323.95
<i>La Habra Heights</i>	Purchase 2010 Hybrid Chevy Silverado	\$3,764.54	\$3,764.54	\$474.81	\$474.81
<i>La Puente</i>	Alternative Fuel Vehicle Purchase	\$784.24	\$784.24	\$309.28	\$309.28
<i>La Verne</i>	Three (3) Ford F-150 CNG vehicles	\$4,519.79	\$4,519.79	\$441.47	\$441.47
<i>Lakewood</i>	Purchase of Alternative Fuel Vehicles	\$1,965.69	\$1,965.69	\$415.82	\$415.82
<i>Loma Linda</i>	2010 Honda Insight Hybrid	\$254.04	\$254.04	\$180.41	\$180.41
<i>Lomita</i>	CNG Street Sweeping	\$90.77	\$90.77	\$90.77	\$90.77
<i>Los Angeles (City)</i>	Alternative Fuel Vehicle Purchase #1	\$2.51	\$57.74	\$2.51	\$57.74
<i>Newport Beach</i>	CNG Refuse Trucks	\$34.60	\$201.35	\$34.60	\$201.35
<i>Norco</i>	One 2010 Ford Escape Hybrid	\$9,165.65	\$9,165.65	\$1,938.89	\$1,938.89
<i>Norwalk</i>	Cleaner Fuel Street Sweeping Contract	\$20.61	\$20.61	\$20.61	\$20.61
<i>Orange (City)</i>	Community Services Electric Vehicle	\$266.61	\$266.61	\$66.57	\$66.57
<i>Paramount</i>	GEM Purchase	\$1,280.62	\$1,280.62	\$1,277.37	\$1,277.37
<i>Paramount</i>	Alternative Fuel Vehicle Purchase	\$5,975.65	\$5,975.65	\$1,511.91	\$1,511.91
<i>Perris</i>	Natural Gas Vehicle Program	\$5,497.60	\$5,497.60	\$3,699.06	\$3,699.06
<i>Placentia</i>	Anti Graffiti CNG Vehicle	\$2,068.61	\$2,068.61	\$2,068.61	\$2,068.61
<i>Rancho Cucamonga</i>	CNG dump truck	\$2,534.89	\$2,534.89	\$2,534.89	\$2,534.89
<i>Rosemead</i>	Purchase of one Honda Civic hybrid	\$4,362.29	\$4,362.29	\$426.08	\$426.08
<i>San Bernardino (City)</i>	Liquefied Natural Gas	\$217.70	\$217.70	\$215.83	\$215.83
<i>San Dimas</i>	Purchase Electric Vehicle	\$55.15	\$55.15	\$16.93	\$16.93
<i>San Dimas</i>	Purchase Hybrid Vehicle	\$23,220.60	\$23,220.60	\$2,268.06	\$2,268.06
<i>San Gabriel</i>	Alternative Fueled Vehicle Purchases	\$2,519.33	\$2,519.33	\$532.93	\$532.93
<i>South Pasadena</i>	Purchase alternative-fueled vehicle	\$5,030.53	\$5,030.53	\$5,030.53	\$5,030.53
<i>Temple City</i>	Purchase of Hybrid Vehicle	\$13,571.43	\$13,571.43	\$1,164.00	\$1,164.00
<i>West Covina</i>	Purchase Hybrid Vehicles (5)	\$1,460.70	\$1,460.70	\$308.99	\$308.99
<i>Yorba Linda</i>	Vehicle replacement program to	\$3,717.21	\$4,311.96	\$363.08	\$421.17
<b>(2) Vehicle Emissions Abatement</b>					
<i>Azusa</i>	One Particulate Trap for a Vehicle	\$4.51	\$4.51	\$4.51	\$4.51
<i>Azusa</i>	Two On-Road Particulate Trap Retrofits	\$6.85	\$6.85	\$6.85	\$6.85
<i>Huntington Beach</i>	Retrofit 6 vehicles with particulate filters	\$36.02	\$36.02	\$36.02	\$36.02
<i>Lake Elsinore</i>	Heavy Equipment Purchase	\$11.84	\$11.84	\$11.33	\$11.33

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(2) Vehicle Emissions Abatement (cont'd)</b>					
<i>Lake Elsinore</i>	Heavy Equipment Purchase	\$14.48	\$14.48	\$14.90	\$14.90
<i>Loma Linda</i>	Diesel Smog Particulate for Vactor	\$306.44	\$306.44	\$306.44	\$306.44
<i>Moreno Valley</i>	Retrofit of Emission Control Devices	\$1.32	\$1.32	\$1.32	\$1.32
<i>Norwalk</i>	Retrofit diesel signal light boom truck	\$32.61	\$32.61	\$32.61	\$32.61
<i>Pomona</i>	Particulate Matter Reduction Devises	\$1,633.67	\$1,633.67	\$1,633.67	\$1,633.67
<b>(4) Public Transportation (Transit &amp; Rail)</b>					
<i>Anaheim</i>	Rail Feeder Pool Vehicles	\$20.32	\$23.12	\$11.74	\$13.36
<i>Anaheim</i>	Canyon Downtown Program	\$71.85	\$147.04	\$41.16	\$84.24
<i>Anaheim</i>	Metrolink OCTA	\$54.99	\$68.42	\$33.79	\$42.05
<i>Azusa</i>	Metrolink Subsidy Program	\$0.59	\$1.09	\$0.36	\$0.67
<i>Brea</i>	Brea Transportation Program	\$507.95	\$507.95	\$297.69	\$297.69
<i>Canyon Lake</i>	Mt. San Jacinto Community College Go-	\$4.13	\$4.13	\$2.55	\$2.55
<i>County of Riverside</i>	RTA/RCC Student U-Pass Program	\$0.02	\$0.02	\$0.01	\$0.01
<i>County of Riverside</i>	San Jacinto Community College/RTA-	\$0.01	\$0.01	\$0.00	\$0.00
<i>Covina</i>	Commuter Choice Reimbursement	\$74.29	\$74.29	\$45.79	\$45.79
<i>Hemet</i>	Riverside Transit Agency Go Pass	\$2.93	\$2.93	\$1.80	\$1.80
<i>Huntington Beach</i>	Downtown Shuttle	(\$615.54)	(\$615.54)	(\$356.44)	(\$356.44)
<i>Huntington Beach</i>	Shuttle Service	\$319.36	\$757.43	\$121.27	\$287.61
<i>Irvine</i>	City of Irvine i-Shuttle	\$204.17	\$628.24	\$121.86	\$374.95
<i>La Habra</i>	Shuttle Program	\$567.32	\$1,135.13	\$473.51	\$947.43
<i>Laguna Beach</i>	Free Main Line Service during the	\$71.76	\$71.76	\$42.48	\$42.48
<i>Laguna Beach</i>	Free Ride to Work Bus Pass Program	\$71.74	\$71.74	\$42.48	\$42.48
<i>Laguna Beach</i>	Purchase (3) Propane Trolleys	\$125.41	\$595.62	\$70.92	\$336.84
<i>Los Angeles (City)</i>	Commuter Services Office (Transit	\$5.08	\$32.63	\$3.11	\$19.97
<i>Menifee</i>	RTA & MSJC Go Pass Funding	\$4.47	\$4.47	\$2.74	\$2.74
<i>Monrovia</i>	Discount Bus Passes	\$1.99	\$1.99	\$1.22	\$1.22
<i>Moreno Valley</i>	RTA Go-Pass Bus Fare Subsidies	\$17.18	\$17.18	\$10.36	\$10.36
<i>Murrieta</i>	Go-Pass Program	\$2.09	\$2.09	\$1.19	\$1.19
<i>Norco</i>	RCC U Pass Program	\$0.32	\$0.32	\$0.19	\$0.19

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(4) Public Transportation (Transit &amp; Rail) (cont'd)</b>					
<i>Perris</i>	RTA U Pass Program	\$25.79	\$25.79	\$15.93	\$15.93
<i>Riverside (City)</i>	City of Riverside - Riverside Go Transit	\$132.47	\$132.47	\$81.41	\$81.41
<i>Riverside (City)</i>	City of Riverside Employee City Pass	\$27.96	\$27.96	\$17.18	\$17.18
<i>Santa Clarita</i>	Passenger Fare Subsidies	\$49.95	\$49.95	\$30.70	\$30.70
<i>Santa Fe Springs</i>	Norwalk/Santa Fe Springs	\$37.27	\$272.45	\$22.04	\$161.11
<i>Seal Beach</i>	Shuttle Transportation Program	\$167.49	\$167.49	\$119.05	\$119.05
<i>South El Monte</i>	Bus Pass Program	\$245.21	\$245.21	\$150.69	\$150.69
<i>Whittier</i>	Go Rio bus pass program	\$10.38	\$10.38	\$6.32	\$6.32
<b>(5) Traffic Management</b>					
<i>Bellflower</i>	Traffic Signal Modification	\$495.95	\$495.95	\$239.32	\$239.32
<i>Costa Mesa</i>	Fairview Rd./Adams Ave. Intersection	\$805.37	\$805.37	\$667.61	\$667.61
<i>Costa Mesa</i>	17th/Tustin & Harbor/Wilson Intersection	\$1,461.03	\$1,461.03	\$883.84	\$883.84
<i>Costa Mesa</i>	Costa Mesa & Santa Ana Signal	\$0.07	\$0.07	\$0.05	\$0.05
<i>Highland</i>	Signal Synchronization	\$0.19	\$0.19	\$0.14	\$0.14
<i>Inglewood</i>	Intelligent Transportation System	\$81.32	\$295.17	\$52.05	\$188.91
<i>Laguna Hills</i>	Alicia Parkway and La Paz Road Signal	\$4.11	\$4.11	\$3.60	\$3.60
<i>Laguna Niguel</i>	Traffic Signal Coordination	\$0.01	\$0.01	\$0.01	\$0.01
<i>Lake Elsinore</i>	Traffic signalization	\$0.54	\$0.54	\$0.09	\$0.09
<i>Loma Linda</i>	Upgrading, Testing and Inspecting of	\$0.65	\$0.65	\$0.43	\$0.43
<i>Loma Linda</i>	Signal Coordination	\$0.31	\$0.31	\$0.20	\$0.20
<i>Los Angeles (City)</i>	ATSAC Control Center	\$0.16	\$0.74	\$0.16	\$0.70
<i>Moreno Valley</i>	Traffic Signal Coordination Program	\$28.97	\$28.97	\$18.86	\$18.86
<i>Murrieta</i>	Traffic Light Synchronization Program	\$3.42	\$3.42	\$2.07	\$2.07
<i>Orange (City)</i>	Traffic Signal Synchronization	\$0.64	\$0.64	\$0.26	\$0.26
<i>Rancho Santa Margarita</i>	Traffic Signal synchronization	(\$553.55)	(\$651.32)	(\$1,937.44)	(\$2,279.62)
<b>(6) Transportation Demand Management</b>					
<i>Anaheim</i>	City Wide Vanpool Program	\$77.08	\$109.29	\$44.23	\$62.70
<i>Anaheim</i>	Trip Reduction Program	\$9.18	\$10.44	\$5.64	\$6.42
<i>Arcadia</i>	Rideshare Plus Program	\$113.72	\$113.72	\$64.96	\$64.96

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(6) Transportation Demand Management (cont'd)</b>					
<i>Azusa</i>	Employee Rideshare Program	\$61.20	\$61.20	\$37.61	\$37.61
<i>Baldwin Park</i>	Employee Transportation Program	\$39.09	\$39.09	\$24.09	\$24.09
<i>Bell Gardens</i>	Alternative Transportation Program	\$21.33	\$21.33	\$12.24	\$12.24
<i>Beverly Hills</i>	Employee Rideshare Program	\$7.17	\$7.17	\$4.41	\$4.41
<i>Burbank</i>	Burbank Commuter Program	\$65.41	\$65.41	\$40.19	\$40.19
<i>Carson</i>	Breathe - Employee Ride Share	\$37.25	\$37.25	\$22.89	\$22.89
<i>Cerritos</i>	Employee Rideshare Trip Rebate Program	\$50.16	\$50.16	\$30.83	\$30.83
<i>Claremont</i>	City Employee Trip Reduction Program	\$67.37	\$67.37	\$41.40	\$41.40
<i>Commerce</i>	Employer Based Trip Reduction	\$18.36	\$18.36	\$11.29	\$11.29
<i>Compton</i>	Rideshare Program	\$22.62	\$22.62	\$13.90	\$13.90
<i>Corona</i>	City of Corona Carpool/Vanpool	\$78.11	\$78.11	\$46.19	\$46.19
<i>Costa Mesa</i>	Rule 2202 Implementation	\$33.77	\$33.77	\$20.75	\$20.75
<i>County of LA</i>	Trip Reduction Plan Incentive - No Civic	\$1.64	\$1.64	\$1.01	\$1.01
<i>County of LA</i>	Trip Reduction Plan Incentive-Civic	\$35.40	\$35.40	\$21.76	\$21.76
<i>County of Orange</i>	Employee Rideshare Program	\$1.20	\$4.82	\$0.73	\$2.95
<i>County of Riverside</i>	Rideshare Program	\$81.12	\$81.12	\$49.85	\$49.85
<i>County of San</i>	Employee Commute Reduction Program	\$33.41	\$33.41	\$20.53	\$20.53
<i>Covina</i>	Covina Rideshare Program	\$15.52	\$15.52	\$9.55	\$9.55
<i>Downey</i>	Downey Employees "Thumbs Up"	\$257.67	\$257.67	\$158.35	\$158.35
<i>El Monte</i>	Transportation Demand Management	\$129.29	\$129.29	\$79.46	\$79.46
<i>Fontana</i>	City of Fontana Rideshare	\$36.80	\$36.80	\$21.05	\$21.05
<i>Fullerton</i>	Telecommunications Project	\$58.06	\$58.06	\$32.86	\$32.86
<i>Garden Grove</i>	Employee Commute Reduction Program	\$133.68	\$133.68	\$82.15	\$82.15
<i>Gardena</i>	Air Quality Investment Program	\$0.79	\$0.79	\$0.48	\$0.48
<i>Gardena</i>	Gardena Employee Rideshare	\$29.66	\$29.66	\$18.22	\$18.22
<i>Glendale</i>	Employee Trip Reduction Program	\$33.69	\$33.69	\$11.84	\$11.84
<i>Glendora</i>	ALTCOM-Rideshare Program	\$16.47	\$16.47	\$10.12	\$10.12
<i>Hermosa Beach</i>	AQMD Incentives to reduce auto trips	\$142.42	\$142.42	\$79.74	\$79.74
<i>Huntington Beach</i>	ECRP - "Surf Air Commute Choices"	\$321.86	\$321.86	\$184.76	\$184.76
<i>Irvine</i>	Irvine Transportation Center Parking	\$5.85	\$5.85	\$3.47	\$3.47

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(6) Transportation Demand Management (cont'd)</b>					
<i>Irvine</i>	Rule 2202 Compliance	\$34.96	\$34.96	\$20.05	\$20.05
<i>La Verne</i>	Bike, Carpool, Walk Incentive Program	\$91.38	\$91.38	\$56.16	\$56.16
<i>Long Beach</i>	Rideshare Program	\$0.12	\$0.12	\$0.05	\$0.05
<i>Los Angeles (City)</i>	Commuter Services Office	\$4.93	\$36.64	\$3.02	\$22.43
<i>Los Angeles (City)</i>	Commuter Services (Carpool)	\$24.73	\$28.94	\$15.14	\$17.72
<i>Monrovia</i>	Clean Air Program	\$5.17	\$5.17	\$3.18	\$3.18
<i>Montclair</i>	Rideshare Program	\$42.86	\$42.86	\$26.34	\$26.34
<i>Montebello</i>	Employee Commute Reduction Program	\$63.22	\$63.22	\$38.85	\$38.85
<i>Monterey Park</i>	Employee Transportation Program	\$845.91	\$845.91	\$519.84	\$519.84
<i>Newport Beach</i>	Employee Rideshare Program	\$10.04	\$10.04	\$6.17	\$6.17
<i>Ontario</i>	Rideshare	\$24.71	\$24.71	\$15.19	\$15.19
<i>Orange (City)</i>	Trip Reduction Program	\$68.99	\$68.99	\$39.51	\$39.51
<i>Palm Desert</i>	Ride Share Program	\$24.85	\$24.85	\$15.30	\$15.30
<i>Palm Springs</i>	Emission Trip Reduction Strategies	\$138.01	\$138.01	\$84.81	\$84.81
<i>Pasadena</i>	Prideshare	\$33.13	\$83.60	\$20.36	\$51.38
<i>Rancho Cucamonga</i>	Ride Share Program	\$25.98	\$25.98	\$15.96	\$15.96
<i>Redondo Beach</i>	Employee Rideshare	\$26.37	\$26.37	\$16.21	\$16.21
<i>Rialto</i>	Employer Based Trip Reduction (6) (6a)	\$162.06	\$162.06	\$99.59	\$99.59
<i>Riverside (City)</i>	Rule 2202 On-Road Motor Vehicle	\$0.64	\$0.64	\$0.40	\$0.40
<i>San Bernardino (City)</i>	Employee Rideshare Program	\$72.68	\$76.72	\$44.66	\$47.15
<i>Santa Ana</i>	Santa Ana Rideshare Program	\$108.42	\$108.42	\$66.63	\$66.63
<i>South Gate</i>	Employer Rideshare Program	\$15.52	\$15.52	\$9.53	\$9.53
<i>South Pasadena</i>	Employee Rideshare Program	\$32.90	\$32.90	\$20.22	\$20.22
<i>Stanton</i>	Van Transportation	\$41.26	\$41.26	\$24.82	\$24.82
<i>Stanton</i>	Alternative Commute Incentive	\$313.01	\$313.01	\$180.55	\$180.55
<i>Torrance</i>	Employee Trip Reduction Program	\$17.10	\$17.10	\$10.53	\$10.53
<i>Upland</i>	Ride Share	\$154.21	\$154.21	\$94.77	\$94.77
<i>West Covina</i>	Employee Rideshare Program	\$198.65	\$198.65	\$122.27	\$122.27
<i>West Covina</i>	Air Quality Investment Program (AQIP)	\$13.79	\$13.79	\$7.90	\$7.90
<i>West Hollywood</i>	Employee Trip Reduction	\$25.59	\$25.59	\$15.75	\$15.75
<i>Westminster</i>	Rideshare Program	\$32.26	\$32.26	\$19.82	\$19.82

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(6) Transportation Demand Management (cont'd)</b>					
<i>Westminster</i>	Vanpool Program	\$247.84	\$247.84	\$147.43	\$147.43
<i>Whittier</i>	Air Quality Investment Program	\$45.72	\$45.72	\$26.01	\$26.01
<i>Whittier</i>	Employee Rideshare	\$11.54	\$11.54	\$6.58	\$6.58
<b>(8) Bicycles</b>					
<i>Bellflower</i>	West Branch Greenway	\$10,607.39	\$10,607.39	\$6,220.07	\$6,220.07
<i>Fontana</i>	Pacific Electric Trail Segment 6	\$843.32	\$843.32	\$469.50	\$469.50
<i>Glendora</i>	Purchase five Police Patrol Bicycles	\$2,607.35	\$2,607.35	\$1,504.36	\$1,504.36
<i>Huntington Beach</i>	Bicycle Racks	\$7.73	\$7.73	\$4.52	\$4.52
<i>Huntington Beach</i>	Bike Valet	\$158.00	\$158.00	\$90.78	\$90.78
<i>Huntington Beach</i>	Bicycle Lockers	\$18.53	\$18.53	\$10.84	\$10.84
<i>La Verne</i>	Downtown Bike Racks	\$0.34	\$0.34	\$0.34	\$0.34
<i>Lomita</i>	Lomita Bicycle Patrol	\$441.43	\$441.43	\$313.48	\$313.48
<i>Orange (City)</i>	Bike Loan to Own Program	\$10.53	\$10.53	\$2.63	\$2.63
<i>Orange (City)</i>	Orange Police Bike Team	\$45.47	\$45.47	\$11.35	\$11.35
<i>Whittier</i>	Greenway Bicycle Trail	\$1.34	\$1.34	\$0.79	\$0.79
<b>(9) PM10 Reduction Strategies</b>					
<i>Cathedral City</i>	Regional PM10 Street Sweeping	\$27.55	\$27.55	\$27.55	\$27.55
<i>Coachella</i>	Regional PM10 Street Sweeping	\$60.27	\$60.27	\$60.27	\$60.27
<i>County of Riverside</i>	PM10 Street Sweeping	\$26.79	\$26.79	\$26.79	\$26.79
<i>Desert Hot Springs</i>	Regional PM10 Street Sweeping	\$27.61	\$27.61	\$27.61	\$27.61
<i>Indian Wells</i>	PM10 Reduction	\$27.27	\$27.27	\$27.27	\$27.27
<i>Indio</i>	Regional PM10 Street Sweeping	\$27.55	\$27.55	\$27.55	\$27.55
<i>La Quinta</i>	Regional PM10 Street Sweeping	\$27.54	\$27.54	\$27.54	\$27.54
<i>Moreno Valley</i>	Street Sweeping Program - PM10 and	\$1.76	\$1.76	\$1.76	\$1.76
<i>Palm Desert</i>	CVAG - Regional PM10 Street Sweeping	\$27.67	\$27.67	\$27.67	\$27.67
<i>Palm Springs</i>	PM Street Sweeping Program	\$29.95	\$29.95	\$29.95	\$29.95
<i>Paramount</i>	CNG Street sweeper	\$6.49	\$6.49	\$6.49	\$6.49
<i>Rancho Mirage</i>	Regional PM10 Street Sweeping	\$37.00	\$37.00	\$35.27	\$35.27
<i>Upland</i>	Street Sweeping	\$3.14	\$3.14	\$3.14	\$3.14

Project Category	Project Name	Cost-Effectiveness (\$/lb) *Based on ROG+NOx+PM2.5		Cost-Effectiveness (\$/lb) Based on ROG+NOx+PM2.5+CO/7	
		Air Funds	ALL	Air Funds	ALL
<b>(10) Public Education</b>					
<i>Rancho Mirage</i>	Golf Cart street-legal licensing	\$90.30	\$90.30	\$29.90	\$29.90

\*Used for Statewide Comparisons.

Air Funds include MV Fees, MSRC, and Moyer dollars. All Funds also include CMAQ and other Co-funding.

## Summary of Projects that Reported Cost-Effectiveness

Fiscal Year 2009-2010

<b>Motor Vehicle Fees</b>	\$14,798,426
<b>Air Funds (MV Fees+MSRC+Moyer)</b>	\$14,923,426
<b>Amortized Air Funds</b>	\$9,652,283
<b>Emission Reductions (lbs per year)</b> (ROG + NO <sub>x</sub> + PM <sub>2.5</sub> + CO/7)	8,821,125
<b>Average Cost-Effectiveness (dollars per lb)</b>	\$1.09

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

Cost-effectiveness is equals amortized Air Funds (MV Fees + MSRC + Moyer dollars) divided by ROG + NO<sub>x</sub> + PM<sub>10</sub> + CO/7.



[↑ Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 5

PROPOSAL: Amend Contract for Lease of South Bay Field Office

SYNOPSIS: On September 6, 2006, the Board approved renewal of the lease for the South Bay Field office, used by inspectors who conduct refinery and other specialized inspections in the area. This action is to amend the contract to extend the lease with Circle Racquet Ball Courts, for another five-year term. Funding for this lease contract has been included in the FY 2011-12 Budget and will be requested in successive fiscal years.

COMMITTEE: Administrative, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

**RECOMMENDED ACTION:**

Authorize the Chairman of the Board to execute an amendment to the lease contract with Circle Racquet Ball Courts, extending the lease for five years at a total cost of \$454,323, plus increases after the first year in operating expenses (insurance, taxes, utilities and administrative, janitorial, and landscape maintenance services).

Barry R. Wallerstein, D.Env.  
Executive Officer

WJ:SO

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**Background**

AQMD has maintained an office in the South Bay area for many years to permit AQMD inspectors efficient access to the petroleum refining facilities, energy production companies, and port operations. On September 6, 2006, the Board approved renewal of the lease for this office for a five-year period at a total cost of \$417,486, plus increases in operating costs. The lease expires September 30, 2011.

**Proposal**

Staff recommends amending existing contract #95138-3 with Circle Racquet Ball Courts, to extend the term of the lease for the South Bay field office for five years at a total cost of \$454,323 plus increases in operating costs after the first year. The 4,093 square foot office space houses 18 full time staff in addition to 3 walk-up stations for other visiting field staff from other teams working in the area.

AQMD currently pays \$1.80 per square foot for this office. In anticipation of the expiration of the lease, staff surveyed office space available in the area and could not find comparable space that met AQMD's needs at a lower cost. Staff has negotiated a renewal rate of \$1.75 per square foot for the first year, with a 5¢ per square-foot increase each subsequent year. The monthly base rate for each of the five years is \$7,162.75, \$7,367.40, \$7,572.05, \$7,776.70 and \$7,981.35. This lease also includes an annually adjusted monthly fee for increases after the first year in operating costs (insurance, taxes, utilities, and administrative, janitorial, and landscape maintenance services), which, in the fifth-year of the existing lease, will be \$320.93 per month. All other terms and conditions of the lease remain the same.

**Resource Impacts**

Sufficient funds for this lease are available in the approved FY 2011-12 Budget for the remainder of this fiscal year and would be included in budget requests for each of the remaining fiscal years of the five-year contract.

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 6

**PROPOSAL:** Transfer Funds and Amend Contracts to Conduct Additional 2011 Lawn Mower Exchange Events and Execute Contract to Conduct Pilot Study for Use of Electric Lawn and Garden Equipment

**SYNOPSIS:** At its March 4, 2011 meeting, the Board approved contracts for the 2011 Lawn Mower Exchange Program. This action is to transfer a total of \$63,000 from Rule 1309.1 Priority Reserve Fund to the Air Quality Investment Fund (27) and the Science and Technology Advancement FY 2011-12 Budget to conduct additional Lawn Mower Exchange events. The other action is to conduct a pilot study for the use of zero emission lawn and garden equipment in the City of Santa Monica in an amount not to exceed \$17,525.

**COMMITTEE:** Mobile Source, July 22, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board

**RECOMMENDED ACTIONS:**

1. Transfer \$63,000 from the Rule 1309.1 Priority Reserve Fund (36) to assist in implementing AQMD's "Mow Down Air Pollution 2011" Program:
  - a. FY 2011-12 Science and Technology Advancement Budget: \$20,000 to the Salaries and Employee Benefits Major Object, Overtime Account; and \$10,000 to the Services and Supplies Major Object, Professional and Special Services Account; and
  - b. \$33,000 to the Air Quality Investment Fund (27).
2. Authorize the Chairman to amend the following contracts with a total of up to \$33,000 from the Air Quality Investment Fund (27):
  - a. APCM, Inc., for the scrapping/recycling element of the "Mow Down Air Pollution 2011" Program in an additional amount not to exceed \$18,000; and
  - b. Parking Concepts, Inc., for the Support Service Provider element of the "Mow Down Air Pollution 2011" Program in an additional amount not to exceed \$15,000.

3. Authorize the Chairman to execute a contract with the Green Station to conduct a pilot study to provide zero emission lawn garden equipment and to train residents in the proper usage of the equipment in an amount not to exceed \$17,525 from the Advanced Technology, Outreach, and Education Fund (17).

Barry R. Wallerstein, D.Env.  
Executive Officer

CSL:MMM:FM:SS

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### **Background**

At its March 4, 2011 meeting, the Board approved an action to execute contracts with two manufacturers, a licensed scrapper and a support service provider to carry out the 2011 Lawn Mower Exchange Program. Eight events were scheduled in the four county areas to exchange 6,600 lawn mowers. After the completion of the eight scheduled events nearly 2,000 mowers remain unsold. This year, once again, CARB is providing a 1:1 match towards the Program. In order to take advantage of the CARB subsidy staff recommends conducting up to three more exchange events in new locations.

### **Proposal**

#### *Lawn Mower Exchange Program*

AQMD currently has a contract with Neuton Lawn Mower Company, Stanley Black and Decker, APCM Inc., and Parking Concepts Inc. to conduct the 2011 Lawn Mower Exchange Program. The contract is to exchange 6,600 cordless electric lawn mowers at eight events. About 2,000 mowers remain unsold. In the past years the no-show rate of participants at the mower exchange events has been in the range of 20 to 25%. This year we have been experiencing a no-show rate of 40%. Over 1,100 calls were made to determine the cause of the high no-show rate. Scheduling conflicts and lack of funds top the list of responses. Staff recommends transferring \$63,000 from the Rule 1309.1 Priority Reserve Fund the program to conduct up to three additional exchange events in order to sell the balance of the mowers. Staff estimates that \$20,000 will be required for staffing and \$10,000 for expenses related to the event sites, security and outreach in Science and Technology Advancement's FY 2011-12 budget, and \$33,000 will be required from the Air Quality Investment Fund to amend contracts for scrapping and parking support.

#### *Residential Green Zone Initiative*

A typical homeowner uses gas-powered lawn and garden equipment to maintain their yards. In order to determine the receptivity and receive direct feedback from residents on utilizing cordless lawn and garden equipment, staff recommends funding a contract with Green Station to conduct a pilot study called "Residential Green Zone Initiative" in the City of Santa Monica. The project entails providing 25 residents with a cordless electric

lawn mower, a mechanical vacuum in place of a leaf blower, and training in the proper use of the equipment. The usage of the equipment will be monitored for a period of one year. On a regular basis the time of operation and resulting emission reductions will be calculated and reported to AQMD. The Office of Sustainability and the Environment of the City of Santa Monica will be partnering with Green Station in this project. Staff recommends Board approval to execute a contract with Green Station to conduct an electric lawn mower pilot study in an amount not to exceed \$17,525 from Advanced Technology, Outreach and Education Fund (17).

### **Outreach**

In accordance with AQMD's Procurement Policy and Procedure, a public notice advertising the Program Announcement and inviting bids for the lawn mowers 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 entire South Coast Basin.

Additionally, potential bidders have been notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ has been 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 attached Table 1 illustrates the Rule 2202 AQIP emission bank status and the benefits from the 2011 Lawn Mower Exchange Program. The past awards have resulted in a surplus of emission credits. The presently-proposed actions are not part of the Rule 2202 AQIP but provide additional surplus emission reductions.

### **Sole Source Justification**

Section VII.B.2 of the Procurement Policy and Procedure identifies provisions by which a sole source award may be justified. For the proposed projects it is requested that sole source awards be made under provision B.2.d(1): projects involving cost sharing by multiple sponsors.

### **Resource Impacts**

A total of \$63,000 will need to be transferred from the Rule 1309.1 Priority Reserve Fund (36) to the FY 2011-12 Science and Technology Advancement Budget and to the Air Quality Investment Fund (27) for conducting the additional events of the "Mow Down Air Pollution 2011" Lawn Mower Exchange Program:

- FY 2010-11 Science and Technology Advancement Budget: \$20,000 to the Salaries and Employee Benefits Major Object, Overtime Account; and \$10,000 to

the Services and Supplies Major Object, Professional and Special Services Account;  
and

- \$33,000 to Air Quality Investment Fund (27) to amend contracts with APCM, Inc., for the scrapping/recycling element in an additional amount not to exceed \$18,000, and with Parking Concepts, Inc., for the Support Service Provider element in an additional amount not to exceed \$15,000.

The “Residential Green Zone Initiative” pilot study will be for a total of up to \$17,525 from the Air Quality Investment Fund (17).

There are sufficient funds in both the Rule 1309.1 Priority Reserve Fund (36) and the Air Quality Investment Fund (17) for these actions.

**Attachment**

Emission Bank Status and Benefits

**Attachment 1**

**Table 1: Emission Bank Status and Benefits**

Pollutant Year	Emission Reductions (Lbs./Year)			
	From existing contracts <sup>1</sup>	Emission Reduction Target	Emission Credits from 2011 Lawn Mower Exchange	New Balance (After Funding the Lawn Mower Exchange)
	a	b	c	= a – b + c
<b>VOC</b>				
<b>Year 1</b>	339,122	9,661	26,453	355,914
<b>Year 2</b>	202,337	3,146	26,453	225,644
<b>Year 3</b>	175,842	2,885	26,453	199,410
<b>NOx</b>				
<b>Year 1</b>	267,088	11,823	933	256,198
<b>Year 2</b>	161,194	3,846	933	158,281
<b>Year 3</b>	95,060	3,494	933	92,499
<b>CO</b>				
<b>Year 1</b>	1,558,516	120,233	95,141	1,533,423
<b>Year 2</b>	1,030,576	39,498	95,141	1,086,219
<b>Year 3</b>	891,319	36,209	95,141	950,251

<sup>1</sup> Cumulative

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 7

PROPOSAL: Execute Contracts for Natural Gas Fueling Stations

SYNOPSIS: At the September 10, 2010 meeting, the Board recognized \$2,600,000 funds from the CEC AB 118 Alternative and Renewable Fuel and Vehicle Technology Program awards for ten alternative fuel fueling stations. The CEC has modified that award to fund a total of eleven stations with different vendors for the same amount of funding. This action is to authorize execution of contracts with Clean Energy, Waste Management, Tilden-Coil Constructors, Inc., Border Valley Trading Ltd./Hayday Farms, the City of Corona and Rainbow Disposal for a total amount not to exceed \$2,600,000 from the Clean Fuels Fund (31). This action is to also increase awards from \$40,000 to \$60,000 each for West Covina and Placentia-Yorba Linda Unified School Districts for upgrading their undersized CNG equipment.

COMMITTEE: Technology, July 22, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

RECOMMENDED ACTIONS:

1. Authorize the Chairman to execute contracts with the following entities from the Clean Fuels Fund (31):
  - a. Clean Energy for the construction of up to six natural gas fueling stations in an amount not to exceed \$1,448,135;
  - b. City of Corona for upgrading one CNG station in an amount not to exceed \$200,000;
  - c. Tilden-Coil Constructors, Inc. for upgrading one CNG station in an amount not to exceed \$200,000;
  - d. Rainbow Disposal for upgrading one CNG station in an amount not to exceed \$200,000;
  - e. Border Valley Trading Ltd./ Hayday Farms for construction of one LNG station in an amount not to exceed \$251,865;
  - f. Waste Management, Inc., for upgrading one LNG station in an amount not to exceed \$300,000;



2. Authorize the Chairman to increase the amounts previously awarded for upgrading one CNG station each from \$40,000 to an amount not to exceed \$60,000 to West Covina Unified School District (USD) and to Placentia - Yorba Linda USD, with both awards coming from the Clean Fuels Fund 31.

Barry R. Wallerstein, D.Env.  
Executive Officer

CSL:MMM:DS:LW

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### **Background**

Alternative fuel vehicles play an important role in Southern California's efforts to meet the federal standards for fine particulate and ozone. AQMD recognizes the importance of having a large network of fueling stations as more natural gas fueled vehicles are deployed, and therefore continues to support the expansion of the natural gas fueling network. Continued expansion of the natural gas fueling infrastructure also needs to occur in order to support future incentive programs under the Chairman's School Bus Replacement Initiative, the Carl Moyer Program and the Proposition 1B Program.

At the September 10, 2010 meeting, the Board recognized funds from the CEC AB 118 Alternative and Renewable Fuel and Vehicle Technology Program awards into the Clean Fuels Fund in the amount of \$2.6 million for 10 natural gas fueling stations. The proposed projects were selected by CEC through a competitive solicitation process. However, some of the proposed projects were not able to complete the CEQA environmental review process in a timely manner prior to CEC budget deadlines. The projects that meet CEC AB 118 criteria are now approved for funding by the CEC.

### **Proposal**

The CEC has agreed to cost share the purchase of equipment for the installation and upgrade of eleven natural gas fueling stations in the Southern California region. These natural gas fueling stations will support the deployment of a growing number of natural gas vehicles and fleets such as taxi cabs, buses, refuse trucks and goods movement trucks. The fueling stations will support the deployment and use of CNG and LNG vehicles, which will displace the use of petroleum and reduce greenhouse gas emissions and criteria pollutants. The proposed projects are summarized below.

### Clean Energy

This proposed project is to construct five CNG and one LNG fueling stations in the South Coast Air Basin. These stations will provide critically needed natural gas for light-, medium-, and heavy-duty vehicles. In addition, the LNG station will provide fuel for approximately 200 LNG trucks operating between the South Coast Air Basin and San Diego areas. This action is to execute a contract with Clean Energy for the stations shown

in the following table in an amount not to exceed \$1,448,135. If a given location becomes unavailable, an alternative location will be chosen with CEC approval.

<b>Station</b>	<b>Address</b>	<b>Fuel Type</b>	<b>Funding</b>
Hollywood 76 Station	1300 Western Avenue	CNG	\$200,000
Los Angeles Coliseum	1010 W. Martin Luther King, Jr., Blvd.	CNG	\$200,000
City of Montebello	400 S. Taylor Avenue	CNG	\$200,000
City of Torrance	20500 Madrona Avenue	CNG	\$200,000
Ware Disposal, Fullerton	1451 Manhattan Avenue	CNG	\$200,000
Otay Mesa	1497 Piper Road, San Diego	LNG	\$448,135
<b>Total</b>			<b>\$1,448,135</b>

In addition to the above-mentioned CEC funding of \$1,448,135 million, Clean Energy will provide up to \$4,919,118 as match funding for the six stations.

City of Corona

The City of Corona has operated a public access CNG fueling station for many years. As the number of CNG vehicles has grown, so has the utilization of the station. The ability to adequately service all of the customers from that area has diminished so that there are now waiting lines of up to 45 minutes. The City has requested funding assistance for the purchase of additional CNG storage tanks and dispenser in order to meet the growing demand for CNG fuel. This action is to execute a contract with the City of Corona for expansion of its CNG fueling station in an amount not to exceed \$200,000.

Tilden-Coil Constructors, Inc.

Tilden-Coil Constructors, Inc. is the contractor for construction of a CNG fueling station at Rim of the World USD in Lake Arrowhead. Burrtec, Inc. has indicated a need to find CNG fueling in that area in order to be able to use CNG refuse trucks in its fleet. The CNG station is currently a time-fill design and needs increased storage capacity and a dispenser that is approved by the Department of Food and Agriculture in order to provide fueling for Burrtec. This action is to execute a contract with Tilden-Coil Constructors, Inc. for the purchase of additional CNG storage and a dispenser in an amount not to exceed \$200,000.

Rainbow Disposal

Rainbow Disposal has operated a public access CNG fueling station in Huntington Beach for many years. As the number of CNG vehicles has grown so has the utilization of the station. The ability to adequately service all of the customers from that area has diminished so that there are now waiting lines of up to 30 minutes. Rainbow Disposal has requested funding assistance for the purchase of a second, larger compressor and dispenser in order to meet the growing demand. This action is to execute a contract with Rainbow Disposal for expansion of its CNG fueling station in an amount not to exceed

\$200,000.

Border Valley Trading Ltd./Hayday Farms

Border Valley Trading Ltd./Hayday Farms (BVT) has been operating LNG trucks between the California-Arizona border and the Ports of Los Angeles and Long Beach for several years. Due to a lack of adequate LNG fueling stations in that area, BVT has requested funding to offset the cost of constructing a new LNG fueling station in the Palm Springs area. This action is to execute a contract with Border Valley Trading/Hayday Farms for construction of a new LNG fueling station in an amount not to exceed \$251,865.

Waste Management, Inc.

Waste Management, Inc. has been operating an LNG fueling facility for its fleet in the City of Baldwin Park for several years. They are actively pursuing the purchase of additional LNG and CNG heavy- and light-duty vehicles for their fleet, necessitating the expansion of its fueling station to include additional LNG storage and a vaporizer to create CNG. Waste Management has requested funding to offset the cost of constructing the new LNG and CNG storage vessels, compressors, pumps, dispensers, electrical and injection systems, and vaporizers. This action is to execute a contract with Waste Management, Inc. for upgrading their existing fueling station with additional LNG and CNG fueling equipment in an amount not to exceed \$300,000.

School Districts

At the May 7, 2010 meeting, the Board authorized awards of \$40,000 each to Placentia-Yorba Linda and West Covina Unified School Districts to upgrade their CNG school bus fueling stations in an amount not to exceed \$80,000 from the Clean Fuels Fund (31). At the time the awards were made, the compressors that were quoted were undersized as they did not take into account the school districts expanding natural gas fleet. This action is to increase the awards to both school districts in an amount not to exceed \$20,000 each to upgrade their CNG school bus fueling stations for a total amount not to exceed \$120,000.

**Benefits to AQMD**

The proposed projects are included in the *Technology Advancement Office 2011 Plan Update* under “Infrastructure and Deployment.” Also, the AQMP relies on the expedited implementation of low-emission technologies and the implementation of these natural gas infrastructure projects will help the AQMD to achieve its clean air goals.

**Sole Source Justification**

The proposed projects were selected by CEC through a competitive solicitation process. Section VIII.B.2 of the Procurement Policy and Procedures identifies four major provisions under which a sole source award may be justified. These requests for sole source awards are made under B.2.c (1): The unique experience and capabilities of the

proposed contractor or contractor team, and B.2.d (1): Projects including cost sharing by multiple sponsors. All of the proposed contractors have extensive experience in constructing and/or operating natural gas fueling stations. All proposals include at least 50% cost share by the project proponents. Furthermore, these stations fill critical gaps in the region for CNG and LNG, and promote the utilization of the cleanest available fleet and passenger vehicles.

**Resource Impacts**

CEC AB 118 Alternative and Renewable Fuel and Vehicle Technology Program

Clean Fuels Fund resources, in an amount not to exceed \$2.6 million, are proposed to fund the projects. This amount of funding will be provided by CEC under the AB 118 Program. The CEC funding and the cost-share funding from project partners for the projects are as follows:

<b>Awardees</b>	<b>CEC Funding</b>	<b>Cost Share</b>
Clean Energy Hollywood 76 Station	\$ 200,000	\$ 345,000
Clean Energy Los Angeles Coliseum	\$ 200,000	\$ 600,000
Clean Energy City of Torrance	\$ 200,000	\$ 626,000
Clean Energy Ware Disposal	\$ 200,000	\$ 730,000
Clean Energy Montebello	\$ 200,000	\$ 1,575,803
Clean Energy Otay Mesa	\$ 448,135	\$ 1,042,315
City of Corona	\$ 200,000	\$ 200,000
Tilden-Coil Constructors, Inc.	\$ 200,000	\$ 200,000
Rainbow Disposal	\$ 200,000	\$ 200,000
Border Valley Trading/Hayday Farms	\$ 251,865	\$ 252,135
Waste Management	\$ 300,000	\$ 1,288,100
<b>TOTAL</b>	<b>\$ 2,600,000</b>	<b>\$ 7,059,353</b>

Sufficient funds will be available in the Clean Fuels Fund for these proposed projects upon receipt of funds from CEC under the AB 118 Program.

School Districts

Clean Fuels Fund resources, in an amount not to exceed \$120,000, are proposed to fund the two projects.

School	Award
Placentia - Yorba Linda USD	\$ 60,000
West Covina USD	<u>\$ 60,000</u>
Total	\$120,000

Sufficient funds will be available in the Clean Fuels Fund for these two proposed projects.

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: September 9, 2011

AGENDA NO. 8

**PROPOSAL:** Issue Program Announcement for Natural Gas Truck Projects and Amend Contract

**SYNOPSIS:** The AQMD has received grant awards from federal and state agencies for the purchase of heavy-duty natural gas trucks. These include the CEC, U.S. EPA, DOE Clean Cities Program and the Department of Transportation (DOT). These grants have helped to successfully deploy hundreds of natural gas trucks in the goods movement sector. Additional natural gas truck projects are needed to expend the remaining funds under these grants. This action is to issue a Program Announcement to solicit natural gas truck projects in the amount of approximately \$5.2 million, comprised of \$1.8 million from DOT for solid waste collection trucks and about \$3.4 million in returned and remaining funds from the CEC, U.S. EPA and DOE grants for goods movement trucks. This action is also to amend an existing contract to change the source of funds.

**COMMITTEE:** Technology, July 22, 2011; Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Issue Program Announcement PA #2012-03 for natural gas trucks in the amount of approximately \$5.2 million, comprised of \$1.8 million from DOT through Caltrans for solid waste collection trucks and about \$3.4 million in returned and remaining funds from earlier CEC, U.S. EPA and DOE grants for goods movement trucks; and
2. Amend a contract with Sysco Food Services (C11523) for the purchase of a natural gas Class 8 heavy-duty truck for an amount not to exceed \$100,000, with funding from the DOT replacing funding from the U.S. EPA and with the remaining funding coming from the CEC.

Barry R. Wallerstein, D.Env.  
Executive Officer

## **Background**

The AQMD has received federal and state grant awards as previously recognized by the Board, to reduce emissions from heavy-duty diesel trucks by purchasing natural gas trucks. These grants are from the CEC, U.S. EPA and DOE Clean Cities Program. The Ports of Los Angeles and Long Beach also contributed funds to this program. The program has been successful in deploying hundreds of natural gas goods movement trucks that are now operating at the Ports of Los Angeles and Long Beach or are engaged in other goods movement activities. However, due to the current availability of funds from returned projects, there is an opportunity to fund additional natural gas goods movement trucks. Funds are also available from the DOT through the California Department of Transportation (Caltrans) grant that was recognized by the Board in January 2011. These funds may be used to fund Class 8 natural gas heavy-duty trucks in the South Coast Air Basin.

## **Proposal**

This action is to approve the issuance of Program Announcement PA #2012-03 to solicit eligible goods movement and solid waste collection natural gas trucks. Approximately \$5.2 million is available, comprised of \$1.8 million from DOT for solid waste collection trucks, and about \$3.4 million in returned and remaining funds from the CEC, U.S. EPA and DOE grants for goods movement trucks. The entire and precise amount of the returned funds including any additional funds that may become available during the solicitation period will be reported to the Board, and the entire amount will be recommended for project awards.

In the category of goods movement, natural gas trucks with CARB certified engines at or below the 2010 emissions standard can qualify for up to \$100,000 per truck for the replacement of older diesel trucks with pre-2004 model year engines. The older diesel trucks must be scrapped to qualify for the goods movement grant. To ensure the availability of the DOT funds for the next several years, an initial expenditure of a portion of the grant is required before the end of September 2011. Hence, the amendment of a contract with Sysco Food Services is proposed to replace funds from the U.S. EPA with funds from the DOT for the purchase of a natural gas Class 8 heavy-duty truck. The remainder of the DOT funds are proposed to be used for projects in the category of solid waste collection for up to \$25,000 per truck, not exceeding \$250,000 per fleet, for replacement of a Class 8 refuse diesel truck with a 2010-compliant Class 8 natural gas truck. The replaced vehicle must also be scrapped or moved permanently out of the Basin for projects in this category.

Following the evaluation and ranking of eligible projects, staff will return to the Board for consideration of the recommended awards.

**Benefits to AQMD**

The successful implementation of the natural gas truck projects will provide reductions of both NO<sub>x</sub> and PM<sub>2.5</sub> emissions. The vehicles funded under this program are expected to operate for many years providing long-term emission reduction benefits.

**Resource Impacts**

Funding for this Program Announcement is approximately \$5.2 million, from the remaining grant funds awarded by the CEC, U.S. EPA, and DOE and a grant from the DOT. A precise accounting of the available funds will be given at the time of the Board's consideration for the recommended awards.

**Attachment**

Program Announcement PA #2012-03



**AQMD PROGRAM ANNOUNCEMENT  
FOR  
HEAVY-DUTY NATURAL GAS TRUCK PROJECTS**

**PA #2012-03**

The South Coast Air Quality Management District (AQMD) is seeking applications for natural gas truck projects involved in goods movement or solid waste collection services. In this Program Announcement (PA), the words “Proposer,” “Applicant,” and “Contractor” are used interchangeably.

**SECTION I – PROGRAM OVERVIEW**

On-road heavy-duty diesel trucks are a major source of air pollution in the region. The main pollutants emitted by diesel trucks are nitrogen oxides (NO<sub>x</sub>) and fine particulate matter (PM<sub>2.5</sub>). The large number of diesel trucks and the associated air pollution in the region greatly impact the health of communities and residents, especially those located near the ports, rail yards, distribution centers, freeways and other public roads where a high volume of truck traffic exists. Diesel trucks are also considered a major contributor to the region’s high levels of ozone, which represent a significant health risk.

This program is intended to reduce diesel-related emissions from in-use, on-road heavy-duty trucks that are used for **goods movement or solid waste collection services**. It is designed to provide grants to truck owners/operators to purchase a newer, low-emitting natural gas truck.

- For goods movement projects, the project must involve the replacement of a Class 7 or 8 diesel truck (engine MY2003 or older) with a newer, natural gas truck (MY2009 or newer) certified by CARB at or below the 2010 emission levels. The older diesel truck must be scrapped and replaced with the natural gas truck to qualify for the goods movement grant.
- For projects in the category of solid waste collection, participation is limited to a replacement of Class 8 refuse diesel truck with a 2010-compliant Class 8 natural gas truck. The older diesel truck must be scrapped or moved permanently out of the Basin.

This program is available only to goods movement trucks or solid waste collection vehicles (SWCVs). The project eligibility criteria are described in this PA – see below.

Awards will be made on a competitive basis by ranking all eligible projects based on the expected emission reductions from the project and cost-effectiveness (i.e., the total pollutant-weighted reductions over the project life, per dollar of grant funding requested). All eligible projects will be ranked by project category (either goods movement or solid waste collection). The amount of available funding for each category is: 1) up to \$3.4 million in returned and remaining funds from the CEC, U.S. EPA, and/or DOE grants for goods movement trucks, and 2) up to \$1.8 million for solid waste collection vehicles. If the program is oversubscribed in either category, then only the top-ranked projects will be considered for awards based on the amount of available funding.

Below are the “minimum” eligibility requirements for **goods movement truck projects**:

- Existing truck must have a Gross Vehicle Weight Rating (GVWR) of 26,001 lbs. or greater.
- Existing truck must have been operated at least 75% of the time in California over the past two years.
- Existing truck must have an engine with a model year of 2003 or older.
- Existing truck must move goods for sale a majority of the time.
- Existing truck must be currently registered as “operable” with the California DMV and registered for the past two years.
- Contract term is 5 years.

Below are the eligibility requirements for **solid waste collection vehicle projects**:

- Participation is limited to a replacement of Class 8 (>33,001 lbs. GVWR) refuse diesel truck with 2010-compliant Class 8 natural gas truck.
- Maximum of \$25,000 per natural gas truck.
- Maximum of \$250,000 per fleet (this amount may be increased if the solicitation is not fully subscribed).
- Destruction of the old vehicles being replaced is required.
- No requirement for the model year of replaced truck.
- Fleets are required to demonstrate ownership of trucks.
- Contract term is 5 years.

## **GENERAL PROGRAM INFORMATION**

This Program Announcement is seeking applications for natural gas truck projects in the categories of goods movement and solid waste collection. The program will provide a grant for eligible projects including:

- Up to \$100,000 for the replacement of a diesel truck (engine MY 2003 or older) engaged in **goods movement activities** with a newer, natural gas truck (MY2009 or newer) equipped with an engine certified by CARB under the heavy-duty test cycle with both FEL and CERT values at or below 1.20 g/bhp-hr for NOx and 0.01 g/bhp-hr for PM, or
- Up to \$25,000/truck for a replacement of Class 8 (>33,001 lbs. GVWR) refuse diesel truck with 2010-compliant Class 8 natural gas truck, not exceeding \$250,000 per fleet.

This Program will be funded by one or a combination of funding sources, which may include, but are not limited to: the California Energy Commission, EPA, DOE Clean Cities Program, and The Department of Transportation (DOT).

This program is expected to reduce emissions from in-use, heavy-duty diesel trucks involved in goods movement or solid waste collection by providing a financial incentive to help offset the higher cost of purchasing a natural gas truck equipped with an engine certified at or below the 2010 emission standards. This program is expected to provide real, quantifiable, and surplus air quality benefits in excess of any requirements under federal, state and/or local regulations.

Each natural gas truck project will be evaluated for eligibility based on the vehicle information contained in the application. AQMD will verify project eligibility through a pre-inspection before the contract is executed. During the evaluation period, the expected emission reductions and cost-effectiveness for each eligible natural gas truck project will be quantified based on the calculator established by CARB for the Goods Movement Emission Reduction Program Guidelines, or other approved quantification protocol used by AQMD. Projects will compete against other projects in the same category (either goods movement or solid waste collection) for limited funding. Projects will be funded in order starting at the top of the competitively ranked list until all funds are allocated.

Equipment owners may request a reduced funding amount to improve the cost-effectiveness and competitiveness of the project. Projects that request a lower amount of funding may rank higher in the competitive process. Also, as part of the application, the equipment owner of a **goods movement truck** must commit to at least 90% operation in California. Projects that commit to 100% operation in California may be more competitive due to the increased emission reductions that will be achieved within California.

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. During the evaluation period, AQMD (or AQMD's consultants) may contact applicants for clarification and/or additional information needed to verify program eligibility. AQMD is not required to notify the applicant to collect information that is missing from the application. At the AQMD's discretion, consultants to the AQMD may conduct all or part of such evaluation and/or verification. Application 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 reject incomplete applications or make adjustments to awards based on AQMD's verification of project information.

It is expected that multiple awards will be granted under this PA, subject to the approval of the AQMD's Governing Board and contingent upon AQMD's receipt of funds from CEC, EPA, DOE, and/or DOT in the amount of the required payments.

### **General Requirements:**

#### **Goods Movement Projects:**

- Up to \$100,000 for the replacement of an older diesel truck involved in goods movement with a newer natural gas truck. The old diesel truck must be a Class 7 or 8 goods movement truck (GVWR = 26,001 lbs. or greater) and equipped with an engine MY2003 or older. The natural gas truck must be MY2009 or newer with an engine certified by CARB at or below the MY2010 emission standards (1.20 g/bhp-hr or less NOx and 0.01 g/bhp-hr or less PM).
- All eligible vehicles will be evaluated and competitively ranked based on criteria set forth in this PA and Goods Movement Program Guidelines. The trucks will be ranked based on specifications including, but not be limited to: engine model year, vehicle miles traveled per year (VMT), and the requested funding amount.

- Eligible vehicles include Class 7 and 8 goods movement diesel trucks that have operated in California at least 75% of the time during the past 2 years.
- Equipment owner must commit to at least 90% operation in California with the replacement truck.
- Equipment owner must commit to a project life of 5 years or 500,000 miles, whichever comes first.
- Applicants applying for grant funding must be the legal owner of the old truck at the time the equipment project application is submitted to the AQMD.
- Applicants must provide a copy of the current California DMV vehicle registration.
- Applicant must provide documentation of annual miles traveled over the past 2 years (e.g., maintenance or inspection records with odometer readings, shipment logs, fuel receipts with vehicle identification, etc).
- Applicant must also provide proof of DMV registration for the past 2 years (California Base-plated or International Registration Plan (IRP) are acceptable). Monthly or seasonal registrations are acceptable with supporting documentation. If 2-year registration records are not available, then the applicant must provide a DMV printout showing the registration history or a minimum of 8 months registration supplemented by alternative documentation (e.g., proof of insurance, shipment records, or fuel consumption records) that establishes a pattern of California operation over the last 2 years.
- Applicant must demonstrate that the truck was operated for at least 5,000 miles each year for the past 2 years.
- Applicants must provide a price quote for the replacement truck.
- Applicants must provide a copy of the CARB Executive Order for the **natural gas** truck engine documenting that the engine meets or exceeds the MY2010 emissions (1.20 g/bhp-hr or less NOx and 0.01 g/bhp-hr or less PM).
- Applicants must provide the old truck VIN as part of the application. A VIN compliance check will be performed by CARB to verify there are no outstanding violations prior to funding approval.
- No third party contracts are allowed.
- Unsigned applications will be deemed ineligible and will NOT be considered for funding.
- A pre-inspection of the old truck and post-inspection of the replacement truck will be required to verify eligibility of the vehicle prior to disbursement of any incentive funding under this program. Replacement equipment shall not be ordered or purchased until the existing equipment passes a pre-inspection by AQMD or its designee and the contract is fully executed.
- **Destruction of the old vehicles being replaced is required for goods movement projects.**
- Proposed projects in the application cannot be under an existing Carl Moyer or Proposition 1B contract at the time of application.
- Grant funds shall only be used to pay down the capital cost of the equipment.

- There are two payment options that will be available: 1) direct payment to the vendor and 2) reimbursement to contractor with proof of payment by contractor. Payment of grant funds shall only be made upon the submittal of sufficient invoice documentation specifying the actual cost of the equipment and grant funds requested, and the satisfactory completion of a post-inspection by AQMD.
- It is the applicant's responsibility to correct any outstanding CARB violations associated with the owner's entire fleet of vehicles. Outstanding CARB violations will affect eligibility if not corrected by applicant.
- Any tax obligation associated with the award is the responsibility of the grantee. Individuals or companies receiving grant funding will be issued a 1099-G form by AQMD for the full award amount.
- Compliance with existing air quality regulations is a prerequisite for Program funding. Applicants are responsible for ensuring that they are in full compliance with all applicable regulations.
- Non-performance with any provision of the AQMD contract may result in the recovery of all or a portion of the grant funds or penalties to the equipment owner.

**Solid Waste Collection Vehicles:**

- Participation is limited to a replacement of Class 8 refuse diesel truck (greater than 33,000 lbs. GVWR) with 2010-compliant Class 8 natural gas truck.
- Maximum of \$25,000 per truck
- Maximum of \$250,000 per fleet. This amount may be increased if the solicitation is not fully subscribed.
- **Destruction of the old vehicles being replaced or moving them permanently out of the Basin is required.**
- No requirement for the model year of replaced truck.
- Fleets are required to demonstrate ownership of trucks.
- Contract term is 5 years.

**PROGRAM ADMINISTRATION**

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

**SCHEDULE OF EVENTS**

Release of PA #2012-03	September 9, 2011
All Applications Due by 2:00 pm	<b>Tuesday, October 11, 2011</b>
Anticipated Board Consideration of Awards	February 3, 2012

**ALL APPLICATIONS MUST BE RECEIVED AT THE AQMD HEADQUARTERS BY NO LATER THAN 2:00 P.M. ON TUESDAY, OCTOBER 11, 2011**

**Postmarks will not be accepted. Faxed or e-mail 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 this 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.

#### **CONTACT FOR ADDITIONAL INFORMATION**

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

##### **Goods Movement Trucks:**

Mei Wang  
Air Quality Specialist  
Technology Advancement Office  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
(909) 396-3257

##### **Solid Waste Collection Vehicles:**

Adewale Oshinuga  
Program Supervisor  
Technology Advancement Office  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
(909) 396-2599

## **SECTION II – APPLICATION, WORK STATEMENT, AND DELIVERABLES**

### **Application Requirements**

A complete application must be submitted to AQMD by no later than the application deadline **(by 2:00pm on Tuesday, October 11, 2011)** to be considered for program funding. It is the applicant's responsibility to ensure the application contains all the required information at the time of submittal to the AQMD. The AQMD is not required to contact the applicant to obtain required information that is missing from the application. The application forms are provided in the appendices of this program announcement:

Appendix A – Application Form for Goods Movement Trucks

Appendix B – Application Form for Solid Waste Collection Vehicles

The applicant should be aware that the application forms require certain information (such as a project description, project schedule and project cost information) to be provided as attachments to the application form. The application form and all required attachments must be completed and submitted to AQMD by the application deadline.

Applicants must sign the application indicating their understanding of the requirements for submittal of additional project information if needed to enable AQMD to finalize a contract and that all vehicles, engines or equipment must be in operation within certain time periods as prescribed in this PA. **Unsigned applications will be deemed ineligible and will NOT be considered for funding.**

### **Work Statement**

As part of the contract execution, a statement of work will be provided to all grantees that include tasks and deliverables demonstrating compliance with the requirements of the Program as administered by AQMD. Detailed requirements will be provided in the contract to be executed but below are the minimum criteria for projects to replace heavy-duty diesel trucks:

- Truck owners must:
  - √ Commit to at least 90% California operation and registration in California for the duration of the contract term. Dual plates, IRP, and any other out-of-state registrations are prohibited.
  - √ Agree to accept an on-board electronic monitoring unit at any time during the contract term.
  - √ Agree to equipment inspections and contract milestone deadlines for project implementation.
  - √ Comply with provision for payment of grant fund.
  - √ Scrap the old truck and engine according to the terms specified in the Program Guidelines and the contract.
  - √ Comply with record-keeping\*, reporting, and audit requirements.
  - √ Sign a legally binding contract with the local agency including project milestone dates and completion deadlines.

- √ Properly maintain the replacement truck in good operating condition and according to the manufacturer's recommendations.
- √ Demonstrate proof of equipment warranty and collision/comprehensive insurance on replacement truck. AQMD shall be named as additional insured on the policy.

Remedies for non-performance with the AQMD contract may include, but are not limited to:

- Recovery of all or a portion of Program funds.
- Other fiscal penalties on equipment owners based on the severity of the nonperformance.
- Cancellation of the contract.
- A ban on the equipment owner's ability to participate in future State incentive programs.
- Prohibiting a specific piece of equipment from participating in another State incentive program.

*\*Equipment owners/grantees are required to retain, at minimum, all documents, invoices, and correspondence associated with the application, award, contract, monitoring, enforcement, and reporting requirements for at least two years after equipment project contact term or three years after final payment, whichever is later. Records shall be readily available and accessible to AQMD, CARB, or their designee upon request for the purposes of ongoing evaluations or auditing.*

### **Deliverables**

Upon receiving notification of an award, equipment owner/grantee will be sent AQMD's contract that meets the requirements of the Program. This contract will clearly list requirements of the equipment owner/grantee to assist in monitoring the project and providing regular progress reports about how the funded vehicle(s) are being used. Owners shall be responsible for annual reporting that includes, but is not limited to:

- Contact information (owner name, address, phone, etc.).
- Proof of California registration.
- Proof of insurance.
- Current odometer reading (or estimated vehicle mileage if odometer is missing or broken)
- Annual vehicle miles traveled (including mileage/activity logs for documentation).
- Certification of at least 90% California operation.
- Summary of maintenance performed and inspections conducted.
- Certification that the project was operated in accordance with the signed contract and that all information submitted is true and accurate.
- Other information as requested by the local agency.



### **SECTION III - APPLICATION SUBMITTAL REQUIREMENTS**

Applicants **must** complete the appropriate application forms which are included in the Appendices. 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 applicant to ensure that all information submitted is accurate and complete. Use the checklist provided in the Appendices to ensure all application elements are submitted.

#### **CONFLICT OF INTEREST**

Applicants must address any potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the AQMD. Although the applicant 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 application. 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 in their applications, as follows:

- Total project cost
- Program dollars requested
- Source and amounts of other funding (private, local, and/or other State, federal)
- Request for a direct payment to vendor (if applicable)
- Documentation of match funding availability

All project costs must be clearly indicated in the application. In addition, applicants should be sure to include any sources of co-funding and the amount of each co-funding source in the application. **Applicants are cautioned that the project life period (as determined by Program requirements) used in calculating emissions reductions will be used to determine the length of the data reporting obligation. For example, a project that uses a five year life for the emissions reduction calculations will require the grantee to sign a five year contract, and operate the equipment/vehicle for the full five years, including tracking and reporting activity.**

Applicants are not required to calculate the project's cost-effectiveness. AQMD will perform these calculations and rank all projects according to Program Guidelines.

#### **APPLICATION SUBMISSION**

All applications must be submitted according to specifications set forth herein. Failure to adhere to these specifications may be cause for rejection of the application without evaluation.

**Application Forms:** For each project, all application forms must be completed and submitted with other required documents (i.e., Certifications and Representations) discussed below and in the corresponding appendixes.

**Application Statement:** Appendix C of this PA consists of two forms that must be completed and returned with the application.

**Certifications and Representations:** Appendix D of this PA consists of five forms that must be completed and returned with the application.

**Due Date** - The applicant shall submit **three (3) complete copies of the application** in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the applicant and the words "**Program Announcement PA #2012-03**". All proposals/applications shall be submitted in an environmentally friendly format: stapled, not bound, black and white print; no three-ring, spiral, or plastic binders, and no card stock or colored paper. All applications must be received by no later than **2:00 p.m., on Tuesday, October 11, 2011**. Postmarks are not accepted as proof of deadline compliance. **Faxed or e-mailed 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 applicant will not extend the submittal due date.**

**Grounds for Rejection** – An application may be immediately rejected if:

- It is not prepared in the format described.
- It is not signed by the equipment owner (or duly authorized individual representing the firm).
- Does not include DMV registration information, mileage supporting documents, Contractor Statement Forms and other forms required in this PA.

**Missing Information** – AQMD is not required to contact the applicant to obtain missing application information. It is the responsibility of the applicant to ensure all required application information is submitted to AQMD by the application deadline.

**Disposition of Proposals** - The AQMD reserves the right to reject any or all proposals/applications. 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 applicant's expense.

**Modification or Withdrawal** - Once submitted, the proposal/application 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 – APPENDICES AND OTHER INFORMATION**

**Appendix A:** Application Form for Good Movement Natural Gas Truck Project

**Appendix B:** Application Form for Solid Waste Collection Natural Gas Truck Project

**Appendix C:** Application Statement (required to be submitted with each application)

**Appendix D:** Certifications and Representations (required to be submitted with each application)



**APPENDIX A – APPLICATION FOR  
GOODS MOVEMENT NATURAL GAS TRUCK PROJECT  
AQMD PROGRAM ANNOUNCEMENT  
PA #2012-03**

<b><u>Instructions:</u></b>
<ul style="list-style-type: none"> <li>✓ Read the SCAQMD Program Announcement <b>PA #2012-03</b> for instructions and additional important information.</li> <li>✓ Fill in all applicable sections with ink. Please print legibly (Be sure to complete Appendix C – Application Statement and Appendix D – Certifications and Representations).</li> <li>✓ <b>Return three (3) hard copies to:</b>  <div style="text-align: center; margin-left: 40px;"> <b>Procurement Unit</b>  <b>South Coast Air Quality Management District</b>  <b>21865 East Copley Drive</b>  <b>Diamond Bar, CA 91765</b> </div> </li> </ul>
<b>DEADLINE: Received at SCAQMD by Tuesday, October 11, 2011 at 2:00PM (no exceptions)</b>

**SECTION 1 – GENERAL INFORMATION (PLEASES PRINT OR TYPE)**

<b>ORGANIZATION INFORMATION</b>		
1. Applicant Name, Business, or Company (as it appears on Form W-9):		
2. Address:		
3. City:	4. State:	5. Zip Code:
6. Mailing Address (if different from above):		
7. City:	8. State:	9. Zip Code:
10. Number of Vehicles to be replaced:		
11. Have you applied for any other grant programs? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please explain and provide name(s) of the agency:		
<b>BUSINESS INFORMATION</b>		
12. Fleet Size (Include Trucks > 14,000 lbs. GVWR <b>only</b> ):	13. Number of Employees:	
<b>PRIMARY CONTRACT INFORMATION</b>		
14. First and Last Name:		15. Contact Title:
16. Phone Number:	17. Fax Number:	
18. Alternate Contact Number:	19. Email:	
20. Vehicle Registered Owner :		
21. Person with Equipment Signing Authority:		

(THE INFORMATION BELOW IS REQUIRED FOR EACH PIECE OF EQUIPMENT.  
FOR MULTIPLE UNITS YOU MAY PROVIDE AN EXCEL SPREADSHEET CONTAINING THE REQUIRED INFORMATION)

**SECTION 2 – CURRENT EQUIPMENT AND ACTIVITY INFORMATION**

CURRENT VEHICLE		
1. Vehicle Number:	2. Vehicle Make:	3. Vehicle Model:
4. Vehicle Model Year:	5. Vehicle GVWR:	
6. Vehicle Identification Number (VIN):	7. License Plate Number:	
8. Vehicle Axle Configuration: <input type="checkbox"/> 2 Axle <input type="checkbox"/> 3 Axle	9. Odometer Reading:	10. Hubodometer Reading (if applicable):
CURRENT VEHICLE ENGINE		
11. Engine Make:	12. Engine Model:	
13. Engine Model Year:	14. Horsepower Rating:	
15. Engine Serial Number:	16. Fuel Type:	
17. Engine Family Number (if applicable):		
18. Is the Vehicle Used Seasonally? __No. __Yes	19. Miles Traveled during past 24 Months: _____ miles _____ % Operation in California	Power Take Off hours during past 24 Months (if applicable) _____ hours _____ % Operation in CA
20. Vehicle Vocation(s):		
21. Estimated percentage of annual miles that were in the counties of Los Angeles, Orange, Riverside and/or San Bernardino _____ %		
22. Does the existing truck have a diesel particulate filter installed? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, list the CARB verified Level of PM emission control (Level 1, 2, or 3): _____ Diesel filter installation date: _____ Any grant funds received for the installation: <input type="checkbox"/> Yes <input type="checkbox"/> No		

**THE FOLLOWING DOCUMENTS ARE REQUIRED TO BE SUBMITTED WITH THE APPLICATION:**

- o Copy of DMV Registration information, including:
  - Current registration - August or September 2011.
  - Past 2-year registration - Provide copies of DMV registration for last 24 months (California Base-plated or International Registration Plan (IRP) are acceptable.)
  - If 2-year registration records are not available, then the applicant must provide a DMV printout showing the registration history or a minimum of 8 months registration supplemented by alternative documentation (e.g., proof of insurance, shipment records, or fuel consumption records) that establishes a pattern of California operation over the last 2 years.
- o Copy of Title to show proof of ownership (if available)
- o Vocation Letter (specifying the types of goods that you haul and where you haul these goods.)
- o Provide documentation of annual miles traveled over past 2 years (e.g., maintenance or inspection records with odometer readings, shipment logs, fuel receipts with vehicle identification, etc)
- o CARB Executive Order documenting the certified emissions level of the replacement truck engine, equipment, repower engine, or retrofit device (if available).
- o Price quote for the replacement truck.
- o For concrete mixer trucks, dump trucks, and other truck types specifically identified by ARB staff, the owner may provide the Power Take Off (PTO) hours in conjunction with VMT:
- o Documentation from the hour meter unit is required.
- o PTO hours will be converted to miles based on factors supplied by ARB and combined with VMT in the calculation of emission reductions and cost-effectiveness.

(THE INFORMATION BELOW IS REQUIRED FOR EACH PIECE OF EQUIPMENT.  
FOR MULTIPLE UNITS YOU MAY PROVIDE AN EXCEL SPREADSHEET CONTAINING THE REQUIRED INFORMATION)

**SECTION 3 – REPLACEMENT VEHICLE INFORMATION**

REPLACEMENT VEHICLE		
1. Vehicle Make (if known):		2. Vehicle Model (if known):
3. Vehicle Model Year:		4. Vehicle GVWR *:
REPLACEMENT VEHICLE ENGINE		
5. Engine Make (if known):		6. Engine Model (if known):
7. Engine Model Year:		8. Horsepower Rating (if known):
9. Fuel Type: <input type="checkbox"/> LNG <input type="checkbox"/> CNG		
10. Engine Family Number (if known):		
REPLACEMENT VEHICLE ACTIVITIES		
11. Will the new replacement truck be operated for 90% or 100% of the time in CA? <input type="checkbox"/> 90% <input type="checkbox"/> 100% <input type="checkbox"/> Other, _____ (if replacement vehicle operates less than 90% in CA the vehicle is ineligible for funding)		
12. Estimated percentage of annual miles that were in the counties of Los Angeles, Orange, Riverside and/or San Bernardino _____%		
REPLACEMENT VEHICLE DEALER INFORMATION		
1. Vehicle Dealer Name:		
2. Address:		
3. City:	4. State:	5. Zip Code:
6. Contact Name:		7. Contact Title
8. Phone Number:	9. Fax Number:	10. Email:
PROJECT FUNDING		
1. Program Funding Requested: <input type="checkbox"/> \$100,000 <input type="checkbox"/> Other: \$ _____		
2. Source(s) and amount of other funding (private, local, other State, Federal):		
3. Purchasing Vehicle with a Lease to Own Program*: <input type="checkbox"/> No <input type="checkbox"/> Yes		9. Indicate if you are requesting: <input type="checkbox"/> Direct payment to vendor <input type="checkbox"/> Reimbursement
8. Total project cost including Program and non-Program dollars:		

\* Lease-To-Own (LTO) program must conform to all requirements listed in the Program Guidelines, Chapter IV.A.13. LTO application must be signed and submitted by the owner of the old truck. The applicant must be the legal owner of the old truck at the time of application and must participate in the LTO program as either the lessor or lessee.

## APPLICATION PACKET CHECKLIST

- Completed Application, especially Vehicle Identification Number (VIN), Truck Model Year, and Engine Model Year.
- Complete Appendix C and D.
- ARB Executive Order (EO) for the replacement engine's verified emissions (if available).
- Copy of Vehicle Title(s) (if available).
- Copy of current DMV registration.
- Copy of DMV registration for past 2 years. If 2-year registration records are not available, then the applicant must provide a DMV Printout showing the registration history or a minimum of 8 months of registration supplemented by alternative documentation (proof of insurance, shipment records, or fuel consumption records) that establishes a pattern of California operation over the last 2 years.
- Dealer price quote for replacement truck.
- Vocation letter (provide a description of type of goods you haul and where you haul these goods. For example, agricultural, aggregates bulk or break bulk, building or construction materials, concrete mixer trucks, dairy, metals, poultry, wood or paper products, restaurant, grocery, or other).
- Documentation of annual miles traveled for the past two years. Examples of documentation include: maintenance or inspection records with odometer reading, shipment logs, fuel receipts with vehicle identification, etc.
- Verification of GVWR rating for trucks that are 2 axle or less by providing pictures of the engine tag or manufacturer's specification plate with truck VIN listed.



For additional assistance please contact:  
Mei Wang  
Technology Advancement Office  
South Coast Air Quality Management District  
(909) 396-3257  
mwang@aqmd.gov



**APPENDIX B – APPLICATION FOR  
SOLID WASTE COLLECTION NATURAL GAS TRUCK PROJECT  
AQMD PROGRAM ANNOUNCEMENT  
PA #2012-03**

<b>Instructions:</b>
<ul style="list-style-type: none"> <li>✓ Read the SCAQMD Program Announcement <b>PA #2012-03</b> for instructions and additional important information.</li> <li>✓ Fill in all applicable sections with ink. Please print legibly (Be sure to complete Appendix C – Application Statement and Appendix D – Certifications and Representations).</li> <li>✓ <b>Return three (3) hard copies to:</b>  <div style="margin-left: 40px;"> <b>Procurement Unit</b>  <b>South Coast Air Quality Management District</b>  <b>21865 East Copley Drive</b>  <b>Diamond Bar, CA 91765</b> </div> </li> </ul>
<b>DEADLINE: Received at SCAQMD by Tuesday, October 11, 2011 at 2:00PM (no exceptions)</b>

**SECTION 1 – GENERAL INFORMATION (PLEASES PRINT OR TYPE)**

<b>ORGANIZATION INFORMATION</b>		
1. Applicant Name, Business, or Company (as it appears on Form W-9):		
2. Address:		
3. City:	4. State:	5. Zip Code:
6. Mailing Address (if different from above):		
7. City:	8. State:	9. Zip Code:
10. Number of Vehicles to be replaced:		
11. Have you applied for any other grant programs? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, please explain and provide name(s) of the agency:		
<b>BUSINESS INFORMATION</b>		
12. Fleet Size (Include Trucks > 14,000 lbs. GVWR <b>only</b> ):	13. Number of Employees:	
<b>PRIMARY CONTRACT INFORMATION</b>		
14. First and Last Name:	15. Contact Title:	
16. Phone Number:	17. Fax Number:	
18. Alternate Contact Number:	19. Email:	
20. Vehicle Registered Owner :		
21. Person with Equipment Signing Authority:		

(THE INFORMATION BELOW IS REQUIRED FOR EACH PIECE OF EQUIPMENT.  
FOR MULTIPLE UNITS YOU MAY PROVIDE AN EXCEL SPREADSHEET CONTAINING THE REQUIRED INFORMATION)

**SECTION 2 – CURRENT EQUIPMENT AND ACTIVITY INFORMATION**

CURRENT VEHICLE		
1. Vehicle Identification Number (VIN):		2. Vehicle GVWR:
3. License Plate Number:		
4. Is the Vehicle Used Seasonally? __ No. __ Yes	5. Miles Traveled during past 24 Months: _____ miles _____ % Operation in California	6. Power Take Off hours during past 24 Months (if applicable) _____ hours _____ % Operation in CA
7. Vehicle Vocation(s):		

**THE FOLLOWING DOCUMENTS ARE REQUIRED TO BE SUBMITTED WITH THE APPLICATION:**

- Copy of DMV Registration information, including:
  - Current registration - August or September 2011.
  - Past 2-year registration - Provide copies of DMV registration for last 24 months (California Base-plated or International Registration Plan (IRP) are acceptable.)
- Copy of Title to show proof of ownership (if available)
- Provide documentation of annual miles traveled over past 2 years (e.g., maintenance or inspection records with odometer readings, shipment logs, fuel receipts with vehicle identification, etc)
- CARB Executive Order documenting the certified emissions level of the new truck engine (if available).
- Price quote for the new replacement truck, equipment or retrofit device.
- The owner may provide the Power Take Off (PTO) hours in conjunction with VMT. Documentation from the hour meter unit is required.
- PTO hours will be converted to miles based on factors supplied by ARB and combined with VMT in the calculation of emission reductions and cost-effectiveness.

**SECTION 3 – REPLACEMENT VEHICLE INFORMATION**

REPLACEMENT VEHICLE		
1. Vehicle Model Year:		2. Vehicle GVWR:
3. Fuel Type: <input type="checkbox"/> LNG <input type="checkbox"/> CNG		
4. Engine Family Number (if known):		
5. Will the new replacement truck be operated for 90% or 100% of the time in CA? <input type="checkbox"/> 90% <input type="checkbox"/> 100% <input type="checkbox"/> Other, _____ (if replacement vehicle operates less than 90% in CA the vehicle is ineligible for funding)		
REPLACEMENT VEHICLE DEALER INFORMATION		
1. Vehicle Dealer Name:		
2. Address:		
3. City:	4. State:	5. Zip Code:
6. Contact Name:	7. Contact Title	
8. Phone Number:	9. Fax Number:	10. Email:



PROJECT FUNDING	
2. Program Funding Requested:  <input type="checkbox"/> \$25,000 <input type="checkbox"/> Other: \$ _____	
2. Source(s) and amount of other funding (private, local, other State, Federal):	
3. Purchasing Vehicle with a Lease to Own Program*: <input type="checkbox"/> No <input type="checkbox"/> Yes	9. Indicate if you are requesting: <input type="checkbox"/> Direct payment to vendor <input type="checkbox"/> Reimbursement
8. Total project cost including Program and non-Program dollars:	

\* Lease-To-Own (LTO) program must conform to all requirements listed in the Program Guidelines, Chapter IV.A.13. LTO application must be signed and submitted by the owner of the old truck. The applicant must be the legal owner of the old truck at the time of application and must participate in the LTO program as either the lessor or lessee.

APPLICATION PACKET CHECKLIST
------------------------------

- Completed Application, especially Vehicle Identification Number (VIN)
- Complete Appendix C and D.
- ARB Executive Order (EO) for the new engine's verified emissions (if available).
- Copy of Vehicle Title(s) (if available).
- Copy of DMV registration for past 2 years.
- Dealer price quote for the replacement truck.
- Documentation of annual miles traveled for the past two years. Examples of documentation include: maintenance or inspection records with odometer reading, shipment logs, fuel receipts with vehicle identification, etc.
- Verification of GVWR rating for trucks that are 2 axle or less by providing pictures of the engine tag or manufacturer's specification plate with truck VIN listed.



For additional assistance please contact:  
 Adewale Oshinuga  
 Technology Advancement Office  
 South Coast Air Quality Management District  
 (909) 396-2599  
[aoshinuga@aqmd.gov](mailto:aoshinuga@aqmd.gov)

**APPENDIX C – APPLICATION STATEMENT FOR  
HEAVY DUTY NATURAL GAS TRUCK PROJECTS  
AQMD PROGRAM ANNOUNCEMENT  
PA #2012-03**

**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 by the AQMD, the 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<sub>x</sub> and/or PM pollutants. CARB Verification Letters and/or Executive Orders are attached, as applicable.
- ◆ 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 Program-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. This prohibition does not include applications for loans and loan guarantees.
- ◆ The proposed project has not been funded and is not being considered for incentive 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 funding 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 Program 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 a prescribed time from the date of contract execution. I confirm that I know the specific time requirement for the type of project and equipment for which I am applying.
- ◆ I certify that all project match funds (if any) are reasonably available to complete the equipment project according to the proposed time frame.
- ◆ 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)**
- I, the equipment owner, disclose that I have applied for the following other source(s) of funding (if any) for the same equipment project:

Source of funds: \_\_\_\_\_

How much applied for: \_\_\_\_\_

What the funding will be used for: \_\_\_\_\_

- I, the equipment owner, disclose the following value of any existing financial incentive that directly reduces the project cost, including tax credits or deductions, grants, or other public financial assistance, for the same equipment project:

Value: \_\_\_\_\_

- I certify that the equipment owner has reviewed the application and that the application information is correct.
- I certify that neither the owner nor equipment identified in the equipment project application has any outstanding violations of CARB regulations.

\_\_\_\_\_  
**Applicant's Signature**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Applicant's Name (please print)**

\_\_\_\_\_  
**Title**

If this application was prepared by an entity other than the applicant, please provide the information requested below.

\_\_\_\_\_  
**Application Preparer's Signature**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Application Preparer's Name (please print)**

\_\_\_\_\_  
**Contact Information**

**Compensation for application preparation:** \_\_\_\_\_

**I certify that no Program funds are the source for this compensation:**

\_\_\_\_\_  
**Signature of Preparer**

**Please initial each section below.**  
**(See PA#2012-03 for additional information and requirements):**

---

The purchase of this low-emission technology is **NOT** required by any local, state, and/or federal rule or regulation (with the exception of Agricultural Assistance Program projects).

---

The definitions of qualifying projects are described in PA #2011-??. These definitions have been reviewed and this application is consistent with those definitions.

---

The vehicle will be committed to at least 90% California operation and California base-plated registration for the duration of contract term. Dual plates, IRP, and any other out-of-state registrations are prohibited.

---

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 Heavy Duty Diesel Trucks Replacement Program. I understand that it is my responsibility to determine the tax liability associated with participating in the Program.

---

I understand that a SCAQMD-funded Global Positioning System (GPS) unit will be installed on vehicles/equipment if deemed necessary by AQMD. I will submit data as requested and otherwise cooperate with all data reporting requirements.

---

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 to maintain eligibility for Program funds, I need to maintain vehicle registration, keep equipment in legal operating condition, correct any air pollution citations and report to AQMD, and repair or replace equipment that has been damaged, destroyed, or stolen.

---

I understand that if I have submitted multiple applications for the same equipment project and not disclosed any other requested or received incentive grant funds. I may be disqualified from funding for that engine or piece of equipment under this Program. The equipment owner may also be prohibited from submitting future applications to any and All ARB incentive programs, or local agency incentive programs.

---

I understand that any tax credits claimed must be deducted from the Program request.

Please check one:

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

I **do** plan to claim a tax credit or deduction for costs funded by the Program.

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 Program. If so, please indicate amount here: \$ \_\_\_\_\_

---

I understand that grant funds shall only be used toward the cost of the equipment.

---

APPENDIX D  
Certifications and Representations



**South Coast  
Air Quality Management District**

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

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.)

<b>Sign Here</b>	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:

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 <sup>1</sup>	Generally, exempt recipients 1 through 7 <sup>2</sup>

<sup>1</sup>See Form 1099-MISC, Miscellaneous Income, and its instructions.

<sup>2</sup>However, 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](http://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/](http://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](http://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 <sup>1</sup>
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor <sup>2</sup>
4. a. The usual revocable savings trust (grantor is also trustee)	The grantor-trustee <sup>1</sup>
b. So-called trust account that is not a legal or valid trust under state law	The actual owner <sup>1</sup>
5. Sole proprietorship or single-owner LLC	The owner <sup>3</sup>
For this type of account:	Give name and EIN of:
6. Sole proprietorship or single-owner LLC	The owner <sup>3</sup>
7. A valid trust, estate, or pension trust	Legal entity <sup>4</sup>
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

<sup>1</sup>List 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.

<sup>2</sup>Circle the minor's name and furnish the minor's SSN.

<sup>3</sup>You 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.

<sup>4</sup>List 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.

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Typed Name & Title of Authorized Representative

---

Signature of Authorized Representative Date

I am unable to certify to the above statements. My explanation is attached.

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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](http://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 #:** PA2012-03

\_\_\_\_\_

**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: \_\_\_\_\_

<b>DEFINITIONS</b>
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**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: September 9, 2011

AGENDA NO. 9

PROPOSAL: Recognize Funds and Execute Contracts for Truck Retrofit Projects

SYNOPSIS: The Board previously awarded a contract to Gardner Trucking for \$1 million to retrofit 200 heavy-duty diesel trucks with diesel particulate filters (DPFs) under a U.S. EPA grant. This project, unfortunately, cannot proceed due to lack of financial resources by Gardner Trucking. In order to meet the U.S. EPA deadline, staff proposes utilizing the funds for other diesel truck retrofit projects. This action is to recognize the U.S. EPA Grant and execute contracts to retrofit heavy-duty diesel trucks with DPFs at a total cost not to exceed \$1,000,000.

COMMITTEE: Technology, July 22, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

RECOMMENDED ACTIONS:

1. Recognize \$1,000,000 from the U.S. EPA in the Clean Fuels Fund (31) to cosponsor the retrofit of heavy-duty diesel trucks with diesel particulate filters; and
2. Authorize the Executive Officer to execute the following contracts to retrofit heavy-duty diesel trucks with particulate filters for the total amount not to exceed \$1,000,000, from the Clean Fuels Fund (31):
  - a. Bear Trucking Inc., for retrofit of 2 trucks for \$10,000;
  - b. Challenge Dairy Products Inc., for retrofit of 2 trucks for \$10,000;
  - c. Gaio Trucking Inc., for retrofit of 9 trucks for \$45,000;
  - d. MCLD Holdings for retrofit of 6 trucks for \$30,000;
  - e. National Ready Mixed Concrete for retrofit of 13 trucks for \$65,000;
  - f. Ranjan Rajasekara for retrofit of 1 truck for \$5,000;
  - g. RRM Properties for retrofit of 107 trucks for \$535,000;
  - h. SLR Enterprises for retrofit of 6 trucks for \$30,000;
  - i. Spragues Ready Mix for retrofit of 4 trucks for \$20,000;
  - j. South Bound Express Inc., for retrofit of 3 trucks \$15,000;
  - k. Southern Counties Terminals DBA Griley Air Freight for retrofit of 3 trucks for \$15,000;
  - l. Standard Concrete Products Inc., for retrofit of 41 trucks for \$205,000; and
  - m. Transloading Express for retrofit of 3 trucks for \$15,000.

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

Barry R. Wallerstein, D.Env.  
Executive Officer

CSL:MM:FM:AAO

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### **Background**

On March 6, 2009, the Board recognized \$1 million from the U.S. EPA under the Diesel Emissions Reduction Act (DERA) program to supplement funds from CARB and Gardner Trucking for diesel truck retrofit projects. Gardner Trucking committed to retrofit 200 heavy-duty diesel trucks with DPFs at \$5,000 per truck. In recent discussions, however, Gardner Trucking has indicated that they had not initiated the retrofit projects and would be unable to complete all 200 trucks within the time allowed by the U.S. EPA due to lack of financial resources. U.S. EPA has further informed staff that the funds need to be drawn down by December 2011 to avoid de-obligation.

On March 4, 2011, Program Announcement PA #2011-11 was issued to solicit projects in the funding category of heavy-duty diesel trucks under the “Year 2” Proposition 1B – Goods Movement Program. A total of 833 applications were received, 14 of which were for retrofit of 216 heavy-duty diesel trucks with DPFs at \$5,000 per truck. Staff has evaluated and ranked those 14 applications based on cost-effectiveness of the projects and the U.S. EPA DERA program requirement. Of those, staff has selected 13 proposals and has been in discussion with the applicants to ensure that upon Board approval, the retrofit projects will be completed before the end of December 2011. The applicants have expressed interest and commitment to retrofit their respective trucks with DPFs on time.

### **Proposal**

This action is to recognize \$1 million from the U.S. EPA in the Clean Fuels Fund (31) and execute contracts with the entities as outlined in Table 1, to retrofit heavy-duty diesel trucks with DPFs in an amount not to exceed \$1 million. The scope of the project includes the design, installation and operation of DPF technologies on 200 1998-2006 model year heavy-duty diesel trucks.

Staff also recommends due to the short timeframe to allow the 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 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 entire 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 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 proposed project will provide direct PM emission reduction in a cost-effective and expeditious manner as required under the U.S. EPA DERA program and meet the goals of the 2007 AQMP. The above-proposed trucks will operate for many years in the South Coast Air Basin.

**Resource Impacts**

Total funding for the proposed truck retrofit projects with U.S. EPA grant funds shall not exceed \$1 million from the Clean Fuels Fund (31).

**Attachment**

Table 1: List of Recommended Retrofit Projects

Table 2: Backup List of Retrofit Projects

**Table 1: List of Recommended Retrofit Projects**

<b>Award Recipients</b>	<b>No. of Retrofits</b>	<b>Funding Amount</b>
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
<b>Total</b>	<b>200</b>	<b>\$1,000,000</b>

**Table 2: Backup List of Retrofit Projects**

<b>Award Recipients</b>	<b>No. of Retrofits</b>	<b>Funding Amount</b>
Challenge Dairy Products	5	\$25,000
SEMCO Enterprises, Inc.	1	\$5,000
SLR Enterprises	1	\$5,000
Southern Counties Terminal dba Griley Air Freight	2	\$10,000
Standard Concrete Products	3	\$15,000
<b>Total</b>	<b>12</b>	<b>\$60,000</b>

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 10

**PROPOSAL:** Approve Contract Modifications and Awards under FY 2010-11 AB 2766 Discretionary Fund Work Program and Fund Transfer for Miscellaneous Costs in FY 2011-12

**SYNOPSIS:** As part of their FY 2010-11 AB 2766 Discretionary Fund Work Program, the MSRC issued an RFP and several Program Announcements to implement various programs. On July 21 and August 18, 2011, the MSRC approved multiple new contracts under these Programs. Also as part of their FY 2010-11 Work Program, the MSRC approved augmentation of previously awarded contracts to provide alternative fuel school bus incentives and awards to implement “511” mobile applications. Additionally, every year the MSRC adopts an Administrative Budget which includes transference of funds to the AQMD Budget to cover administrative expenses. The MSRC seeks AQMD Board approval of these contract awards and modifications and the fund transfer.

**COMMITTEE:** Mobile Source Air Pollution Reduction Review, July 21 and August 18, 2011, Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Approve a funding augmentation in an amount not to exceed \$175,000 to existing contract #MS11002 with A-Z Bus Sales under the Alternative Fuel School Bus Incentives Program, using funds previously allocated to this Program but not yet awarded, as part of the FY 2010-11 Work Program, as described in this letter;
2. Approve a funding augmentation in an amount not to exceed \$15,000 to existing contract #MS11003 with BusWest under the Alternative Fuel School Bus Incentives Program, using funds previously allocated to this Program but not yet awarded, as part of the FY 2010-11 Work Program, as described in this letter;
3. Approve the award of a contract with the City of Corona in an amount not to exceed \$225,000 for expansion of their existing CNG station under the Alternative Fuel Infrastructure Program as part of the FY 2010-11 Work Program, as described in this letter;
4. Approve Partial FY 2010-11 AB 2766 Discretionary Fund Work Program with the following elements:

- a. Additional Local Government Match Program funding totaling \$1,797,645; and
  - b. Additional 511 Application funding totaling \$23,395;
5. Approve the award of 26 contracts totaling \$6,547,645 (using the remaining \$4,750,000 originally allocated plus an additional \$1,797,645 previously unallocated) for the Local Government Match Program as part of the FY 2010-11 Work Program, as described in this letter and as follows:
- a. A contract with the City of Indio in an amount not to exceed \$30,000 for the retrofit of one heavy-duty on-road diesel vehicle and the re-power of one heavy-duty off-road diesel vehicle;
  - b. A contract with the City of Whittier in an amount not to exceed \$210,000 for the purchase of up to 7 natural gas heavy-duty vehicles;
  - c. A contract with the City of Anaheim in an amount not to exceed \$175,000 for the installation of a CNG fueling station and the purchase of up to 5 natural gas heavy-duty vehicles;
  - d. A contract with the City of Rancho Cucamonga in an amount not to exceed \$260,000 for the expansion of their existing CNG station and the purchase of up to 2 natural gas heavy-duty vehicles;
  - e. A contract with the County of Los Angeles, Department of Public Works in an amount not to exceed \$150,000 for the purchase of up to 6 natural gas heavy-duty vehicles (for transit and/or shuttle use);
  - f. A contract with the County of Los Angeles, Department of Public Works in an amount not to exceed \$150,000 for the purchase of up to 5 natural gas heavy-duty vehicles (for road and/or sewer maintenance);
  - g. A contract with the City of Redlands in an amount not to exceed \$90,000 for the purchase of up to 3 natural gas heavy-duty vehicles;
  - h. A contract with the City of Los Angeles, Department of General Services in an amount not to exceed \$300,000 for the modification of their North Hollywood heavy-duty vehicle maintenance and repair facility to accommodate the maintenance of gaseous-fueled vehicles;
  - i. A contract with the City of Glendale in an amount not to exceed \$300,000 for the purchase of up to 10 natural gas heavy-duty vehicles;
  - j. A contract with the City of Santa Ana in an amount not to exceed \$265,500 for the expansion of their existing CNG station and the installation of a new liquefied petroleum gas (LPG) station;
  - k. A contract with the City of Fullerton in an amount not to exceed \$109,200 for the purchase of up to 2 natural gas heavy-duty vehicles and the retrofit of up to 7 on-road diesel vehicles;
  - l. A contract with the City of Culver City in an amount not to exceed \$300,000 for the purchase of up to 10 natural gas heavy-duty vehicles;
  - m. A contract with the City of Gardena in an amount not to exceed \$102,500 for the modification of their vehicle maintenance and repair facility to accommodate the maintenance of gaseous-fueled vehicles, the expansion of their existing CNG station, and the purchase of a natural gas heavy-duty vehicle;



- n. A contract with the City of Los Angeles, Bureau of Sanitation in an amount not to exceed \$1,080,000 for the purchase of up to 36 natural gas heavy-duty vehicles;
  - o. A contract with the City of Los Angeles, Department of General Services in an amount not to exceed \$630,000 for the purchase of up to 21 natural gas heavy-duty vehicles;
  - p. A contract with the City of La Quinta in an amount not to exceed \$25,368 for the retrofit of up to 3 on-road diesel vehicles;
  - q. A contract with the City of Riverside in an amount not to exceed \$670,000 for the installation of a new CNG station and the purchase of up to 9 natural gas heavy-duty vehicles;
  - r. A contract with the City of Anaheim in an amount not to exceed \$300,000 for the purchase of up to 12 natural gas heavy-duty vehicles;
  - s. A contract with the City of Santa Monica in an amount not to exceed \$400,000 for the modification of their vehicle maintenance and repair facility to accommodate the maintenance of gaseous-fueled vehicles;
  - t. A contract with the City of Ontario in an amount not to exceed \$180,000 for the purchase of up to six natural gas heavy-duty vehicles;
  - u. A contract with the City of South Pasadena in an amount not to exceed \$30,000 for the purchase of a natural gas heavy-duty vehicle;
  - v. A contract with the City of Santa Ana in an amount not to exceed \$265,000 for the purchase of up to 7 LPG heavy-duty vehicles and the retrofit of up to 6 on-road diesel vehicles;
  - w. A contract with the City of Chino in an amount not to exceed \$35,077 for the purchase of a natural gas heavy-duty vehicle and the re-power (replacement) of an off-road engine with alternative fuel;
  - x. A contract with the City of Hemet in an amount not to exceed \$60,000 for the purchase of up to 2 natural gas heavy-duty vehicles;
  - y. A contract with the City of Ontario in an amount not to exceed \$400,000 to expand their existing CNG station; and
  - z. A contract with the City of Newport Beach in an amount not to exceed \$30,000 for the purchase of a natural gas heavy-duty vehicle;
6. Approve the award of 9 contracts totaling \$1,480,000 for the Alternative Fuel Engines for On-Road Heavy-Duty Vehicles Program as part of the FY 2010-11 Work Program, as described in this letter and as follows:
- a. A contract with Luis Castro in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
  - b. A contract with Ivan Borjas in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
  - c. A contract with Phase II Transportation in an amount not to exceed \$1,080,000 for the purchase of up to 27 re-powers of on-road heavy duty vehicles;
  - d. A contract with Ruben Caceras in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
  - e. A contract with Carlos Arrue in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;

- f. A contract with Francisco Vargas in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
  - g. A contract with Krisda Inc. in an amount not to exceed \$120,000 for the purchase of up to three re-powers of on-road heavy duty vehicles;
  - h. A contract with Jose Ivan Soltero in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle; and
  - i. A contract with Albino Meza in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle
7. Approve a contract with KEC Engineering in an amount not to exceed \$250,000 for up to 5 re-powers of off-road heavy duty vehicles under the Alternative Fuel Engines for Off-Road Heavy-Duty Vehicles Program as part of the FY 2010-11 Work Program, as described in this letter.
  8. Approve a contract with The Better World Group in an amount not to exceed \$98,418 for programmatic outreach services to the MSRC for a two-year period (with an option clause for an additional two-year period, subject to approval in future by the MSRC and AQMD Board).
  9. Approve two sole-source contracts totaling \$223,395 (using the \$200,000 originally allocated plus an additional \$23,395 previously unallocated) for development and implementation of 511 “smart phone” applications as part of the FY 2010-11 Work Program, as described in this letter and as follows:
    - a. A \$100,000 contract with the Riverside County Transportation Commission (RCTC); and
    - b. A \$123,395 contract with the Los Angeles Service Authority for Freeway Emergencies (LA SAFE);
  10. Transfer \$58,880 from the Mobile Sources Air Pollution Reduction Fund, Special Fund 23, to the FY 2011-12 Budget of Science and Technology Advancement, Services and Supplies Major Object, to facilitate reimbursement of administrative costs, as provided in Table 1 of this letter;
  11. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and
  12. Authorize the Chairman of the Board to execute new contracts under FY 2010-11 AB 2766 Discretionary Fund Work Program, as described above and within this letter.

Greg Winterbottom  
Chair, MSRC

CSL:HH:CR/DAH

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### **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 subvended 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 School Bus Incentives Program**

As part of its FY 2010-11 Work Program, the MSRC allocated \$1.5 million for an Alternative Fuel School Bus Incentive Program. The MSRC released an RFQ seeking qualified vendors to participate in the Program. Vendors deemed qualified would be contractually authorized to offer buy-down incentives to qualifying school districts or private providers of pupil transportation, not to exceed the following amounts per qualified bus: \$15,000 for cutaway "Type A" CNG or LPG buses; \$25,000 for conventional body LPG bus or advanced technology hybrid electric bus; and \$45,000 per full size "Type D" CNG school bus. In April 2011, the MSRC deemed both A-Z Bus Sales and BusWest to be "qualified" vendors and awarded an initial contract amount of \$300,000 to each vendor. At its July 21, 2011 meeting, the MSRC considered a request from A-Z Bus Sales for an additional \$175,000 for an order from Atlantic Express, and a request from BusWest for an additional \$15,000 for an order from Student Transportation of America; further details are provided below in the Proposals section.

### **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. The MSRC previously approved ten projects under this Program, with funding awards totaling \$1.3 million. At its July 21, 2011 meeting, the MSRC considered a request for funding from the City of Corona under this Program; details are provided in the Proposals section. Additional applications may be received and brought forward for consideration in the next few months.

### **Local Government Match Program**

Also as part of the FY 2010-11 Work Program, the MSRC released a \$5 million Local Government Match Program Announcement #PA2011-13. The Program Announcement provides up to \$30,000 per vehicle for heavy-duty alternative fuel vehicle purchases, as

well as alternative fuel infrastructure funding up to a maximum of \$400,000 per project. The re-power or retrofit of on- or off-road heavy-duty diesel vehicles, with maximum per-vehicle awards of \$50,000 per re-power and \$25,000 per retrofit, are also eligible projects. Finally, \$250,000 is reserved for qualifying AB 2766 Subvention Fund recipients in the Coachella Valley to support regional street sweeping programs. In all categories funding is provided on a dollar-for-dollar match basis, and funding for all eligible entities shall be distributed on a first-come, first-served basis with a geographic minimum per county of \$625,000. The Program Announcement includes an open application period commencing April 5, 2011 and closing June 3, 2011. A total of 31 applications were received during the application period; the MSRC previously awarded funding for one of these, and one application was later withdrawn. At its July 21, 2011 meeting, the MSRC considered the remaining 29 applications; further details are provided below in the Proposals section.

### **Alternative Fuel Engines for On-Road Heavy Duty Vehicles**

As part of the FY 2010-11 Work Program, the MSRC released a \$3.5 million Alternative Fuel Engines for On-Road Heavy-Duty Vehicles Program. The Program Announcement provides a maximum \$40,000 incentive for owners of existing, older diesel and alternative fuel heavy-duty vehicles to re-power their vehicles with new, lower-emitting alternative fuel engines certified by CARB at or below 0.2 g/bhp-hr NO<sub>x</sub>. Funding shall be distributed on a first-come, first-served basis for vehicles with model year 2005 or older engines. The PA also includes a geographic minimum per county of \$437,500 and a funding cap per entity of 30% of the total available funding with the caveat that the MSRC may waive this restriction if applications not exceeding 70% of the total available funding are not received or they chose to allocate additional funds to the program. The Program Announcement includes an open application period commencing May 3, 2011 and closing June 30, 2011. A total of 10 applications were received during the application period but one application was deemed ineligible because it did not comply with program requirements. At its August 18, 2011 meeting, the MSRC considered the remaining nine applications; further details are provided below in the Proposals section.

### **Alternative Fuel Engines for Off-Road Heavy Duty Vehicles**

As part of the FY 2010-11 Work Program, the MSRC released a \$3.5 million Alternative Fuel Engines for Off-Road Heavy-Duty Vehicles Program. The Program Announcement provides a maximum \$50,000 incentive for owners of existing, older heavy-duty off-road equipment to re-power their vehicles with new, lower-emitting alternative fuel engines certified at a Tier 4 interim emission level. Funding shall be distributed on a first-come, first-served basis for vehicles with model year 2005 or older engines with a horsepower of 150HP or greater. The PA also includes a geographic minimum per county of \$437,500 and a funding cap per entity of 30% of the total available funding with the caveat that the MSRC may waive this restriction if applications not exceeding 70% of the total available funding are not received or they chose to allocate additional funds to the program. The Program Announcement includes an open application period commencing

May 3, 2011 and closing June 30, 2011. A total of 2 applications were received during the application period but one application was deemed ineligible because it requested funding for a Tier 3 engine. At its August 18, 2011 meeting, the MSRC considered the remaining application; further details are provided below in the Proposals section.

### **Programmatic Outreach Services**

As part of the FY 2010-11 Work Program, the MSRC released a Request for Proposals for the solicitation of Programmatic Outreach Services. The RFP established a funding target level of \$100,000 for an initial two-year period, with an option clause for another two-year period subject to MSRC and AQMD Board approval in the future. The selected contractor would assist in promoting the MSRC's **Clean Transportation Funding™** programs as well as providing outreach assistance to current and prospective MSRC project implementers. The RFP was released on May 6, 2011. A total of six applications were received by the closing date on June 16, 2011. The top two ranked proposals were interviewed by a subcommittee comprised of members of the MSRC's Technical Advisory Committee. At its August 18, 2011 meeting, the MSRC considered award recommendations for this RFP; further details are provided below in the Proposals section.

### **511 “Smart Phone” Applications**

Also as part of the FY 2010-11 Work Program, the MSRC allocated \$200,000 towards the development of an application to allow “smart phone” access to the 511 commuter information system. Subsequently, it was determined that it would be virtually impossible to craft a single mobile application because there are two separate and discrete 511 systems in the region, operated by RCTC and LA SAFE, respectively. Therefore the MSRC solicited work plans from RCTC and LA SAFE to describe the functionality and features each would include in a 511 mobile application for their system. The work plans were also to include technical approach, estimated cost, and preliminary schedule. At its July 21, 2011 meeting, the MSRC considered the 511 application work plans submitted by RCTC and LA SAFE; further details are provided below in the Proposals section.

### **FY 2011-12 Administrative Budget**

Administrative costs for the AB 2766 Discretionary Program are limited by statute to five percent annually. Every year the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within this limitation. For FY 2011-12, the MSRC adopted an Administrative Budget in the amount of \$671,461, which is more than \$58,000 below the five percent cap. While the Administrative Budget is adopted annually by the MSRC, staffing and administrative expenditures are not directly drawn from the MSRC fund account, but are paid from AQMD's budget and subsequently reimbursed from the MSRC fund account. The AQMD FY 2011-12 Budget does not have sufficient funds to cover the MSRC Miscellaneous Direct and Travel Costs administrative expenditures. To address this concern, AQMD staff proposed the MSRC approve a fund

transfer to the AQMD's budget. The MSRC considered this fund transfer at its July 21, 2011 meeting. Further details are provided below in the Proposals section.

### **Outreach**

In accordance with AQMD's Procurement Policy and Procedure, a public notice advertising the Alternative Fuel Infrastructure and Local Government Match Program Announcements 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 entire South Coast Basin.

Additionally, potential bidders may have been notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the Program Announcement was 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 solicitation was 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 Local Government Match 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 July 21, 2011 meeting, the MSRC considered recommendations from its MSRC-TAC and unanimously approved the following:

#### **Alternative Fuel School Bus Incentives Program**

As mentioned in the Background section, the MSRC previously awarded a total of \$600,000 of the \$1.5 million allocated for the Alternative Fuel School Bus Incentives Program--\$300,000 to each of the two qualified vendors. One vendor, A-Z Bus Sales, has expended \$250,000 of their initial award and has now received an order from Atlantic Express for five CNG buses, for which the total incentives would be \$225,000. A-Z Bus Sales could cover \$50,000 from the balance of their initial award; they request an additional \$175,000 to cover the incentives for these buses. The other vendor, BusWest, has expended \$135,000 of their initial award and has now received an order from Student Transportation of America for four CNG buses, for which the total incentives would be \$180,000. BusWest could cover \$165,000 from the balance of their initial award; they request an additional \$15,000 to cover the incentives for these buses. The MSRC has a balance of \$900,000 remaining in this FY 2010-11 Alternative Fuel School Bus

Incentives Program. At its July 21, 2011 meeting, the MSRC considered recommendations from its MSRC-TAC and unanimously awarded \$175,000 to A-Z Bus Sales and \$15,000 to BusWest in order to provide the full incentives for the buses on order for Atlantic Express and Student Transportation of America, respectively.

### **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 10 applications and awarded a total of \$1.3 million for those projects. An additional application, from the City of Corona, has been received and evaluated for compliance with the requirements set forth in the Program Announcement. The project was found to meet all requirements. As the proposed project would be located in Riverside County, the \$250,000 geographic minimum for San Bernardino County still has not yet been met. But the Program is not yet fully subscribed, and remains open until October 14, 2011, so \$250,000 can be reserved for this purpose without any need to delay consideration of the City's project. The MSRC approved a contract with the City of Corona in an amount not to exceed \$225,000 for the expansion of their existing CNG station.

### **Local Government Match Program**

As mentioned in the Background section, as an element of their FY 2010-11 Work Program, the MSRC released a \$5 million Local Government Match Program Announcement #PA2011-13. 29 applications were received during the application period. Of these, one was later withdrawn, and the MSRC previously awarded \$250,000 to the Coachella Valley Association of Governments for regional street sweeping. Another project, which sought to retrofit five existing fueling stations, was deemed to be in the nature of maintenance and not meeting Program requirements. In accordance with the Program Announcement, the following ranking methodology was used as the MSRC considered funding for the remaining applications: 1) meet geographical funding minimums in order of application receipt; then 2) ensure all eligible applications received on the first day receive funding; and lastly 3) fund remaining applications in order of receipt. At their July 21, 2011 meeting, the MSRC approved funding totaling \$6,547,645 for 26 applications, using the remaining \$4,750,000 originally allocated plus an additional \$1,797,645 previously unallocated, as follows:

- a. A contract with the City of Indio in an amount not to exceed \$30,000 for the retrofit of one heavy-duty on-road diesel vehicle and the re-power of one heavy-duty off-road diesel vehicle;
- b. A contract with the City of Whittier in an amount not to exceed \$210,000 for the purchase of up to 7 natural gas heavy-duty vehicles;
- c. A contract with the City of Anaheim in an amount not to exceed \$175,000 for the installation of a CNG fueling station and the purchase of up to 5 natural gas heavy-duty vehicles;

- d. A contract with the City of Rancho Cucamonga in an amount not to exceed \$260,000 for the expansion of their existing CNG station and the purchase of up to 2 natural gas heavy-duty vehicles;
- e. A contract with the County of Los Angeles, Department of Public Works in an amount not to exceed \$150,000 for the purchase of up to 6 natural gas heavy-duty vehicles;
- f. A contract with the County of Los Angeles, Department of Public Works in an amount not to exceed \$150,000 for the purchase of up to 5 natural gas heavy-duty vehicles;
- g. A contract with the City of Redlands in an amount not to exceed \$90,000 for the purchase of up to 3 natural gas heavy-duty vehicles;
- h. A contract with the City of Los Angeles, Department of General Services in an amount not to exceed \$300,000 for the modification of their North Hollywood heavy-duty vehicle maintenance and repair facility to accommodate the maintenance of gaseous-fueled vehicles;
- i. A contract with the City of Glendale in an amount not to exceed \$300,000 for the purchase of up to 10 natural gas heavy-duty vehicles;
- j. A contract with the City of Santa Ana in an amount not to exceed \$265,500 for the expansion of their existing CNG station and the installation of a new liquefied petroleum gas (LPG) station;
- k. A contract with the City of Fullerton in an amount not to exceed \$109,200 for the purchase of up to 2 natural gas heavy-duty vehicles and the retrofit of up to 7 on-road diesel vehicles;
- l. A contract with the City of Culver City in an amount not to exceed \$300,000 for the purchase of up to 10 natural gas heavy-duty vehicles;
- m. A contract with the City of Gardena in an amount not to exceed \$102,500 for the modification of their vehicle maintenance and repair facility to accommodate the maintenance of gaseous-fueled vehicles, the expansion of their existing CNG station, and the purchase of a natural gas heavy-duty vehicle;
- n. A contract with the City of Los Angeles, Bureau of Sanitation in an amount not to exceed \$1,080,000 for the purchase of up to 36 natural gas heavy-duty vehicles;
- o. A contract with the City of Los Angeles, Department of General Services in an amount not to exceed \$630,000 for the purchase of up to 21 natural gas heavy-duty vehicles;
- p. A contract with the City of La Quinta in an amount not to exceed \$25,368 for the retrofit of up to 3 on-road diesel vehicles;
- q. A contract with the City of Riverside in an amount not to exceed \$670,000 for the installation of a new CNG station and the purchase of up to 9 natural gas heavy-duty vehicles;
- r. A contract with the City of Anaheim in an amount not to exceed \$300,000 for the purchase of up to 12 natural gas heavy-duty vehicles;



- s. A contract with the City of Santa Monica in an amount not to exceed \$400,000 for the modification of their vehicle maintenance and repair facility to accommodate the maintenance of gaseous-fueled vehicles;
- t. A contract with the City of Ontario in an amount not to exceed \$180,000 for the purchase of up to six natural gas heavy-duty vehicles;
- u. A contract with the City of South Pasadena in an amount not to exceed \$30,000 for the purchase of a natural gas heavy-duty vehicle;
- v. A contract with the City of Santa Ana in an amount not to exceed \$265,000 for the purchase of up to 7 LPG heavy-duty vehicles and the retrofit of up to 6 on-road diesel vehicles;
- w. A contract with the City of Chino in an amount not to exceed \$35,077 for the purchase of a natural gas heavy-duty vehicle and the re-power (replacement) of an off-road engine;
- x. A contract with the City of Hemet in an amount not to exceed \$60,000 for the purchase of up to 2 natural gas heavy-duty vehicles;
- y. A contract with the City of Ontario in an amount not to exceed \$400,000 to expand their existing CNG station; and
- z. A contract with the City of Newport Beach in an amount not to exceed \$30,000 for the purchase of a natural gas heavy-duty vehicle.

#### **Alternative Fuel Engines for On-Road Heavy Duty Vehicles**

As discussed in the Background section, as an element of their FY 2010-11 Work Program the MSRC allocated \$3.5 million towards PA2011-14 to repower older, existing diesel and alternative fuel heavy-duty engines. Of the ten applications received by the application closing date, nine were eligible and evaluated on a first-come, first-served basis. Funding requests from truck owners in Los Angeles and San Bernardino counties exceeded the per county geographic minimum; one application for \$40,000 was received from an entity in Orange County and no applications were received from entities in Riverside County. At their August 18, 2011 meeting, the MSRC approved funding totaling \$1,480,000 for 9 applications, including waiver of the restriction to cap any one entity from receiving no more than 30% of the total available funding because applications were not received exceeding 70% of the total available funding, as follows:

- aa. A contract with Luis Castro in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
- bb. A contract with Ivan Borjas in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
- cc. A contract with Phase II Transportation in an amount not to exceed \$1,080,000 for the purchase of up to 27 re-powers of on-road heavy duty vehicles;
- dd. A contract with Ruben Caceras in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
- ee. A contract with Carlos Arrue in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;

- ff. A contract with Francisco Vargas in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle;
- gg. A contract with Krisda Inc. in an amount not to exceed \$120,000 for the purchase of up to three re-powers of on-road heavy duty vehicles;
- hh. A contract with Jose Ivan Soltero in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle; and
- ii. A contract with Albino Meza in an amount not to exceed \$40,000 for the purchase of up to one re-power of an on-road heavy duty vehicle.

### **Alternative Fuel Engines for Off-Road Heavy Duty Vehicles**

As discussed in the Background section, as an element of their FY 2010-11 Work Program the MSRC allocated \$3.5 million towards PA2011-15 to re-power older, existing heavy-duty off-road equipment with new, lower-emitting alternative fuel engines certified at a Tier 4 interim emission level. Of the two applications received during the application period, one application was deemed ineligible because it requested funding for a Tier 3 engine. No county geographic minimums were met. At its August 18, 2011 meeting, the MSRC approved a contract with KEC Engineering in an amount not to exceed \$250,000 for the re-power of up to five older off-road engines.

### **Programmatic Outreach Services**

As discussed in the Background section, as an element of their FY 2010-11 Work Program, the MSRC released an RFP for the solicitation of Programmatic Outreach Services. Of the six proposals received, the top two ranked proposers – The Better World Group and Young Communications Group -were interviewed by a subcommittee comprised of members of the MSRC’s Technical Advisory Committee. At its August 18, 2011 meeting, the MSRC awarded a contract to The Better World Group in an amount not to exceed \$98,418 for a base two-year period, with an option clause for an additional two-year period subject to approval by the MSRC and AQMD Board at a later date.

### **511 “Smart Phone” Applications**

As discussed in the Background section, the MSRC allocated \$200,000 towards a smart phone application for the 511 commuter information system. Subsequently, the MSRC determined that two mobile applications would be needed because RCTC and LA SAFE operate separate and discrete 511 systems in the region, and that this program would be best implemented by RCTC and LA SAFE (see sole-source justification below). The MSRC then solicited preliminary work plans from RCTC and LA SAFE. RCTC proposes to develop and deploy a mobile application with features including, but not limited to: toll road, transit provider, rideshare, high-occupancy vehicle lane, and real-time traffic information, for a projected cost of \$100,000. LA SAFE proposes to provide the most popular features that currently exist on their Go511.com website, including traffic information, transit trip planning and transit departure times, for a projected cost of \$123,395.

The original FY 2010-11 MSRC funding allocation for the development of a 511 mobile application was \$200,000. At the time this allocation was made, a single 511 mobile application for the entire South Coast region was envisioned. However, as the single application approach was later deemed technically infeasible, it is understandable that the total development cost of two applications would exceed that of a single mobile application. At their July 21, 2011 meeting, the MSRC allocated an additional \$23,395 for this Work Program category, and approved an award not to exceed \$100,000 to RCTC and an award not to exceed \$123,395 to LA SAFE.

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.

#### **FY 2011-12 Administrative Budget**

As mentioned in the Background section, every year the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within the five percent limitation. For FY 2011-12, the MSRC adopted an Administrative Budget in the amount of \$671,461, which is more than \$58,000 below the five percent cap. Staffing and administrative expenditures are not directly drawn, however, from the MSRC fund account, but instead from the AQMD's budget. To cover these expenses, the MSRC approved a fund transfer at its July 21, 2011 meeting (see Table 1 for further details).

Table 1. Estimated FY 2011-12 MSRC Miscellaneous and Direct Expenditures Proposed to be Allocated to AQMD Science and Technology Advancement FY 2011-12 Budget

	<b>Budget Code</b>	<b>Program Code</b>	<b>Estimated Expenditure</b>
Professional & Special Services	44003	67450	\$9,360
Public Notice	44003	67500	\$6,240
Communications	44003	67900	\$520
Postage	44003	68060	\$10,400
Office Expense/Supplies	44003	68100	\$15,600
Miscellaneous Expense	44003	69700	\$9,260
Conference- Related Expense	44003	69700	\$5,000
Travel Costs	44003	67800	\$2,500
<b>Total</b>			<b>\$58,880</b>

**Sole-Source Justification**

As an element of its FY 2010-11 Work Program, the MSRC allocated \$200,000 for a 511 smart phone application program. As discussed in Proposals above, this program will be implemented by initiating two sole-source contracts with the two entities which administer 511 commuter information systems within the South Coast AQMD jurisdiction. While the MSRC and AQMD strive to retain technical services on a competitive basis, the AQMD Procurement Policy and Procedure recognizes that, at times, the required services are available from only one source, making the pursuit of a competitive procurement futile. RCTC and LA SAFE are the responsible entities for the design, development and implementation of 511 commuter services within their respective sub-regions of the South Coast AQMD. RCTC and LA SAFE solely possess the requisite technical knowledge relative to the design and operation of their respective 511 systems that is essential to the successful development and integration of a mobile application.

This request for sole source awards to RCTC and LA SAFE is made under provision VIII.B.2.c.(1): The desired services are available from only the sole source due to the unique experience and capabilities of the proposed contractor or contractor team; and (3) The contractor has ownership of key assets required for project performance.

**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.

**ERRATA SHEET FOR AGENDA #10**  
**MSRC FY 2010-11 Work Program Awards**  
**Board Meeting September 9, 2011**

Kindly replace language in Recommended Actions for 5(w) with the following:

- 5.(w) A contract with the City of Chino in an amount not to exceed \$35,077 for the purchase of a natural gas heavy-duty vehicle and the re-power (replacement) of an off-road engine with ~~alternative fuel~~ a new, cleaner Tier 3 or better diesel engine;

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 11

**PROPOSAL:** Execute Contracts for Short- and Long-Term Systems Development, Maintenance and Support Services

**SYNOPSIS:** On May 6, 2011, the Board approved the release of an RFP to obtain short- and long-term systems development, maintenance and support services. This action is to execute new contracts to obtain these services on a task order basis. Executing contracts with multiple bidders provides a pool of well-qualified professionals who have demonstrated their understanding of and expertise in meeting agency needs and enables AQMD to obtain cost-effective and technically responsive support. Funds for these services (\$520,500) are included in the FY 2011-12 Budget.

**COMMITTEE:** Administrative, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board

**RECOMMENDED ACTION:**

Authorize the Chairman to execute contracts for systems development, maintenance and support services with CMC-Americas, Inc., in the amount of \$35,000; Prelude Systems, Inc., in the amount of \$50,000; Sierra Cybernetics, Inc., in the amount of \$240,500; and Varsun eTechnologies Group, Inc., in the amount of \$195,000.

Barry R. Wallerstein, D.Env.  
Executive Officer

JCM:OSM:tsh

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**Background**

On May 6, 2011, the Board approved the release of RFP #2011-18 for Systems Development, Maintenance and Support Services. The requested services include both routine maintenance of functional systems as well as enhancements to existing systems and new system development. Additional development efforts are needed to enhance system functionality and to provide AQMD staff with additional automation for

improving productivity. At the same time, Information Management is developing and/or acquiring systems capable of efficiently implementing new and evolving rules and programs such as New Source Review, Permit Streamlining and Annual Emissions Reporting.

### **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 the Riverside County Press Enterprise newspapers to leverage the most cost-effective method of outreach to the entire South Coast basin.

Additionally, potential bidders may have been notified utilizing the AQMD's own electronic listing of certified minority vendors. Notice of the RFP/RFQ was mailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business association, the State of California Contracts Register website, and placed on the Internet at the AQMD's website (<http://www.aqmd.gov>).

### **Bid Evaluation**

Eighty-two copies (82) of the RFP were mailed out and twenty (20) people, representing eighteen (18) firms, attended the mandatory bidders conference held on May 17, 2011. Eight bids were received in response to the RFP when final bidding closed at 1:00 p.m. on June 9, 2011. Of the eight bids, two were from certified minority-owned and woman-owned business enterprises, four were from verified small business enterprises and four were from local business enterprises.

Of the eight responding bids, four were rated technically qualified to perform the work identified in the RFP; four did not achieve the minimum 56 points required to meet the technical criteria. Attachment 1 reflects the evaluation of the four remaining proposals and the respective ratings/costs.

### **Panel Composition**

The six-member panel consisted of the Financial Services Manager, two Technology Implementation Managers, two Systems and Programming Supervisors, and one Senior Air Quality Engineer. Of these six panelists, one is African-American, one Asian, one Asian-Pacific Islander and three are Caucasian; two are female and four are male.

### **Proposal**

Staff proposes that the Board award task order contracts (each with the option to renew for two one-year periods) for systems development, maintenance and support services, with CMC-Americas, Inc., Prelude Systems, Inc., Sierra Cybernetics, Inc., and Varsun eTechnologies Group, Inc. Staff believes awarding multiple contracts will better meet



the AQMD needs and requirements. This will enable the AQMD to have a pool of well-qualified professionals who have demonstrated their understanding of and expertise in system maintenance and development tasks.

**Resource Impacts**

Sufficient funding is included in the FY 2011-12 Budget.

**Attachment(s)**

Attachment 1 – Evaluation Summary and Task Order Schedule

## Attachment 1

### EVALUATION SUMMARY

Vendor	Technical Score	Cost Score	Additional Points	Total Scores
CMC - Americas, Inc.	62.8	29.06	0	91.86
Prelude Systems, Inc.	56.9	29.20	5	91.10
Sierra Cybernetics, Inc.	62.9	30.00	15	107.90
Varsun eTechnologies Group, Inc.	63.9	24.97	15	103.87

### TASK ORDER SCHEDULE

TASK	DESCRIPTION	ESTIMATE	AWARDED TO
PeopleSoft Financials System Upgrade	Upgrade the General Ledger and Financials systems modules from version 9.0 to 9.1 to maintain tax and regulatory system support	\$195,000	Varsun
CLASS Web Application/Web Services Systems Maintenance	Infrastructure and web services development for internet and intranet-based CLASS system applications	\$140,000	Sierra
Web site and Database System Support	Internet and intranet static content, template maintenance and publishing support services; and database on demand report extracts for internal and public records requests	\$85,000	Sierra
On Line Filing Infrastructure	Multi-year project to develop a baseline framework for web-based registration and payment processing	\$15,500	Sierra
CLASS Client/Server Systems Maintenance	Maintenance services for the existing suite of CLASS Windows-based client/server applications including Permitting, Finance, and Compliance systems support	\$35,000	CMC Americas
CLASS Systems Upgrade	Modify the CLASS systems to make minor enhancements, address anomalies, and upgrade development tool versions to maintain system support	\$50,000	Prelude
	<b>TOTAL</b>	<b>\$520,500</b>	

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BOARD MEETING DATE: July 8, 2011

AGENDA NO. 12

**PROPOSAL:** Execute Sole Source Contract for Three-Year Service Agreement for AQMD Access to On-line Legal Research Libraries

**SYNOPSIS:** The current service agreement with LexisNexis to provide AQMD with on-line legal research libraries ended June 30, 2011. This action is to enter into a new three-year agreement with LexisNexis under the State of California's Master Service Agreement. In the future, the State may opt to change on-line legal research providers and the AQMD would benefit from changing to the State's provider at that time. A sole-source contract is necessary since AQMD secures such services under the State of California's agreement with LexisNexis at substantially lower rates than the open market.

**COMMITTEE:** Administrative, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board

**RECOMMENDED ACTION:**

Authorize the Executive Officer to enter into a three-year contract with LexisNexis, under the State of California's Master Service Agreement, to provide access to on-line legal research libraries in an amount not to exceed \$62,000 for a three-year period.

Barry R. Wallerstein, D.Env.  
Executive Officer

KW:Nf:lc

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**Background**

The District's Legal Office utilizes electronic legal databases in its course of work on the AQMD's behalf. LexisNexis (a division of Reed Elsevier, Inc., hereinafter "LexisNexis"), through its Master Services Agreement (MSA) with the California Department of General Services, has presented an offer for access to its electronic legal libraries and public records libraries at a rate that is a substantial discount charged to

subscribers who are not part of the MSA. In addition, the new contract provides for access to an increased number of electronic legal libraries.

**Proposal**

AQMD staff seeks to enter into a three-year agreement with LexisNexis with rates established under the State of California’s MSA. The three-year contract will be funded in the current fiscal year beginning July 1, 2011 through June 30, 2014, with an option to extend the contract an additional six months. Subsequent funding will be requested in the budget process on July 1, 2012, and July 1, 2013. The three-year contract price shall not exceed \$62,000, which is a reduction from the previous contract’s price and represents a substantial savings through use of the service agreement.

**Sole Source Justification**

AQMD's Procurement Policy, Section VIII (B)(2), provides for a waiver of formal bid processes under certain circumstances based upon documentation justifying a sole-source award. The award to LexisNexis is justified pursuant to Procurement Policy Sections VIII(B)(2)(a): the cost of labor for preparing a bid solicitation package is in excess of the savings that would be derived from competitive proposals; and VIII(B)(2)(c)(2): the project involves the use of proprietary technology.

**Resource Impacts**

Sufficient funds are available in the Legal’s FY 2011-12 Budget, Subscription Services Account, and subsequent funding for FY 2012-13 and FY 2013-14 to support this contract will be requested in future budgets.

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 13

PROPOSAL: Legislative and Public Affairs Report

SYNOPSIS: This report highlights June and July 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: Not Applicable

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

OA:AG:MC:DM

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### **Background**

This report summarizes the activities of Legislative and Public Affairs for June and July 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 June and July 2011. These events involve communities which suffer disproportionately from adverse air quality impacts.

- On June 3, staff participated in the “Prevention, Treatment and Control of Cancer in Our Community” conference hosted by Healthy African American Families at the California Science Center.
- On June 7, staff participated in a tour of the Omnitrans facility in the City of San Bernardino. The tour was facilitated through the Clean Communities Plan (CCP) project to better understand the current and future status of facilities and operations at Omnitrans.
- On June 8, staff assisted with and attended the San Bernardino CCP Working Group meeting. Faculty from Loma Linda University provided a presentation on their study entitled Environmental Railyard Research Impacting Community Health. This study focuses exclusively on the San Bernardino area near the BNSF railyards.
- On June 8, staff attended the Inland Empire Air Quality Committee and provided an update on the CCP project as well as demonstrated the new Plug-in Hybrid Prius and the laser sight guided paint applicator for automotive and other applications. The laser sight guided paint applicator will be implemented in San Bernardino as part of the U.S. EPA Airshed grant.
- On June 9, staff participated in a community health fair in San Bernardino sponsored by the California State University of San Bernardino School of Nursing and the Knott Foundation. This fair was held for residents living in the neighborhoods affected by cumulative pollution sources.
- On June 14, staff met with Healthy African American Families to discuss their upcoming conference on environmental justice.
- On June 16, staff represented the AQMD at the San Bernardino Downtown Redevelopment meeting. The purpose of the meeting was to provide an overview of redevelopment in the downtown area of San Bernardino, including the SBX Express Transit project.
- On June 17, Executive Officer Barry Wallerstein testified before the California State Assembly Committee on Environmental Safety and Toxic Materials at a hearing in Thermal to investigate the odor issues in Mecca.
- On June 17, staff met with leaders and membership from the Inland Congregations United for Change (ICUC) in the Coachella Valley to discuss odor issues related to Mecca. Staff also discussed AQMD’s Communities of Faith partnership program.

- On July 14, AQMD hosted the second day of the Southern California Science, Technology, Engineering and Math (STEM) Learning Institute. The Institute drew more than 90 middle and high school teachers, administrators and after school programs from primarily disadvantaged communities. Participants came from San Bernardino, Riverside, Coachella Valley, Orange County and Los Angeles to learn about air quality issues, how to implement service learning projects at their schools and how to integrate air quality issues into their classroom lessons and activities.
- On July 21, AQMD staff attended the Asthma and Allergy Foundation of America (AAFA) No Mo Weezin' Camp in the San Bernardino Mountains. The program, funded in part by AQMD, is designed for children with severe asthma. Doctors, nurses and respiratory therapists volunteer their time to teach children how to manage their asthma, while they participate in outdoor activities that will not impact their breathing.
- On July 28, staff assisted with the first Clean Communities Plan (CCP) Working Group meeting in the pilot community of Boyle Heights. The Working Group meeting reviewed the background on the CCP, discussed the general action plan and determined a future meeting schedule.
- On July 29, AQMD hosted a booth at East Los Angeles Community College to provide students with information on air quality issues, including the draft Air Quality-Related Energy Policy. The students showed great interest and future outreach events are being planned for when the new school year begins.

### **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:

- June 4            Green City Fair, Beverly Hills
- June 4            AQMD Lawn Mower Exchange Go Green Expo, Riverside

- June 10 Norton Space and Aeronautic School Carnival, NSAA Campus, San Bernardino
- June 11 AQMD Lawn Mower Exchange Go Green Expo, Pasadena
- June 11 Tree Huggers Ball, Silverado Canyon, Santa Ana
- June 11 Energy Upgrade Clean Air Kick-Off, Las Virgenes Municipal Water District
- June 17 15<sup>th</sup> Anniversary Breathmobile Celebration, Los Angeles
- June 18 Juneteenth Family Celebration, Santa Ana
- June 18 The Auto Club Employee Car Show, Costa Mesa
- June 18 AQMD Lawn Mower Exchange Go Green Expo, Rancho Cucamonga
- June 18 KABC Clean Air Show, Americana at Brand, Glendale
- June 21 Move LA Conference, Cathedral Plaza, Los Angeles
- June 23 1<sup>st</sup> Annual Valley Green Building Education Conference & Expo, California State University, Northridge
- June 23 Western Riverside Council of Governments 20<sup>th</sup> Annual General Assembly, Morongo
- June 24 Irwindale Senior Citizen Senior Health Fair
- June 24 Summer Science Academy III, Every Day Science, Vina Danks Middle School, Ontario
- June 25 Watts Health Men's Health Fair, Los Angeles
- June 29 Gateway Cities Council of Governments 15<sup>th</sup> Anniversary Event, Lakewood
- June 30 San Bernardino Association of Governments General Assembly, Alta Loma
- July 4 Greenest Fastest Mile Run 2011, South Pasadena
- July 8-10 Independent Cities Association Seminar, San Diego
- July 9 AQMD Lawn Mower Exchange Go Green Expo, Northridge
- July 9 Asian Pacific Family Fun Day, Rowland Heights
- July 19 East Los Angeles College Tour, Los Angeles
- July 23 31<sup>st</sup> Annual Government Day, Panorama
- July 23 Lawn Mower Exchange Go Green Expo, Anaheim
- July 30-31 16<sup>th</sup> Annual Central Avenue Jazz Festival

### **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 June 2, staff provided a presentation on AQMD and air pollution to 42 air pollution environmental science students at Villa Park High School.
- On June 3, staff provided a presentation on AQMD and air pollution to 60 students at Huntington Beach High School.
- On June 21, staff provided a briefing and a tour of AQMD's facility and laboratory to 6 representatives from the Republic of Korea's Ministry of Environment.
- On June 23, staff provided a briefing and a tour of AQMD's headquarters and laboratory to 25 members of the Art Center in Pasadena.

### **Communication Center Statistics**

The Communication Center handles calls on the AQMD main line, 1-800-CUT-SMOG<sup>®</sup> line and Spanish line. Calls received in the months of June and July 2011 is summarized below:

Main Line Calls	6,282
1-800-CUT-SMOG <sup>®</sup> Line	3,184
After Hours Calls*	924
Spanish Line Calls	97
Total Phone Calls	10,487

\* 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 June and July 2011 is summarized below:

Visitor Transactions	278
Packages Mailed Out	0
Calls Received by PIC Staff	91
Calls to Automated System	4,317
Total Phone Calls	4,408

E-mail Advisories Sent	8,093
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## **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 17 free on-site consultation
- Provided permit application assistance to 350 companies
- Issued 30 clearance letters

Types of business assisted:

- |   |                              |
|---|------------------------------|
| ✓ Construction                          | ✓ Furniture manufacturing    |
| ✓ Gas station                           | ✓ Pressure washing           |
| ✓ Auto body shops                       | ✓ Restaurants                |
| ✓ Ceramic products manufacturing        | ✓ Dry cleaners               |
| ✓ Metal parts manufacturing and coating | ✓ Battery manufacturing      |
| ✓ Building/property management          | ✓ Powder coating             |
| ✓ Circuit board manufacturing           | ✓ Health drink manufacturing |
| ✓ Medical office                        | ✓ Laser cutting              |

## **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, 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 Adam Schiff
- Representative David Drier
- Representative Ed Royce
- Representative Grace Napolitano
- Representative Howard Berman
- Representative Joe Baca
- Representative Ken Calvert
- Representative Linda Sanchez
- Representative Loretta Sanchez
- Representative Mary Bono Mack
- State Senator Bill Emmerson
- State Senator Bob Dutton
- State Senator Fran Pavley
- State Senator Kevin De Leon
- State Senator Lou Correa
- State Senator Mimi Walters
- State Senator Roderick Wright
- Assembly Member Anthony Portantino
- Assembly Member Bob Blumenfield
- Assembly Member Bonnie Lowenthal
- Assembly Member Brian Nestande
- Assembly Member Charles Calderon
- Assembly Member Chris Norby
- Assembly Member Curt Hagman
- Assembly Member Diane Harkey
- Assembly Member Jeff Miller
- Assembly Member Jose Solorio

- Assembly Member Julia Brownley
- Assembly Member Mike Eng
- Assembly Member Norma Torres
- Assembly Member Steven Bradford
- Assembly Member Tim Donnelly
- Assembly Member Warren Furutani

Staff represented AQMD and/or provided a presentation to the following groups:

5 Mountain Communities  
 Aleinu Family Resource Center  
 Alhambra Chamber of Commerce  
 Jocelyn Senior Center  
 Alhambra Senior Center  
 All Saints Episcopal Church, Pasadena  
 Altadena Senior Center  
 Arcadia Senior Services  
 Association of California Cities, Orange County  
 Asthma and Allergy Foundation of America  
 Big Bear Chamber of Commerce  
 California Contract Cities Association  
 California Recreation Center  
 Canyon Hills Senior Club  
 Carson Senior Center  
 Chino Chamber of Commerce  
 Claude Pepper Senior Center  
 Coachella Valley Association of Governments  
 Concord Pasadena  
 Costello Senior Center  
 Culver City Senior Center  
 Desert Contractors Association  
 Duarte Senior Center  
 El Dorado Park West Community Center  
 El Monte/South El Monte Chamber of Commerce  
 Encino Chamber of Commerce  
 Fairfax Senior Center  
 Farnsworth Park Senior Club  
 Felicia Mahood Senior Multi-Purpose Center  
 First African American Methodist Episcopal Church  
 Gardena Senior Center  
 Gardena Senior Citizens Bureau  
 Gateway Cities Council of Governments

Golden Years Adult Day Health Care  
Green Hotel  
Griffith Park Adult Community Center  
Healthy African American Families, Los Angeles  
Hermosa Five-O Senior Activity Center  
Hollenbeck Senior Center  
Hollywood Senior Multipurpose Center  
Hollywood Senior Center  
Huntington Beach High School  
Independent Cities Association  
Inglewood Area Ministers Association  
Inland Congregations United for Change  
International Brotherhood of Electrical Workers  
International Institute of Los Angeles  
Irwindale Chamber of Commerce  
Irwindale Senior Center  
Jackie Robinson Community Center  
Japanese Americans Senior Citizens  
Jewish Family Service West Hollywood Comprehensive Service Center  
Keiro Senior HealthCare  
Lake Arrowhead Mountain Sunrise Rotary  
Langley Senior Center, Monterey Park  
League of California Cities, Inland Empire Division  
League of California Cities, Los Angeles County Division  
Lincoln Heights Senior Center  
Long Beach Chamber of Commerce  
Long Beach Senior Center  
Los Angeles Area Chamber of Commerce  
Los Angeles County Business Federation  
Los Angeles Creation Sustainability Committee  
Metropolitan Water District  
Monrovia Senior Center  
Mountain Communities Chamber of Commerce  
Omnitrans  
Orange County Business Council  
Pan Pacific Park Senior Center  
Pasadena Highlands  
Pasadena Senior Center  
Positive Aging Coalition, Los Angeles  
Redlands Chamber of Commerce  
Riverside County Flood Control & Water Conservation District  
Riverside Transit Agency  
Rosemead Community Center

Roxbury Park Senior Center  
Royal Oaks Manor  
Saint Rita's Catholic Church, Orange County  
San Bernardino Association of Governments  
San Bernardino Chamber of Commerce  
San Bernardino County Board of Supervisors  
San Fernando Valley Council of Governments  
San Gabriel Senior Center  
San Gabriel Valley Council of Governments  
San Gabriel Valley Economic Partnership  
Santa Monica Senior Center  
Sierra Madre Senior Center  
South Bay Area Chambers of Commerce  
South Bay Cities Council of Governments  
South Bay Environmental Service Center  
South El Monte Senior Center  
South Orange County Regional Chambers of Commerce  
South Pasadena Chamber of Commerce  
South Pasadena Senior Center  
Southern California Association Governments  
Southern California Edison  
St. Barnabas Senior Services  
U.S. Green Building Council, Inland Empire Division  
Upland Chamber of Commerce  
Villa Park Community Center  
Villa Raymond  
West Hollywood Chamber of Commerce  
West Hollywood Senior Center  
Westchester Senior Center  
Western Riverside Council of Governments  
Westminster Senior Center  
YMCA of the Foothills  
Yvonne Burke Senior Center

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 14

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of June 1 through July 31, 2011.

COMMITTEE: Not Applicable

RECOMMENDED ACTION:

Receive and file this report.

Edward Camarena  
Chairman of Hearing Board

DP

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Three summaries are attached: **Rules From Which Variances and Orders for Abatement Were Requested in 2011 and June 2011 and July 2011 Hearing Board Cases.**

The total number of appeals filed during the period June 1 to July 31, 2011 is 0; and total number of appeals filed during the period of January 1 to July 31, 2011 is 0.





























## Report of June 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. Anthony International Case No. 4797-2 (J. Voge)	202(b) 203(b) 3002(c)(1)	Source testing protocol requires source to exceed permitted coating use limit.	Not Opposed/Granted	IV granted commencing 6/30/11 and continuing for 90 days or until the RV hearing currently scheduled for 8/4/11, whichever comes first.	PM10: TBD due by 7/15/11
2. Chevron Products Company Case No. 831-358 (J. Voge)	203(b) 464(b)(1)(A) 464(b)(2) 464(b)(3) 1176(e)(1) 1176(e)(2) 2004(f)(1) 3002(c)(1)	Oil water separator serving refinery effluent treatment plant must be taken out of service for maintenance.	Not Opposed/Granted	SV granted commencing 6/13/11 and continuing through 6/16/11.	VOC: 224.8 lbs/total variance period
3. Inland Empire Energy Center, LLC Case No. 5695-6	202(a) 2004(f)(1) 2012, App. A, Att. C, B.2 2012, App. A Att. C, B.2.a 2012, Chap. 2, A.1 3002(c)(1)	Combined cycle generator is down for repairs, RATA could not be conducted before June 30, 2011 deadline.	Not Opposed/Granted	SV granted commencing 7/1/11 and continuing through 9/28/11.	None
4. Los Angeles Department of Water and Power Case No. 1263-60 (N. Sanchez)	203(b) 2004(f)(1) 2012, Att. C, B.2.a 3002(c)(1)	Gas fired power generation boiler is down for major repairs. RATA could not be conducted by June 30, 2011 deadline.	Not Opposed/Granted	RV granted commencing 6/29/11 and continuing through 6/30/11, the FCD.	None
5. Paramount Petroleum Corporation Case No. 2914-110 (K. Manwaring)	202(b) 203(b) 2004(f)(1) 2011(c)(2) 2012(c)(2) 3002(c)(1)	CEMS serving incinerator acting as APC for refinery sulfur plant could not be repaired within 96 hour grace period.	No Opposed/Granted	EX Parte EV granted commencing 6/15/11 and continuing through 6/17/11.	None

Case Name and Case No.	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
6. SCAQMD vs. Eli Industries, Inc. Case No. 5818-1 (J. Voge)	201 203(a)	Respondent operating spray booth without valid permit to operate.	Not Stipulated/Issued	O/A issued commencing 6/8/11 and continuing through 7/8/11. The Hearing Board shall retain jurisdiction over this matter until Respondent achieves compliance with District rule requirements.	N/A
7. SCAQMD vs. Jose Magallanes, individually and dba Transform Quality Body Work & Paint Case No. 5817-1 (K. Manwaring)	203(a)	Respondent operating paint spray booth without valid permit to operate.	Not Stipulated/Issued	O/A Issued commencing 6/16/11, Respondent is ordered to cease and desist operating the paint booth at the facility. Respondent shall not resume use of equipment unless or until Respondent files a complete application for a permit to operate and paid all fees in cash or with cashier's check.	N/A
8. SCAQMD vs. Kenny Strickland, Inc. Case No. 5822-1 (N. Sanchez)	461(c)(1)(B)	Respondent operating above ground gasoline storage tank without CARB certified VRS.	Stipulated/Issued	O/A issued commencing 6/2/11 and continuing through 1/15/12. The Hearing Board shall retain jurisdiction over this matter until 1/15/12.	N/A
9. SCAQMD vs. Stationary Diesel-Fueled Internal Combustion Engine Facilities, Does 1-100 Case No. 5823-1 (N. Sanchez)	1470	Respondent operating stationary diesel fueled ICE in violation of Tier 4 interim emission standards embodied in R1470.	Stipulated/Issued	Group O/A issued commencing 6/28/11 for Doe #1-March Air Reserve Base and continuing through 3/1/12. The Hearing Board shall retain jurisdiction over this matter until 3/1/12.	N/A
10. SCAQMD vs. Sy Saebae, individually and dba North Hollywood Auto Body Case No. 5618-2 (N. Sanchez)	109(c)(1) 203(a)	Respondent has complied with prior O/A and now requires Hearing Board approval to resume operations.	Stipulated/Issued	Mod. O/A issued commencing 6/22/11 and continuing through 7/8/11. The Hearing Board shall retain jurisdiction over this matter until 7/8/11.	N/A
11. SCAQMD vs. TAWA Supermarket, Inc., dba 99 Ranch Market Case No. 5820-1 (K. Manwaring)	402 H&S §41700	Respondent conducting food cooking operations creating odor nuisance.	Not Stipulated/Issued	O/A issued commencing 6/2/11 and continuing through 1/13/12. The Hearing Board shall retain jurisdiction over this matter until 1/31/12.	N/A

Case Name and Case No.	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
12. Trend Offset Printing Services Inc. Case No. 3518-5 (N. Sanchez)	203(b) 2004(f)(1) 3002(c)(1)	Petitioner seeks to continue operation of VOC emitting equipment during power outage.	Not Opposed/Granted	Ex Parte EV granted commencing 6/28/11 and continuing for 30 days or until the EV hearing currently scheduled for 6/30/11, whichever comes first.	VOC: 328 lbs/day

## 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  
 FGRS: 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  
 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

## Report of July 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. SCAQMD vs. Calvary Chapel Conference Center, Murrieta Hot Springs Case No. 5825-1 (N. Sanchez)	203(a)	Respondent operates a diesel emergency generator without a permit to operate.	Stipulated/Issued	O/A issued commencing 7/6/11 and continuing through 6/15/12. The Hearing Board shall retain jurisdiction over this matter until 6/15/12, or until Respondent is operating in compliance, whichever occurs first, unless the O/A is amended or modified.	N/A
2. SCAQMD vs. Exide Technologies Case #3151-26 (Consent Calendar Item) (T. Barrera)	203(b) 1420 1420.1(f)(4) 2004 3002(c)	Petitioner has not installed lead emission control filters that meet the minimum capture efficiency.	Stipulated/Issued	O/A issued commencing 7/28/11 and continuing through 8/19/11. The Hearing Board shall retain jurisdiction over this matter until 8/19/11.	N/A
3. SCAQMD vs. Inland Empire Utilities Agency and Environ Strategy Consultants, Inc. Case #5209-4 (K. Manwaring)	203(b) 3002(c)(1)	The facility converts unique food waste and manure to energy and has encountered startup problems and a failed emission test. Respondent wants to resume operations to debug and test for compliance.	Stipulated/Issued	O/A issued commencing 7/20/11 and continuing through 7/20/12. The Hearing Board shall retain jurisdiction over this matter until 7/20/12, or 30 days after Respondent has achieved compliance.	N/A
4. SCAQMD vs. Stationary Diesel- Fueled ICE Facilities, Does 1-100 Case #5823-1 (Consent Calendar Item) (N. Sanchez)	1470	Respondent is operating the stationary diesel fueled ICE in violation of the Tier 4 interim emission standards embodied in Rule 1470.	Stipulated/Issued	Group O/A issued commencing 7/27/11 for Does 2 through 21 and continuing through 3/1/12. The Hearing Board shall retain jurisdiction over this matter until 3/1/12.	N/A
5. SCAQMD vs. Tawa Supermarket, Inc. dba 99 Ranch Market Case #5820-1 (K. Manwaring)	402 H&S Code Section 41700	Food cooking odors are causing a public nuisance.	Stipulated/issued	Mod. O/A issued commencing 7/13/11 and continuing through 7/13/12. The Hearing Board shall retain jurisdiction over this matter until 7/13/12, or 30 days after Respondent has achieved final compliance, whichever occurs first.	N/A

## 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  
FGRS: Flare Gas Recovery System  
FCCU: Fluid Catalytic Cracking Unit  
FCD: Final Compliance Date  
GDF: Gasoline Dispensing Facility  
H&S: Health & Safety Code  
H<sub>2</sub>S: Hydrogen Sulfide  
ICE: Internal Combustion Engine  
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  
NH<sub>3</sub>: Ammonia  
NMOC: Non-Methane Organic Compounds  
NOV: Notice of Violation  
NO<sub>x</sub>: 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  
SO<sub>2</sub>: Sulfur Dioxide  
SO<sub>x</sub>: Oxides of Sulfur  
SV: Short Variance  
TBD: To be determined  
TOC: Total Organic Compounds  
VOC: Volatile Organic Compounds  
VRS: Vapor Recovery System



BOARD MEETING DATE: September 9, 2011

AGENDA NO. 15

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from June 1 through June 30, 2011, and legal actions filed by the District Prosecutor during June 1 through June 30, 2011. An Index of District Rules is attached with the penalty report.

COMMITTEE: Stationary Source, July 22, 2011.

RECOMMENDED ACTION:

Receive and file this report.

Kurt R. Wiese  
General Counsel

KRW:lc

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Violations

Civil Actions Filed

- |   |  |
|---|--|
| 1 | LYON'S OIL<br>Los Angeles Superior Court – Central District<br>Court Case No. BC462839; Filed: 6.2.11 (JGV)<br>P56496<br>R. 461 - Gasoline Transfer & Dispensing                   |
| 3 | HOME DEPOT USA INC.<br>Los Angeles Superior Court – Central District<br>Court Case No. BC462571; Filed: 6.2.11 (TRB)<br>P55494, P55872, P55127<br>Rule 1113 Architectural Coatings |

4 Violations

2 Cases

ATTACHMENTS

June 2011 Penalty Report

Index of District Rules and Regulations

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
District Prosecutor's Office**

**June 2011 Penalty Report**

**Total Penalties**

<b>Civil Penalties:</b>	<b>\$80,750.00</b>
<b>SRV Penalties:</b>	<b>\$3,000.00</b>
<b>MSPAP Penalties:</b>	<b>\$32,895.00</b>
<b>Hearing Board Penalties:</b>	<b>\$10,620.00</b>
<b>Miscellaneous Penalties:</b>	<b>\$25.00</b>
<b>SEP Cash Penalties:</b>	<b>\$125,000.00</b>

<b>Total Cash Penalties:</b>	<b>\$252,290.00</b>
<b>Total SEP Value:</b>	<b>40,000.00</b>

<b>Fiscal Year through June 2011 Cash Total:</b>	<b>\$7,294,137.45</b>
<b>Fiscal Year through June 2011 SEP Value Only Total:</b>	<b>\$265,000.00</b>

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
<b>CIVIL PENALTIES:</b>							
12362	ACCESS BUSINESS GROUP LLC,	3002, 3002(C)(1)		6/7/2011	NSF	P55215	\$23,800.00
97310	AMERICAN TECHNOLOGIES, INC.		1403	6/29/2011	JGV	P55904	\$1,500.00
166092	ANAWALT LUMBER COMPANY	1113(C)(2)		6/16/2011	JMP	P55882	\$4,000.00
56112	CERADYNE INC	203 (B)		6/10/2011	NAS	P53476	\$20,000.00
40427	COMM RECYCLING & RESOURCE R	403		6/7/2011	TRB	P49830	\$5,000.00
126536	CONSOLIDATED FOUNDRIES PO	402, 3002(C)(1)		6/9/2011	JMP	P57850	\$2,500.00
157654	ENNIS PAINT INC.	314		6/14/2011	JGV	P55143	\$800.00
12876	FOAM FABRICATORS	3002(C)(1)		6/8/2011	JMP	P53585	\$1,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
146868	KAMBOJ LIQUOR, INC	461(C)(1)(A) 41960.2 41954, 461(C)(2)(A) 461, 41960.2		6/2/2011	JMP	P56853  P36726 P57170	\$500.00
118435	MERCURY AIR CENTERS	203 (B), 461, 41960 461(C)(2)(B) 461 (E) (2)		6/21/2011	KCM	P57308	\$5,500.00
162712	MERRILL PAINT & DECORATIVE	1113(C)(2)		6/2/2011	JMP	P55488	\$2,500.00
12428	NEW NGC, INC.	2004, 2012	Y	6/9/2011	JGV	P57356	\$3,500.00
123988	OLD FINANCIAL DISTRICT, L.	222, 203(A)		6/7/2011	KCM	P56912	\$1,800.00
73582	OLTMANS CONSTRUCTION CO	403		6/29/2011	JMP	P58654	\$1,000.00
157212	SET POWER INC.	203 (A)		6/28/2011	NAS	P54262	\$550.00
95340	SUN CITY PALM DESERT COMMUN	203 (B)		6/14/2011	NAS	P54672	\$2,800.00
141878	SWIFTCOR AEROSPACE INC	1469.1		6/29/2011	NAS	P54730	\$4,000.00

**TOTAL CIVIL PENALTIES: \$80,750.00**

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
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**SELF-REPORTED VIOLATIONS:**

153639	SAM'S CLUB #6614 Facility reported 3 gasoline facilities that exceeded throughput limites during the months of April and May 2011 (El Monte, Fountain Valley and Glendora). Facility is now operating under an O/A until new permits are issued.	203		6/28/2011	TRB	SRV83	\$3,000.00
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**TOTAL SRV SETTLEMENTS: \$3,000.00**

**SUPPLEMENTAL ENVIRONMENTAL PROJECTS:**

162782	MOHAWK FINISHING PRODUCTS Cash: \$125,000; SEP: \$40,000 Mohawk to develop training program up to and including 7/31/13. \$25,000 suspended if no Rule 1136 violation occurs for one year (expires 6/14/12).	1113(C)(2)		6/14/2011	NAS	P55130	\$165,000.00
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**TOTAL SUPPLEMENTAL ENVIRONMENTAL PROJECTS: \$165,000.00**

**MSPAP SETTLEMENTS:**

166246	3M ENTERPRISES, INC.	461(C)(2)(B) 41960.2		6/10/2011		P57025	\$825.00
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FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
129529	AEXPRESS #6159	461		6/17/2011		P56658	\$825.00
166908	ANABI OIL CORP, JAL INT'L,	203 (A)		6/21/2011		P58350	\$550.00
143720	BEVERLY AUTO SERVICE, FERNA	41960.2 461(C)(2)(A)		6/14/2011		P58358	\$1,140.00
114328	CARMAX AUTO SUPERSTORES CA,	201, 203(B)		6/28/2011		P57659	\$5,500.00
23909	CONGREGATIONAL HOMES, MT SA	1146		6/29/2011		P57613	\$1,650.00
139335	COUNTRY HILLS INC	461		6/14/2011		P56659	\$715.00
118576	CRUMB RUBBER MANUFACTURERS,	203 (B)		6/29/2011		P53591	\$1,200.00
110763	DICKIE DOBINS CLEANERS	203 (B), 1421		6/29/2011		P57912	\$600.00
158174	EKD FUEL CORP	461		6/3/2011		P57028	\$360.00
166786	GLOBAL FINISHING SOLUTIONS	201		6/29/2011		P57660	\$550.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
118046	HIGHLAND, CITY OF POLICE	461(E)(2)		6/15/2011		P55232	\$1,200.00
160397	INDUSTRIAL COATINGS & FIREP	Title 13		6/15/2011		P55778	\$225.00
164679	LA FLOWER ST. APARTMENTS WA	222, 203(A), 1470		6/22/2011		P56934	\$500.00
81233	LA JEWISH HOME FOR THE AGIN	1146.1		6/9/2011		P58158	\$900.00
140850	LS PETROLEUM INC	461		6/9/2011		P56764	\$1,100.00
154770	MACIAS AUTO BODY, PEDRO ORT	203		6/15/2011		P50721	\$550.00
63421	MENIFEE VALLEY MEDICAL CENT	1470		6/15/2011		P58010	\$2,000.00
63960	NORDSTROM	203 (B), 1470		6/21/2011		P57951	\$1,000.00
164470	NORTHGATE GONZALEL LLC	201, 203(A)		6/9/2011		P55243	\$1,100.00
124017	OCEANAIRE HOA	203 (A)		6/3/2011		P55184	\$550.00
78625	PARK WILSHIRE HOA	1470		6/3/2011		P57907	\$550.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
119425	PORTER VALLEY CC	203(B), 461		6/17/2011		P58157	\$400.00
110454	POWER IN MOTION, INC	203 (A)		6/9/2011		P57550	\$800.00
153952	PRENA LUCKY 777 MARKET, INC	461		6/9/2011		P57030	\$550.00
53937	PRINTED CIRCUITS UNL	203 (A)		6/24/2011		P52273	\$550.00
165555	SAINI BROTHERS INC	203 (A)		6/15/2011		P58467	\$550.00
164752	SSC CONSTRUCTION, INC.	203 (A)		6/3/2011		P55590	\$550.00
145081	SUNSET LANDMARK	203 (A)		6/10/2011	KCM	P55972	\$390.00
145081	SUNSET LANDMARK	203 (A)		6/10/2011		P55974	\$975.00
8506	SUPERIOR NUT CO	203 (A)		6/22/2011		P48468	\$390.00
163264	TELEPACIFIC COMMUNICATIONS	203(A), 1470		6/23/2011		P56916	\$1,100.00
109068	TORRES AUTO REPAIR	109, 203(A)		6/22/2011		P56416	\$1,100.00



<b>FAC ID</b>	<b>COMPANY NAME</b>	<b>RULE NUMBER</b>	<b>RECLAIM ID</b>	<b>SETTLED DATE</b>	<b>ATTY INT</b>	<b>NOTICE NO</b>	<b>TOTAL SETTLEMENT</b>
115558	TUBE CITY, IMS, INC.	201, 203(A), 203(B)		6/10/2011		P52340	\$1,000.00
51097	UNITED OIL, RAPID GAS #5	203 (B)		6/9/2011		P56657	\$100.00
125386	VONS FUEL CENTER #1638	461(C)(1)(A)		6/17/2011		P46546	\$300.00
151277	WILSHIRE CLEANERS	1421, 203(B)		6/3/2011		P55196	\$550.00
<b>TOTAL MSPAP SETTLEMENTS:</b>							<b>\$32,895.00</b>
<b>MISCELLANEOUS SETTLEMENTS:</b>							
149973	66 BELL GARDENS			6/14/2011		MIS144	\$25.00
<b>TOTAL MISCELLANEOUS SETTLEMENTS:</b>							<b>\$25.00</b>
<b>HEARING BOARD SETTLEMENTS:</b>							
45489	ABBOTT CARDIOVASCULAR SYSTE Hearing Board Case No. 5807-1 Facility to pay \$1,000 stipulated penalty for the period of time between the date the Hearing Board grants the O/A and issues the revised permits for lasers and scrubbers.	3002		6/17/2011	KCM	HRB1992	\$1,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
45489	ABBOTT CARDIOVASCULAR SYSTE Hearing Board Case No. 5807-1 Facility to pay \$1,000 stipulated penalty for the period of time between the date the Hearing Board grants the O/A and issues the revised permits for lasers and scrubbers.	3002		6/17/2011	KCM	HRB1993	\$1,000.00
105410	FLAVORCHEM CORPORATION Hearing Board Case No. 5791-1 Facility to pay \$5,000/month for each month it operates it's spray dryer without a permit.	203		6/28/2011	KCM	HRB1994	\$250.00
160351	IMPERIAL WESTERN PRODUCTS, Hearing Board Case No. 5782-1 Facility to pay \$2,500/month it operates for each month it violates permit conditions. Penalty is for the month of May 2011.	203		6/3/2011	TRB	HRB1989	\$2,500.00
800080	LUNDAY-THAGARD COMPANY Hearing Board Case No. 2033-10A LTR shall pay per violation \$550/day for violation of monitoring requirements and \$50/day for R. 462 violation. Penalty covers May 2011.	462	Y	6/1/2011	NSF	HRB1991	\$1,350.00
153639	SAM'S CLUB #6614 Hearing Board Case No. Facility to pay \$1,000/month for each month its El Monte, Ontario and Glendora stations exceed throughput limits until new permit is issued. Penalty is for June 2011.	203		6/28/2011		HRB1995	\$1,000.00

FAC ID	COMPANY NAME	RULE NUMBER	RECLAIM ID	SETTLED DATE	ATTY INT	NOTICE NO	TOTAL SETTLEMENT
158950	WINDSOR QUALITY FOOD CO. LT Hearing Board Case No. 5751-1 Windsor shall pay \$160/day for each day it operates the noncompliant Line 6. Penalty is for operation from 4/4/11 thru 6/3/11 (22 days).	203, 2004	Y	6/7/2011	NAS	HRB1990	\$3,520.00

**TOTAL HEARING BOARD SETTLEMENTS: \$10,620.00**

**Total Penalties**

Civil Penalties:	\$80,750.00
SRV Penalties:	\$3,000.00
MSPAP Penalties:	\$32,895.00
Hearing Board Penalties:	\$10,620.00
Miscellaneous Penalties:	\$25.00
SEP Cash Penalties:	\$125,000.00
<b>Total Cash Penalties:</b>	<b>\$252,290.00</b>
<b>Total SEP Value:</b>	<b>40,000.00</b>

<b>Fiscal Year through June 2011 Cash Total:</b>	<b>\$7,294,137.45</b>
<b>Fiscal Year through June 2011 SEP Value Only Total:</b>	<b>\$265,000.00</b>

## **DISTRICT RULES AND REGULATIONS INDEX FOR JUNE 2011 PENALTY REPORTS**

### **REGULATION I - GENERAL PROVISIONS**

Rule 109      Recordkeeping for Volatile Organic Compound Emissions (*Amended 5/2/03*)

### **REGULATION II – PERMITS**

List and Criteria Identifying Information Required of Applicants Seeking A Permit to Construct from the South Coast Air Quality Management - District (*Amended 4/10/98*)

Rule 201      Permit to Construct (*Amended 12/3/04*)

Rule 203      Permit to Operate (*Amended 12/3/04*)

Rule 222      Filing Requirements for Specific Emission Sources Not Requiring a Written permit Pursuant to Regulation II. (*Amended 5/19/00*)

### **REGULATION III - FEES**

Rule 314      Fees for Architectural Coatings

### **REGULATION IV - PROHIBITIONS**

Rule 402      Nuisance (*Adopted 5/7/76*)

Rule 403      Fugitive Dust (*Amended 12/11/98*) *Pertains to solid particulate matter emitted from man-made activities.*

Rule 461      Gasoline Transfer and Dispensing (*Amended 6/15/01*)

Rule 462      Organic Liquid Loading (*Amended 5/14/99*)

### **REGULATION XI - SOURCE SPECIFIC STANDARDS**

Rule 1113      Architectural Coatings (*Amended 6/20/01*)

Rule 1146      Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended Rule*)

### **REGULATION XIV - TOXICS**

Rule 1403      Asbestos Emissions from Demolition/Renovation Activities (*Amended 4/8/94*)

Rule 1421      Control of Perchloroethylene Emissions from Dry Cleaning Operations (*Amended 6/13/97*)

Rule 1469      Hexavalent Chromium Emissions From Chrome Plating and Chromic Acid Anodizing Operations (*Adopted 10/9/98*)

Rule 1470      Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines

**REGULATION XX - REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)**

Rule 2004 Requirements (*Amended 4/6/07*)

Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO<sub>x</sub>) Emissions  
(*Amended 5/11/01*)

**REGULATION XXX - TITLE V PERMITS**

Rule 3002 Requirements (*Amended 11/14/97*)

**CALIFORNIA HEALTH AND SAFETY CODE § 41700**

41954 Compliance for Control of Gasoline Vapor Emissions

41960 Gasoline Vapor Recovery

**CALIFORNIA CODE OF REGULATIONS**

Title 13 Mobile Sources and Fuels

[↑ Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 16

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 June 1, 2011, and July 31, 2011, and those projects for which the AQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: No Committee Meeting Review

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:LT:SN:IM:AK

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## **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. Because no Board Public Hearing was held in August, the listing of CEQA documents that would have been reported at the Public Hearing, June 1, 2011, through June 30, 2011 are also included in this agenda as Attachment 1-A. Attachment 1-B lists active projects from previous reporting periods. A listing of all documents received during the reporting period of July 1, 2011, through July 31, 2011, is contained in Attachment 2-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 2-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 June 1, 2011, through July 31, 2011, the AQMD received 113 CEQA documents. Of the total of 143 documents listed in Attachments A and B:

- 45 comment letters were sent;
- 44 documents were reviewed, but no comments were made;
- 40 documents are currently under review;
- 13 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports); and
- 1 document was 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](http://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 July, the AQMD received one new requests to be the lead agency for a stationary source permit application project. Two CEQA documents for permit application projects were certified in July. As noted in Attachment C, through the end of July 2011, the AQMD continued working on the CEQA documents for six active projects.

To date in 2011, AQMD staff has been responsible for preparing or having prepared CEQA documents for eight stationary source permit projects, five continuing from 2010. Through the end of July 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 1-A  
INCOMING CEQA DOCUMENTS LOG  
JUNE 1, 2011 TO JUNE 30, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Institutional (schools, government, etc.)</i> <u>RVC110607-14</u> UC Riverside Environmental Health & Safety Expansion (Project #950456), Parking Lot 247 (Project #956452), and Related Corporate Yard Reorganization and Existing EH&S Buildings Re-Use	The proposed project consists of developing an expanded Environmental Health & Safety (EHS) facility. The project would construct a new building that would allow the University to relocate the EH&S functions from their present location; construct a new parking lot; and reorganize and relocate existing uses at the campus Corporation Yard, including demolition of two buildings and construction of a replacement warehouse;  Comment Period: 6/3/2011 - 7/6/2011 Public Hearing: N/A	NOP/IS	University of California	AQMD commented 6/23/2011
<i>Institutional (schools, government, etc.)</i> <u>SBC110629-09</u> BAPS Shri Swaminarayan Mandir and Cultural Center	The proposed project consists of a development code amendment and site plan review amendment in order to construct a roof top structure that would exceed the site's current maximum height limitation from a maximum of 42' to a maximum of 78'. The project includes amending the existing Site Plan Review to construct 20 spires and domes with flag poles that range in height from 42'-8" to 78'-0".  Comment Period: 6/25/2011 - 7/18/2011 Public Hearing: N/A	ND	City of Chino Hills	Document reviewed - No comments Sent
<i>Plans and Regulations</i> <u>LAC110607-04</u> City of Hawaiian Gardens Zoning Code Update	This document consists of a notice of revised notice of intent to adopt a Negative Declaration. The proposed project consists of a number of revisions to the City's zoning code.  Comment Period: 6/7/2011 - 6/22/2011 Public Hearing: N/A	Other	City of Hawaiian Gardens	AQMD commented 6/21/2011
<i>Plans and Regulations</i> <u>LAC110621-02</u> General Plan Housing Element Update	This document consists of a notice of planning commission study session on a proposed housing element update.  Comment Period: N/A Public Hearing: 6/29/2011	Other	City of Malibu	Document reviewed - No comments Sent
<i>Plans and Regulations</i> <u>ODP110624-05</u> Analysis of Alternative Scoping Plan	This document consists of a supplement to the environmental analysis of the Scoping Plan document of 2008. The Scoping Plan presents a mix of measures and approaches the reduce California's green house gas emissions to 1990 levels by 2020 as required under AB 32, California's climate change legislation.  Comment Period: 6/24/2011 - 7/28/2011 Public Hearing: 8/24/2011	Other	California Air Resources Board	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 1-A  
INCOMING CEQA DOCUMENTS LOG  
JUNE 1, 2011 TO JUNE 30, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b><i>Warehouse &amp; Distribution Centers</i></b> <u>RVC110623-01</u> Plot Plan No. 20699, Revised Permit No. 1	This document consists of a revised plot plan that replaces the previous design with a new design featuring three structures as follows building A: 391,010 square feet; building B: 137,960 square feet; and building C: 676,690. The new design has the same total square footage of 1,206,710.  Comment Period: N/A Public Hearing: 7/7/2011	Other	County of Riverside	Document does not require comments
<b><i>Warehouse &amp; Distribution Centers</i></b> <u>SBC110610-04</u> March Business Center	The proposed project consists of amending the Circulation Element of the City of Moreno Valley General Plan to modify the alignment of an undeveloped segment of Krameria Avenue; amending the Moreno Valley Industrial Area Plan to modify the alignment and classification of an undeveloped segment of Krameria Avenue; subdividing the 75.05-acre subject property into four parcels to accommodate the development of a business park; and a Master Plot Plan and four individual plot plans to provide a land use plan, architectural plan and landscape design for each of the four proposed buildings. A maximum of 1,484,407 square feet of building area would be provided on this site.  Comment Period: 6/10/2011 - 7/12/2011 Public Hearing: N/A	NOP/IS	City of Moreno Valley	AQMD commented 6/29/2011
<b><i>Waste and Water-related</i></b> <u>LAC110607-17</u> Corrective Measures Proposal for the Calwest Galvanizing Facility	This document consists of a fact sheet for the corrective measures proposal (CMP) for the alwest galvanizing facility. The GMP presents the proposed final remedy for corrective action at the Site.  Comment Period: 6/6/2011 - 7/6/2011 Public Hearing: N/A	Other	Department of Toxic Substance Control	Document reviewed - No comments Sent
<b><i>Waste and Water-related</i></b> <u>LAC110610-03</u> Upper Stone Canyon Reservoir Water Quality Improvement Project	The proposed project consists of constructing a new buried concrete-covered reservoir to replace the existing uncovered Upper Stone Canyon Reservoir. The new buried reservoir would be constructed in essentially the same location as the existing reservoir, although with a slightly reduced footprint.  Comment Period: 6/9/2011 - 7/25/2011 Public Hearing: 7/12/2011	DEIR	Department of Water and Power	Currently under review
<b><i>Waste and Water-related</i></b> <u>LAC110624-04</u> Waste Management Material Recovery Facility Transfer Station & Household Hazardous Waste Facility	This document consists of a Final EIR which includes responses to comments. The proposed project consists of constructing a Material Recovery Facility/Transfer Station, scale house, and Household Hazardous Waste Facility (HHWF) at the existing Waste Management Azusa Land Reclamation landfill in the City. The proposed facility would include an approximately 125,000 square-foot processing facility with offices, and a 5,400 square-foot HHWF that would be constructed and operated by the Los Angeles County.  Comment Period: N/A Public Hearing: N/A	FEIR	City of Azusa	Currently under review

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SEIR - Subsequent Environmental Impact Report  
SupEIR - Supplemental EIR

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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 1-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
<b><i>Plans and Regulations</i></b> <u>RVC110517-01</u> Travertine Point Specific Plan	This document consists of a Final EIR which includes responses to comments. The proposed project consists of a Specific Plan that would guide the development of a master-planned mixed-use community within the specific plan area. Planned uses include an array of residential housing types, supporting commercial centers, resort opportunities, business park development, schools, public facilities, parks, open space, recreational trails and bike paths, cultural preservation, and an internal transportation system integrated with SR-86S. Comment Period: N/A Public Hearing: 6/15/2011	FEIR	County of Riverside	Currently under review
<b><i>Transportation</i></b> <u>ORC110520-02</u> State Route 91 Corridor Improvement Project	The proposed project consists of widening State Route 91 from the State Route 241 interchange in the Cities of Anaheim and Yorba Linda in Orange County to Pierce Street in the City of Riverside. Comment Period: 5/20/2011 - 7/5/2011 Public Hearing: 6/9/2011	DEIR	California Department of Transportation	Currently under review
<b><i>Utilities</i></b> <u>RVC110415-03</u> Desert Sunlight Solar Farm Project	This document consists of a Final EIS. The proposed project consists of developing the proposed Desert Sunlight Solar Farm Project, consisting of a 550 megawatt solar photovoltaic facility and associated 220 kilovolt generation interconnection line, and to facilitate the construction and operation by Southern California Edison (SCE) of a new 500/220 kilovolt Red Bluff Substation, where the project would interconnect with the SCE regional transmission project. Comment Period: N/A Public Hearing: N/A	FEIR	Bureau of Land Management	Currently under review
<b><i>Warehouse &amp; Distribution Centers</i></b> <u>SBC110510-01</u> Palm/Industrial Distribution Center	The proposed project consists of constructing a 678,000 square-foot building as a warehouse/distribution facility with a small office area and a cross-dock loading configuration on a 34.8-acre site. Comment Period: 5/10/2011 - 6/23/2011 Public Hearing: N/A	DEIR	City of San Bernardino	Currently under review
<b><i>General Land Use (residential, etc.)</i></b> <u>RVC110525-01</u> Simms Tentative Tract Map, General Plan and Zoning Map Amendment	The proposed project consists of subdividing four lots totaling 32.85 acres into 15 residential lots. Lots will range in size from 1.31 - 2.80 acres. Comment Period: 5/27/2011 - 6/26/2011 Public Hearing: N/A	Mitigated ND	City of Temecula	AQMD commented 6/24/2011
<b><i>Industrial and Commercial</i></b> <u>LAC110503-01</u> Temple Palms Business Park	The proposed project consists of reusing 26.8 acres of former industrial property for the construction of 502,386 square feet of light industrial, commercial, and warehouse facilities in a business park setting. Comment Period: 5/3/2011 - 6/15/2011 Public Hearing: N/A	DEIR	City of El Monte	AQMD commented 6/17/2011

DEIR - Draft Environmental Impact Report  
FEIR - Final Environmental Impact Report  
RDEIR - Revised Draft Environmental Impact Report  
SEIR - Subsequent Environmental Impact Report  
SupEIR - Supplemental EIR

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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 1-C  
ACTIVE AQMD LEAD AGENCY PROJECTS  
THROUGH JUNE 30, 2011**

Project Description	Project Proponent	Type of Document	Status	Consultant
# Operators of Warren E & P, Inc. are proposing to install a new flare, heater treater, etc., at their refinery facility in the Wilmington area of Los Angeles. The proposed project also includes bringing six microturbines into compliance with SCAQMD permit requirements.	E & P Warren	Subsequent Mitigated Negative Declaration	Draft Subsequent MND comment period ended May 25, 2011. Final Subsequent MND ready for certification pending final District Counsel Review.	Environ International Corp.
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.	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. SCAQMD staff is currently reviewing 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
The project is being proposed to comply with the recently approved amendments to the Sox RECLAIM program (Regulation XX). Specifically, the proposed project consists of installing a wet gas scrubber on the sulfuric acid plant to reduce sox emissions.	Rhodia Inc., Dominguez Facility	Not Yet Determined	SCAQMD is reviewing environmental analysis information	Environ International Corp.
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	Not Yet Determined	Consultant is compiling environmental analysis information.	Environmental Audit, Inc.

A shaded row indicates a new project.

# = AQMD was contacted regarding potential environmental justice concerns due to the nature and/or location of the project.







**ATTACHMENT 2-A  
INCOMING CEQA DOCUMENTS LOG  
JULY 1, 2011 TO JULY 31, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <u>LAC110721-05</u> Century Plaza Mixed-Use Development	The proposed project consists of analyzing two different project development options. Option A would remove the existing hotel and construct two 49-story buildings containing 293 residential dwelling units and a mix of office, hotel and retail uses. Option B would construct a similar mixed-use development but would rehabilitate and integrate the existing hotel into the project design. The net increase for Option A is 684,409 square feet and for Option B is 774,964 square feet of floor area. Both Option A and B would include an approximately two-acre publicly accessible plaza. Comment Period: 7/21/2011 - 9/6/2011 Public Hearing: N/A	DEIR	City of Los Angeles	Currently under review
<i>General Land Use (residential, etc.)</i> <u>LAC110726-03</u> Port of Los Angeles Plan Amendment No. 26 (Wilmington Waterfront)	This document consists of a public hearing notice to adopt amendment No. 26 for public access improvements to the waterfront by providing for new harbor basins, totaling 1.82 acres of new water area at Berths 83 and 85 in San Pedro Waterfront; and minor fills, totaling approximately 2,200 square feet of land, and the addition of "Recreational and Commercial" land uses to the backland area at Berths 183-186 in the Wilmington Waterfront. Comment Period: N/A Public Hearing: 8/10/2011	Other	Other	Document does not require comments
<i>General Land Use (residential, etc.)</i> <u>LAC110728-01</u> Hidden Terraces Specific Plan	The proposed project consists of creating two parcels with an adult residential facility within each parcel. The facility will consist of a total of 258 units with five hospitality suites within two buildings. Building A proposes 151 units, consisting of 73 independent living units with kitchens, 54 assisted living units with kitchens and 24 dementia care units, and Building B proposes 107 independent living units. Comment Period: N/A Public Hearing: N/A	NOP/IS	County of Los Angeles	Currently under review
<i>General Land Use (residential, etc.)</i> <u>LAC110729-02</u> Trancas Highlands	The proposed project consists of infrastructure improvements and two new single-family residences to be constructed in the Trancas Highlands area. Comment Period: 7/28/2011 - 8/26/2011 Public Hearing: N/A	Revised Mitigated ND	City of Malibu	Currently under review
<i>General Land Use (residential, etc.)</i> <u>ORC110714-01</u> Silvas Adobe Restoration	This document consists of a notice of hearing for the repair and seismic retrofit of the historic Silvas Adobe's unreinforced one-room adobe dating to 1794 with a circa 1868 wood-frame board and batten addition, and restoration of the Adobe to its circa 1871 appearance in accordance with the Secretary of Interior's Standards for the Treatment of Historic Properties with guidelines for restoration. Comment Period: N/A Public Hearing: 7/26/2011	Other	City of San Juan Capistrano	Document reviewed - No comments Sent

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FEIR - Final Environmental Impact Report  
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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 2-A  
INCOMING CEQA DOCUMENTS LOG  
JULY 1, 2011 TO JULY 31, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Institutional (schools, government, etc.)</i> <u>SBC110712-07</u> Church of the Woods	This document consists of a Final EIR and includes responses to comments. The proposed project consists of establishing a 27,364 square-foot assembly building, temporary amphitheater, skate park, recreation facility, a small baseball field, soccer fields, and associated parking; Phase II would create a 41,037 square-foot auditorium/ministry building, a 2,500 square-foot maintenance building/caretaker unit, and additional parking; and Phase III would establish a large baseball field, a 3,073 square-foot chapel/retreat, a 23,510 square-foot worship center to replace the temporary amphitheater, and additional parking on 38 acres in the community of Rim Forest. Comment Period: N/A Public Hearing: N/A	FEIR	County of San Bernardino	Document reviewed - No comments Sent
<i>Plans and Regulations</i> <u>LAC110715-02</u> Bicycle Master Plan	The proposed project consists of a notice of public hearing to adopt the City's Bicycle Master Plan (BMP). The BMP will serve as the policy document which will guide the development of programs and facilities to encourage bicycling in the City. Comment Period: 7/21/2011 - 8/10/2011 Public Hearing: 8/17/2011	Other	City of South Pasadena	Document reviewed - No comments Sent
<i>Plans and Regulations</i> <u>LAC110715-07</u> Incorporation of East Los Angeles	The proposed project consists of incorporating East Los Angeles which requires the approval of the Local Agency Formation Commission for the County of Los Angeles prior to the proposal being placed on the ballot for a majority vote by registered voters in East Los Angeles. Comment Period: 7/14/2011 - 8/15/2011 Public Hearing: N/A	ND	Local Agency Formation Commission for the County of Los Angeles	Document reviewed - No comments Sent
<i>Plans and Regulations</i> <u>LAC110726-04</u> Gateway Cities Air Quality Action Plan Draft Health Risk Assessment Protocol	This document consists of a draft modeling protocol for the Gateway Cities COG Air Quality Action Plan HRA. Comment Period: N/A Public Hearing: N/A	Other	Los Angeles County Metropolitan Transportation Authority	AQMD commented 7/5/2011
<i>Plans and Regulations</i> <u>ORC110726-06</u> Laguna Niguel Gateway Specific Plan Update	The proposed project consists of the Gateway Specific Plan Update which envisions incorporation of residential and mixed-use development to revitalize the existing industrial development in the Gateway area. Currently there is a total of approximately 1,371,000 square feet of commercial service, light industrial, auto repair, and office uses in the Gateway area, with most buildings constructed in the 1970's and 1980's. Comment Period: 7/26/2011 - 9/12/2011 Public Hearing: N/A	Draft PEIR	City of Laguna Niguel	Currently under review

DEIR - Draft Environmental Impact Report  
FEIR - Final Environmental Impact Report  
RDEIR - Revised Draft Environmental Impact Report  
SEIR - Subsequent Environmental Impact Report  
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IS - Initial Study  
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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 2-A  
INCOMING CEQA DOCUMENTS LOG  
JULY 1, 2011 TO JULY 31, 2011**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b><i>Plans and Regulations</i></b> <u>RVC110708-04</u> Murrieta General Plan 2035	This document consists of responses to SCAQMD comments. The proposed project consists of a comprehensive update of the 1994 General Plan. The General Plan 2035 comprises the following State mandated optional elements: Land Use; Economic Development; Circulation; Healthy Community; Conservation; Recreation and Open Space; Air Quality; Noise; and Safety. The Housing Element is being updated in a separate process. In addition, a Climate Action Plan is being prepared. The CAP is an implementing action of the General Plan 2035 that describes measures intended to reduce greenhouse emissions within City operations and the community at-large. Comment Period: N/A Public Hearing: 7/19/2011	Other	City of Murrieta	Currently under review
<b><i>Plans and Regulations</i></b> <u>RVC110712-03</u> GP 11-02, SP-7, TPM No. 36035, Schedule E, Plot Plan No. 11-03	This document consists of a notice of public hearing to approve amendments to the March LifeCare Campus Specific Plan. Comment Period: N/A Public Hearing: 7/20/2011	Other	March Joint Powers Authority	Document reviewed - No comments Sent
<b><i>Plans and Regulations</i></b> <u>RVC110712-06</u> 43-420 Trader Place	The proposed project consists of surveillance, education, physical, biological and chemical control of mosquitoes and vectors in an effort to reduce the risk of vector-borne disease or discomfort to the residents of its service area. Comment Period: 7/12/2011 - 7/29/2011 Public Hearing: N/A	Mitigated ND	Coachella Valley Mosquito and Vector Control District	Document reviewed - No comments Sent
<b><i>Plans and Regulations</i></b> <u>RVC110719-04</u> Redevelopment Plan for the Merged Desert Hot Springs Redevelopment Project	This document consists of a Final EIR for the Redevelopment Plan. The proposed project consists of adopting an amendment for adding territory to the Merged Desert Hot Springs Redevelopment Project. The proposed amendment consists of an approximately 1,535 acre expansion of the existing project area and removing certain qualifying parcels or groups of parcels from within the Merged Redevelopment Project and reintegrating them into the Added Territory under a new base year and base year values. Comment Period: N/A Public Hearing: N/A	Other	City of Desert Hot Springs	Document does not require comments
<b><i>Plans and Regulations</i></b> <u>RVC110721-03</u> Perris Valley Commerce Center Specific Plan	The proposed project consists of the adoption of the Perris Valley Commerce Center (PVCC) Specific Plan and related infrastructure plans. The PVCC would slightly modify the existing General Plan land use designation and sets forth a list of permitted uses, infrastructure plans, guidelines for architectural design and landscaping, and administrative procedures for development within the Specific Plan. Comment Period: 7/20/2011 - 9/6/2011 Public Hearing: N/A	DEIR	City of Perris	Currently under review

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RDEIR - Revised Draft Environmental Impact Report  
SEIR - Subsequent Environmental Impact Report  
SupEIR - Supplemental EIR

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DEA - Draft Environmental Assessment  
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FONSI - Finding of No Significant Impact  
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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 2-B  
ONGOING ACTIVE PROJECTS FOR WHICH AQMD HAS  
OR WILL CONDUCT A CEQA REVIEW**

<p><b>TOTAL NUMBER OF REQUESTS TO AQMD FOR DOCUMENT REVIEW THIS REPORTING PERIOD: 64</b></p> <p><b>TOTAL NUMBER OF COMMENT LETTERS SENT OUT THIS REPORTING PERIOD: 24</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS REVIEWED, BUT NO COMMENTS WERE SENT: 27</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS CURRENTLY UNDER REVIEW: 19</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS THAT DID NOT REQUIRE COMMENTS: 10</b></p> <p><b>TOTAL NUMBER OF DOCUMENTS THAT WERE NOT REVIEWED: 0</b></p>
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**ATTACHMENT 2-C  
ACTIVE AQMD LEAD AGENCY PROJECTS  
THROUGH JULY 31, 2011**

Project Description	Project Proponent	Type of Document	Status	Consultant
# Operators of Warren E & P, Inc. are proposing to install a new flare, heater treater, etc., at their refinery facility in the Wilmington area of Los Angeles. The proposed project also includes bringing six microturbines into compliance with SCAQMD permit requirements.	E & P Warren	Subsequent Mitigated Negative Declaration	Final Subsequent MND certified July 19, 2011.	Environ International Corp.
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.	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. SCAQMD staff is currently reviewing 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
The project is being proposed to comply with the recently approved amendments to the Sox RECLAIM program (Regulation XX). Specifically, the proposed project consists of installing a wet gas scrubber on the sulfuric acid plant to reduce sox emissions.	Rhodia Inc., Dominguez Facility	CEQA Evaluation	CEQA evaluation document certified July 19, 2011	Environ International Corp.
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	Not Yet Determined	Consultant is compiling environmental analysis information.	Environmental Audit, Inc.

**ATTACHMENT 2-C  
ACTIVE AQMD LEAD AGENCY PROJECTS  
THROUGH JULY 31, 2011**

Project Description	Project Proponent	Type of Document	Status	Consultant
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.

A shaded row indicates a new project.

# = AQMD was contacted regarding potential environmental justice concerns due to the nature and/or location of the project.

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 17

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

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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.

1107	Coating of Metal Parts and Products (MCS-07)
Proposed Rules 1107 is moved to January 2012 from September 2011 to allow additional time necessary for additional technology review, as well as to assess potential impacts.	
1110.2	Emissions from Gaseous- and Liquid- Fueled Engines
Rule 1110.2 is moved to December 2011 from October 2011 to continue evaluating technology assessment and make recommendations for rule amendments.	
1118	Control of Emissions from Refinery Flares
Rule 1118 is moved to TBD from November 2011 to be part of 2012 AQMP evaluation for potential enhancement.	

1123	Pilot Program for Refinery Start-up, Shutdown and Turnaround Procedures (MCS-06)
Rule 1123 is moved to December 2011 from November 2011 to allow staff the additional time necessary to review stakeholder input.	
1173	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants
Rule 1173 is moved to TBD from September 2011 pending CARB's action to reduce GHG emissions as part of its AB32 Scoping Plan.	

## 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.*

*<sup>1</sup>Subject to Board approval*

*California Environmental Quality Act shall be referred to as "CEQA."*

*Socioeconomic Analysis shall be referred to as "Socio."*

### 2011

November		AQMP	Toxics	Other	Climate Change
463	Storage of Organic Liquids			√	
1177	Liquified Petroleum Gas Transfer and Dispensing (MCS-07)	√			
1420	Emissions Standard for Lead		√		
2511	Credit Generation Program for Locomotive Head End Power Unit Engines			√	
2512	Credit Generation Program for Ocean-Going Vessels at Berth			√	
4010 <sup>*+</sup>	General Provisions and Requirements for Ports of Los Angeles and Long Beach (MOB-03)		√		
4020 <sup>*+</sup>	Backstop Requirements for Ports of Los Angeles and Long Beach (MOB-03)		√		
December					
1110.2 <sup>1</sup>	Emissions from Gaseous- and Liquid- Fueled Engines			√	
1114 <sup>*+</sup>	Control of Emissions from Refinery Coking Operations (MCS-07)	√			
1123 <sup>1</sup>	Pilot Program for Refinery Start-up, Shutdown and Turnaround Procedures (MCS-06)	√			

**2011 MASTER CALENDAR (continued)**

**2011 TO-BE DETERMINED (TBD)**

<b>TBD</b>		<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
102	Definition of Terms			√	
223	Emission Reductions Permits for Large Confined Animal Facilities	√			
1127 <sup>+</sup>	Emission Reductions from Livestock Waste (MCS-05)	√			
1127.1 <sup>+</sup>	Control of Emissions from Hog and Poultry Operations (MCS-05)	√			
Reg. III	Fees			√	
314	Fees for Architectural Coatings			√	
402	Nuisance			√	
461	Gasoline Transfer and Dispensing			√	
701	Air Pollution Emergency Contingency Actions			√	
1106	Marine Coating Operations (MCS-07)	√			
1106.1	Pleasure Craft Coating Operations (MCS-07)	√			
1118 <sup>1</sup>	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			√	
1168	Adhesive and Sealant Applications			√	
1171	Solvent Cleaning Operations			√	
1173 <sup>1</sup>	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			√	

**2011 MASTER CALENDAR (continued)**

**2011 TO-BE DETERMINED (TBD)**

<b>TBD</b>	<b>(continued)</b>	<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
1401	New Source Review of Toxic Air Contaminants		√		
1402	Control of Toxic Air Contaminants from Existing Sources		√		
1420	Emissions Standard for Lead		√		
1420.2	Emission Standard for Lead from Medium Lead Emitting Facilities		√		
1903 <sup>*+</sup>	Emission Budgets and Mitigation Program for General Conformity Projects (EGM-02)	√			
1610	Old-Vehicle Scrapping			√	
Reg. XXVII	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.	√	√	√	√

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.

**2011 MASTER CALENDAR (continued)**

**2012**

<b>January</b>		<b>AQMP</b>	<b>Toxics</b>	<b>Other</b>	<b>Climate Change</b>
1107 <sup>1</sup>	Coating of Metal Parts and Products (MCS-07)	√			



# 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.

### 2011

November	
1177	<p><b>Liquid Petroleum Gas Transfer and Dispensing (MCS-07)</b>  <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>
December	
1114 <sup>*+</sup>	<p><b>Control of Emissions from Refinery Coking Operations (MCS-07)</b>  <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 <sup>1</sup>	<p><b>Pilot Program for Refinery Start-up, Shutdown and Turnaround Procedures (MCS-06)</b>  <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: Lieu (3059)</i></p>

### To-Be Determined 2011

To-Be Determined	(continued)
223 1127 <sup>+</sup> 1127.1 <sup>+</sup>	<p><b>Emission Reduction Permits for Large Confined Animal Facilities</b>  <b>Emission Reductions from Livestock Waste (MCS-05)</b>  <b>Control of Emissions from Hog and Poultry Operations (MCS-05)</b>  <i>[Projected Emission Reduction unknown and TBD]</i>                      Proposed amendments to Rule 223 may be necessary to harmonize rule requirements with those in Rules 1127 and 1127.1. Proposed amendments to Rule 1127 and Proposed Rule 1127.1 will seek to reduce VOC and other pollutant emissions from livestock operations and implement Control Measure MCS-05 of the 2007 AQMP.  <i>Laki Tisopulos 909.396.3123 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>

# ATTACHMENT A

## AQMP Rule Activity Schedule (continued)

### To-Be Determined 2011

To Be Determined	(continued)
1106	<p><b>Marine Coating Operations (MCS-07)</b>  <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><b>Pleasure Craft Coating Operations (MCS-07)</b>  <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 <sup>*+</sup>	<p><b>Emission Budgets and Mitigation Program for General Conformity Projects (EGM-02)</b>  <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>

### 2012

January	
1107 <sup>1</sup>	<p><b>Coating of Metal Parts and Products (MCS-07)</b>  <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>

## 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.

### 2011

November	
1420	<p><b>Emissions Standard for Lead</b>  <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>
4010 <sup>*+</sup>  4020 <sup>*+</sup>	<p><b>General Provisions and Requirements for Ports of Los Angeles and Long Beach (MOB-03)</b>  <b>Backstop Requirements for Ports of Los Angeles and Long Beach (MOB-03)</b>  <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>

### To-Be Determined 2011

To Be Determined	
1401 1402	<p><b>New Source Review of Toxic Air Contaminants</b>  <b>Control of Toxic Air Contaminants from Existing Sources</b>  <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 1420.2	<p><b>Emission Standard for Lead</b>  <b>Emission Standard for Lead from Medium Lead Emitting Facilities</b>  <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 Amended Rule 1420 and 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>

## ATTACHMENT B

### Toxics Rule Activity Schedule (continued)

#### To-Be Determined 2011

<b>To Be Determined</b>	<b>(continued)</b>
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.

# 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.

**2011**

<b>November</b>	
463	<p><b>Storage of Organic Liquids</b>  <i>[Projected Emission Reduction: N/A]</i>                      The proposed amendment will seek to alter a test method for determining sulfur compounds with greater accuracy.  <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
2511	<p><b>Credit Generation Program for Locomotive Head End Power Unit Engines</b>  <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><b>Credit Generation Program for Ocean-Going Vessels at Berth</b>  <i>[Projected Emission Reduction: TBD]</i>                      Develop a rule to allow generation of PM, NOx and SOx 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>
<b>December</b>	
1110.2 <sup>1</sup>	<p><b>Emissions from Gaseous- and Liquid-Fueled Engines</b>  <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>

# ATTACHMENT C

## Other Rule Activity Schedule (continued)

### To-Be Determined 2011

<b>To Be Determined</b>	
102	<p><b>Definition of Terms</b>  <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><b>Fees</b>  <i>[Projected Emission Reduction: N/A]</i>                      Amend fee rules in accordance with FY 2011-12 AQMD Budget.  <i>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
314	<p><b>Fees of Architectural Coatings</b>  <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><b>Nuisance</b>  <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>
461	<p><b>Gasoline Transfer and Dispensing</b>  <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>
701	<p><b>Air Pollution Emergency Contingency Actions</b>  <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

<b>To Be Determined</b>	<b>(continued)</b>
1118 <sup>1</sup>	<p><b>Control of Emissions from Refinery Flares</b>  <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><b>Consumer Paint Thinners &amp; Multi-Purpose Solvents</b>  <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><b>Metalworking Fluids and Direct-Contact Lubricants</b>  <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><b>NOx Reductions From Miscellaneous Sources</b>  <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 <sup>*+</sup>	<p><b>Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations</b>  <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 Tisopoulos 909.396.3123 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1168	<p><b>Adhesive and Sealant Applications</b>  <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><b>Solvent Cleaning Operations</b>  <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

<b>To Be Determined</b>	<b>(continued)</b>
1190 Series	<p><b>Fleet Vehicle Requirements</b>  <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><b>New Source Review</b>  <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>Naveen Berry 909.396.2363 CEQA: Smith (3054) Socio: Lieu (3059)</i></p>
1610	<p><b>Old-Vehicle Scrapping</b>  <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 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

<b>To Be Determined</b>	
1118 <sup>1</sup>	<p><b>Control of Emissions from Refinery Flares</b>  <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 <sup>1</sup>	<p><b>Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</b>  <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><b>Climate Change</b>  <i>[Projected Emission Reduction: TBD]</i>                      Additional protocols may be added to Rules 2701 and 2702.  <i>Philip Fine 909.396.2239 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>

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 18

**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

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### **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**  
**September 9, 2011 Board Meeting**  
**Information Management Major Projects**  
**for the Period of July 1 through December 31, 2011**

<b>Item</b>	<b>Brief Description</b>	<b>Budgeted Funds</b>	<b>Schedule of Board Actions</b>	<b>Status</b>
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"> <li>• CLASS Systems</li> <li>• eGovernment application and infrastructure</li> <li>• PeopleSoft Upgrade</li> </ul>	\$520,500	September 9, 2011	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

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 19

REPORT: FY 2010-11 Contract Activity

SYNOPSIS: This report lists the number of contracts let during FY 2010-11, the respective dollar amounts, award type, and the authorized contract signatory for the AQMD. This report includes the data provided in the March 2011 report covering contract activity for the first six months of FY 2010-11.

COMMITTEE: Not Applicable

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

MBO:DH:EA:lg

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### **Background**

Since FY 1995-96, staff has provided semi-annual reports to the Governing Board on contract activity. This report identifies five categories of contract awards: 1) New Awards – new contracts for professional services and research projects; 2) Other – air monitoring station leases, Board Assistant agreements, or miscellaneous lease agreements that generate revenue, e.g., lease of AQMD space; 3) Sponsorships – contracts funding public events and technical conferences which provide air quality benefits; 4) Amendments – modifications to existing contracts usually reflecting changes in the project scope and/or schedule; 5) Terminated Contracts – Partial Work Performed – modifications to contracts to reflect termination of a portion or all of the work which result in de-obligation of contract funding. The report further specifies under New Awards, which contracts were awarded competitively and which were awarded on a sole-source basis. Within the first four categories, the level of approval (Board or Executive Officer) is indicated.

## **Summary**

Of the 1,028 contracts and modifications (including terminations) issued during this period, New Awards accounted for 608, Other accounted for 26, Sponsorships accounted for 24, and Modifications accounted for 324. The total value for New Awards was \$221,740,692.72. Of that amount, \$158,422,893.72 or 71% was awarded through the competitive process. The total value of all contracts and amendments for this period was \$242,216,522.72 with 672 contracts and amendments totaling \$240,161,928.72 approved by the Board and 310 contracts and amendments totaling \$2,054,594.00 approved by the Executive Officer. This does not include modifications for termination with partial work completed which is addressed below. Of this latter amount \$590,604.00 representing 18 contracts was for Board Member Assistant contracts as approved by the Board's Administrative Committee; \$595,584.00 representing 22 contracts was sole sourced in the areas of litigation/legal services (\$100,000.00), technical consulting (\$202,925.00), and miscellaneous (\$292,659.00); \$322,800.00 representing 24 contracts was for sponsorships in advanced technologies and community and business outreach; and \$376,014.00 representing 231 contracts was for contract modifications for extensions of time or additional budgeted services from previously approved vendors. Contract terminations with partial or no work completed numbered 46 during this period and de-obligated a total of \$9,720,951.38.

## **Attachment**

Contract Activity Report for the period July 1, 2010 through June 30, 2011.

**South Coast Air Quality Management District**  
**Contract Activity Report**  
**July 1, 2010 - June 30, 2011**

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
<b>I. NEW AWARDS</b>							
<b>Competitive - Board Approved</b>							
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09270	32	PURCHASE 1 MULTI-ENGINE SWITCHER LOCOMOTIVE	PACIFIC HARBOR LINE INC	\$1,451,226.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09419	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	PECK ROAD FORD TRUCK SALES, INC.	\$750,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10184	36	RENEWABLE ENERGY PROJECTS IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	ALTERNATIVE ENERGY CONNECTIONS	\$124,560.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10192	32	REPLACEMENT OF 4 DIESEL BACKHOES AND 2 DIESEL CRAWLERS	CITY OF LONG BEACH	\$45,921.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10511	32	REPOWER 2 DIESEL DUAL-ENGINE SCRAPERS, 1 DIESEL LOADER, AND 2 DIESEL LOADERS.	COUNTY OF LOS ANGELES	\$617,344.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10512	81	PROP 1B PORT TRUCK PROGRAM	PENSKE TRUCK LEASING CO LP	\$150,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C10551	36	TREE PLANTING PARTNERSHIP	COUNTY OF SAN BERNARDINO	\$30,259.00	
26	PLANNING RULE DEV & AREA SOURCES	C10552	36	TREE PLANTING PARTNERSHIP	CITY OF COMPTON	\$31,187.00	
26	PLANNING RULE DEV & AREA SOURCES	C10555	36	TREE PLANTING PARTNERSHIP	CITY OF EL SEGUNDO	\$27,692.00	
26	PLANNING RULE DEV & AREA SOURCES	C10560	36	TREE PLANTING PARTNERSHIP	CITY OF LYNWOOD	\$59,740.00	
26	PLANNING RULE DEV & AREA SOURCES	C10566	36	TREE PLANTING PARTNERSHIP	CITY OF SANTA CLARITA	\$108,458.00	
26	PLANNING RULE DEV & AREA SOURCES	C10567	36	TREE PLANTING PARTNERSHIP	CITY OF SANTA MONICA	\$198,250.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10595	32	REPLACE 1 CRAWLER TRACTOR AND REPOWER 1 DUAL ENGINE SCRAPER	OC WASTE & RECYCLING	\$248,296.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10597	32	REPOWER 2 CONSTRUCTION EQUIPMENT	PENHALL COMPNAY	\$90,950.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10606	32	INSTALL A SHORE POWER SYSTEM AT THE LONG BEACH CRUISE SHIP AND RETROFIT 2 PASSENGER VESSELS	CARNIVAL CRUISE LINES	\$5,000,000.00	

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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10621	80,32	REPOWER 4 DIESEL CRANES	FOUNDATION PILE, INC.	\$312,818.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10624	32	REPOWER 1 MAIN ENGINE OF 1 MARINE VESSEL	CURTIN MARITIME CORP.	\$195,250.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10625	80	REPOWER TWO MAIN AND TWO AUXILIARY ENGINES ON ONE MARINE VESSEL	DIVING CHARTERS, INC	\$137,443.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10626	80	REPOWER 2 MAIN AND 2 AUXILIARY ENGINES OF ONE MARINE VESSEL	FUKUTO / REDLEW CHARTERS, INC.	\$273,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10628	80	REPOWER 30 TRANSIT BUSES	CITY OF SANTA MONICA	\$478,919.76	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10672	80	REPOWER 1 MAIN AND 1 AUXILIARY ENGINE ON 1 MARINE VESSEL	CARNAGE FISH CO.	\$124,800.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10674	81	PROP 1B PORT TRUCK PROGRAM	CHONG DUK KIM	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10698	32	REPOWER 4 OFF ROAD DIESEL VEHICLES	R.A. BELL EQUIPMENT COMPANY	\$819,456.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10699	32	REPLACEMENT OF ONE OFF-ROAD VEHICLE	COVANTA LONG BEACH RENEWABLE ENERGY	\$18,315.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10702	32	REPLACE 2 OFF-ROAD VEHICLES	LOS ANGELES COUNTY SANITATION DISTRICT	\$160,581.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10703	32	REPOWER 4 OFF-ROAD VEHICLES	MESA CONTRACTING CORPORATION	\$508,270.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10704	32	REPOWER 1 OFF-ROAD VEHICLE	GREGORY DOWD EQUIPMENT	\$104,472.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10705	32	REPOWER 1 OFF-ROAD VEHICLE	DOWD EQUIPMENT	\$98,855.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10709	32	REPOWER 3 OFF ROAD VEHICLES	BURRTEC WASTE INDUSTRIES INC	\$317,565.00	
26	PLANNING RULE DEV & AREA SOURCES	C10720	01	PROVIDE CONSULTING SERVICES RELATED TO THE DEVELOPMENT OF AN AQMD GREENHOUSE GAS REGISTRY	MERCURY PUBLIC AFFAIRS LLC	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10738	31	DEMONSTRATE QUICK-CHARGE INFRASTRUCTURE FOR ELECTRIC BUSES	FOOTHILL TRANSIT AGENCY	\$290,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10740	36	RENEWABLE ENERGY PROJECTS IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	MOHR POWER SOLAR INC	\$57,049.00	

**South Coast Air Quality Management District**  
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10742	32	REPOWER OF 5 DIESEL EARTH MOVING MACHINES AND RETROFIT OF 3 SCRAPERS	S & K GRADING	\$670,320.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11026	81	PROP 1B PORT TRUCK PROGRAM	RIGOBERTO CASTELLANOS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11027	32	REPOWER OF 4 LOADERS	SA RECYCLING LLC	\$487,063.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11031	36	RENEWABLE ENERGY PROJECTS IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	CLEAN FUEL CONNECTION INC	\$53,208.96	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11044	81	PROP 1B PORT TRUCK PROGRAM	JORGE B. ISLAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11045	81	PROP 1B PORT TRUCK PROGRAM	JOSE MANUEL LOPEZ FAJARDO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11046	81	PROP 1B PORT TRUCK PROGRAM	JOEL ARTURO MIRO VALLE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11047	81	PROP 1B PORT TRUCK PROGRAM	MANUEL DE JESUS RODRIGUEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11048	81	PROP 1B PORT TRUCK PROGRAM	JOSE W. SUAREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11049	27	DEVELOP PROTOTYPE NATURAL GAS-FIRED, FAN-TYPE CENTRAL FURNACES WITH REDUCED NOX EMISSIONS	GAS TECHNOLOGY INSTITUTE	\$450,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11051	27	DEVELOP PROTOTYPE NATURAL GAS-FIRED, FAN-TYPE CENTRAL FURNACES WITH REDUCED NOx EMISSIONS	INGERSOLL-RAND COMPANY	\$368,261.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11052	27	DEVELOP PROTOTYPE NATURAL GAS-FIRED, FAN-TYPE CENTRAL FURNACES WITH REDUCED NOx EMISSIONS	NORDYNE LLC	\$250,090.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11053	81	PROP 1B PORT TRUCK PROGRAM	SEONG WON KIM	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11054	81	PROP 1B PORT TRUCK PROGRAM	LOPEZ TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11055	81	PROP 1B PORT TRUCK PROGRAM	ROMAN TORRES GARCIA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11056	81	PROP 1B PORT TRUCK PROGRAM	RODOLFREDO REYES LOPEZ	\$50,000.00	



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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11057	81	PROP 1B PORT TRUCK PROGRAM	WILFREDO JOSE GALEANO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11058	81	PROP 1B PORT TRUCK PROGRAM	MIGUEL A. NAVARRO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11060	81	PROP 1B PORT TRUCK PROGRAM	OCTAVIO SOLIS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11061	81	PROP 1B PORT TRUCK PROGRAM	TEAM CAMPBELL LOGISTICS, LLC	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11062	81	PROP 1B PORT TRUCK PROGRAM	COOL BULL EXPRESS, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11063	81	PROP 1B PORT TRUCK PROGRAM	ACE TRANSPORT LLC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11064	81	PROP 1B PORT TRUCK PROGRAM	JORGE ROJAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11065	81	PROP 1B PORT TRUCK PROGRAM	JOSE GARCIA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11066	81	PROP 1B PORT TRUCK PROGRAM	INN MOK JUNG	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11067	81	PROP 1B PORT TRUCK PROGRAM	ANDRES F. FLORES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11068	81	PROP 1B PORT TRUCK PROGRAM	HUERTA TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11069	81	PROP 1B PORT TRUCK PROGRAM	MARIA E. MUNOZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11070	81	PROP 1B PORT TRUCK PROGRAM	CARLOS W. PINEDA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11071	81	PROP 1B PORT TRUCK PROGRAM	CARLOS A. ALVARADO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11072	81	PROP 1B PORT TRUCK PROGRAM	BERTO IRAHETA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11073	36	RENEWABLE ENERGY PROJECT IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	DESERT POWER, INC.	\$43,560.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11077	81	PROP 1B PORT TRUCK PROGRAM	G.J. MARTIN INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11078	81	PROP 1B PORT TRUCK PROGRAM	OCEAN EXPRESS TRANSPORTATION	\$50,000.00	

**South Coast Air Quality Management District**  
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11079	81	PROP 1B PORT TRUCK PROGRAM	SOUTHERN CALIFORNIA ASSOCIATION OF GOVT	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11080	81	PROP 1B PORT TRUCK PROGRAM	HUGO A. ESTEVES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11081	81	PROP 1B PORT TRUCK PROGRAM	FREEMAN BROS. TRUCKING LLC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11082	81	PROP 1B PORT TRUCK PROGRAM	E & J TL CORP	\$250,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11083	81	PROP 1B PORT TRUCK PROGRAM	JULIO H. RODRIGUEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11085	81	NATURAL GAS TRUCKS EDUCATION AND OUTREACH - DOE ARRA AWARD	C3VR, INC.	\$37,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11087	81	PROP 1B NON-PORT TRUCK RETROFIT PROGRAM	ASBURY ENVIRONMENTAL SERVICES	\$205,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11088	81	PROP 1B PORT TRUCK PROGRAM	ISIDRO BLANDON	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11091	81	PROP 1B PORT TRUCK PROGRAM	OVERSEAS FREIGHT, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11092	81	PROP 1B PORT TRUCK PROGRAM	EDUARDO CARRERA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11093	81	PROP 1B PORT TRUCK PROGRAM	FRANCISCO RODRIGUEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11094	81	PROP 1B PORT TRUCK PROGRAM	DAVID ALVARADO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11095	81	PROP 1B PORT TRUCK PROGRAM	ROBERTO MUNOZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11096	81	PROP 1B PORT TRUCK PROGRAM	EFRAIN AGUIRRE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11097	81	PROP 1B PORT TRUCK PROGRAM	JOSE ESCALANTE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11098	81	PROP 1B PORT TRUCK PROGRAM	AVENUE TRUCK LINES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11099	81	PROP 1B PORT TRUCK PROGRAM	IGA, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11100	81	PROP 1B PORT TRUCK PROGRAM	PACHECO SERVICES, LLC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11101	81	PROP 1B PORT TRUCK PROGRAM	DARRYL ROLLAND	\$50,000.00	

**South Coast Air Quality Management District**  
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11102	81	PROP 1B PORT TRUCK PROGRAM	BAYRO AYALA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11103	81	PROP 1B PORT TRUCK PROGRAM	DAE SUN KIM	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11104	81	PROP 1B PORT TRUCK PROGRAM	JOSE SANTOS MARRUFO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11105	81	PROP 1B PORT TRUCK PROGRAM	DARREN FERNS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11107	81	PROP 1B PORT TRUCK PROGRAM	GOLDEN STATE EXPRESS, INC.	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11108	81	NATURAL GAS TRUCKS EDUCATION AND OUTREACH - ARRA AWARD	CITY OF LOS ANGELES-DEPT OF PUBLIC WORKS	\$37,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11109	81	PROP 1B PORT TRUCK PROGRAM	JOSE H. ISLAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11110	81	PROP 1B PORT TRUCK PROGRAM	RAUL CORONADO	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11111	81	PROP 1B PORT TRUCK PROGRAM	OSCAR GILBERTO CONTRERAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11112	81	PROP 1B PORT TRUCK PROGRAM	JAVIER GARCIA GURROLA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11113	32	TECHNICAL ASSISTANCE FOR IMPLEMENTATION OF INCENTIVE PROGRAMS	CLEAN FUEL CONNECTION INC	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11114	32	REPOWER 16 DIESEL LOCOMOTIVES	PACIFIC HARBOR LINE INC	\$10,546,336.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11117	31	TECHNICAL ASSISTANCE FOR ADVANCED, LOW- AND ZERO-EMISSION MOBILE & STATIONARY SOURCE CONTROL TECHNOLOGIES	CLEAN FUEL CONNECTION INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11118	81	PROP 1B PORT TRUCK PROGRAM	JOSE MANUEL GOMEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11119	81	PROP 1B PORT TRUCK PROGRAM	STEEL HORSE TRANSPORTATION, INC.	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11120	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RALPHS GROCERY COMPANY	\$1,150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11121	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SOTO PROVISION, INC.	\$100,000.00	

**South Coast Air Quality Management District**  
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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11122	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WESTERN BAGEL BAKING CORP.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11123	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	REDWOOD PRODUCTS, INC.	\$250,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11124	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	THE COMPLETE LOGISTICS CO.	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11125	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GARDNER TRUCKING, INC.	\$1,000,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11126	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CALIFORNIA BULK, INC.	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11127	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PACIFIC TANK LINES, INC.	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11128	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	VERNON TRANSPORT CO.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11129	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DEPENDABLE HIGHWAY EXPRESS, INC.	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11130	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CENTRAL CALIFORNIA LEASING & EQUIPT, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11131	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	G.S. TRUCK LINES, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11132	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	G.Q. TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11133	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FL TRANSPORTATION, INC	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11134	81	PROP 1B PORT TRUCK PROGRAM	CASCADE SIERRA SOLUTIONS	\$1,540,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11138	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	STOCKTON ENTERPRISE SALES, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11141	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WESTAR TRANSPORT	\$350,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11142	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CEMAK TRUCKING	\$1,100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11143	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	NORCO RANCH, INC.	\$500,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11145	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	AJR TRUCKING, INC.	\$100,000.00	
03	EXECUTIVE OFFICE	C11146	01	MEDIA RELATIONS SERVICES	VALENCIA & COMPANY PUBLIC AFFAIRS	\$152,625.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11148	31	TECHNICAL ASSISTANCE FOR DEVELOPMENT, OUTREACH, & COMMERCIALIZATION OF ADVANCED LOW-EMISSION VEHICLE TECHNOLOGIES	JOSEPH C CALHOUN PE INC	\$35,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11149	81	PROP 1B PORT TRUCK PROGRAM	PACIFIC EXPRESSWAY, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11150	55	MAINTENANCE AND OPERATION OF CITY OF BURBANK HYDROGEN FUELING STATION	HYDROGEN FRONTIER, INC	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11151	81	PROP 1B PORT TRUCK PROGRAM	FRANCISCO PANTOJA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11152	81	PROP 1B PORT TRUCK PROGRAM	MARTIN PRODUCE	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11153	81	PROP 1B PORT TRUCK PROGRAM	MARTIN BROS TRUCKING, INC.	\$400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11154	81	PROP 1B PORT TRUCK PROGRAM	ADAN FLORES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11155	81	PROP 1B PORT TRUCK PROGRAM	PRODUCE TRUCKING, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11159	27	EXCHANGE 1500 MODEL BR500 BACKPACK BLOWERS FOR USE BY COMMERCIAL GARDENERS AND LANDSCAPERS	PACIFIC STIHL	\$269,925.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11160	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	ENTERPRISE MOTORS, INC.	\$720,766.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11161	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN THE VOUCHER INCENTIVE PROGRAM	TOM'S TRUCK CENTER, INC.	\$720,766.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11162	32	APPROVED DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	UNITED TRUCK CENTERS, INC.	\$720,766.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11163	80	AQMD APPROVED RETROFIT DEVICE INSTALLER - VIP PROGRAM	IRONMAN PARTS AND SERVICES	\$156,107.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11164	80	AQMD APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	QUINN COMPANY	\$156,107.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11165	80	AQMD APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	VALLEY POWER SYSTEMS, INC.	\$156,107.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11166	80	APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	CUMMINS CAL PACIFIC	\$156,107.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11167	80	REPOWER 1 CRAWLER TRACTOR AND 1 RUBBER-TIRED DOZER	KASSEL CONTRACTING, INC.	\$275,146.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11168	80	REPOWER OF ONE DIESEL CRAWLER TRACTOR	S & K GRADING	\$91,194.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11169	80	REPOWER 1 OFF-ROAD CRANE	US WATER TAXI, INC.	\$87,367.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11170	80	AQMD APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	BOSHART ENGINEERING, INC.	\$156,107.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11171	80,32	REPOWER 4 DIESEL ROUGH-TERRAIN FORKLIFTS	BEVEN-HERRON, INC	\$68,096.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11172	80	REPOWER 1 DIESEL SCRAPER	D.L. WIEST ENTERPRISES, INC.	\$123,670.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11173	32	REPOWER 3 DIESEL CRAWLER TRACTORS, 1 RUBBER-TIERED LOADER, 1 DIESEL EXCAVATOR, & 1 DIESEL SCRAPER	CHINO GRADING, INC	\$632,889.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11174	32	REPOWER 1 DIESEL RUBBER-TIRED DOZER AND 2 DIESEL SCRAPERS	THE JOHNSON EQUIPMENT COMPANY, INC	\$468,144.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11175	32	REPOWER AND RETROFIT ONE OFF- ROAD VEHICLE	WILLARD MARINE INC.	\$62,805.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11176	32	REPOWER 1 MAIN & 2 AUXILIARY ENGINES OF 2 MARINE VESSELS	ISLAND ENTERPRISES, INC.	\$66,635.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11177	80	REPOWER 1 MARINE VESSEL	SEA BASS CHARTERS	\$51,520.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11178	80	REPOWER 4 MAIN ENGINES OF 2 MARINE VESSELS	PARKER DIVING SERVICE, INC.	\$69,454.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11179	80	REPOWER 1 MAIN AND 2 AUXILIARY ENGINES ON 1 MARINE VESSEL	ST JOSEPH INC.	\$227,103.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11182	31	TECHNICAL ASSISTANCE WITH ALTERNATIVE FUELS, FUEL CELLS, EMISSIONS ANALYSIS AND AFTERTREATMENT TECHNOLOGIES	ANDRIS R. ABELE	\$75,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11183	80	REPOWER 2 MAIN AND 1 AUXILIARY ENGINE OF ONE MARINE VESSEL	PACIFIC ADVENTURE TOURS LLC	\$221,600.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11184	80	REPOWER 2 MAIN ENGINES OF ONE MARINE VESSEL	OCEAN EXPLORER, INC.	\$114,812.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11185	32	REPOWER 2 MAIN AND 1 AUXILIARY ENGINE OF ONE MARINE VESSEL	BASS FAMILY SPORTFISHING	\$212,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11186	80	REPOWER 2 MAIN ENGINES OF ONE MARINE VESSEL	MARDIOSA SPORTFISHING LLC	\$147,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11187	32	REPOWER TWO MAIN ENGINES OF ONE MARINE VESSEL	DOLPHIN SAFARI, INC.	\$49,068.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11188	32	REPOWER 2 MAIN AND 2 AUXILIARY ENGINES OF ONE MARINE VESSEL	HEINMILLER / STAMEISEN	\$65,156.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11189	32	REPOWER 8 MAIN DIESEL ENGINES OF 4 MARINE VESSELS	US WATER TAXI, INC.	\$521,338.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11190	32	REPOWER 1 DIESEL EXCAVATOR	VULCAN MATERIALS COMPANY	\$401,483.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11191	32	REPOWER 1 DIESEL SCRAPER, 1 DIESEL RUBBER-TIRED DOZER, 2 DIESEL CRAWLER TRACTORS, AND 2 DIESEL WATERPULLS	MESA CONTRACTING CORPORATION	\$759,315.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11192	32	REPOWER 1 DIESEL TRASH COMPACTOR.	OC WASTE & RECYCLING	\$78,941.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11193	32	REPOWER 1 DIESEL SCRAPER AND 1 DIESEL GRADER	EARL HIGGINS, INC	\$129,461.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11194	80	REPOWER 1 DIESEL RUBBER-TIRED LOADER, 2 DIESEL GRADERS, AND 1 DIESEL SCRAPER	BILL HIGGINS, INC.	\$269,571.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11196	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MOUNTAIN VALLEY EXPRESS CO INC	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11197	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MATICH CORPORATION	\$400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11198	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CITY LOGISTICS & TRANSPORT, INC.	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11199	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BEAUCHAMP DISTRIBUTING COMPANY	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11200	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROYAL PLYWOOD COMPANY, LLC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11201	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	VUKOJEVIC BROS. TRUCKING CO., INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11202	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RRM PROPERTIES, LTD - LSR	\$4,900,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11203	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WARE DISPOSAL, INC.	\$400,000.00	
03	EXECUTIVE OFFICE	C11206	01	SIGNATURE AQMD FILM	CINEMA VERTIGE, LLC	\$170,080.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11209	32	REPOWER 1 DIESEL RUBBER-TIRED DOZER, 1 DIESEL GRADER, 1 DIESEL CRAWLER TRACTOR, AND 5 DIESEL SCRAPERS	LEE & STIRES INC	\$823,771.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11210	80	REPOWER 1 DIESEL RUBBER-TIRED LOADER AND 2 DIESEL SCRAPERS	R. D. MATTHEWS, INC.	\$315,408.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11211	32	REPOWER 4 DIESEL DUAL-ENGINE SCRAPERS AND 2 DIESEL RUBBER-TIRED DOZERS	SUKUT CONSTRUCTION, INC.	\$1,195,700.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11212	32	REPOWER 1 DIESEL RUBBER-TIRED LOADER	REC EQUIPMENT, INC.	\$79,525.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11213	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROBERTSON'S READY MIX	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11214	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARDENAS MARKETS, INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11215	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROCKVIEW FARMS INC.	\$250,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11216	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ALTO XPRESS, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11217	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DOUG MARTIN CONTRACTING CO., INC.	\$250,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11218	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WALKER BROTHERS MACHINERY MOVING INC.	\$600,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11219	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ECOLOGY AUTO PARTS, INC.	\$4,200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11220	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	LEE JENNINGS TARGET EXPRESS, INC.	\$50,000.00	



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11221	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RANCHO FOODS INC	\$650,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11222	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BUDWAY ENTERPRISES INC.	\$1,300,000.00	
04	FINANCE	C11223	22,23	AUDIT OF AB 2766 FEE REVENUE RECIPIENTS FOR FISCAL YEARS 07-08 AND 08-09	THOMPSON COBB BAZILIO & ASSOCIATES PC	\$88,469.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11224	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SERVICE AIR CARGO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11225	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EFIGENIO LEOPOLDO HERNANDEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11226	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EDUARDO LUNA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11228	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE ANGEL RODRIGUEZ AYALA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11229	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	OBDULIO SANTOS MENDEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11230	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GREVIL A. CASTELLANOS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11231	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROGELIO SOLORZANO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11232	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	NIXON GALDAMEZ ORANTES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11233	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ISRAEL BENITEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11234	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SANDRA JIMENEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11235	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE MANUEL ALVAREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11236	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TAE SAM PARK	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11237	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE A. CARCAMO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11238	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS RODRIGUEZ VALLEJO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11239	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BRYAN'S TRUCKING	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11240	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EDUARDO GALVEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11241	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GABRIEL REYES YANEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11242	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	KARLA LISSETTE LARIN DIAZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11243	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RAFAEL MACIAS FARIAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11244	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE LUIS FRAGOSO MIRANDA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11245	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BENJAMIN GALICIA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11248	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN CARLOS FRAGOSO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11249	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE R. PEREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11250	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EDRAS MINAI GALVEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11251	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	VIDAL MURILLO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11252	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JULIO C SANDOVAL	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11253	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUN HYO LEE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11254	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TEODORO ZAPATA SUAREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11255	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FRANCISCO ARNOLDO MOREIRA REYES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11256	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE JUAN VARGAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11258	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MYUNG CHUL CHOI	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11259	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ABEL RAYGOZA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11260	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CESAR ROSAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11262	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE SANTOS SANCHEZ	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11263	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ALEJANDRO NEGRETE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11264	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROSARIO H LARA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11265	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS BALDIZON	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11266	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE D. SANDOVAL	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11267	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EDWIN B. OSORIO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11268	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN FRANCISCO CORONADO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11270	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MANUEL CERDA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11271	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	LUIS DIAZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11272	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	KUN SUNG NOH	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11273	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RAMON CARMONA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11274	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	LUIS MONGE TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11275	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SERGIO FLORES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11276	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	KENNY H. CHIANG	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11277	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MR. G. TRUCKING INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11278	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ANTONIO TORIZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11279	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MANUEL DE JESUS MAGANA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11280	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SOLORIOS TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11281	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MARIO VICENTE ALVARADO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11282	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ESTEBAN JOSE VALDERRAMA	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11283	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SANG DUK HAN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11284	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DANIEL ALMAGUER	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11285	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS AGUILAR	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11286	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROSI CONTRERAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11287	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JORGE RAMOS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11288	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DE NAN HAN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11289	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CHUNG YOL CHON	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11290	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JAIME AVILA LEMUS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11291	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	NICOLAS CASTANEDA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11293	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ADRIAN DAVID LEE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11294	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE CARLOS GUILLEN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11295	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROMAN LOPEZ VALENZUELA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11296	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE LUIS FERNANDEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11297	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE ROSENDO GUARDADO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11298	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE A. INTERIANO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11299	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN M. GONZALEZ TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11300	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FREDIS JESUS MONTANO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11301	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ADALBERTO RECINOS CARRILLO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11302	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROLANDO MEDINA HERNANDEZ	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11304	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EDUARDO LOPEZ HERNANDEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11305	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	STEPSTONE, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11306	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MIGUEL ANGEL SANCHEZ JR.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11307	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MIGUEL ANGEL SALAZAR	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11308	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TOM AN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11309	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FELIPE LARA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11310	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JESUS ARZATE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11311	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SIMON VARGAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11312	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE ARTURO SALAZAR	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11313	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GERARDO LEON	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11314	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MELVIN J. BRYANT	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11315	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ALBERTO RODRIGUEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11316	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MAURICIO M. CRUZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11317	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FRANCISCO J. ARELLANO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11318	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HECTOR B MONTES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11319	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EARLEY NICOLIS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11321	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MILTON SANTAMARIA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11322	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MAJDI ALAKABI	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11323	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN MATA RAMIREZ	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11324	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	OVERSEAS FREIGHT, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11325	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HOSKINS BROS. TRUCKING, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11327	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SCHECKLA CO.	\$250,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11328	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	UNITED PARCEL SERVICE / UPS	\$2,550,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11329	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	OVERSEAS FREIGHT, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11330	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TWO STARS TRUCKING INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11331	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PSK TRANSPORTATION	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11333	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ARNULFO HERRERA BARRERA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11334	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MIGUEL CORNEJO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11336	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	VPT INC.	\$48,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11337	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ALEJANDRO VILLEGAS	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11338	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BRAGG INVESTMENT COMPANY INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11339	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CERENZIA FOODS INC.	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11340	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ANTHONY H. OSTERKAMP JR.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11341	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DESERT EMPIRE TRANSFER & STORAGE, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11342	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DOLPHIN TRANSPORT INC.	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11343	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	G.J. MARTIN INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11344	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HWA SIK CHOI	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11345	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ISAAC TRANSPORTATION INC	\$300,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11346	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	NORTHGATE GONZALEZ, LLC	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11347	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PACIFIC HIGH LEASING, LLC	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11348	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RON AND SONS TRUCKING INC	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11349	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROYAL VIOLET,LLC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11350	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TEAM CAMPBELL LOGISTICS, LLC	\$292,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11351	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WESTAR TRANSPORT	\$900,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11352	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GAMBERG METALS CO. INC.	\$50,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11354	01	AQMD HEADQUARTERS SECURITY GUARD SERVICES	CONTACT SECURITY INC.	\$887,245.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11355	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PDM TRANSPORTATION INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11356	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	L. BROTHERS & SONS INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11357	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	L.A.C. MOTOR ENTERPRISES	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11358	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MARTIN BROS TRUCKING, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11359	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	VASQUEZ TRUCKING INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11360	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RAMON A GONZALEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11361	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MERCEDES OSORIO MARQUEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11362	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MOISES C. CASTILLO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11363	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	LIDIA V. CARBALLO LOPEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11364	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ROMEO E. DURAN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11365	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ELIA MARINA CASTELLANOS	\$50,000.00	



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11366	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RIGOBERTO A. ALBANEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11367	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JORGE AGUILAR	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11368	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SEFE MENDOZA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11369	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MGJ CORONA TRUCKING	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11370	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS VALLADARES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11371	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CESAR CARBALLO LOPEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11372	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	KWANG SHIK YUN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11373	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ERNESTO LEON CONTRERAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11374	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS CAMACHO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11375	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ARTURO CASTRO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11376	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JORGE ALBERTO GUILLEN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11377	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ALVARO TORRES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11378	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE M. COLATO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11379	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RODOLFO A. DIAZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11380	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	K-TRANS INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11381	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CRISTIAN ROBERTO VILLAGRAN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11382	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RIGOBERTO ALVAREZ GONZALEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11383	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	NATANAEL RAMIREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11384	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MARLON EFREN PAYAN VARGAS	\$50,000.00	



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11385	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MSI-MODULAR SYSTEMS INSTALLATION	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11386	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DONG SUP SHIN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11387	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GUSTAVO NEGRETE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11388	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE R. VALLADARES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11389	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CHANG CHU JIN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11390	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EVER ENRIQUE ORELLANA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11391	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RICARDO PINUELAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11392	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RAMIRO M RAMIREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11393	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	COACHWEST TRANSPORTATION	\$245,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11394	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOHN N. CHO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11395	80	REPOWER 2 OFF-ROAD CONSTRUCTION EQUIPMENT	B & D EQUIPMENT RENTAL, INC.	\$251,400.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11396	80	REPOWER 3 OFF-ROAD CONSTRUCTION EQUIPMENT	MBA GRADING & DEMOLITION, INC.	\$451,530.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11397	80	REPOWER 1 TRACK LOADER	B V CONTRUCTION COMPANY, INC.	\$132,340.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11398	81	PROP 1B GOODS MOVEMENT - LOCOMOTIVE CONTRACT	BNSF RAILWAY COMPANY	\$3,000,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11399	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN CEJA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11400	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GUILLERMO ZUNIGA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11401	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TORIBIO ISIDORO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11402	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ANTONIO SANTANA ALVAREZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11403	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WALTER MURILLO	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11405	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DEPENDABLE HIGHWAY EXPRESS, INC.	\$600,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11406	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EDUARDO GONZALEZ	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11407	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SANTA FE TRUCKING INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11408	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RRM PROPERTIES, LTD - LSR	\$3,300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11409	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	AFS TRUCKING	\$450,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11410	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MEX-CAL TRUCKLINE	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11411	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CENTURY SAND & GRAVEL INC	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11412	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	GORDON TRUCKING, INC	\$600,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11414	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EUN CHUL LEE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11415	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MERLIN L. DIAZ VALLE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11416	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN JOSE OCHOA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11421	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ERNESTO FELIX AGUILAR	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11422	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CRUZ GONZALEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11423	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN TORRES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11424	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	OTILIO CORREA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11425	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN ANGEL MEMBRENO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11426	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CONRADO M PANDURO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11427	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	F.A.D. EXPRESS, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11430	32	REPOWER 1 DIESEL SCRAPER	MATTIVI BROTHERS LEASING, INC.	\$80,926.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11431	32	REPOWER 5 DIESEL SCRAPERS	COBURN EQUIPMENT	\$1,307,424.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11432	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PDM TRANSPORTATION INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11433	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HERBIN A CHINCHILLA CABRERA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11434	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FELIPE VELASCO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11436	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	LUIS SALAZAR	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11437	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	WESTAR TRANSPORT	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11438	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JESUS E. VELASQUEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11439	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HILARIO HERNANDEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11441	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	OSCAR ARMANDO VILLEDA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11442	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JORGE CEREN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11443	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MEX-CAL TRUCKLINE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11444	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MARTIN R. RAMOS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11445	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DAN VANDERPOL	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11446	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ARTURO REYES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11447	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PABLO CARBALLO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11448	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TRICON TRANSPORTATION, INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11449	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DEPENDABLE HIGHWAY EXPRESS, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11450	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ODBIN ELI ESTRADA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11451	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN F. ALVAREZ	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11452	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	COACHWEST TRANSPORTATION	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11453	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	FRANK C. ALEGRE TRUCKING, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11454	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JUAN ANTONIO MOLINA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11455	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RUBEN RUIZ	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11456	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CITY NATIONAL BANK	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11457	81	PROP 1B TRUCK REPLACEMENT ADMINISTRATION	CALIFORNIA CARTAGE CO, LLC	\$0.00	1
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11459	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	VIVION INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11460	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	M S INTERNATIONAL, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11461	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE CORTEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11462	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RICARDO ANGEL	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11464	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ISIDRO VILLEGAS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11465	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	AGUSTIN ALCALA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11466	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MANUEL A. SARRIA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11467	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MAURICIO A. DURAN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11468	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BLANCA BRACAMONTE	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11469	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DESERT EMPIRE TRANSFER & STORAGE, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11470	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CESAR R. TRUCKING INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11471	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	PRODUCE TRUCKING, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11473	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	OSCAR A. HERRERA	\$50,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11474	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	TRICON TRANSPORTATION, INC.	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11475	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MISAEAL A SANTOS	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11476	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS HERRERA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11477	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CARLOS FLORES GARCIA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11478	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EVER SERRANO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11479	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	RENE ROMERO GUERRERO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11480	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HERBERT OMAR GUZMAN	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11481	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BYRON ROCA AREVALO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11483	81	PURCHASE AND INSTALLATION OF ELECTRIFICATION INFRASTRUCTURE - PROP 1B PROGRAM	XRT EXPRESS REEFER TRANSPORT INC.	\$85,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11484	31	TRUCK OUTREACH CENTERS	GLADSTEIN & ASSOCIATES	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11487	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BCI COCA-COLA BOTTLING CO.OF LOS ANGELES	\$80,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11488	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BCI COCA-COLA BOTTLING CO.OF LOS ANGELES	\$80,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11489	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE REFUGIO GONZALEZ	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11490	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	JOSE RAUL GARAY	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11492	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	99 CENTS ONLY STORES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11493	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HOLLANDIA FLOWERS, INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11494	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	BNJ TRANS	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11495	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CSC TRANSPORT, INC.	\$100,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11496	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	NEW BERN TRANSPORT CORPORATION	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11497	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	DISNEYLAND RESORT	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11498	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	EIGHT STAR COMMODITIES	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11499	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ARROWLINK USA INC	\$200,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11500	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	KARGO TRANSPORTATION, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11501	32	REPOWER 1 MARINE VESSEL	J&T SPORTFISHING, INC.	\$144,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11502	32	REPOWER 1 MAIN AND 1 AUXILIARY ENGINE ON 1 MARINE VESSEL	WESTERN FISH CO., INC.	\$105,600.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11503	32	REPOWER 2 MAIN AND 1 AUXILIARY ENGINE ON ONE MARINE VESSEL	SEA ANGLER SPORTFISHING	\$154,400.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11504	32	REPOWER 2 MAIN AND 1 AUXILIARY ENGINES OF 1 MARINE VESSEL	SEA HORSE SPORTFISHING	\$219,700.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11505	32	REPOWER 2 MAIN AND 1 AUXILIARY ENGINE OF A MARINE VESSEL	OPTIONS SPORTFISHING	\$176,950.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11506	32	REPOWER 1 MAIN ENGINE OF A MARINE VESSEL	SCOTT A. HONAKER	\$112,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11507	32	REPOWER 1 MAIN AND 1 AUXILIARY ENGINES OF A MARINE VESSEL	MARINA DEL REY SPORTFISHING, LLC	\$98,400.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11508	32	REPOWER 2 MAIN AND 1 AUXILIARY ENGINES OF A MARINE VESSEL	FURY SPORTFISHING, INC.	\$137,498.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11509	32	REPOWER 1 MARINE VESSEL	CHUBASCO SPORTFISHING	\$67,092.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11510	32	REPOWER 1 MAIN AND 1 AUXILIARY ENGINE OF A MARINE VESSEL	MARK PODOLL	\$126,400.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11511	32	REPOWER 2 MAIN AND 2 AUXILIARY ENGINES OF A MARINE VESSEL	PREMIER SPORTFISHING, INC.	\$232,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11512	32	REPOWER 1 MAIN ENGINE OF A MARINE VESSEL	MALIBU PIER SPORTFISHING, LLC	\$112,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11513	32	REPOWER 1 MAIN AND 1 AUXILIARY ENGINE OF A MARINE VESSEL	GREATER PACIFIC FISH, INC.	\$128,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11514	32	REPOWER 2 MAIN ENGINES OF 1 MARINE VESSEL	DREAMER SPORTFISHING	\$147,200.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11515	32	REPOWER 2 MAIN AND AUXILIARY ENGINES OF 1 MARINE VESSEL	DAVID HARVEY	\$239,120.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11516	32	REPOWER 4 MAIN AND 1 AUXILIARY ENGINES OF 3 MARINE VESSELS	DANA WHARF SPORTFISHING	\$305,616.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11517	32	REPOWER 1 MAIN AND 1 AUXILIARY ENGINE OF A MARINE VESSEL	REDONDO SPECIAL SPORTFISHING, INC.	\$107,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11520	80	REPLACE 10 DIESEL SCRAPERS AND 1 DIESEL WATER PULL, AND REPOWER 2 DIESEL SCRAPERS	LARRY JACINTO CONSTRUCTION	\$3,376,111.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11521	32	REPOWER OF 2 MAIN ENGINES OF A MARINE VESSEL	PSALTY ADVENTURES	\$147,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11522	32	REPOWER OF TWO MAIN & 1 AUXILIARY ENGINES OF MARINE VESSEL	RAILTIME SPORTFISHING INC.	\$134,922.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11523	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SYSCO FOOD SERVICES OF LOS ANGELES INC	\$4,000,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11524	32	REPOWER 1 AUXILIARY ENGINE OF 1 MARINE VESSEL	PURSUIT SPORTFISHING, INC.	\$39,680.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11525	32	REPOWER 2 MAIN AND 2 AUXILIARY ENGINES ON 2 MARINE VESSELS	SAN PEDRO BAIT CO. INC	\$314,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11526	32	REPOWER 2 MAIN ENGINES ON ONE MARINE VESSEL	LIMITLESS SPORTFISHING CHARTERS, INC.	\$119,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11528	32	REPOWER 2 MAIN ENGINES OF ONE MARINE VESSEL	BIG GAME 90, LLC	\$167,039.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11529	32	REPOWER 1 MAIN AND 4 AUZILIARY ENGINES OF 2 MARINE VESSELS	SAL BOY, INC.	\$306,486.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11531	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	ALTO XPRESS, INC.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11532	32	REPOWER 2 MAIN ENGINES OF A MARINE VESSEL	TERRENCE HERZIK	\$138,792.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11533	32	REPOWER OF 1 MAIN ENGINE OF A MARINE VESSEL	CAT DIVE CHARTERS, INC.	\$81,302.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11534	32	REPOWER 2 MAIN AND 2 AUXILIARY ENGINES OF ONE MARINE VESSEL	NEW FREEDOM SPORTFISHING INC.	\$275,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11536	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	HILDA GARCIA	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11537	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	SYSCO FOOD SERVICES OF LOS ANGELES INC	\$1,200,000.00	



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11538	32	INSTALL AND MAINTAIN AIR FILTRATION SYSTEMS IN WILMINGTON AREA SCHOOLS	IQ AIR NORTH AMERICA, INC.	\$5,400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11540	01	CONSULTATION REGARDING GOODS MOVEMENT STRATEGIES - FEDERAL SURFACE TRANSPORTATION REQUOTORIZATION	GERMANIA GOVERNMENTAL SERVICES CORP.	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11543	80	REPOWER 12 OFF-ROAD EQUIPMENT	SA RECYCLING LLC	\$1,062,615.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11549	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	CITY NATIONAL BANK	\$2,400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11550	81	PROP 1B LEASE TO OWN ADMINISTRATION	CALIFORNIA CARTAGE CO, LLC	\$0.00	1
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11551	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	C.V. ICE COMPANY INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11553	80	REPOWER ONE MAIN ENGINE ON AN ON-ROAD EMERGENCY FIRE APPARATUS	CITY OF LA VERNE	\$120,203.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11556	32	REPOWER 21 OFF-ROAD VEHICLES	RENTRAC INC	\$4,014,031.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11557	01	JANITORIAL SERVICES AT DIAMOND BAR HEADQUARTERS FOR THREE YEARS	DIAMOND CONTRACT SERVICES INC.	\$825,896.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11558	81	PROP 1B PORT TRUCK PROGRAM	ALMA DELIA ESCOBAR ANGULO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11564	32	REPOWER 2 MAIN ENGINES OF 1 MARINE VESSEL	GLOBAL MARINE TRANSPORTATION, INC.	\$340,760.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11566	81	PROP 1B PORT TRUCK PROGRAM	ANDRES RUBIO	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11580	17	PROVIDE PARKING SERVICES AT THE LAWN MOWER EXCHANGE SITES	AIR POLLUTION CONTROL MANAGEMENT, INC.	\$12,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11584	17	PROVIDE PARKING SERVICES AT THE LAWN MOWER EXCHANGE SITES	PARKING CONCEPTS INC	\$8,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11586	36	STUDY NEAR ROADWAY POLLUTANT EXPOSURE MITIGATION MEASURES	SIERRA RESEARCH, INC.	\$84,900.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11587	36	STUDY NEAR ROADWAY POLLUTANT EXPOSURE MITIGATION MEASURES	THE PLANNING CENTER	\$51,832.00	



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11596	36	RENEWABLE ENERGY PROJECTS IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	SOUTHERN CALIFORNIA SOLAR INC	\$21,416.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11601	27	PURCHASE UP TO 3,300 MODEL CM1936/CM1200/SPCM1936 CORDLESS ELECTRIC LAWN MOWERS	BLACK & DECKER (US) INC	\$541,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11602	27	SCRAP GASOLINE LAWN MOWERS AFTER DRAINING THE FUEL SAFELY AT THE LAWN MOWER EXCHANGE SITES	AIR POLLUTION CONTROL MANAGEMENT, INC.	\$45,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11603	27	PURCHASE UP TO 3,300 MODEL CE 5.4/CE 6.4 CORDLESS ELECTRIC LAWN MOWERS	NEUTON LAWN MOWER COMPANY	\$541,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11604	27	PROVIDE SUPPORT SERVICES AT THE LAWN MOWER EXCHANGE EVENTS	PARKING CONCEPTS INC	\$30,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11738	01	IMPLEMENTATION OF THE AIR QUALITY INSTITUTE (AQI)	CORDOBA CORPORATION	\$133,470.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11740	01	RESURFACING OF THE DIAMOND BAR HEADQUARTERS PARKING STRUCTURE DECK	CENTURY RESTORATION, INC	\$103,233.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09221	82,33	PURCHASE AND INSTALL 2 PM TRAPS WITH ASSOCIATED INFRASTRUCTURE ON TWO SCHOOL BUSES	ANAHEIM CITY SCHOOL DISTRICT	\$47,150.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09222	82,33	INSTALL 3 PM TRAPS WITH ASSOCIATED MAINTENANCE ON SCHOOL BUSES	AZUSA UNIFIED SCHOOL DISTRICT	\$64,237.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09224	82,33	PURCHASE AND INSTALL 3 PM TRAPS ON SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	CHINO VALLEY UNIFIED SCHOOL DISTRICT	\$64,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09225	82,33	INSTALL ONE PM TRAP ON A SCHOOL BUS WITH ASSOCIATED INFRASTRUCTURE	COLTON JOINT UNIFIED SCHOOL DISTRICT	\$31,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09229	82,33	PURCHASE AND INSTALL 2 PM TRAPS WITH ASSOCIATED INFRASTRUCTURE	EL MONTE UNION HIGH SCHOOL DISTRICT	\$49,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09232	82	INSTALL ONE PM TRAP WITH MAINTENANCE INFRASTRUCTURE ON A SCHOOL BUS	HUNTINGTON BEACH UNION HSD	\$18,500.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09234	82	INSTALL 2 PM TRAPS WITH ASSOCIATED INFRASTRUCTURE ON SCHOOL BUSES	MONROVIA UNIFIED SCHOOL DISTRICT	\$47,550.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09238	82	INSTALL 2 PM TRAPS WITH ASSOCIATED INFRASTRUCTURE	NORWALK-LA MIRADA UNIFIED SCHOOL DIST	\$49,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09240	82,33	PROP 1B FY 2009-10 LOWER-EMISSION SCHOOL BUS RETROFIT PROGRAM	REDLANDS UNIFIED SCHOOL DISTRICT	\$63,250.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09248	82	PURCHASE AND INSTALL 46 PM TRAPS ON SCHOOL BUSES	TUMBLEWEED TRANSPORTATION	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10556	82,33	PROP 1B FY 2009-10 LOWER-EMISSION SCHOOL BUS RETROFIT PROGRAM	LAKE ELSINORE UNIFIED SCHOOL DISTRICT	\$88,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10557	82,33	PURCHASE AND INSTALL 2 ACTIVE PM TRAPS WITH ASSOCIATED INFRASTRUCTURE ON SCHOOL BUSES	BREA-OLINDA HIGH SCHOOL	\$48,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10558	82,33	PURCHASE AND INTSTALL 10 PM TRAPS ON SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	FOUNTAIN VALLEY SCHOOL DISTRICT	\$203,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10725	82,80	PURCHASE 2 CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	WALNUT VALLEY UNIFIED SCHOOL DISTRICT	\$331,048.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10726	82,80	PURCHASE 2 CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	DOWNEY UNIFIED SCHOOL DISTRICT	\$339,048.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10727	82,80	PURCHASE 5 CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	BONITA UNIFIED SCHOOL DISTRICT	\$847,620.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10729	82,80	PURCHASE SIX CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	HACIENDA-LA PUENTE UNIFIED SCHOOL DIST	\$993,144.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10730	82,80	PURCHASE 73 CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE AND FIRE SUPRESSANT SYSTEMS	LOS ANGELES UNIFIED SCHOOL DISTRICT	\$12,375,252.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10731	82	PROP 1B FY 2009-10 LOWER EMISSION SCHOOL BUS RETROFIT PROGRAM	ATLANTIC EXPRESS	\$2,600,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10732	82	PURCHASE 112 PM TRAPS FOR SCHOOL BUSES	FIRST STUDENT INC.	\$2,240,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G11038	23	FY 2009-10 MSRC WORK PROGRAM FUNDING FOR ALTERNATIVE FUEL SCHOOL BUSES TO PRIVATE PUPIL TRANSPORTATION PROVIDERS	DURHAM SCHOOL SERVICES	\$1,997,500.00	

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DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G11568	82,80	PURCHASE 18 PROPANE SCHOOL BUSES AND ASSOCIATED INFRASTRUCTURE	LOS ANGELES UNIFIED SCHOOL DISTRICT	\$2,070,000.00	
44	MSRC	ML08024	23	PURCHASE 17 HEAVY-DUTY LPG TRANSIT BUSES	CITY OF ANAHEIM	\$425,000.00	
44	MSRC	ML08038	23	PURCHASE 42 HEAVY DUTY CNG VEHICLES	CITY OF LOS ANGELES	\$1,050,000.00	
44	MSRC	ML08041	23	PURCHASE 73 REMOTE DIAGNOSTIC SYSTEMS	CITY OF LOS ANGELES DEPT OF	\$14,600.00	
44	MSRC	ML09009	23	UPGRADE CNG STATION	CITY OF SOUTH PASADENA	\$152,000.00	
44	MSRC	ML09013	23	SYNCHRONIZE SIGNALS WITH CITY OF MORENO VALLEY ON ALESSANDRO BOULEVARD.	CITY OF RIVERSIDE	\$144,470.00	
44	MSRC	ML09014	23	SYNCHRONIZE SIGNALS WITH THE CITY OF CORONA ON MAGNOLIA AVENUE	CITY OF RIVERSIDE	\$113,030.00	
44	MSRC	ML09015	23	SYNCHRONIZE SIGNALS WITH COUNTY OF RIVERSIDE ON VAN BUREN BLVD.	CITY OF RIVERSIDE	\$80,060.00	
44	MSRC	ML09018	23	RETROFIT 85 OFF-ROAD VEHICLES	DEPARTMENT OF WATER & POWER	\$850,000.00	
44	MSRC	ML09020	23	PURCHASE 252 DIAGNOSTIC SYSTEMS	COUNTY OF SAN BERNARDINO	\$49,770.00	
44	MSRC	ML09021	23	SYNCHRONIZE SIGNALS WITH CITY OF RANCHO MIRAGE	CITY OF PALM DESERT	\$39,450.00	
44	MSRC	ML09023	23	PURCHASE TWO HEAVY-DUTY ALTERNATIVE FUEL TRANSIT VEHICLES	COUNTY OF LOS ANGELES	\$50,000.00	
44	MSRC	ML09024	23	MODIFY VEHICLE MAINTENANCE FACILITY	COUNTY OF LOS ANGELES	\$400,000.00	
44	MSRC	ML09025	23	PURCHASE 85 REMOTE DIAGNOSTIC SYSTEMS	COUNTY OF LOS ANGELES	\$50,000.00	
44	MSRC	ML09026	23	REPOWER FIVE OFF-ROAD VEHICLES	COUNTY OF LOS ANGELES	\$250,000.00	
44	MSRC	ML09027	23	DEVELOP FREEWAY DETECTOR MAP INTERFACE	COUNTY OF LOS ANGELES	\$150,000.00	
44	MSRC	ML09031	23	PURCHASE 33 HEAVY-DUTY NATURAL GAS VEHICLES	CITY OF LOS ANGELES	\$825,000.00	
44	MSRC	ML09032	23	PURCHASE 7 HEAVY-DUTY NATURAL GAS VEHICLES	CITY OF LA DEPT AIRPORT	\$175,000.00	
44	MSRC	ML09033	23	BUY 10 HD CNG VEHICLES & INSTALL CNG STATION	CITY OF BEVERLY HILLS	\$550,000.00	
44	MSRC	ML09038	23	UPGRADE CNG STATION	CITY OF CHINO	\$250,000.00	

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44	MSRC	ML09041	23	PURCHASE 35 HEAVY-DUTY NATURAL GAS VEHICLES	CITY OF LOS ANGELES	\$875,000.00	
44	MSRC	ML09042	23	PURCHASE 56 HEAVY DUTY NATURAL GAS DUMP TRUCKS	CITY OF LOS ANGELES	\$1,400,000.00	
44	MSRC	ML09043	23	UPGRADE CNG STATION	CITY OF COVINA	\$186,591.00	
44	MSRC	MS04062	23	REGIONAL RIDESHARE DATABASE ENHANCEMENTS	LOS ANGELES COUNTY METROPOLITAN	\$53,500.00	
44	MSRC	MS08068	23	INSTALL HYDROGEN FUELING STATION	UNIVERSITY OF CALIFORNIA-LOS ANGELES	\$400,000.00	
44	MSRC	MS09047	23	BUY-DOWN THE COST OF ALT FUEL SCHOOL BUSES	BUSWEST	\$240,000.00	
44	MSRC	MS10005	23	PURCHASE 5 GASOLINE-ELECTRIC HYBRID TRUCKS	DOMESTIC LINEN SUPPLY COMPANY, INC.	\$47,444.00	
44	MSRC	MS10006	23	PURCHASE 3 SWEEPERS EQUIPPED WITH ADVANCED NATURAL GAS ENGINES	NATIONWIDE ENVIRONMENTAL SERVICES	\$94,887.00	
44	MSRC	MS10008	23	PURCHASE 4 TRUCKS EQUIPPED WITH ADVANCED NATURAL GAS ENGINES	REPUBLIC SERVICES	\$123,354.00	
44	MSRC	MS10009	23	PURCHASE 4 NATURAL GAS WASTE COLLECTION TRUCKS	WARE DISPOSAL COMPANY, INC	\$123,353.00	
44	MSRC	MS10010	23	REPOWER 4 DELIVERY TRUCKS WITH ADVANCED NATURAL GAS ENGINES	NEW BERN TRANSPORT CORPORATION	\$113,864.00	
44	MSRC	MS10016	23	PURCHASE 1 BUS EQUIPPED WITH ADVANCED NG ENGINE	RIO HONDO COLLEGE	\$16,077.00	
44	MSRC	MS10019	23	PURCHASE 11 REFUSE TRUCKS EQUIPPED WITH ADVANCED NATURAL GAS ENGINES	EDCO DISPOSAL CORPORATION	\$379,549.00	
44	MSRC	MS10020	23	PURCHASE 1 SOLID WASTE TRUCK EQUIPPED WITH ADVANCED NATURAL GAS ENGINE	AMERICAN RECLAMATION, INC	\$18,977.00	
44	MSRC	MS10021	23	PURCHASE 1 BUS EQUIPPED WITH ADVANCED NATURAL GAS ENGINE	CITY OF GLENDORA	\$9,489.00	
44	MSRC	MS10025	23	IMPLEMENT TELEWORK	ELHAM SHIRAZI	\$199,449.00	
44	MSRC	MS11001	23	DESIGN, HOST AND MAINTAIN MSRC WEBSITE	MINERAL, LLC	\$94,627.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	XC11140	81	PROP 1B NEW TRUCK REPLACEMENTS (NON-PORT)	MCANALLY ENTERPRISES LLC	\$350,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	XC11518	32	REPOWER 2 MAIN ENGINES OF ONE MARINE VESSEL	ALAN SMITH	\$151,025.00	
<b>Subtotal</b>						<b>\$158,264,413.72</b>	

**Competitive-Executive Officer Approved**

26	PLANNING RULE DEV & AREA SOURCES	C10741	01	CONTROL OF NITROGEN OXIDES FROM RESIDENTIAL TYPE NATURAL GAS-FIRED WATER HEATERS	GAS CONSULTANTS, INC.	\$39,502.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11015	01	MEDICAL SERVICES FOR FY 2011	CONCENTRA MEDICAL CENTERS, A MED CORP	\$15,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11016	01	MEDICAL SERVICES	KAISER FOUNDATION HEALTH PLAN	\$5,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11739	01	CONDUCT PM NETWORK PERFORMANCE AND SYSTEM EVALUATION PROGRAM	TECHNICAL AND BUSINESS SYSTEMS	\$38,978.00	
04	FINANCE	C11744	01	AQMD INTERNAL AUDIT CONSULTING SERVICES	TEAMAN, RAMIREZ & SMITH, INC.	\$60,000.00	
<b>Subtotal</b>						<b>\$158,480.00</b>	

**Sole Source - Board Approved**

44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09364	31	CONSTRUCT/INSTALL CNG REFUELING STATION AND PERFORM GARAGE UPGRADES	RIM OF THE WORLD UNIFIED SCHOOL DISTRICT	\$257,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10095	31	COSPONSOR SUSTAINABLE TRANSPORTATION ENERGY PATHWAYS PROGRAM	UNIVERSITY OF CALIFORNIA-DAVIS	\$120,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10482	31	INSTALL AND DEMONSTRATE A PEM ELECTROLYZER IN LOS ANGELES, PROVIDING HYDROGEN FUELING FOR VEHICLES AND UTILIZING THE TECHNOLOGY IN THE ENGINEERING TECHNOLOGY CURRICULUM AT THE UNIVERSITY	CALIFORNIA STATE UNIVERSITY -LOS ANGELES	\$250,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10659	50	DEVELOPMENT OF MEDIUM-DUTY PLUG-IN HYBRID VEHICLES, FEDERAL DEPARTMENT OF ENERGY-REQUIRED VENDOR	EPRI	\$44,522,405.00	12
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10693	31	PROVIDE TRANSPORTABLE LABORATORY TESTING TO QUANTIFY EMISSIONS FROM SCR TECHNOLOGY	WEST VIRGINIA UNIVERSITY RESEARCH CORP	\$76,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10696	31	OPTIMIZATION & DEMONSTRATION OF SCRT FOR NOX & PM EMISSIONS CONTROL	JOHNSON MATTHEY INC	\$2,300,000.00	12
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10697	31	OPTIMIZATION & DEMONSTRATION OF SCCRT FOR NOX & PM EMISSIONS CONTROL	JOHNSON MATTHEY INC	\$2,300,000.00	12
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10700	31	TECHNICAL ASSISTANCE FOR ADVANCED, LOW- AND ZERO-EMISSIONS MOBILE AND STATIONARY	TIAX LLC	\$120,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C10706	49	REDUCTION OF GREENHOUSE GASES THROUGH REFORESTATION	NATIONAL FOREST FOUNDATION	\$1,500,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C10715	36	PM10 CLEAN STREETS MGMT PROGR	COACHELLA VALLEY ASSOC OF GOVERNMENTS	\$400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10717	81	NATURAL GAS TRUCKS EDUCATION AND OUTREACH - ARRA AWARD	WESTERN RIVERSIDE CLEAN CITIES COALITION	\$37,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10718	31	COSPONSOR CAPCOA CLIMATE CHANGE FORUM AND EXPO	CAPCOA	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10719	01	UPGRADE LNG FUELING STATION IN THE CITY OF ONTARIO	APPLIED LNG TECHNOLOGIES, LLC	\$150,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10722	31	RE-ESTABLISH TESTING FACILITY & QUANTIFY PM EMISSION REDUCTIONS FROM CHARBROILING OPERATIONS	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$60,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11023	51	UPS ONTARIO-LAS VEGAS LNG CORRIDOR EXTENSION PROJECT	UNITED PARCEL SERVICE / UPS	\$3,999,093.00	12
27	INFORMATION MANAGEMENT	C11032	01	ONBASE UPGRADE MIGRATION SERVICES	HYLAND SOFTWARE, INC.	\$75,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11041	51	UPS LNG CORRIDOR EXPANSION PROGRAM	EASTERN SIERRA REGIONAL CLEAN CITIES	\$75,000.00	12
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11135	51	CONSTRUCT LNG FACILITY	CLEAN ENERGY	\$1,534,517.00	12

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11136	31	SHOWCASE-DEMOS OF NOx AND PM EMISSIONS CONTROL TECHNOLOGY ON DIESEL-POWERED CONSTRUCTION EQUIPMENT	SERVOTECH ENGINEERING	\$132,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11144	81	PROP 1B TRUCK REPLACEMENT OUTREACH AND EDUCATION-TRUCK OUTREACH CENTERS	SAN DIEGO COMMUNITY COLLEGE DISTRICT	\$250,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11147	01	TECHNICAL CONSULTING SERVICES IN BUILDING SERVICES	GARY P HEISS	\$20,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11158	81	NATURAL GAS TRUCKS EDUCATION AND OUTREACH-ARRA AWARD	CITY OF LONG BEACH	\$37,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11204	31	ELECTRIC CONVERSION OF FLEET VEHICLES	AC PROPULSION INC	\$300,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11205	31	ADMINISTER HYBRID TRUCK AND BUS VOUCHER INCENTIVE PROGRAM	WESTSTART-CALSTART	\$1,500,000.00	8
27	INFORMATION MANAGEMENT	C11482	01	CONTACT DATABASE OF E-MAIL ADDRESSES	CHMB CONSULTING FIRM	\$120,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11485	31	REPOWER DIESEL-FUELED REFUSE TRUCK WITH NATURAL GAS ENGINE AND DEMONSTRATE	WASTE MANAGEMENT COLLECTION & RECYCLING	\$75,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11559	31	PURCHASE 6 CNG SHUTTLE VANS	ACE PARKING MANAGEMENT, INC	\$96,200.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11582	17	PURCHASE UP TO 401 MODEL CE 5.4/CE 6.4 CORDLESS ELECTRIC LAWN MOWERS	NEUTON LAWN MOWER COMPANY	\$90,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11583	17	EXCHANGE 714 MODEL BR500 BACKPACK BLOWERS FOR USE BY COMMERCIAL GARDENERS/LANDSCAPERS	PACIFIC STIHL	\$200,000.00	
44	MSRC	MS04063	23	REGIONAL RIDESHARE DATABASE ENHANCEMENTS	RIVERSIDE CO TRANSPORTATION COMMISSION	\$225,000.00	
44	MSRC	MS07092	23	IMPLEMENT 511 COMMUTER SERVICES OUTREACH CAMPAIGN	RIVERSIDE CO TRANSPORTATION COMMISSION	\$350,000.00	
44	MSRC	MS08001	23	DEMONSTRATE "BIG RIG" FREEWAY SERVICE PATROL	LOS ANGELES COUNTY METROPOLITAN	\$1,500,000.00	
<b>Subtotal</b>						<b>\$62,722,215.00</b>	

**Sole Source - Executive Officer Approved**

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10629	01	DESIGN AND OPTIMIZATION OF THE SCR MOTIVEPOWER, INC. SYSTEM ON A METROLINK PASSENGER LOCOMOTIVE		\$25,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10716	01	PLATINUM MEMBERSHIP RENEWAL	CALIFORNIA HYDROGEN BUSINESS COUNCIL	\$20,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11025	01	SCRAP GASOLINE LAWN MOWERS AFTER DRAINING THE FUEL SAFELY AT THE LAWN MOWER EXCHANGE SITES AND PROVIDE TRANSPORTATION FROM THE SITES	PICK YOUR PART AUTO WRECKING	\$21,900.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11028	01	TECHNICAL ASSISTANCE ON STATIONARY SOURCE CONTROL MEASURES & FUTURE CONSULTATION ON TAO ACTIVITIES	MARTIN L KAY	\$25,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11033	01	PARTICIPATE IN THE WEST INLAND EMPIRE EMPLOYMENT RELATIONS CONSORTIUM	LIEBERT CASSIDY WHITMORE	\$3,229.00	
03	EXECUTIVE OFFICE	C11180	01	STATE OF THE AIR 2011-VIDEO PRODUCTION	GROUP 1 PRODUCTIONS	\$26,500.00	
03	EXECUTIVE OFFICE	C11486	01	CHECK BEFORE YOU BURN WEATHER SPONSORSHIP	KTLA TELEVISION, INC.	\$45,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11519	01	EVALUATE PROTOCOLS FOR MEASURING EMISSIONS FROM CLEANING OF APPLICATION EQUIPMENT AND SURFACES WITH SOLVENT	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$47,425.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11542	01	UPDATES TO IPHONE 2.0 AND IPAD 1.0	ZENITHECH LLC	\$9,100.00	
03	EXECUTIVE OFFICE	C11546	01	LA YOUTH SPECIAL REPORT FOR CHINESE ADVERTISING AND OUTREACH INITIATIVE	YOUTH NEWS SERVICE L.A. BUREAU	\$20,000.00	
08	LEGAL	C11547	01	TECHNOLOGY CUSTODIAL ESCROW AGREEMENT	INNOVASAFE, INC.	\$1,600.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT/MSRC	C11591	01	OUTREACH & PLANNING ASSISTANCE FOR MSRC'S 20TH ANNIVERSARY WORKSHOP & RETREAT	THE BETTER WORLD GROUP	\$10,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C11593	01	EMPLOYEE ASSISTANCE PROGRAM - FY10-11	MANAGED HEALTH NETWORK	\$47,330.00	
08	LEGAL	C11594	01	LEGAL REPRESENTATION	PERKINS COIE LLP	\$25,000.00	



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16	ADMINISTRATIVE & HUMAN RESOURCES	C11607	01	NATURAL GAS PURCHASE AGREEMENT	STATE OF CALIFORNIA	\$27,000.00	
08	LEGAL	C11619	01	EMPLOYEE RELATIONS LITIGATION SERVICES	BEST BEST & KRIEGER	\$75,000.00	
08	LEGAL	C11620	01	EMPLOYMENT/LABOR SERVICES	THE SILLAS LAW FIRM	\$7,500.00	
03	EXECUTIVE OFFICE	C11654	01	JAPANESE COMMUNITY OUTREACH EVENT	JPY-LA	\$33,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11655	01	COSPONSOR CUSLB CEERS STUDENT EDUCATIONAL PROJECT 2011	CALIFORNIA STATE UNIVERSITY-LONG BEACH	\$28,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C11737	01	SOCIOECONOMIC CONSULTING SERVICES	KAREN POLENSKE	\$5,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C11741	01	ADJUSTMENT TO REMI FORECAST	REGIONAL ECONOMIC MODELS INC	\$23,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C11742	01	AQMP SOCIOECONOMIC DATA MANAGEMENT SERVICES	MACROSYS, LLC	\$30,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C11745	01	HEALTH BENEFIT ASSESSMENT FOR THE 2012 AQMP	STRATUS CONSULTING INC	\$40,000.00	
<b>Subtotal</b>						<b>\$595,584.00</b>	

**II. OTHER**

**Board Assistant**

**Board Administrative Committee Reviewed/Executive Officer Approved**

02	GOVERNING BOARD	C11000	01	BOARD DISCRETIONARY FUNDS CONTRACT	EVA KANDARPA BEHREND	\$8,000.00	
02	GOVERNING BOARD	C11001	01	BOARD DISCRETIONARY FUNDS CONTRACT	BUFORD A CRITES	\$37,707.00	
02	GOVERNING BOARD	C11002	02	BOARD DISCRETIONARY FUNDS CONTRACT	EARL C ELROD	\$18,853.00	
02	GOVERNING BOARD	C11003	01	BOARD DISCRETIONARY FUNDS CONTRACT	SARAH EWELL	\$113,121.00	
02	GOVERNING BOARD	C11004	01	BOARD DISCRETIONARY FUNDS CONTRACT	VIRGINIA L FIELD	\$37,707.00	
02	GOVERNING BOARD	C11005	01	BOARD DISCRETIONARY FUNDS CONTRACT	ESTHER F HAYS	\$37,707.00	
02	GOVERNING BOARD	C11006	01	BOARD DISCRETIONARY FUNDS CONTRACT	JCK CONSULTING INC	\$29,707.00	

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02	GOVERNING BOARD	C11007	01	BOARD DISCRETIONARY FUNDS CONTRACT	MAUREEN K KANE & ASSOCIATES INC	\$37,707.00	
02	GOVERNING BOARD	C11008	01	BOARD DISCRETIONARY FUNDS CONTRACT	DEBRA S MENDELSON	\$37,707.00	
02	GOVERNING BOARD	C11009	01	BOARD DISCRETIONARY FUNDS CONTRACT	NICOLE NISHIMURA	\$37,707.00	
02	GOVERNING BOARD	C11010	01	BOARD DISCRETIONARY FUNDS CONTRACT	MARISA KRISTINE PEREZ	\$37,707.00	
02	GOVERNING BOARD	C11011	01	BOARD DISCRETIONARY FUNDS CONTRACT	LUIS A PULIDO	\$37,707.00	
02	GOVERNING BOARD	C11012	01	BOARD DISCRETIONARY FUNDS CONTRACT	SAN BERNARDINO COUNTY	\$37,707.00	
02	GOVERNING BOARD	C11013	01	BOARD DISCRETIONARY FUNDS CONTRACT	ROBERT ULLOA	\$18,853.00	
02	GOVERNING BOARD	C11017	01	BOARD DISCRETIONARY FUNDS CONTRACT	ALLIS ANN DRUFFEL	\$7,457.00	
02	GOVERNING BOARD	C11018	01	BOARD DISCRETIONARY FUNDS CONTRACT	RONALD KETCHAM	\$18,250.00	
02	GOVERNING BOARD	C11019	01	BOARD DISCRETIONARY FUNDS CONTRACT	JAMES GLEN DUNCAN	\$6,000.00	
02	GOVERNING BOARD	C11020	01	BOARD DISCRETIONARY FUNDS CONTRACT	WILLIAM GLAZIER	\$6,000.00	
02	GOVERNING BOARD	C11554	01	BOARD DISCRETIONARY FUNDS CONTRACT	DENIS ROBERT BILODEAU	\$25,000.00	
<b>Subtotal</b>						<b>\$590,604.00</b>	

**Other - Executive Officer Approved**

16	ADMINISTRATIVE & HUMAN RESOURCES	C10744		GROUP HOSPITAL & PROFESSIONAL SERVICES AGREEMENT	HEALTH NET	\$0.00	1
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11115	01	MECCA AIR MONITORING STATION	DESERT COMMUNITY COLLEGE DISTRICT	\$0.00	9
16	ADMINISTRATIVE & HUMAN RESOURCES	C11139		KAISER HEALTH CARE CONTRACT	KAISER FOUNDATION HEALTH PLAN	\$0.00	1
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11157	01	TOYOTA PRIUS NO COST LEASE	TOYOTA MOTOR SALES USA INC	\$0.00	1
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11208		MOA AIR FILTRATION SYSTEMS	LONG BEACH UNIFIED SCHOOL DISTRICT	\$0.00	1

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46	SCIENCE & TECHNOLOGY ADVANCEMENT	C11353	01	LONG BEACH AIR MONITORING STATION	LIGHT AND LIFE CHRISTIAN FELLOWSHIP WEST	\$11,112.00	
26	PLANNING RULE DEV & AREA SOURCES	C11605		RADIOMETER AT LAX AIR MONITORING STATION	SOUTHERN CALIFORNIA EDISON	\$0.00	1
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11610		MOU - ELECTRIC YARD HOSTLER LOAN PROGRAM	BALQON CORPORATION	\$0.00	1
<b>Subtotal</b>						<b>\$11,112.00</b>	

**III. SPONSORSHIPS**

**Sponsorship -Executive Officer Approved**

03	EXECUTIVE OFFICE	C10694	01	AQMD SPONSORSHIP OF WEATHER REPORTS ON CBS 2 TV	KCBS TV	\$66,300.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10721	01	COSPONSOR CLEAN AIR VEHICLE SHOW AND GREEN LIVING EXPO	CITY OF SOUTH PASADENA	\$20,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11034	01	SCHOOL READINESS & HEALTH FAIR	NATIONAL FAMILY LIFE & EDUCATION CENTER	\$10,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11036	01	COSPONSOR PACIFIC ELECTRIC BIKE RIDE	CHARITABLE VENTURES OF ORANGE COUNTY	\$10,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11039	01	COSPONSOR 15TH ANNUAL CENTRAL AVENUE JAZZ FESTIVAL	COALITION FOR RESPONSIBLE COMMUNITY DEVT	\$2,500.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11074	01	COSPONSOR 1ST ANNUAL STATE OF RIVERSIDE COUNTY EVENT	COUNTY OF RIVERSIDE	\$5,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11075	01	COSPONSOR CONDIT SPIRIT AWARDS	COMMUNITY HOSPITAL OF LONG BEACH	\$5,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11076	01	COSPONSOR 8TH ANNUAL HEALTH AND SAFETY FAIR	ARROWHEAD REGIONAL MEDICAL CENTER FOUND.	\$2,500.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11086	01	SPONSORSHIP - MOBILITY 21 TRANSPORTATION SUMMIT	MOBILITY 21 TRANSPORTATION COALITION	\$5,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11156	01	COSPONSOR THE ACT EXPO 2011 "ALTERNATIVE CLEAN	GLADSTEIN & ASSOCIATES	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11207	01	COSPONSOR THE CRC MOBILE SOURCE AIR TOXICS WORKSHOP	COORDINATING RESEARCH COUNCIL INC	\$5,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11428	01	ONLINE CURRICULUM CONVERSION PROJECT	THINK EARTH ENVIRONMENTAL EDUCATION	\$20,000.00	

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35	LEGISLATIVE & PUBLIC AFFAIRS	C11429	01	SOUTH BAY CITIES CITY OF GOVERNMENTS 12TH ANNUAL GENERAL ASSEMBLY	SOUTH BAY CITIES COUNCIL OF GOVERNMENTS	\$2,500.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11541	01	PUBLIC SERVICE ANNOUNCEMENT PROJECT	PATIENT CARE FOUNDATION OF LA COUNTY	\$4,500.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11545	01	SPONSORSHIP OF SANTA ANA EARTH AND HEALTH FEST	CITY OF SANTA ANA	\$10,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11563	01	COSPONSOR 12TH ANNUAL WRCOG ADVANCING THE CHOICE EXPOSITION	WESTERN RIVERSIDE COUNCIL OF GOVERNMENT	\$2,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11565	01	COSPONSOR THE MOVE LA "WE LOVE LA" EVENT SERIES	COMMUNITY PARTNERS	\$15,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11590	01	27TH ANNUAL SAN BERNARDINO CITY-COUNCIL CONFERENCE	SAN BERNARDINO ASSOCIATED GOVERNMENTS	\$5,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11597	01	2011 REDLANDS BICYCLE CLASSIC SPONSORSHIP	REDLANDS BICYCLE CLASSIC, INC.	\$5,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11599	01	SPONSORSHIP-QUALITY OF LIFE SUMMIT	INLAND EMPIRE ECONOMIC PARTNERSHIP	\$5,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11600	01	COSPONSOR 6TH ANNUAL CONCERT IN THE PARK FOR THE ENVIRONMENT	CALIFORNIA GREENWORKS, INC.	\$4,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11618	01	COSPONSOR THE CRC LIFE CYCLE ANALYSIS WORKSHOP OF BIOFUELS	COORDINATING RESEARCH COUNCIL INC	\$5,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11622	01	COSPONSOR THE WOMEN IN GREEN FORUM	THREE SQUARES INTERNATIONAL INC.	\$25,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11678	01	COSPONSOR THE ASILOMAR 2011 CONFERENCE ON TRANSPORTATION AND ENERGY	UNIVERSITY OF CALIFORNIA-DAVIS	\$30,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C11710	01	COSPONSOR WRCOG'S 20TH ANNUAL GENERAL ASSEMBLY	WESTERN RIVERSIDE COUNCIL OF GOVERNMENT	\$7,500.00	
<b>Subtotal</b>						<b>\$322,800.00</b>	

**IV. MODIFICATIONS**  
**Board Approved**

26	PLANNING RULE DEV & AREA SOURCES	C04062	46	ASTHMA AND OUTDOOR AIR QUALITY CONSORTIUM	UNIVERSITY OF CALIFORNIA-LOS ANGELES	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C04185	31	DEVELOP AND DEMONSTRATE HYDROGEN INTERNAL COMBUSTION ENGINE VEHICLES	QUANTUM FUEL SYSTEMS TECH WORLDWIDE INC	\$73,000.00	

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35	LEGISLATIVE & PUBLIC AFFAIRS	C07205	01	CAL POLY STUDENT CO-OP PROGRAM	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$38,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07339	01	DEVELOPMENT OF AQ DATA MANAGEMENT SOFTWARE FOR THE PAMS PROGRAM	SONOMA TECHNOLOGY INC	\$41,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C07351	01	AIR QUALITY INSTITUTE PHASE II	CORDOBA CORPORATION	\$68,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C08102	01	JANITORIAL SERVICES AT AQMD DIAMOND BAR HEADQUARTERS	DIAMOND CONTRACT SERVICES INC.	\$176,178.00	
26	PLANNING RULE DEV & AREA SOURCES	C08305	01	PROVIDE TECHNICAL SUPPORT FOR THE AQMD COACHELLA VALLEY METEOROLOGICAL NETWORK	TECHNICAL AND BUSINESS SYSTEMS	\$60,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C09008	17	NATURAL GAS HEARTH PRODUCT BUY-DOWN PILOT PROGRAM	RH PETERSON CO	\$137,500.00	
26	PLANNING RULE DEV & AREA SOURCES	C09013	01	PREPARE CEQA DOCUMENTS FOR THE PROPOSED MODERNIZATION OF THE INTERMODAL COASTAL CONTAINER TRANSFER FACILITY	ENVIRONMENTAL AUDIT INC	\$100,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C09013	01	PREPARE CEQA DOCUMENTS FOR THE PROPOSED MODERNIZATION OF THE INTERMODAL COASTAL CONTAINER TRANSFER FACILITY	ENVIRONMENTAL AUDIT INC	\$100,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C09014	01	PREPARE AN EMISSIONS INVENTORY AND HEALTH RISK ASSESSMENT FOR THE INTERMODAL CONTAINER FACILITY MODERNIZATION PROJECT	CASTLE ENVIRONMENTAL CONSULTING, LLC	\$100,000.00	
08	LEGAL	C09043	01	LEGAL COUNSEL	SHUTE MIHALY & WEINBERGER LLP	\$70,000.00	
08	LEGAL	C09043	01	LEGAL COUNSEL	SHUTE MIHALY & WEINBERGER LLP	\$60,000.00	
08	LEGAL	C09044	01	PROVIDE ENVIRONMENTAL LEGAL SERVICES	WOODRUFF SPRADLIN & SMART	\$50,000.00	
08	LEGAL	C09044	01	PROVIDE ENVIRONMENTAL LEGAL SERVICES	WOODRUFF SPRADLIN & SMART	\$75,000.00	
08	LEGAL	C09044	01	PROVIDE ENVIRONMENTAL LEGAL SERVICES	WOODRUFF SPRADLIN & SMART	\$160,000.00	
08	LEGAL	C09044	01	PROVIDE ENVIRONMENTAL LEGAL SERVICES	WOODRUFF SPRADLIN & SMART	\$100,000.00	

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26	PLANNING RULE DEV & AREA SOURCES	C09045	01	COMPLETE CEQA ANALYSIS FOR EXPANSION AND MODERNIZATION OF UNION PACIFIC INTERMODAL CONTAINER TRANSFER FACILITY	ITERIS, INC.	\$100,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C09114	36	NATURAL GAS HEARTH PRODUCT BUY-DOWN PILOT PROGRAM	RASMUSSEN IRON WORKS, INC.	\$275,000.00	
27	INFORMATION MANAGEMENT	C09129	01	SYSTEMS DEVELOPMENT AND SUPPORT SYSTEMS	VARSUN ETECHNOLOGIES GROUP, INC	\$80,000.00	
27	INFORMATION MANAGEMENT	C09129	01	SYSTEMS DEVELOPMENT AND SUPPORT SYSTEMS	VARSUN ETECHNOLOGIES GROUP, INC	\$109,000.00	
27	INFORMATION MANAGEMENT	C09130	01	SHORT AND LONG-TERM SYSTEMS DEVELOPMENT, MAINTENANCE AND SUPPORT SERVICES	SIERRA CYBERNETICS INC	\$150,000.00	
27	INFORMATION MANAGEMENT	C09130	01	SHORT AND LONG-TERM SYSTEMS DEVELOPMENT, MAINTENANCE AND SUPPORT SERVICES	SIERRA CYBERNETICS INC	\$160,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09337	31	FOLLOW-UP ASSESSMENT OF AQMD'S COMPLIANCE WITH SPECIAL REVENUE FUNDS	MARK WEEKLY	\$20,000.00	
27	INFORMATION MANAGEMENT	C09350	01	CONTRACT FOR SHORT AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	CMC AMERICAS INC	\$35,000.00	
27	INFORMATION MANAGEMENT	C09350	01	CONTRACT FOR SHORT AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	CMC AMERICAS INC	\$135,000.00	
27	INFORMATION MANAGEMENT	C09402	01	CONTRACT FOR SHORT- AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	R SYSTEMS INC	\$100,000.00	
27	INFORMATION MANAGEMENT	C09402	01	CONTRACT FOR SHORT- AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	R SYSTEMS INC	\$80,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09424	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	LOS ANGELES FREIGHTLINER	\$750,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09424	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	LOS ANGELES FREIGHTLINER	\$455,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09425	32	VOUCHER INCENTIVE PROGRAM	RUSH TRUCK CENTER OF CALIFORNIA	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09425	32	VOUCHER INCENTIVE PROGRAM	RUSH TRUCK CENTER OF CALIFORNIA	\$400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09425	32	VOUCHER INCENTIVE PROGRAM	RUSH TRUCK CENTER OF CALIFORNIA	\$455,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09425	32,80	VOUCHER INCENTIVE PROGRAM	RUSH TRUCK CENTER OF CALIFORNIA	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09425	32	VOUCHER INCENTIVE PROGRAM	RUSH TRUCK CENTER OF CALIFORNIA	\$500,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09435	32	DISMANTLERS VOUCHER INCENTIVE PROGRAM	PICK YOUR PART AUTO WRECKING	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10009	01	STUDENT CO-OP PROGRAM	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$22,000.00	
08	LEGAL	C10040	01	PROVIDE INTELLECTUAL PROPERTY RELATED LEGAL SERVICES	IVIE MCNEILL & WYATT	\$45,385.00	
08	LEGAL	C10047	01	ENVIRONMENTAL LAW	MILES CHEN LAW GROUP PC	\$10,000.00	
08	LEGAL	C10047	01	ENVIRONMENTAL LAW	MILES CHEN LAW GROUP PC	\$5,000.00	
04	FINANCE	C10049	01	PROVIDE STUDENT CO-OP AGREEMENT	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$20,000.00	
08	LEGAL	C10052	01	PROVIDE EMPLOYEE RELATIONS LITIGATION SERVICES	LIEBERT CASSIDY WHITMORE	\$50,000.00	
08	LEGAL	C10052	01	PROVIDE EMPLOYEE RELATIONS LITIGATION SERVICES	LIEBERT CASSIDY WHITMORE	\$60,000.00	
08	LEGAL	C10060	01	PROVIDE EMPLOYEE LITIGATION SERVICES	WILEY PRICE & RADULOVICH	\$50,000.00	
08	LEGAL	C10060	01	PROVIDE EMPLOYEE LITIGATION SERVICES	WILEY PRICE & RADULOVICH	\$40,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10061	31	MAINTENANCE AND DATA MANAGEMENT FOR THE AQMD HYDROGEN FUELING STATION	HYDROGENICS CORPORATION	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10062	31	TECHNICAL ASSISTANCE FOR IMPLEMENTATION OF PROPOSITION 1B PROGRAM	TIAX LLC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10062	31	TECHNICAL ASSISTANCE FOR IMPLEMENTATION OF PROPOSITION 1B PROGRAM	TIAX LLC	\$100,000.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10109	32	REPOWER 3 SINGLE-ENGINE DIESEL SCRAPERS	P. RILEY ENTERPRISES, INC.	\$27,003.00	
08	LEGAL	C10139	01	ENVIRONMENTAL LITIGATION	BINGHAM MCCUTCHEN LLP	\$800,000.00	
08	LEGAL	C10139	01	ENVIRONMENTAL LITIGATION	BINGHAM MCCUTCHEN LLP	\$250,000.00	
08	LEGAL	C10139	01	ENVIRONMENTAL LITIGATION	BINGHAM MCCUTCHEN LLP	\$300,000.00	
08	LEGAL	C10139	01	ENVIRONMENTAL LITIGATION	BINGHAM MCCUTCHEN LLP	\$200,000.00	
50	ENGINEERING & COMPLIANCE	C10190	01	PROVIDE STUDENT INTERN SERVICES FOR ENGINEERING & COMPLIANCE	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$20,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10195	01	SACRAMENTO LEGISLATIVE REPRESENTATION	JOE A GONSALVES & SON	\$109,620.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10196	01	SACRAMENTO LEGISLATIVE REPRESENTATION	GONZALEZ, QUINTANA & HUNTER, LLC	\$101,500.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10197	01	SACRAMENTO LEGISLATIVE REPRESENTATION	SLOAT HIGGINS JENSEN & ASSOCIATES	\$345,630.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10198	01	WASHINGTON DC LEGISLATIVE REPRESENTATION	B & D CONSULTING	\$203,000.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10462	01	WASHINGTON D.C. LEGISLATIVE REPRESENTATION	KADESH & ASSOCIATES LLC	\$224,518.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C10548	01	FEDERAL SURFACE TRANSPORTATION REAUTHORIZATION	LEE ANDREWS GROUP INC	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10588	81	PROP 1B TRUCK REPLACEMENT PROGRAM-INTERMODAL	CASCADE SIERRA SOLUTIONS	\$50,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C10593	01	TECHNICAL SUPPORT FOR AQMD PAMS UPPER AIR METEOROLOGICAL MONITORING	SONOMA TECHNOLOGY INC	\$100,000.00	
26	PLANNING RULE DEV & AREA SOURCES	C10594	01	STUDENT CO-OP PROGRAM	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$2,500.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10623	27	PURCHASE UP TO 4,690 MODEL CM1936/CM1200 CORDLESS ELECTRIC LAWN MOWERS	BLACK & DECKER (US) INC	\$116,466.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10632	81	PROP 1B PORT TRUCK PROGRAM	PAC ANCHOR TRANSPORTATION, INC.	\$1,000,000.00	
08	LEGAL	C10642	01	PROVIDE BANKRUPTCY COUNSEL AND ADVICE	WERB & SULLIVAN	\$25,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10644	81	PROP 1B PORT TRUCK PROGRAM	CASCADE SIERRA SOLUTIONS	\$400,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10659	50	DEVELOPMENT OF MEDIUM-DUTY PLUG- IN HYBRID VEHICLES	EPRI	\$5,000,000.00	



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10662	31	PROVIDE TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF THE PROP 1B GOODS MOVEMENT PROGRAM	GLADSTEIN & ASSOCIATES	\$75,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10662	31	PROVIDE TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF THE PROP 1B GOODS MOVEMENT PROGRAM	GLADSTEIN & ASSOCIATES	\$100,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10663	31	PROVIDE TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF THE PROP 1B GOODS MOVEMENT PROGRAM	CLEAN FUEL CONNECTION INC	\$150,000.00	
08	LEGAL	C10736	01	PROVIDE INTELLECTUAL PROPERTY COUNSEL SERVICES	LINER GRODE STEIN YANKELEVITZ SUNSHINE	\$80,000.00	
08	LEGAL	C10736	01	PROVIDE INTELLECTUAL PROPERTY COUNSEL SERVICES	LINER GRODE STEIN YANKELEVITZ SUNSHINE	\$50,000.00	
08	LEGAL	C10736	01	PROVIDE INTELLECTUAL PROPERTY COUNSEL SERVICES	LINER GRODE STEIN YANKELEVITZ SUNSHINE	\$75,000.00	
08	LEGAL	C10736	01	PROVIDE INTELLECTUAL PROPERTY COUNSEL SERVICES	LINER GRODE STEIN YANKELEVITZ SUNSHINE	\$40,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11120	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	RALPHS GROCERY COMPANY	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11121	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	SOTO PROVISION, INC.	\$350,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11124	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	THE COMPLETE LOGISTICS CO.	\$350,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11143	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	NORCO RANCH, INC.	\$650,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11145	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	AJR TRUCKING, INC.	\$300,000.00	
08	LEGAL	C11594	01	LEGAL REPRESENTATION	PERKINS COIE LLP	\$525,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G08085	80,33	PURCHASE SEVEN CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE	TEMECULA VALLEY UNIFIED SCHOOL DISTRICT	\$53,960.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09216	80	PURCHASE 7 CNG SCHOOL BUSES WITH RELATED INFRASTRUCTURE COST	CHINO VALLEY UNIFIED SCHOOL DISTRICT	\$70,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09218	31	PURCHASE 5 CNG SCHOOL BUSES WITH FIRE SUPPRESSION SYSTEMS AND ASSOCIATED INFRASTRUCTURE	RIM OF THE WORLD UNIFIED SCHOOL DISTRICT	\$65,850.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10067	31	PURCHASE 7 CNG SCHOOL BUSES WITH ASSOCIATED FIRE SUPPRESSION SYSTEMS AND INFRASTRUCTURE REQUIREMENTS - PROP 1B	RIM OF THE WORLD UNIFIED SCHOOL DISTRICT	\$92,190.00	
44	MSRC	ML07043	23	PURCHASE FIVE HEAVY-DUTY CNG VEHICLES	CITY OF REDONDO BEACH	\$0.00	6
44	MSRC	ML07045	23	PURCHASE 3 HEAVY-DUTY NATURAL GAS VEHICLES	CITY OF INGLEWOOD	\$0.00	11
44	MSRC	MS05070	23	DESIGN, HOST AND MAINTAIN MSRC WEBSITE	HAALAND INTERNET PRODUCTIONS	\$4,700.00	
44	MSRC	MS05070	23	DESIGN, HOST AND MAINTAIN MSRC WEBSITE	HAALAND INTERNET PRODUCTIONS	\$1,500.00	
44	MSRC	MS05070	23	DESIGN, HOST AND MAINTAIN MSRC WEBSITE	HAALAND INTERNET PRODUCTIONS	\$1,800.00	
44	MSRC	MS09002	23	BUY-DOWN THE COST OF ALTERNATIVE FUEL SCHOOL BUS	A-Z BUS SALES, INC.	\$80,000.00	
44	MSRC	MS09002	23	BUY-DOWN THE COST OF ALTERNATIVE FUEL SCHOOL BUS	A-Z BUS SALES, INC.	\$180,000.00	
44	MSRC	MS09047	23	BUY-DOWN THE COST OF ALT FUEL SCHOOL BUSES	BUSWEST	\$240,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	XC11140	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	MCANALLY ENTERPRISES LLC	\$400,000.00	
<b>Subtotal</b>						<b>\$19,175,300.00</b>	

**Executive Officer Approved**

44	SCIENCE & TECHNOLOGY ADVANCEMENT	C8701	01	POMONA AIR MONITORING STATION	MRS. GERALDINE L GUZMAN	\$20,400.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C99109	01	LEASE OF TWO RAV4 EVS	TOYOTA MOTOR CREDIT CORPORATION	\$7,902.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C01070		ADMINISTRATION OF FLEXIBLE BENEFIT PLAN SECTION 125	CERIDIAN BENEFITS SERVICES	\$0.00	11
16	ADMINISTRATIVE & HUMAN RESOURCES	C01070		ADMINISTRATION OF FLEXIBLE BENEFIT PLAN SECTION 125	CERIDIAN BENEFITS SERVICES	\$0.00	11
11	LEGAL	C01096	01	OUTSIDE COUNSEL - CONFLICT OF INTEREST	OLSON HAGEL WATERS & FISHBURN LLP	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C02061	35	PURCHASE & INSTALLATION OF A CNG REFUELING SYSTEM IN TEMECULA	DOWNS ENERGY	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C04011	31	INSTALL AND DEMONSTRATE AN INDUSTRIAL PIPELINE-SUPPLIED HYDROGEN REFUELING STATION IN TORRANCE	AIR PRODUCTS & CHEMICALS INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C04049	31	TECHNICAL ASSISTANCE FOR DEVELOPMENT, OUTREACH & COMMERCIALIZATION OF ALT FUELS ENGINE TECH	ENGINE FUEL & EMISSIONS ENGINEERING INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C04185	31	DEVELOP AND DEMONSTRATE HYDROGEN INTERNAL COMBUSTION ENGINE VEHICLES	QUANTUM FUEL SYSTEMS TECH WORLDWIDE INC	\$0.00	6
11	LEGAL	C05025	01	PERSONNEL INVESTIGATION	PUBLIC INTEREST INVESTIGATIONS INC	\$25,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C05126	31	TECH ASSIST FOR DEVELOPMENT OUTREACH AND COMMERCIALIZATION OF LNG, CNG AND HYDROGEN FUELS	ST CROIX RESEARCH	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C05198	01	TECHNICAL ASSISTANCE FOR REMOTE SENSING PROGRAMS FOR LIGHT-DUTY VEHICLES AND LOCOMOTIVES	DONALD STEDMAN	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C05250	31	PURCHASE AND INSTALL L/CNG REFUELING SYSTEM AT FUELING FACILITY IN TEMECULA	DOWNS ENERGY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C05260	31	CONVERSION OF LIGHT-DUTY VEHICLE TO PLUG-IN HYBRID ELECTRIC	ENERGY CS	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C06028	31	PURCHASE AND INSTALL A LNG FUELING SYSTEM AT LONG BEACH WASTE TRANSFER STATION	CONSOLIDATED DISPOSAL SERVICE LLC	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C06032	01	ORANGE COUNTY UPPER AIR STATION LEASE	UNIVERSITY OF CALIFORNIA-IRVINE	\$16,000.00	
27	INFORMATION MANAGEMENT	C06128	01	SYSTEMS DEVELOPMENT & SUPPORT	APPLIED KNOWLEDGE INC	\$0.00	11
27	INFORMATION MANAGEMENT	C06128	01	SYSTEMS DEVELOPMENT & SUPPORT	APPLIED KNOWLEDGE INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07027	31	TECHNICAL ASSISTANCE FOR AIR QUALITY IMPACTS AND MITIGATION OF REGIONAL GOODS MOVEMENT	ENGINE FUEL & EMISSIONS ENGINEERING INC	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07060	31	TECHNICAL ASSISTANCE RELATED TO AIR QUALITY IMPACTS OF REGIONAL GOODS MOVEMENT	DON BREAZEAL AND ASSOCIATES INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07060	31	TECHNICAL ASSISTANCE RELATED TO AIR QUALITY IMPACTS OF REGIONAL GOODS MOVEMENT	DON BREAZEAL AND ASSOCIATES INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07062	31	TECHNICAL ASSISTANCE RELATED TO AIR QUALITY IMPACTS OF REGIONAL GOODS MOVEMENT	THE TIOGA GROUP	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07138	01	DEVELOP & DEMONSTRATE DPF-SCR UNIT FOR HEAD-END POWER ON METROLINK PASSENGER LOCOMOTIVE	MIRATECH CORPORATION	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07166	32	TECHNICAL ASSISTANCE WITH CNG TECHNOLOGY	BURNETT AND BURNETTE	\$0.00	6
35	LEGISLATIVE & PUBLIC AFFAIRS	C07205	01	CAL POLY STUDENT CO-OP PROGRAM	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07223	32	REPLACE 4 CLASS 8, 1989 MODEL YEAR DIESEL TRUCKS WITH A CLASS 8, 2007 MODEL YEAR DIESEL TRUCK	TRENCH SHORING COMPANY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07236	31	INVESTIGATION OF THE ROLE OF LUBRICATING OIL ON PM EMISSIONS FROM MOTOR VEHICLES	NATIONAL RENEWABLE ENERGY LAB	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07343	01	SOURCE EMISSIONS TESTING SERVICES	ACCURATE ENVIRONMENTAL SERVICES INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08033	31	CONDUCT 3 ICAT PROJECTS AND 2 RESEARCH PROJECTS	AIR RESOURCES BOARD	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08045	01	CONSULTING SERVICES TO VERIFY PROGRESS IN MEETING US EPA AIR MONITORING & LABORATORY AUDITS	JAMES BRIAN HOMOLYA	\$0.00	6
11	LEGAL	C08051	01	COUNSEL; RAILROAD APPEAL	SHUTE MIHALY & WEINBERGER LLP	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08068	31	DEVELOP AND DEMONSTRATE SELECTIVE CATALYTIC REGENERATION TECHNOLOGY FOR NOx AND PM EMISSIONS	JOHNSON MATTHEY INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08068	31	DEVELOP AND DEMONSTRATE SELECTIVE CATALYTIC REGENERATION TECHNOLOGY FOR NOx AND PM EMISSIONS	JOHNSON MATTHEY INC	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08155	36	RENEWABLE ENERGY PROJECT IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	ENTERPRISE HOME OWNERSHIP PARTNERS, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08155	36	RENEWABLE ENERGY PROJECT IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	ENTERPRISE HOME OWNERSHIP PARTNERS, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08167	32	REPLACE A CLASS 8, 1979 MODEL YEAR DIESEL TRUCK WITH A CLASS 8, 2008, MODEL YEAR DIESEL TRUCK	QUALITY WASTE SERVICES, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08192	31	DEVELOPMENT AND DEMONSTRATION OF A 2010 COMPLIANT LNG HEAVY DUTY TRUCK	WESTPORT POWER INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08192	31	DEVELOPMENT AND DEMONSTRATION OF A 2010 COMPLIANT LNG HEAVY DUTY TRUCK	WESTPORT POWER INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08196	32	REPLACE A CLASS 8, 1985 MY DIESEL TRUCK WITH A CLASS 8, 2007 MODEL YEAR OR NEWER DIESEL TRUCK	GARCIA TRUCKING	\$0.00	6
16	ADMINISTRATIVE & HUMAN RESOURCES	C08197		DEFERRED COMPENSATION PLAN SERVICES	BENEFIT FUNDING SERVICES GROUP	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08201	32	REPLACE ONE CLASS 8, 1989 MODEL YEAR DIESEL TRUCK, AND ONE CLASS 8, 1988 MODEL YEAR DIESEL TRUCK WITH TWO CLASS 8, 2008 MODEL YEAR DIESEL TRUCKS	CASILLAS ROLL OFF, INC.	\$0.00	6
16	ADMINISTRATIVE & HUMAN RESOURCES	C08203	01	BIG BEAR AIRPORT AIR MONITORING STATION	BIG BEAR AIRPORT DISTRICT	\$350.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08209	32	REPLACE 5 CLASS 8, PRE-1990 MODEL YEAR DIESEL TRUCKS WITH 5 CLASS 8, 2008 MODEL YEAR DIESEL TRUCKS	O.C. VACUUM INC.	\$0.00	6
16	ADMINISTRATIVE & HUMAN RESOURCES	C08214	01	DELTA DENTAL INSURANCE PLAN	DELTA DENTAL PLAN OF CALIFORNIA	\$0.00	6
16	ADMINISTRATIVE & HUMAN RESOURCES	C08214		DELTA DENTAL INSURANCE PLAN	DELTA DENTAL PLAN OF CALIFORNIA	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08230	32	REPLACE 1 CLASS 8, MY 1982 DIESEL TRUCK	JAMES BOYD HIGHLEY	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08236	32	REPLACE 1 CLASS 8, 1984 MODEL YEAR DIESEL TRUCK WITH 1 CLASS 8, MODEL YEAR 2008 DIESEL TRUCK	ARMENTA TRUCKING	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08237	32	REPLACE 1 CLASS 8, 1990 MODEL YEAR DIESEL TRUCK (1987 ENGINE) WITH 1 CLASS 8, 2008 MODEL YEAR DIESEL TRUCK (2007 ENGINE OR NEWER)	TILAK RAJ	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08238	32	REPLACE 1 CLASS 8, 1977 MODEL YEAR DIESEL TRUCK (1977 ENGINE) WITH 1 CLASS 8, 2008 MODEL YEAR DIESEL TRUCK (2007 ENGINE OR NEWER)	PATRICK WILLY LANGE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08252	31	SHOWCASE PROGRAM-COSPONSOR DEMOS OF NOx AND PM EMISSIONS CONTROL TECHNOLOGY ON DIESEL-POWERED CONSTRUCTION EQUIPMENT	CITY OF CULVER CITY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08254	31	ADMINISTRATIVE ASSISTANCE IN ORGANIZING TWO AIR QUALITY AND HEALTH-RELATED CONFERENCES	MARIA ROBLES R.N., CONSULTANT	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08263	31	EVALUATE EMISSIONS IMPACTS FROM DIESEL BIOFUEL BLENDS	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08263	31	EVALUATE EMISSIONS IMPACTS FROM DIESEL BIOFUEL BLENDS	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C08323	01	SYSTEM AND PERFORMANCE AUDITS OF THE AQMD METEOROLOGICAL MONITORING	TECHNICAL AND BUSINESS SYSTEMS	\$0.00	6
16	ADMINISTRATIVE & HUMAN RESOURCES	C08328	01	WEB-BASED SOFTWARE FOR EMPLOYEE RECRUITING	GOVERNMENTJOBS.COM INC	\$7,300.00	
35	LEGISLATIVE & PUBLIC AFFAIRS	C08356	01	AQMD SACRAMENTO OFFICE LEASE	RUBICON PROPERTY MANAGEMENT	\$19,824.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09000	31	SHOWCASE-DEMO OF NOx & PM EMISSIONS CONTROL TECHNOLOGY ON DIESEL POWERED CONSTRUCTION EQUIPMENT	SHIMMICK CONSTRUCTION COMPANY, INC.	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C09008	36	NATURAL GAS HEARTH PRODUCT BUY-DOWN PILOT PROGRAM	RH PETERSON CO	\$0.00	6

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26	PLANNING RULE DEV & AREA SOURCES	C09012	01	AIR POLLUTANT MEASUREMENTS ALOFT FOR THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT	TECHNICAL AND BUSINESS SYSTEMS	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09032	32	REPOWER FIVE DIESEL DUAL-ENGINE SCRAPERS	SUKUT CONSTRUCTION, INC.	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C09104	01	EVALUATION OF EMISSION CONTROL TECHNOLOGIES FOR FURTHER REDUCING SULFUR OXIDE EMISSIONS FORM STATIONARY SOURCES	NEXIDEA, INC.	\$0.00	11
26	PLANNING RULE DEV & AREA SOURCES	C09104	01	EVALUATION OF EMISSION CONTROL TECHNOLOGIES FOR FURTHER REDUCING SULFUR OXIDE EMISSIONS FORM STATIONARY SOURCES	NEXIDEA, INC.	\$400.00	
26	PLANNING RULE DEV & AREA SOURCES	C09105	01	EVALUATION OF EMISSION CONTROL TECHNOLOGIES FOR FURTHER REDUCING SULFUR OXIDES EMISSIONS FROM STATIONARY SOURCES IN THE RECLAIM PROGRAM	ETS INC	\$0.00	11
26	PLANNING RULE DEV & AREA SOURCES	C09114	36	NATURAL GAS HEARTH PRODUCT BUY-DOWN PILOT PROGRAM	RASMUSSEN IRON WORKS, INC.	\$0.00	6
27	INFORMATION MANAGEMENT	C09129	01	SYSTEMS DEVELOPMENT AND SUPPORT SYSTEMS	VARSun ETECHNOLOGIES GROUP, INC	\$0.00	11
27	INFORMATION MANAGEMENT	C09130	01	SHORT AND LONG-TERM SYSTEMS DEVELOPMENT, MAINTENANCE AND SUPPORT SERVICES	SIERRA CYBERNETICS INC	\$0.00	11
26	PLANNING RULE DEV & AREA SOURCES	C09188	01	CEQA DOCUMENT FOR ICTF EXPANSION	PARSONS TRANSPORTATION GROUP INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09192	81	PROVIDE TECHNICAL ASSISTANCE FOR THE PROP 1B GOODS MOVEMENT OUTREACH AND PROGRAM IMPLEMENTATION	WESTSTART-CALSTART	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09196	40	IMPLEMENT NATURAL GAS VEHICLE PURCHASE COOPERATIVE	WESTSTART-CALSTART	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09199	32	REPOWER 12 CNG TRANSIT BUSES	CITY OF CULVER CITY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09200	80	RETROFIT 2 OFF-ROAD TRUCKS	ROCHE EXCAVATING, INC.	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09255	01	TECHNICAL ASSISTANCE WITH CALTRANS	STAN LISIEWICE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09258	32	REPOWER 7 DIESEL LOADERS	DAN COPP CRUSHING CORPORATION	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09270	32	PURCHASE 1 MULTI-ENGINE SWITCHER LOCOMOTIVE	PACIFIC HARBOR LINE INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09290	31	EVALUATE EMISSIONS IMPACTS FROM NATURAL GAS BLENDS ON VEHICLE EMISSIONS	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09299	32	REPLACE ONE CLASS 8, 1980 MODEL YEAR DIESEL TRUCK (1979 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	BRUTTO TRUCKING	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09307	31	IN-VEHICLE ARI POLLUTION EXPOSURE ASSESSMENT OF PREGNANT WOMEN IN THE NATIONAL CHILDREN'S STUDY	AIR RESOURCES BOARD	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09310	01	DESIGN, INSTALLATION AND MONITORING OF HIGH EFFICIENCY AIR FILTRATION TECHNOLOGIES FOR INDOOR BUILDING SPACE AT SCHOOLS IN THE LONG BEACH AND LOS ANGELES UNIFIED SCHOOL DISTRICTS	IQAIR NORTH AMERICA, INC.	\$0.00	11
04	FINANCE	C09329	01	PROVIDE CONSULTANT SERVICES AND TECHNICAL EXPERTISE WITH FINAL TESTING AND DEPLOYMENT OF FINANCIAL SYSTEM	CHERYL WADE	\$0.00	6
27	INFORMATION MANAGEMENT	C09350	01	CONTRACT FOR SHORT AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	CMC AMERICAS INC	\$0.00	11
27	INFORMATION MANAGEMENT	C09350	01	CONTRACT FOR SHORT AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	CMC AMERICAS INC	\$50,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09354	36	RESEARCH STUDY & DEMO FEASIBILITY OF CONTROL TECHNOLOGY TO REDUCE PM2.5 AND ULTRAFINE EMISSIONS	FOSSIL ENERGY RESEARCH CORPORATION	\$0.00	6



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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09357	32	REPLACE ONE CLASS 8, 1986 MODEL YEAR DIESEL TRUCK (1985 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	GARCIA TRUCKING	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09360	01	LEASE OF FIVE BMW MINI E VEHICLES FOR ONE YEAR	BMW FINANCIAL SERVICES NA, LLC	\$10,953.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09360	01	LEASE OF THREE BMW MINI E VEHICLES FOR SIX MONTHS	BMW FINANCIAL SERVICES NA, LLC	\$39,510.00	
04	FINANCE	C09376	01	AQMD INDEPENDENT AUDITING SERVICES (FY 2009-10)	THOMPSON COBB BAZILIO & ASSOCIATES PC	\$5,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09399	01	DEVELOP SYSTEMIC SCIENTIFICALLY BASED ODOR IDENTIFICATION/COMPLAINT RESOLUTION	JANE MICHAEL CURREN	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09400	01	DEVELOP SYSTEMIC SCIENTIFICALLY BASED ODOR IDENTIFICATION/COMPLAINT RESOLUTION	MH3 CORPORATION	\$0.00	6
27	INFORMATION MANAGEMENT	C09402	01	CONTRACT FOR SHORT- AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	R SYSTEMS INC	\$0.00	11
27	INFORMATION MANAGEMENT	C09402	01	CONTRACT FOR SHORT- AND LONG-TERM SYSTEMS DEVELOPMENT AND MAINTENANCE SUPPORT	R SYSTEMS INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09412	27	OBTAIN EMISSION REDUCTIONS FROM SCRAPPING OF OLD VEHICLES UNDER RULE 1610 - RULE 2202	AIR POLLUTION CONTROL MANAGEMENT, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09413	27	OBTAIN EMISSION REDUCTIONS FROM SCRAPPING OF OLD VEHICLES UNDER RULE 1610	AQMS-AUTOMOTIVE LLC	\$0.00	6
50	ENGINEERING & COMPLIANCE	C09415	01	PERFORM PAINT SPRAYING PARTICLE SIZE DISTRIBUTION STUDY	LMS TECHNOLOGIES INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09416	01	CONDUCTING PERFORMANCE EVALUATION PROGRAM ON AMBIENT AIR MONITORS	TECHNICAL AND BUSINESS SYSTEMS	\$36,005.00	

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09418	32	REPLACE ONE CLASS 8, 1984 MODEL YEAR DIESEL TRUCK (1984 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	MARTIN F MORALES	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09419	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	PECK ROAD FORD TRUCK SALES, INC.	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09419	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	PECK ROAD FORD TRUCK SALES, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09422	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	CARMENITA TRUCK CENTER	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09423	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	INLAND KENWORTH (US) INC	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09423	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	INLAND KENWORTH (US) INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09424	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	LOS ANGELES FREIGHTLINER	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09424	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	LOS ANGELES FREIGHTLINER	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09426	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	WESTRUX INTERNATIONAL, INC.	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09426	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	WESTRUX INTERNATIONAL, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09427	31	BATTERY ELECTRIC CLASS 4 TRUCK DEMONSTRATION PROJECT	CITY OF SANTA MONICA	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09428	32	VOUCHER INCENTIVE PROGRAM	ECOLOGY AUTO PARTS, INC.	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09428	32	VOUCHER INCENTIVE PROGRAM	ECOLOGY AUTO PARTS, INC.	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09430	32	VOUCHER INCENTIVE PROGRAM	PICK YOUR PART AUTO WRECKING	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09430	32	VOUCHER INCENTIVE PROGRAM	PICK YOUR PART AUTO WRECKING	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09431	32	AQMD APPROVED PARTICIPATING DISMANTLERS IN VOUCHER INCENTIVE PROGRAM	SA RECYCLING LLC	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09431	32	AQMD APPROVED PARTICIPATING DISMANTLERS IN VOUCHER INCENTIVE PROGRAM	SA RECYCLING LLC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09432	32	VOUCHER INCENTIVE PROGRAM	DICK'S AUTO WRECKING	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09432	32,80	VOUCHER INCENTIVE PROGRAM	DICK'S AUTO WRECKING	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09435	32	DISMANTLERS VOUCHER INCENTIVE PROGRAM	PICK YOUR PART AUTO WRECKING	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C10001	01	STAMPFRAG MEMBER SERVICES	CENTER FOR CONTINUING STUDY-CA ECONOMY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10006	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	TEC OF CALIFORNIA	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10006	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	TEC OF CALIFORNIA	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10007	32	VOUCHER INCENTIVE PROGRAM	U PICK U SAVE	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10007	32	VOUCHER INCENTIVE PROGRAM	U PICK U SAVE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10008	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	WESTERN TRUCK EXCHANGE	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10009	01	STUDENT CO-OP PROGRAM	CAL STATE POLYTECHNIC POMONA FOUNDATION	\$5,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10019	32	PURCHASE 7 NEW NATURAL GAS TRANSIT BUSES	CITY OF SANTA CLARITA	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10028	32	PURCHASE 20 NEW CNG TRANSIT BUSES	CITY OF SANTA MONICA	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10041	31	DEVELOP PROTOTYPE NG POWERED CONCRETE MIXER TRUCK & DEMONSTRATE PERFORMANCE & EMISSIONS	MCNEILUS FINANCIAL	\$0.00	6
03	EXECUTIVE OFFICE	C10043	01	CONSULTING SERVICES REGARDING TRANSPORTATION MODELING	DKS ASSOCIATES	\$0.00	6
08	LEGAL	C10047	01	ENVIRONMENTAL LAW	MILES CHEN LAW GROUP PC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10053	01	TECHNICAL ASSISTANCE ON THE VOUCHER INCENTIVE PROGRAM	TIAX LLC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10053	01	TECHNICAL ASSISTANCE ON THE VOUCHER INCENTIVE PROGRAM	TIAX LLC	\$25,000.00	
16	ADMINISTRATIVE & HUMAN RESOURCES	C10065		LONG BEACH AIR MONITORING STATION	SOUTHERN CALIFORNIA EDISON	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10066	01	CRADA CONTRACT FROM NREL	NATIONAL RENEWABLE ENERGY LAB	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10071	31	COSPONSOR DEVELOPMENT AND CERTIFICATION OF NATURAL GAS CHEVROLET IMPALA SEDAN	NATURALDRIVE PARTNER, LLC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10111	32	REPLACE ONE 1988 CLASS 8 DIESEL TRUCK WITH A CLASS 8 DIESEL TRUCK WITH 2007 ENGINE OR NEWER	BRYAN CLEMENS	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10114	31	RETROFIT DIGESTER GAS ENGINE WITH FUEL GAS CLEAN-UP & EXHAUST EMISSION CONTROL TECHNOLOGY	ORANGE COUNTY SANITATION DISTRICT	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10117	32	REPOWER THREE OFF-HIGHWAY TRUCKS	FST SAND & GRAVEL INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10125	31	COSPONSOR DEMONSTRATION PROJECTS FOR RENEWABLE FEEDSTOCK TO ENERGY AND FUEL TECHNOLOGIES	UNIVERSITY OF CALIFORNIA RIVERSIDE	\$0.00	6
27	INFORMATION MANAGEMENT	C10126	01	INFORMATION TECHNOLOGY AUDIT SERVICES	TECH/KNOWLEDGE, INC.	\$0.00	6
08	LEGAL	C10139	01	ENVIRONMENTAL LITIGATION	BINGHAM MCCUTCHEN LLP	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10147	80	REPOWER 2 DIESEL DUAL-ENGINE SCRAPERS	WEST COAST WELDING, INC.	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C10153	36	TREE PLANTING PARTNERSHIP	CITY OF DOWNEY	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10164	32	REPOWER ONE SINGLE-ENGINE SCRAPER	FASTRACK RENTALS, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10168	32	REPLACE ONE CLASS 8, 1977 MODEL YEAR DIESEL TRUCK (1977 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	MARTIN HERNANDEZ GONZALEZ	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10172	32	REPOWER 4 SINGLE ENGINE SCRAPERS AND 2 GRADERS	MILLER EQUIPMENT COMPANY INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10173	32	REPLACE ONE CLASS 8, 1990 MODEL YEAR DIESEL TRUCK (1989 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	JOSE SANTOS SERRANO	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10174	32	REPLACE ONE CLASS 8, 1990 MODEL YEAR DIESEL TRUCK (1989 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	JUAN TOVAR	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10175	32	REPLACE ONE CLASS 8, 1988 MODEL YEAR DIESEL TRUCK (1976 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	AKOP GAUGAUYAN	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10176	32	REPLACE ONE CLASS 8, 1988 MODEL YEAR DIESEL TRUCK (1987 ENGINE) WITH ONE CLASS 8 DIESEL TRUCK (2007 ENGINE OR NEWER)	GEORGE VERHOEVEN GRAIN, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10181	31	DEMONSTRATE NATURAL GAS POWERED POLICE VEHICLE	BAF TECHNOLOGIES	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10194	81	PROP 1B PORT TRUCK PROGRAM	CALIFORNIA CARTAGE CO, LLC	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10463	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	FRED M. BOERNER MOTOR CO.	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10463	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	FRED M. BOERNER MOTOR CO.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10475	81	PROP 1B PORT TRUCK PROGRAM	GREEN FLEET SYSTEMS, LLC	\$0.00	11
26	PLANNING RULE DEV & AREA SOURCES	C10479	01	DEVELOPMENT OF LAND USE EMISSION MODEL SOFTWARE	ENVIRON INTERNATIONAL CORPORATION	\$0.00	6

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26	PLANNING RULE DEV & AREA SOURCES	C10479	01	DEVELOPMENT OF LAND USE EMISSION MODEL SOFTWARE	ENVIRON INTERNATIONAL CORPORATION	\$0.00	6
16	ADMINISTRATIVE & HUMAN RESOURCES	C10481		CALWORKS WORK EXPERIENCE PROGRAM	CITY OF HAWTHORNE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10483	01	LIGHT DETECTION & RANGING TECHNOLOGY FOR REMOTE SENSING OF FUGITIVE DUST EMISSIONS	THE AEROSPACE CORPORATION	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10504	32	REPOWER 1 SINGLE ENGINE SCRAPER AND 2 GRADERS	FINE GRADE EQUIPMENT, INC.	\$0.00	6
50	ENGINEERING & COMPLIANCE	C10510	01	SOFTWARE DEVELOPMENT AND HARDWARE RECOMMENDATION TO ENHANCE AND STREAMLINE FIELD INSPECTIONS OF GASOLINE STATIONS	3DI INC	\$0.00	6
50	ENGINEERING & COMPLIANCE	C10510	01	SOFTWARE DEVELOPMENT AND HARDWARE RECOMMENDATION TO ENHANCE AND STREAMLINE FIELD INSPECTIONS OF GASOLINE STATIONS	3DI INC	\$0.00	6
50	ENGINEERING & COMPLIANCE	C10510	01	SOFTWARE DEVELOPMENT AND HARDWARE RECOMMENDATION TO ENHANCE AND STREAMLINE FIELD INSPECTIONS OF GASOLINE STATIONS	3DI INC	\$0.00	6
35	LEGISLATIVE & PUBLIC AFFAIRS	C10548	01	FEDERAL SURFACE TRANSPORTATION REAUTHORIZATION	LEE ANDREWS GROUP INC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10606	32	INSTALL A SHORE POWER SYSTEM AT THE LONG BEACH CRUISE SHIP AND RETROFIT 2 PASSENGER VESSELS	CARNIVAL CRUISE LINES	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10607	80	REPOWER 6 MAIN AND 1 AUXILIARY ENGINES OF THREE MARINE VESSELS	AMERICAN MARINE CORP	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10647	80	REPOWER ONE MAIN ENGINE OF ONE MARINE VESSEL	LOS ANGELES MARITIME INTITUTE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10659	50	DEVELOPMENT OF MEDIUM-DUTY PLUG-IN HYBRID VEHICLES	EPRI	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10698	32	REPOWER 4 OFF ROAD DIESEL VEHICLES	R.A. BELL EQUIPMENT COMPANY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10702	32	REPLACE 2 OFF-ROAD VEHICLES	LOS ANGELES COUNTY SANITATION DISTRICT	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C10715	36	COACHELLA VALLEY PM 10 CLEAN STREETS MANAGEMENT PROGRAM	COACHELLA VALLEY ASSOC OF GOVERNMENTS	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10722	31	RE-ESTABLISH TESTING FACILITY & QUANTIFY PM EMISSION REDUCTIONS FROM CHARBROILING OPERATIONS	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10722	31	RE-ESTABLISH TESTING FACILITY & QUANTIFY PM EMISSION REDUCTIONS FROM CHARBROILING OPERATIONS	UNIVERSITY OF CALIFORNIA, RIVERSIDE	\$0.00	6
26	PLANNING RULE DEV & AREA SOURCES	C10741	01	CONTROL OF NITROGEN OXIDES FROM RESIDENTIAL TYPE NATURAL GAS-FIRED WATER HEATERS	GAS CONSULTANTS, INC.	\$0.00	6
02	GOVERNING BOARD	C11019	01	BOARD ASSISTANT CONTRACT SERVICES	JAMES GLEN DUNCAN	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11028	01	TECHNICAL ASSISTANCE ON STATIONARY SOURCE CONTROL MEASURES & FUTURE CONSULTATION	MARTIN L KAY	\$15,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11069	81	PROP 1B PORT TRUCK PROGRAM	MARIA E. MUNOZ	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11069	81	PROP 1B PORT TRUCK PROGRAM	MARIA E. MUNOZ	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11088	81	PROP 1B PORT TRUCK PROGRAM	ISIDRO BLANDON	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11125	01	RETROFIT 200 CLASS 8, PRE-2007 DIESEL TRUCKS	GARDNER TRUCKING, INC.	\$0.00	11
16	ADMINISTRATIVE & HUMAN RESOURCES	C11147	01	TECHNICAL CONSULTING SERVICES IN BUILDING SERVICES	GARY P HEISS	\$20,000.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11160	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	ENTERPRISE MOTORS, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11163	80	AQMD APPROVED RETROFIT DEVICE INSTALLER - VIP PROGRAM	IRONMAN PARTS AND SERVICES	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11164	80	AQMD APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	QUINN COMPANY	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11165	80	AQMD APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	VALLEY POWER SYSTEMS, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11166	80	APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	CUMMINS CAL PACIFIC	\$0.00	6

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11167	80	REPOWER 1 CRAWLER TRACTOR AND 1 RUBBER-TIRED DOZER	KASSEL CONTRACTING, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11170	80	AQMD APPROVED PARTICIPATING RETROFIT INSTALLER IN VOUCHER INCENTIVE PROGRAM	BOSHART ENGINEERING, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11174	32	REPOWER 1 DIESEL RUBBER-TIRED DOZER AND 2 DIESEL SCRAPERS	THE JOHNSON EQUIPMENT COMPANY, INC	\$0.00	6
03	EXECUTIVE OFFICE	C11206	01	SIGNATURE AQMD FILM	CINEMA VERTIGE, LLC	\$0.00	11
03	EXECUTIVE OFFICE	C11206	01	SIGNATURE AQMD FILM	CINEMA VERTIGE, LLC	\$0.00	6
03	EXECUTIVE OFFICE	C11206	01	SIGNATURE AQMD FILM	CINEMA VERTIGE, LLC	\$46,470.00	
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11222	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	BUDWAY ENTERPRISES INC.	\$0.00	6
04	FINANCE	C11223	22,23	AUDIT OF AB 2766 FEE REVENUE RECIPIENTS FOR FISCAL YEARS 07-08 AND 08-09	THOMPSON COBB BAZILIO & ASSOCIATES PC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11325	81	PROP 1B PORT TRUCK PROGRAM	HOSKINS BROS. TRUCKING, INC.	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11445	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	DAN VANDERPOL	\$0.00	11
27	INFORMATION MANAGEMENT	C11482	01	CONTACT DATABASE OF E-MAIL ADDRESSES	CHMB CONSULTING FIRM	\$0.00	6
35	LEGISLATIVE & PUBLIC AFFAIRS	C11542	01	UPDATES TO IPHONE 2.0 AND IPAD 1.0	ZENITHECH LLC	\$25,900.00	
02	GOVERNING BOARD	C11554	01	BOARD ASSISTANT SERVICES FOR SHAWN NELSON	DENIS ROBERT BILODEAU	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G09208	80,82	PURCHASE 260 CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE AND FIRE SUPPRESSION SYSTEMS FROM PROP 1B LOWER EMISSION SCHOOL BUS	LOS ANGELES UNIFIED SCHOOL DISTRICT	\$0.00	11
44	SCIENCE & TECHNOLOGY ADVANCEMENT	G10730	82,80	PURCHASE 73 CNG SCHOOL BUSES WITH ASSOCIATED INFRASTRUCTURE AND FIRE SUPPRESSANT SYSTEMS	LOS ANGELES UNIFIED SCHOOL DISTRICT	\$0.00	6
44	MSRC	ML05013	23	SANTA CLARITA VALLEY INTELLIGENT TRANSPORTATION SYSTEM	COUNTY OF LOS ANGELES	\$0.00	6
44	MSRC	ML05072	23	DEVELOP DATA LINKS FO EXCHANGE OF TRAFFIC INFORMATION	COUNTY OF LOS ANGELES	\$0.00	6



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44	MSRC	ML06028	23	CONSTRUCT ONE CNG FUELING STATION AND MODIFY MAINTENANCE FACILITY	CITY OF PASADENA	\$0.00	11
44	MSRC	ML06035	23	PURCHASE SEVEN (7) CNG REFUSE TRUCKS	CITY OF HEMET	\$0.00	6
44	MSRC	ML07023	23	PURCHASE 14 HEAVY DUTY CNG VEHICLES AND UPGRADE STATION	CITY OF RIVERSIDE	\$0.00	6
44	MSRC	ML07024	23	PURCHASE 3 HEAVY DUTY CNG VEHICLES	CITY OF GARDEN GROVE	\$0.00	6
44	MSRC	ML07033	23	PURCHASE HEAVY-DUTY CNG VEHICLE & UPGRADE CNG STATION	CITY OF LA HABRA	\$0.00	6
44	MSRC	ML08027	23	PURCHASE AND INSTALLATION OF 34 FLEET MANAGEMENT AND VEHICLE DIAGNOSTIC SYSTEM DEVICES	COUNTY OF LOS ANGELES	\$0.00	6
44	MSRC	ML09030	23	PURCHASE 107 REMOTE DIAGNOSTIC SYSTEMS	CITY OF LOS ANGELES	\$0.00	11
44	MSRC	MS06013	23	INSTALL PUBLIC ACCESS LNG/LCNG FUELING STATION	CITY OF COMMERCE	\$0.00	6
44	MSRC	MS07011	23	IMPLEMENT 511 COMMUTER SERVICES OUTREACH CAMPAIGN	LOS ANGELES SERVICE AUTHORITY FOR	\$0.00	6
44	MSRC	MS07022	23	INSTALL HYDROGEN STATION-CAL STATE LA	CALIFORNIA STATE UNIVERSITY -LOS ANGELES	\$0.00	6
44	MSRC	MS07049	23	PURCHASE 3 REFUSE TRUCKS EQUIPPED WITH ADVANCED NATURAL GAS	PALM SPRINGS DISPOSAL SERVICES	\$0.00	6
44	MSRC	MS07061	23	DEMONSTRATE RETROFIT DEVICES ON THREE OFF-ROAD VEHICLES	CITY OF LOS ANGELES	\$0.00	6
44	MSRC	MS07068	23	DEMONSTRATE RETROFIT DEVICES ON TWO OFF-ROAD VEHICLES	SUKUT CONSTRUCTION, INC.	\$0.00	6
44	MSRC	MS07071	23	DEMONSTRATE RETROFIT DEVICES ON OFF-ROAD VEHICLES	TIGER 4 EQUIPMENT LEASING INC	\$0.00	6
44	MSRC	MS07071	23	DEMONSTRATE RETROFIT DEVICES ON OFF-ROAD VEHICLES	TIGER 4 EQUIPMENT LEASING INC	\$0.00	6
44	MSRC	MS07076	23	DEMONSTRATE RETROFIT DEVICES ON OFF-ROAD VEHICLES	REED THOMAS CO INC	\$0.00	6
44	MSRC	MS07078	23	PURCHASE 8 REFUSE TRUCKS EQUIPPED WITH ADVANCED NATURAL GAS	WASTE MANAGEMENT COLLECTION & RECYCLING	\$0.00	6
44	MSRC	MS07080	23	DEMONSTRATE RETROFIT DEVICES ON THREE OFF-ROAD VEHICLES	CITY OF LOS ANGELES-DEPT OF PUBLIC WORKS	\$0.00	6

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44	MSRC	MS08016	23	"RIDESHARE 2 SCHOOL" DEMONSTRATION PROGRAM	TRANSVIRONMENTAL SOLUTIONS INC	\$0.00	4
44	MSRC	MS08016	23	"RIDESHARE 2 SCHOOL" DEMONSTRATION PROGRAM	TRANSVIRONMENTAL SOLUTIONS INC	\$0.00	6
44	MSRC	MS08017	23	PURCHASE 30 CNG TRANSIT BUSES	OMNITRANS	\$0.00	6
44	MSRC	MS08021	23	PURCHASE THIRTY REFUSE TRUCKS EQUIPPED WITH ADVANCED NATURAL GAS ENGINES	CALMET SERVICES, INC.	\$0.00	6
44	MSRC	MS08055	23	CONSTRUCT LNG FUELING STATION - LONG BEACH-NEW DOCK STREET	CLEAN ENERGY	\$0.00	6
44	MSRC	MS08058	23	CONSTRUCT CNG FUELING STATION AT ONTARIO AIRPORT	CLEAN ENERGY	\$0.00	6
44	MSRC	MS08062	23	CONSTRUCT CNG FUELING STATION- RIALTO	GO NATURAL GAS, INC.	\$0.00	6
44	MSRC	MS08063	23	CONSTRUCT CNG FUELING STATION- MORENO VALLEY	GO NATURAL GAS, INC.	\$0.00	6
44	MSRC	MS08069	23	INSTALL CNG STATION	PERRIS UNION HIGH SCHOOL DISTRICT	\$0.00	6
44	MSRC	MS08076	23	INSTALL LIMITED-ACCESS CNG STATION AND MODIFY MAINTENANCE FACILITY	AZUSA UNIFIED SCHOOL DISTRICT	\$0.00	6
44	MSRC	MS08078	23	UPGRADE AND EXPAND EXISTING ALTERNATIVE FUEL STATION	SUNLINE TRANSIT AGENCY	\$0.00	6
44	MSRC	MS09047	23	BUY-DOWN THE COST OF ALT FUEL SCHOOL BUSES	BUSWEST	\$0.00	6
44	MSRC	MS10001	23	IMPLEMENT CLEAN FUEL TRANSIT SERVICE TO DODGER STADIUM	LOS ANGELES COUNTY METROPOLITAN	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	XC05128	31	PROVIDE TECHNICAL ASSISTANCE FOR DEVELOPMENT OUTREACH & COMMERCIALIZATION OF ADVANCED HEAVY-DUTY & OFF-ROAD TECHNOLOGIES	MID-ATLANTIC RESEARCH INSTITUTE LLC	\$0.00	6
44	SCIENCE & TECHNOLOGY ADVANCEMENT	XC07130	31	PROVIDE TECHNICAL ASSISTANCE WITH CNG TECHNOLOGY	BURNETT AND BURNETTE	\$0.00	6
<b>Subtotal</b>						<b>\$376,014.00</b>	

**V. TERMINATED CONTRACTS-PARTIAL WORK PERFORMED**

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07075	32	PURCHASE 10 NEW CNG STREET SWEEPERS	RF DICKSON CO INC	-\$291,954.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07146	32	REPOWER 12 DIESEL WHEEL SCRAPERS	MESA CONTRACTING CORPORATION	-\$146,927.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07173	32	REPOWER THREE (3) SINGLE ENGINE DIESEL SCRAPERS	MOSS EQUIPMENT RENTALS	-\$74,073.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C07312	31	REPOWER 12 DIESEL SCRAPERS AND 1 WATER PULL	MESA CONTRACTING CORPORATION	-\$163,385.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C08023	32	REPOWER AND RETROFIT ONE DUAL ENGINE SCRAPER	JKM EQUIPMENT INC	-\$107,610.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09036	32	REPOWER 1 DIESEL PAVER, 1 DIESEL MATERIAL TRANSFER PLACER AND 2 DIESEL GRADERS	R & L BROSAMER, INC.	-\$74,836.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09047	32	RETROFIT SIX ON-ROAD DIESEL TRUCKS	H & L CHARTER CO. INC.	-\$36,767.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09070	32	RETROFIT 2 ON-ROAD TRUCKS	ARIZONA PIPELINE COMPANY	-\$21,026.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09098	32	RETROFIT 117 ON-ROAD TRUCKS	GARDNER TRUCKING, INC.	-\$43,931.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09118	32	RETROFIT 11 ON-ROAD TRUCKS	SUPERIOR READY MIX CONCRETE, L.P.	-\$63,744.46	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09146	80	RETROFIT 20 ON-ROAD TRUCKS	COUNTY OF LOS ANGELES	-\$112,990.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09197	80	PURCHASE 4 CNG CAMPUS SHUTTLES	UNIVERSITY OF CALIFORNIA-LOS ANGELES	-\$9,554.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09198	32	PURCHASE 27 CNG YARD HOSTLERS	UNITED PARCEL SERVICE / UPS	-\$227,150.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09200	80	RETROFIT 2 OFF-ROAD TRUCKS	ROCHE EXCAVATING, INC.	-\$27,334.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09259	32	REPOWER 2 DIESEL LOADERS	JK EXCAVATION AND GRADING, CO. INC.	-\$86,171.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09419	32,80	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	PECK ROAD FORD TRUCK SALES, INC.	-\$455,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09422	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	CARMENITA TRUCK CENTER	-\$400,000.00	7

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44	SCIENCE & TECHNOLOGY ADVANCEMENT	C09426	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	WESTRUX INTERNATIONAL, INC.	-\$455,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10036	32	PURCHASE 30 CNG TRUCKS	BURRTEC WASTE INDUSTRIES INC	-\$268,100.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10039	32	PURCHASE 95 NATURAL GAS REFUSE TRUCKS	USA WASTE OF CALIFORNIA INC	-\$742,100.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10117	32	REPOWER THREE OFF-HIGHWAY TRUCKS	FST SAND & GRAVEL INC	-\$366,076.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10158	32	REPOWER 12 MAIN ENGINES ON 6 MARINE VESSELS	SAUSE BROS. OCEAN TOWING CO., INC.	-\$340,760.26	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10182	36	RENEWABLE ENERGY PROJECTS IN COMMUNITIES SURROUNDING ELECTRICAL GENERATING FACILITIES	SUNWIZE TECHNOLOGIES	-\$28,446.16	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10199	81	PROP 1B PORT TRUCK PROGRAM	CASCADE SIERRA SOLUTIONS	-\$700,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10289	81	PROP 1B PORT TRUCK PROGRAM	MING QI	-\$100,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10298	81	PROP 1B PORT TRUCK PROGRAM	QUANAN WANG	-\$100,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10411	81	PROP 1B PORT TRUCK PROGRAM	AUTHENTIC TRANSPORT INC	-\$400,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10461	81	PROP 1B PORT TRUCK PROGRAM	CITY NATIONAL BANK	-\$50,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10463	32	AQMD APPROVED PARTICIPATING DEALERSHIP IN VOUCHER INCENTIVE PROGRAM	FRED M. BOERNER MOTOR CO.	-\$500,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10489	81	PROP 1B PORT TRUCK PROGRAM	GONZALEZ & SONS TRUCKING CORP.	-\$50,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10525	81	PROP 1B PORT TRUCK PROGRAM	GABRIEL PEREZ LOZANO	-\$100,000.00	7
26	PLANNING RULE DEV & AREA SOURCES	C10566	36	TREE PLANTING PARTNERSHIP	CITY OF SANTA CLARITA	-\$41,740.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10600	81	PROP 1B PORT TRUCK PROGRAM	CP TRANSPORTERS, INC.	-\$50,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10617	81	PROP 1B PORT TRUCK PROGRAM	ADVANCED LOGISTICS MANAGEMENT INC.	-\$300,000.00	7

**South Coast Air Quality Management District**  
**Contract Activity Report**  
**July 1, 2010 - June 30, 2011**

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
08	LEGAL	C10642	01	PROVIDE BANKRUPTCY COUNSEL AND ADVICE	WERB & SULLIVAN	-\$2,372.50	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C10644	81	PROP 1B PORT TRUCK PROGRAM	CASCADE SIERRA SOLUTIONS	-\$1,980,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11134	81	PROP 1B PORT TRUCK PROGRAM	CASCADE SIERRA SOLUTIONS	-\$100,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11153	81	PROP 1B PORT TRUCK PROGRAM	MARTIN BROS TRUCKING, INC.	-\$50,000.00	7
44	SCIENCE & TECHNOLOGY ADVANCEMENT	C11408	81	PROP 1B TRUCK REPLACEMENT (NONPORT)	RRM PROPERTIES, LTD - LSR	-\$50,000.00	7
44	MSRC	ML08026	23	PURCHASE 11 HEAVY-DUTY LPG TROLLEYS AND SHUTTLES	COUNTY OF LOS ANGELES	-\$25,000.00	7
44	MSRC	ML08041	23	PURCHASE 73 REMOTE DIAGNOSTIC SYSTEMS	CITY OF LOS ANGELES DEPT OF	-\$8,800.00	7
44	MSRC	MS07061	23	DEMONSTRATE RETROFIT DEVICES ON THREE OFF-ROAD VEHICLES	CITY OF LOS ANGELES	-\$44,574.00	7
44	MSRC	MS07071	23	DEMONSTRATE RETROFIT DEVICES ON OFF-ROAD VEHICLES	TIGER 4 EQUIPMENT LEASING INC	-\$123,030.00	7
44	MSRC	MS07079	23	MIGRATE BIKEMETRO WEBSITE TO COMMUTESMART.INFO	RIVERSIDE CO TRANSPORTATION COMMISSION	-\$180,000.00	7

**South Coast Air Quality Management District**  
**Contract Activity Report**  
**July 1, 2010 - June 30, 2011**

DEPT ID	DEPT NAME	CONTRACT NUMBER	FUND CODE	DESCRIPTION	VENDOR NAME	CONTRACT AMOUNT	FOOT NOTE
44	MSRC	MS08052	23	INSTALL CNG FUELING STATION	BURRTEC WASTE INDUSTRIES INC	-\$100,000.00	7
44	MSRC	MS08060	23	INSTALL CNG FUELING STATION	BURRTEC WASTE INDUSTRIES INC	-\$100,000.00	7
44	MSRC	MS08067	23	CONSTRUCT CNG FUELING STATION - ANAHEIM	TRILLIUM USA COMPANY	-\$22,500.00	7
<b>Subtotal</b>						<b>-\$9,720,951.38</b>	

**SPECIAL FUNDS**

- 17 ADV. TECH, OUTREACH & EDU FUND
- 20 AIR QUALITY ASSISTANCE FUND
- 23 MSRC FUND
- 27 AIR QUALITY INVESTMENT FUND
- 31 CLEAN FUELS FUND
- 32 CARL MOYER FUND - SB1107 ACCOUNT
- 33 SCHOOL BUS REPLACEMENT PROGRAM
- 34 ZERO EMISSION VEHICLE INCENTIVE PROGRAM
- 35 AES SETTLEMENT PROJECTS FUND
- 36 RULE 1309.1 PRIORITY RESERVE FUND
- 37 CARB ERC BANK FUND
- 38 LADWP SETTLEMENT PROJECTS FUND
- 39 STATE EMISSIONS MITIGATION FUND
- 40 NATURAL GAS VEHICLE PARTNERSHIP FUND
- 41 STATE BUG FUND
- 45 CBE/CBO SETTLEMENT AGREEMENT FUND
- 46 BP ARCO SETTLEMENT FUND
- 50 DOE ARRA-PLUG-IN HYBRID ELECTRIC VEHICLES
- 51 DOE ARRA-LNG CORRIDOR EXPANSION
- 52 TRAPAC SCHOOL AIR FILTRATION
- 71 CNG FUELING STATION ENTERPRISE FUND
- 80 CARL MOYER FUND - AB923 ACCOUNT
- 81 PROPOSITION 1B - GOODS MOVEMENT FUND
- 82 PROPOSITION 1B - LOWER EMISSION SCHOOL BUS

**FOOTNOTES**

- 1 NO FIXED VALUE
- 2 RATES VARY - NO FIXED VALUE
- 3 REVENUE CONTRACT - NO AMOUNT SHOWN
- 4 NO COST - COST REALLOCATION
- 5 CHANGED TO EMPLOYEE STATUS
- 6 NO COST- TIME EXTENSION
- 7 DE-OBLIGATION OF FUNDING
- 8 COMPETITIVE SOLICITATION ISSUED BY ANOTHER GOVERNMENT AGENCY
- 9 NO COST - AIR MONITORING/LICENSE AGR
- 10 CNG VEHICLE PARTNERSHIP SELECTION
- 11 NO COST - CHANGE IN TERMS
- 12 FEDERAL GOVERNMENT PASS-THRU
- 13 AT DIRECTION OF LEGISLATIVE COMMITTEE
- 14 OPTIONAL YEAR RENEWAL/MULTI-YR CONTRACT

[↑ Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 20

REPORT: Summary of Changes to FY 2010-11 Approved Budget

SYNOPSIS This is the year-end report of budget changes for FY 2010-11.

COMMITTEE: Not Applicable

RECOMMENDED ACTION:  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

MBO:DRP:NCC:lg

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### **Background**

During mid-year and after the close of each fiscal year, staff prepares and presents to the Board a report detailing out revisions made during the year to the budget. The attached list of Board-approved budget changes reflects actions taken by the Board which have increased the operating budget. In addition to these Board-approved changes, organizational unit-requested budget changes have also been made which did not increase the budget but reallocated already-budgeted funds within a Major Object to meet operational needs.

Organizational unit-requested budget changes for FY 2010-11 included such items as a transfer of budgeted funds from Planning, Rules and Area Sources to Information Management for transportation database enhancements, maintenance on the Rule 2202 computer system, enhancements to the Annual Emissions Reporting System and the Architectural Coatings Reporting System, and development of a mapping feature for Rule 1113 and AB 2588; from District General to Information Management for the development of modules in support of electronic receivables posting and for billing system modifications to incorporate California Consumer Price Index (CPI) rebates; from Finance to Information Management for PeopleSoft Finance module implementation; and from District General to Legislative and Public Affairs for community outreach efforts. Expenditures relating to budget increases and/or transfers follow Board-established policy regarding purchasing and contracting.

**BOARD-APPROVED FY 2010-11 BUDGET CHANGES**

<u>Date of Board Action</u>	<u>Budget Increases</u>	<u>Description</u>
June 2010	\$ 200,000	From the Undesignated Fund Balance – for consulting services to develop the Greenhouse Gas Registry.
June 2010	\$ 1,995,000	From the Undesignated Fund Balance – for labor agreement costs for the period Sept 2010-June 2011.
July 2010	\$ 645,500	From the U.S. EPA – for the PM 2.5 Monitoring program (\$310,000); for the reallocation of unspent Section 105, Year 18, PAMS program funds (\$197,000); for the reallocation of unspent funds from the Community-Scale Air Toxics Monitoring program (\$41,000); and for the NATTS program (\$97,500).
July 2010	\$ 385,116	From the U.S. DHS – for the Enhanced Particulate Monitoring program.
July 2010	\$ 800,000	From the Designation for Litigation and Enforcement – for outside litigation assistance related to the internal credit bank.
July 2010	\$ 58,880	From the Mobile Sources Air Pollution Reduction Fund – to facilitate reimbursement of administrative costs.
September 2010	\$ 78,487	From the Rule 1309.1 Priority Reserve Fund – for the AB 118 AQIP Advanced Locomotive Aftertreatment Technology Demonstration Project.
September 2010	\$ 150,957	From CARB – for the AB 118 AQIP Advanced Locomotive Aftertreatment Technology Demonstration project.
September 2010	\$ 25,000	From the U.S. EPA – for a contract to redesign the SCR system on a Metrolink passenger locomotive.
September 2010	\$ 1,000,000	From the U.S. EPA – for a heavy-duty diesel truck retrofit project funded under the National Clean Diesel Funding Assistance program.



**BOARD-APPROVED FY 2010-11 BUDGET CHANGES Cont.**

<u>Date of Board Action</u>	<u>Budget Increases</u>	<u>Description</u>
September 2010	\$ 50,000	From the Air Quality Investment Fund – to assist in implementing an enhanced “Mow Down Air Pollution 2010” program.
September 2010	\$ 150,000	From the U.S. DOE – for a contract to upgrade the existing LNG fueling facility in the City of Ontario.
September 2010	\$ 600,000	From the Clean Fuels Program Fund – for technical assistance, expert consultation, public outreach and technical conference sponsorship, and advanced technology vehicle leases.
September 2010	\$ 300,000	From the Carl Moyer Program AB 923 Fund – to support administrative, outreach education and other directly related AB 923 activities.
September 2010	\$ 300,000	From the Prop 1B Goods Movement Fund – to support administrative and technical assistance and other directly related Prop 1B/Goods Movement activities.
October 2010	\$ 170,080	From the Undesignated Fund Balance (Walmart settlement public outreach funds) – for the AQMD Signature Video.
October 2010	\$ 550,000	From the Rule 1309.1 Priority Reserve Fund – for advice and litigation services regarding the internal offset accounts, including the re-adoption of Rule 1315.
November 2010	\$ 400,000	From the Undesignated Fund Balance (Walmart settlement public outreach funds) – for the Chinese-American Advertising Initiative.
November 2010	\$ 996,300	From the U.S. EPA – for Section 105, 19 <sup>th</sup> year, PAMS program funds (\$882,800); Lead Monitoring Network (\$47,500); and PM2.5 Monitoring Program (\$66,000).

**BOARD-APPROVED FY 2010-11 BUDGET CHANGES Cont.**

<u>Date of Board Action</u>	<u>Budget Increases</u>	<u>Description</u>
November 2010	\$ 425,000	From the Designation for Litigation and Enforcement – for matters to be handled by specialized legal counsel.
December 2010	\$ 236,018	From the Undesignated Fund Balance – for legislative advocacy in Washington, DC.
December 2010	\$ 91,750	From the Undesignated Fund Balance – for legislative advocacy in Sacramento.
December 2010	\$ 66,300	From the Undesignated Fund Balance – for CBS-2 TV weather sponsorship.
December 2010	\$ 68,000	From the Undesignated Fund Balance – to implement four additional Air Quality Institute programs.
December 2010	\$ 120,000	From the Undesignated Fund Balance – to purchase and implement an electronic contact database.
January 2011	\$ 99,306	From the Undesignated Fund Balance – to purchase a Gas Chromatograph/Mass Spectrometer/Flame Ionization Detector (GC/MS/FID).
February 2011	\$ 100,000	From the Undesignated Fund Balance – to extend a contract for policy consultation regarding local, state and federal transportation issues.
March 2011	\$ 60,000	From the Air Quality Investment Fund – to assist in implementing AQMD’s “Mow Down Air Pollution 2011” program.
March 2011	\$ 81,900	From the Rule 1173 Mitigation Fee Fund – to complete the purchase of a Fourier Transform InfraRed (FTIR) system for the Fence-Line Monitoring project.
March 2011	\$ 20,000	From the Advanced Technology, Outreach & Education Fund – to assist in implementing the Yard Equipment Exchange Incentive program under the Clean Communities Plan.

**BOARD-APPROVED FY 2010-11 BUDGET CHANGES Cont.**

<u>Date of Board Action</u>	<u>Budget Increases</u>	<u>Description</u>
March 2011	\$ 37,621	From Gregg Industries Settlement Agreement – for the reimbursement of District’s attorney fees for work on the Gregg Industries claim.
March 2011	\$ 400,000	From the Intermodal Container Transfer Facility Joint Powers Authority Agreement – for CEQA analysis for the expansion and modernization of the Union Pacific Intermodal Container Transfer Facility.
March 2011	\$ 185,000	From the Designation for Litigation and Enforcement – to amend or initiate contracts with prequalified counsel approved by the Board to assist District Counsel with environmental litigation and special litigation matters.
April 2011	\$ 750,000	From the Rule 1309.1 Priority Reserve Fund – for contracts with outside counsel to assist in defending the agency in litigation relating to the operation of the internal offset accounts.
June 2011	\$ 133,470	From the Undesignated Fund Balance – for a contract to continue the Air Quality Institute (AQI) program.
	<u>\$ 11,729,685</u>	Total Board-approved FY 2010-11 Budget changes

**Sources of Funding:**

\$2,849,267	<i>Interfund Transfers</i>
\$3,790,494	<i>Grants/Contracts</i>
\$1,410,000	<i>Budget Designations</i>
\$3,679,924	<i>Undesignated Fund Balance</i>
<u>\$129,819,623</u>	FY 2010-11 Adopted Budget
<u>\$141,549,308</u>	FY 2010-11 Ending Budget

**September 9, 2011 Board Meeting  
Report on RFPs and RFQs Scheduled for Release on September 9, 2011**

(For detailed information visit AQMD's website at  
<http://www.aqmd.gov/rfp/index.html> following Board approval on September 9, 2011)

**STANDARDIZED SERVICES**

NONE

**RESEARCH AND DEVELOPMENT OR SPECIAL TECHNICAL EXPERTISE**

RFP #P2012-02      Issue RFP 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.

**REQUESTS FOR QUALIFICATIONS - Prequalified Vendor List**

NONE

**REQUEST FOR QUOTATIONS – Commercial Off-the-Shelf Equipment**

NONE

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 22

REPORT: Audit Reports of AB 2766 Fee Revenue Recipients for Fiscal Years Ending June 30, 2008 and 2009

SYNOPSIS: Health and Safety Code 44244.1 requires any agency that receives fee revenues subvented from the Department of Motor Vehicles to be audited once every two years. This audit of AQMD's share, MSRC's share, and local governments' share of such subvented funds, performed by independent Certified Public Accountants, has been completed.

COMMITTEE: Administrative, July 15, 2011. Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.

RECOMMENDED ACTION:  
Receive and file report.

Barry R. Wallerstein, D.Env.  
Executive Officer

MBO:JK:lg

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### **Background**

AB 2766 was chaptered into law as Health and Safety Code Sections 44220-44247 which were enacted to authorize air pollution control districts to impose fees on motor vehicles. These fees are to be expended specifically for the purpose of mobile source air pollution reduction measures pursuant to the California Clean Air Act of 1988 or the AQMD's AQMP pursuant to Article 5 of Chapter 5.5 of Part 3 of the Health and Safety Code.

The fee revenue is collected by the Department of Motor Vehicles and subvented to the AQMD for distribution as follows: from every one dollar, thirty cents (30 percent) goes to support AQMD-approved programs for the reduction of emissions from mobile sources; forty cents (40 percent) is placed in the Air Quality Improvement Trust Fund for quarterly disbursement to local governments; and thirty cents (30 percent) is placed in the Mobile Source Air Pollution Reduction Trust Fund for projects awarded by the Mobile

Source Air Pollution Reduction Review Committee (MSRC) under a work program approved by the AQMD's Board.

AQMD's portion of the revenue subvned from the Department of Motor Vehicles is classified as general fund revenue and utilized to fund the mobile-related components of AQMD programs. Fees subvned to local governments are utilized to fund mobile source emission reduction programs. Fees allocated to the MSRC are used to fund projects pursuant to a work program developed and adopted by the MSRC and approved by the AQMD Board. The funding mechanism for MSRC projects is a contractual agreement between the AQMD and the entity implementing the project and includes the audit requirements stated under AB 2766.

### **AB 2766 Audit Requirement**

Health and Safety Code Section 44244.1 states that any agency receiving fee revenues shall, at least once every two years, be subject to an audit of each program or project funded. The audit is to be conducted by an independent auditor selected by the AQMD through a competitive bid process. Based on an opinion issued by the Attorney General of the State of California the audit is to report on the propriety of expenditures made under AB 2766--not their efficacy in reducing air pollution.

This is the ninth biennial audit of AB 2766 revenues. The audit covered the AQMD's use of the money, projects funded by the MSRC, and the use by selected local governments of the fee revenues. The audits were based on the audit guidelines described below.

To assist local government compliance with the audit requirements of the law, in December 1992 the AQMD developed audit program guidelines for local government fee recipients. The guidelines were prepared in consultation with the Technical Advisory Committee (TAC) Audit Subcommittee of the AQMD's Interagency AQMP Implementation Committee (IAIC). The elements of the audit program were reviewed with representatives of the Finance Committee of the California League of Cities and with Certified Public Accountants whose clients include local governments. The final audit program guidelines were approved by the AQMD Board on December 4, 1992 and updated with additional clarifications on January 13, 1995 and August 1, 2003.

In accordance with the audit program guidelines provided to the local governments for their 40% share, local governments are to submit an annual financial report and progress report to the AQMD. The financial reporting requirements are stratified based upon the annual dollar amount of revenues received. Large recipients (annual receipts more than \$100,000) may elect to meet the financial reporting requirement by:

- Separately disclosing the financial results of AB 2766 revenue receipts and submitting an audited general purpose financial statement, a report on internal controls, and a report on compliance with AB 2766 laws and regulations, or

- Submitting an audited Grants Receipts and Expenditures Statement along with a Report on Internal Controls and Report on Compliance with AB 2766 laws and regulations, or
- Submitting to an audit of grants receipts and expenditures by a firm selected by the AQMD.

For small recipients (annual receipts of less than \$100,000) the financial report shall consist of their audited general-purpose financial statement. Small recipients that submit annual audited financial statements shall form a pool from which, once every two years, a sample of 10% of participants will be selected for an audit by an independent auditor selected by the AQMD. In November 2010, the AQMD Board approved an award for the performance of the audit to the firm of Thompson, Cobb, Bazilio, & Associates, PC.

In accordance with Section 44244.1 of the Health and Safety Code if, after reviewing the audit, the AQMD determines that the revenues from the fees have been expended in a manner which is contrary to the Health and Safety Code or which will not result in the reduction of air pollution from motor vehicles, it shall do all of the following:

1. Notify the agency of its determination.
2. Hold a public hearing within 45 days of the notification to allow the affected agency to present information related to the expenditure of the revenues from fees.
3. After the public hearing if it is determined that the agency has expended the revenues from the fees in a manner contrary to the Health and Safety Code or which will not result in reduction of air pollution from motor vehicles, the AQMD shall withhold these revenues from the agency in an amount equal to the amount which was inappropriately expended. Revenues withheld shall be redistributed to the other agencies, or upon approval of the AQMD Board, to entities specified in the work programs developed by the MSRC.

### **Audit Summary**

#### *AQMD's Use of AB 2766 Fee Revenues – Segment 1*

The audit of the AQMD's use of the motor vehicle registration revenues resulted in no findings. The audit report is included in Attachment I. The cost of auditing the AQMD's use of the AB 2766 revenues was \$6,626, paid from the AQMD's portion of the fee revenues.

#### *Local Government Use of AB 2766 Fee Revenues – Segment 2*

Over \$39.5 million was distributed to local jurisdictions during the two-year audit period (Fiscal Years 2007-08 and 2008-09). There were a total of 158 local governments (154 cities and 4 counties) receiving subvention funds from motor vehicle registration fees in

Fiscal Year 2007-08 and 160 local governments (156 cities and 4 counties) in Fiscal Year 2008-09.

- Forty-five local governments in Fiscal Year (FY) 2007-08 and 44 in FY 2008-09 received over \$100,000 annually (large recipients). All large recipients were in compliance with audit guidelines in FY 2007-08 and FY 2008-09. Thompson, Cobb, Bazilio & Associates, PC performed a desk review on 34 compliant large recipients. Twelve compliant recipients elected to meet their financial reporting requirements by agreeing to have the independent audit firm selected by the AQMD conduct an audit of their AB 2766 grants receipts and expenditures. From the large compliant group 12 recipients were audited, 11 large recipients for both FYs and just 1 large recipient for FY 2008-09.
- There were 113 small recipients in FY 2007-08 and 116 in FY 2008-09. Of these, 112 were in compliance in FY 2007-08 and 106 were in compliance in FY 2008-09. From this compliant pool, 25 cities were selected to be audited.
- Noncompliant small local governments were as follows: 1 local government in FYs 2007-08 and 2008-09 and 9 local governments in FY 2008-09. From the noncompliant pool 10 recipients were audited.

Of the 47 local government recipients that were audited, 30 cities had no audit findings. Of the 17 cities with findings, there were a total of 21 findings noted.

A desk review was completed for 34 large recipients in FY 2007-08 and 32 large recipients in FY 2008-09, which resulted in 4 findings. The summary reports of audit findings for local governments are included in Attachment II. A Summary of Audit Findings for Local Governments is provided in Attachment III.

Local governments were provided with draft audit reports by the audit firm with a request to respond with clarifications and additional information. Their responses are included in the reports. Staff has forwarded a copy of the final report to the affected local governments and worked with the cities to provide resolution of issues.

Noncompliance items include: Administrative Costs in Excess of the Five Percent Cap (5 findings - \$11,333); Unsupported Interest Earning Calculation (1 finding - \$0); AB 2766 Ordinance Could Not be Located (2 findings - \$0); Ineligible Expenditures (3 findings - \$15,015); Over reporting of Salaries (1 finding - \$0); and Submission of Annual Audited Financial Statements and Progress Reports (13 findings - \$0). All of the 25 findings have been resolved.

Local governments are permitted to pool their resources for implementing the requirements for the use of AB 2766 funds. The following four entities were in existence during FYs 2007-08 and 2008-09 and were also audited:



- San Gabriel Valley Council of Governments (includes 27 cities in the San Gabriel Valley)
- Coachella Valley Association of Governments (CVAG) (includes Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage and riverside County)
- Southeast Los Angeles County (SELAC) also known as Gateway Cities (includes 26 cities in South East Los Angeles)
- Western Riverside Council of Governments (WRCOG) (includes Banning, Beaumont, Calimesa, Canyon Lake, Corona, Hemet, Lake Elsinore, Moreno Valley, Murrieta, Norco, Perris, Riverside, San Jacinto, Temecula, and Riverside County)

Of the four entities audited, two were found to be in full compliance with all AB 2766 requirements and two had findings for Failure to Maintain a Separate Air Quality Improvement Fund. These findings have been resolved.

The total cost to audit the local government recipients was \$64,659. The cost of the audit of the pool cities was prorated among all the cities in the compliant pool. In addition, the cost of the non-compliant local governments will be borne by the agency being audited.

#### *MSRCs Use of AB 2766 Fee Revenues – Segment 3*

As part of the annual work program, the MSRC awarded funding for 77 projects in FY 2007-08 and 45 projects in FY 2008-09, for a total amount of \$33,253,629.

For the discretionary portion of the funds, the scope of the audit included projects randomly selected from the Work Programs awarded by the MSRC in FYs 2007-08 and 2008-09. The auditors have issued two summary reports (Attachments IV & V).

The audits of the randomly selected projects from the MSRC work program resulted in no findings. The audit of the MSRC fund noted that the MSRC-TAC committee had two vacant positions. The MSRC reviewed the summary audit reports at its August 18, 2011 meeting. The \$10,450 cost of auditing MSRC recipients will be deducted from the fee revenues subvended to the MSRC in FY 2010-2011.

#### **Attachments**

- I. AQMD's Use of AB 2766 Fee Revenues – Segment 1
- II. Local Governments Use of AB 2766 Fee Revenues Summary of Audit Reports – Segment 2.
- III. Local Governments Use of AB 2766 Fee Revenues Summary of Audit Reports – Segment 2, Subgroup 1
- IV. MSRC's Use of AB 2766 Fee Revenues Summary Audit Report – Segment 3
- V. MSRC Projects Audit – Segment 3, Projects

# **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

## **AIR QUALITY IMPROVEMENT FUND (SEGMENT 1)**

### **Independent Accountant's Report on Applying Agreed-Upon Procedures**

**For the Years Ended June 30, 2009 and 2008**

*Submitted by*

# **TCBA**

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**THOMPSON, COBB, BAZILIO & ASSOCIATES, PC**

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**Report of Independent Accountants  
on Applying Agreed-Upon Procedures**

The Governing Board of  
The South Coast Air Quality Management District

We have performed the procedures enumerated below to this report, which were agreed to by the South Coast Air Quality Management District (SCAQMD), solely to assist you with respect to determining whether automobile registration fee revenues (AB 2766 funds) received by the SCAQMD during fiscal year 2007-08 and 2008-09 were spent on the reduction of air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). The SCAQMD's management is responsible for use of AB2766 funds in accordance with the cited criteria. This agreed-upon procedures engagement was conducted in accordance with standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or any other purpose.

Our procedures and findings are as follows:

1. We obtained an understanding of how the SCAQMD accounts for AB 2766 funds – Segment 1, including whether the AB 2766 funds were maintained in a separate fund or if there was a separate accounting of the AB 2766 funds maintained by another means. ***We noted AB 2766 Funds – Segment 1 are recorded under the General Fund of the SCAQMD.***
2. We conducted interviews and tested significant controls to identify significant deficiencies in the design or operation of the SCAQMD's internal control procedures over the receipt and use of AB 2766 funds. ***We noted no exception on the internal controls over the receipt and use of AB 2766 funds.***
3. We obtained the California Department of Motor Vehicle's (DMV) fee distribution record for AB 2766 revenues and agreed them to the SCAQMD's AB 2766 revenues recorded in the general ledger. ***We noted no exceptions to recorded revenues..***

4. We recalculated the SCAQMD's allocation of AB 2766 revenue fees to recipients to verify that the allocation was in accordance with CHSC Section 44243, after deducting administrative costs pursuant to Section 44229, and any audit costs pursuant to Section 44244.1(a). ***We noted no exceptions on the allocation of AB 2766 revenue to the recipients.***
5. We conducted interviews in order to obtain an understanding of how the SCAQMD allocates interest earned and determined the reasonableness of the interest allocation and that interest was used for the same purposes for which AB 2766 funds were allocated to the SCAQMD. ***We noted no exceptions to interest allocation earned or use of interest earnings.***
6. We verified that the SCAQMD's governing board adopted a resolution to document the intent and use of AB 2766 funds exclusively for the reduction of air pollution from motor vehicles in accordance with the California Clean Air Act of 1988. ***We found that SCAQMD's governing board has adopted a resolution in accordance with the California Clean Air Act of 1988.***
7. We obtained the SCAQMD's cost allocation schedule. We conducted interviews and recalculated allocations on a test basis to determine the reasonableness and mathematical accuracy of the cost allocation method. ***We noted no exception on the cost allocation schedule.***
8. We tested AB 2766 direct and indirect non-labor project expenditures for each year to determine:
  - a) allowability, reasonableness, properly supported, adequacy of supporting documentation, proper approval, clearly identified the project and were incurred during the fiscal year.
  - b) that the funds were spent in accordance with CHSC Section 44220(b), which requires that AB2766 fund expenditures were incurred solely to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies necessary for implementation of the California Clean Air Act of 1988; and
  - b) in accordance with CHSC Section 44235, the SCAQMD did not use AB 2766 fees for the purpose of establishing or maintaining the district as a direct provider of the car pool, van pool, or other ridesharing or transit services.

***We noted no exceptions to the project expenditures.***

9. We tested AB 2766 direct payroll expenditures, reviewed related payroll registers and employee records to verify hours worked, mathematical accuracy, and salary rates. *We noted no exception to the payroll expenditures.*
10. We analyzed AB 2766 administrative expenditures to verify, in accordance with CHSC Section 44233, that the SCAQMD did not use more than 5% of the AB 2766 fees distributed for administrative expenditures. *We noted no exceptions on the administrative expenditures.*
11. We obtained the SCAQMD expenditures to verify, in accordance with CHSC Section 44244.1(d), that the SCAQMD expended AB 2766 fees within one year of the program or project completion date. *We noted no exceptions to the expenditure of funds within one year.*
12. We obtained the SCAQMD reports to verify, in accordance with CHSC Section 44247, that the SCAQMD submitted a report to the State Board on the use of the fees and results of the programs funded, and to verify that the SCAQMD's control measures were in compliance with Title 42 of the United States Code control measures. *We noted no exceptions.*

We were not engaged to and did not conduct an examination, the objective of which would be the expression of an opinion, on the SCAQMD's compliance with the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the governing board and management of the SCAQMD and is not intended to be and should not be used by anyone other than those specified parties.

Torrance, California  
April 15, 2011

*Thompson, Cobb, Bazilio & Associates, P.C.*

# **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

## **SUMMARY REPORT ON AB 2766 FEE REVENUES FOR LOCAL GOVERNMENT RECIPIENTS UNDER HEALTH AND SAFETY CODE SECTION 44243(b) (Segment 2)**

For the Years Ended June 30, 2009 and 2008

*Submitted by*

# **TCBA**

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SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AB 2766 FEE REVENUES FOR LOCAL GOVERNMENT RECIPIENTS  
UNDER HEALTH AND SAFETY CODE SECTION 44243(b)  
(Segment 2)

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# **THOMPSON, COBB, BAZILIO & ASSOCIATES, PC**

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## **The Governing Board of The South Coast Air Quality Management District**

This report provides a summary of the findings and questioned costs contained in the financial and compliance audit reports and reports on applying agreed-upon procedures completed for Segment 2 for the Biennial Audit of Fee Revenues under AB 2766 for fiscal years ended June 30, 2009 and 2008. The audit findings are described in the Summary of Findings in Attachment A. For a list of the reports included in this summary, see Attachment B.

For the purpose of determining whether motor vehicle registration fees (AB 2766 funds) subvended to the South Coast Air Quality Management District (SCAQMD) were expended for air pollution measures pursuant to the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC), the SCAQMD requested that we perform financial and compliance audits or agreed-upon procedures reviews for six subgroups of local governments receiving Segment 2 funds. Segment 2 funds are the 40% of motor vehicle fee revenues subvended to the SCAQMD that are distributed to local governments on a quarterly basis. The SCAQMD placed local governments into subgroups based on the amount of Segment 2 funds received and whether the entity had provided audited financial statements on the Air Quality Improvement Fund and progress reports to the SCAQMD. Local governments in Segment 2 include cities, counties and consortiums of local governments. These consortiums are legal entities created through joint power agreements entered into by the cities and counties in a common geographical area. Local governments are permitted to pool their resources for implementing the requirements for the use of AB 2766 funds and to undertake regional projects to reduce air pollution from motor vehicles.

For local governments in Subgroup 1, we reviewed audit reports prepared by other auditors and summarized the audit findings included in the reports. The Subgroup 1 summary was provided in a separate report dated April 15, 2011.

For purposes of this report, we have summarized audit findings and questioned costs for local government entities in Subgroups 2, 3, 4, 5 and 6 into six categories, as described below:



<u>CATEGORY</u>	<u>DESCRIPTION OF FINDING</u>
I	Administrative costs in excess of 5% cap
II	Could not locate the AB 2766 Ordinance
III	Unsupported allocation of interest
IV	Ineligible expenditures
V	Separate AB 2766 fund not maintained
VI	Late submission of audited financial statements

This report is intended solely for the information of the governing board and management of SCAQMD. This restriction is not intended to limit the distribution of this report which, upon acceptance by SCAQMD, is a matter of public record.

Torrance, CA  
June 23, 2011

*Thompson, Cobb, Bazilio & Associates, P.C.*

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**SUMMARY OF FINDINGS  
For the Years Ended June 30, 2009 and 2008**

**I. Administrative costs in excess of 5% cap**

In accordance with CHSC Section 44233, the City/County should not use more than 5% of the AB 2766 fees distributed for administrative expenditures. We noted that the following cities/counties did not comply with this requirement and have exceeded the 5% administrative cap.

Fiscal Year 2009	Amount in Excess of CAP	Fiscal Year 2008	Amount in Excess of CAP
City of Rialto	\$ 547	City of Rialto	\$ 464
City of Upland	\$ 9,439	City of Lomita	\$ 283

**II. Required AB 2766 Ordinance could not be located**

In accordance with CHSC Section 44243(b), the City or County must have adopted and transmitted to SCAQMD an Ordinance in order to receive AB 2766 funds. We noted that the following cities could not locate the Ordinance in accordance with CHSC Section 44243(b).

1. City of Bell
2. City of Huntington Park

**III. Unsupported allocation of interests**

1. City of Huntington Park

We noted that the City of Huntington Park total interest income to the AB 2766 Fund was \$16,866 in fiscal year 2008; however, the City failed to provide us with the supporting documents showing the allocation of interest income. Therefore, we were unable to verify the mathematical accuracy of the interest income.

**IV. Ineligible Expenditures**

According to the Health and Safety Code Section 44243(b)(1), all fee revenues distributed to the City is to be spent to reduce air pollution from motor vehicles pursuant to the Clean Air Act Amendments of 1990, the California Clean Air Act 1988, or the plan prepared pursuant to Article 5 of Chapter 5.5 of Part 3. We

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**SUMMARY OF FINDINGS  
For the Years Ended June 30, 2009 and 2008**

found the following cities' expenditures did not meet program requirements of reducing motor vehicle air pollution.

1. City of Lomita

We found that the City of Lomita's AB 2766 funds totaling \$7,761 were utilized to pay for bicycle patrol salaries of the Los Angeles County Sheriff, which do not meet program expenditures eligibility requirements of reducing motor vehicle air pollution. City officials stated that in fiscal year 2007 during AB 2766 training, the City had received concurrence from SCAQMD that the use of AB 2766 funds on bicycle patrol salaries of the Los Angeles County Sheriff was allowable. In fiscal year 2008, the City was told by SCAQMD that the use of AB 2766 funds on bicycle patrol salaries was not an allowable expenditure.

We also found that the City of Lomita's AB 2766 funds totaling \$2,437 were utilized to pay for City staff salaries related to the management of the bicycle patrol program, which does not meet program expenditure eligibility requirements of reducing motor vehicle air pollution.

2. City of Stanton

We found that the City of Stanton expended AB 2766 funds during fiscal year 2008 totaling \$390 that do not qualify as an allowable expenditure under the AB 2766 program. AB 2766 funds were used to pay for a fee on purchase of a Silverado truck, which was not an alternative vehicle. The City stated that the purchase order included two funds: Air Quality Improvement and Fleet Maintenance. The total invoice was inadvertently charged to the Air Quality Improvement Fund instead of both funds.

3. City of South Gate

We found that during fiscal year 2009 the City spent \$6,864 on propane gas charges for natural gas vehicles and propane street sweepers that were purchased more than three years ago in 2002 and 2005. Propane gas charges for vehicles that were purchased more than three years ago is not an allowable AB 2766 expenditure per SCAQMD's Resource Guide.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**SUMMARY OF FINDINGS  
For the Years Ended June 30, 2009 and 2008**

V. Separate AB 2766 Fund not maintained

1. Gateway Cities Council of Governments

As in the prior year's audit, it was noted that the GCCOG did not record the transactions related to AB 2766 funds in a separate special revenue fund account, which was already created in the GCCOG financial accounting system. AB2766 funds were recorded in the general fund.

It was explained to us by the GCCOG's financial consultant that not recording AB 2766 transactions in the separate special revenue fund was primarily because the GCCOG has no information that separately identifies the AB 2766 funds received from member-cities. In the invoice to the member-cities, the GCCOG already requests the member-cities to advise GCCOG of any remittance/payments sourced-out from AB 2766 funds so that the amount can be properly recorded in the AB 2766 special revenue fund account.

However, there are instances where member-cities fail to advise the GCCOG of the fund source of their remittance. Without that guidance from the member-cities, contributions received are recorded in the general fund. For audit purposes, the GCCOG sent confirmations to the member-governments for any contributions that were sourced-out from AB 2776 funds. The confirmations received were used as the basis in preparing the AB 2766 funds financial reports.

2. Western Riverside Council of Governments

The WRCOG used AB 2766 funds to partly finance the expenditures of its Clean Cities Program (an outreach program to promote clean air quality). As such, disbursements of AB 2766 funds are included in the expenditures report of the Clean Cities program. For the fiscal year ended June 30, 2009, WRCOG maintained AB 2766 funds in the Special Revenue Fund that was used to account for the proceeds of specific revenue sources that are legally restricted to expenditures for specific purposes. The WRCOG's accounting system did not separately identify and track AB 2766 funds within this fund. WRCOG personnel must manually identify and summarize AB 2766 expenditures and available funds.

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**SUMMARY OF FINDINGS  
For the Years Ended June 30, 2009 and 2008**

VI. Late submission of audited financial statements

The SCAQMD requires that the annual audited financial statement be filed by the first Friday in February for the fiscal years 2009 and 2008. The following cities did not submit its audited financial statements to SCAQMD by the required due date.

<u>Fiscal Year 2009</u>	<u>Fiscal Year 2008</u>
<u>Los Angeles County</u>	<u>Los Angeles County</u>
City of Bell Gardens	City of Duarte
City of Duarte	
City of Lynwood	
City of San Fernando	
<u>Orange County</u>	
City of Placentia	
City of Tustin	
<u>Riverside County</u>	
City of Banning	
City of Beaumont	
City of Coachella	
<u>San Bernardino County</u>	
City of Montclair	

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**LIST OF LOCAL GOVERNMENT RECIPIENTS AUDITED  
For the Years Ended June 30, 2007 and 2006**

<u>City</u>	<u>Type of Audit</u>	<u>Fiscal Year(s)</u>
<b><u>Los Angeles County</u></b>		
1 Alhambra	Financial & Compliance	2008 & 2009
2 Bell	Agreed Upon Procedures	2008
3 Bell Gardens	Financial & Compliance	2009
4 Bellflower	Agreed Upon Procedures	2009
5 Cerritos	Agreed Upon Procedures	2009
6 Chino Hills	Agreed Upon Procedures	2008
7 Culver City	Agreed Upon Procedures	2009
8 Duarte	Financial & Compliance	2008 & 2009
9 Glendale	Financial & Compliance	2008 & 2009
10 Huntington Park	Agreed Upon Procedures	2008
11 La Puente	Agreed Upon Procedures	2009
12 La Habra Heights	Agreed Upon Procedures	2009
13 Lomita	Agreed Upon Procedures	2008
14 Long Beach	Financial & Compliance	2008
15 Los Alamitos	Agreed Upon Procedures	2009
16 Lynwood	Financial & Compliance	2009
17 Montebello	Agreed Upon Procedures	2008
18 Monterey Park	Agreed Upon Procedures	2009
19 Redondo Beach	Agreed Upon Procedures	2009
20 San Dimas	Agreed Upon Procedures	2008
21 San Fernando	Financial & Compliance	2009
22 Signal Hill	Agreed Upon Procedures	2009
23 South Gate	Financial & Compliance	2008 & 2009
24 West Hollywood	Agreed Upon Procedures	2008
25 County of Los Angeles	Financial & Compliance	2008 & 2009

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**LIST OF LOCAL GOVERNMENT RECIPIENTS AUDITED  
For the Years Ended June 30, 2007 and 2006**

<u>City</u>	<u>Type of Audit</u>	<u>Fiscal Year(s)</u>
<b><u>Orange County</u></b>		
26 Anaheim	Financial & Compliance	2008 & 2009
27 Buena Park	Agreed Upon Procedures	2008
28 Placentia	Financial & Compliance	2009
29 Stanton	Agreed Upon Procedures	2008
30 Tustin	Financial & Compliance	2009
31 County of Orange	Financial & Compliance	2008 & 2009
<b><u>Riverside County</u></b>		
32 Banning	Financial & Compliance	2009
33 Beaumont	Financial & Compliance	2009
34 Calimesa	Financial & Compliance	2009
35 Coachella	Financial & Compliance	2009
36 Hemet	Agreed Upon Procedures	2009
37 Moreno Valley	Financial & Compliance	2008 & 2009
38 Murrieta	Financial & Compliance	2008 & 2009
39 Perris	Agreed Upon Procedures	2008
40 Rancho Mirage	Agreed Upon Procedures	2009
41 Temecula	Financial & Compliance	2008 & 2009
<b><u>San Bernardino County</u></b>		
42 Grand Terrace	Agreed Upon Procedures	2008
43 Redlands	Agreed Upon Procedures	2008
44 Upland	Agreed Upon Procedures	2009
45 Rialto	Financial & Compliance	2008 & 2009
46 Montclair	Agreed Upon Procedures	2009
47 County of San Bernardino	Financial & Compliance	2008 & 2009

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

**LIST OF LOCAL GOVERNMENT RECIPIENTS AUDITED  
For the Years Ended June 30, 2007 and 2006**

<u>Consortium</u>	<u>Type of Audit</u>	<u>Fiscal Year(s)</u>
48 Coachella Valley Association of Govts.	Financial & Compliance	2008 & 2009
49 Gateway Cities Council of Govts.	Financial & Compliance	2008 & 2009
50 San Gabriel Valley Council of Govts.	Financial & Compliance	2008 & 2009
51 Western Riverside Council of Govts	Financial & Compliance	2008 & 2009



# **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

**AIR QUALITY IMPROVEMENT FUND  
(Segment 2 – Subgroup 1)**

**Independent Accountant's Report on  
Applying Agreed-Upon Procedures**

**For the Years Ended June 30, 2009 and 2008**

*Submitted by*

## **TCBA**

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## **Report of Independent Accountants on Applying Agreed-Upon Procedures**

The Governing Board of  
The South Coast Air Quality Management District

We have performed the procedures enumerated below, which were agreed to by the management of the South Coast Air Quality Management District (SCAQMD), solely to assist you in summarizing instances of noncompliance and internal control deficiencies and material weaknesses reported in financial statement audit reports and internal control and compliance reports submitted to the SCAQMD by cities that received automobile registration fee revenues (AB 2766 funds) from the SCAQMD in fiscal years 2008-09 and 2007-08. This report includes instances of noncompliance with respect to whether AB 2766 funds had been spent on activities that reduce air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). This report also includes internal control deficiencies and material weaknesses identified in the report on internal control reports.

This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or any other purpose.

Our procedures and results are as follows:

We performed a summary review of audited financial statements, compliance reports and internal control reports for the cities/counties that received more than \$100,000 per year (large recipients) for fiscal years 2008-09 and 2007-08 (See Attachment A for list of cities). We identified any reporting of noncompliance, deficiencies in internal control and material weaknesses in internal controls, and summarized these instances.

## **NON-COMPLIANCE**

### **1. Submission of Annual Audited Financial Statements and Progress Reports**

The SCAQMD requires that AB 2766 recipients submit annual audited financial statements and progress reports by the first Friday in February of each year. For fiscal years 2009 and 2008, the following cities did not submit their annual audited financial statements and/or progress reports to the SCAQMD in a timely manner.

<b>Cities</b>	<b>Fiscal Years</b>	<b>Type of Report</b>
Compton	2008-09	Audited Financial Statements & Progress Report
Long Beach	2007-08	Audited Financial Statements & Progress Report

### **2. Over Reporting of Salaries – City of Santa Ana**

For the fiscal year 2008, the salary for one employee was charged 100% to the Air Quality Improvement Fund; however, the employee's time was only authorized to be charged 25% to the fund. The results of this error have been corrected in the financial statements to reflect only the authorized charges.

## **INTERNAL CONTROLS**

### **Significant Deficiencies in Internal Controls**

#### **1. Financial Statements Reporting – City of Long Beach**

For fiscal year 2008, the controls in place at the Air Quality Improvement Fund to determine whether transactions are recorded and disclosed in accordance with U.S. generally accepted accounting principles (GAAP) are not operating effectively. A \$12,000 entry to properly accrue unrecorded liabilities at September 30, 2008 was noted, which management subsequently corrected.

#### **2. Cut-off – County of Riverside**

For fiscal year 2008, it was noted that three invoices totaling \$63,110 primarily pertaining to liabilities for goods and services incurred prior to year-end had not been accrued in the general ledger, resulting in an audit adjustment totaling \$63,110.

### 3. Administrative Cost – City of Garden Grove

For fiscal year 2009, the City of Garden Grove's administrative costs charged to AB 2766 funds were in excess of the 5% allowable per AB 2766 regulation by approximately \$600. This excess amount was adjusted to reflect the allowable administrative cost in the financial statements.

We were not engaged to and did not conduct an examination, the objective of which would be the expression of an opinion, on the SCAQMD's compliance with the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the governing board and management of the SCAQMD and is not intended to be and should not be used by anyone other than those specified parties.

Torrance, California  
April 15, 2011

*Thompson, Cobb, Bazilio & Associates, P.C.*

**SOUTH COAST AIR QUALITY MANGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

List of Local Government Large Recipients  
For the Years Ended June 30, 2008 and 2009

	<u>City</u>	<u>Fiscal Year(s)</u>
	<b>Los Angeles County</b>	
1	Burbank	2008 and 2009
2	Carson	2008
3	Compton	2008 and 2009
4	Downey	2008 and 2009
5	El Monte	2008 and 2009
6	Hawthorne	2008 and 2009
7	Inglewood	2008 and 2009
8	Long Beach	2008
9	Los Angeles	2008 and 2009
10	Norwalk	2008 and 2009
11	Pasadena	2008 and 2009
12	Santa Clarita	2008 and 2009
13	Santa Monica	2009
14	Torrance	2008 and 2009
15	West Covina	2008 and 2009
16	Whittier	2008 and 2009
	<b>Orange County</b>	
17	Costa Mesa	2008 and 2009
18	Fullerton	2008 and 2009
19	Garden Grove	2008 and 2009
20	Huntington Beach	2008 and 2009
21	Irvine	2008 and 2009
22	Mission Viejo	2008 and 2009
23	Newport Beach	2008
24	Orange	2008 and 2009
25	Santa Ana	2008 and 2009
26	Westminster	2008 and 2009

**SOUTH COAST AIR QUALITY MANGEMENT DISTRICT  
AIR QUALITY IMPROVEMENT FUND**

List of Local Government Large Recipients  
For the Years Ended June 30, 2008 and 2009  
(Continued)

	<u>City</u>	<u>Fiscal Year(s)</u>
	<b>Riverside County</b>	
27	Corona	2008 and 2009
28	Pomona	2008 and 2009
29	Riverside	2008 and 2009
30	County of Riverside	2008 and 2009
	<b>San Bernardino County</b>	
31	Fontana	2008 and 2009
32	Ontario	2008 and 2009
33	Rancho Cucamonga	2008 and 2009
34	San Bernardino	2008 and 2009

# **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

## **MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND (SEGMENT 3)**

### **Independent Accountant's Report on Applying Agreed-Upon Procedures**

**For the Years Ended June 30, 2009 and 2008**

*Submitted by*

# **TCBA**

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## Report of Independent Accountants on Applying Agreed-Upon Procedures

The Governing Board of  
The South Coast Air Quality Management District

We have performed the procedures enumerated below to the financials and other records of the South Coast Air Quality Management District (SCAQMD), which were agreed to by the management of the SCAQMD, solely to assist you in determining whether automobile registration fee revenues (AB 2766 funds) distributed to the Mobile Source Air Pollution Reduction Review Committee (MSRC) during fiscal years 2008-09 and 2007-08 were spent on the reduction of air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). The SCAQMD's management is responsible for use of AB2766 funds in accordance with the cited criteria. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or any other purpose.

Our procedures and findings are as follows:

1. We reviewed the list of the MSRC members to verify that, in accordance with CHSC Section 44244(a), the Committee consists of a representative from each of the specified agencies. We noted no exceptions.
2. In accordance with CHSC Section 44244(b), we verified that the MSRC developed and adopted work programs for FY 2008-09 and 2007-08 that were approved by the SCAQMD Governing Board. We noted no exceptions.
3. We reviewed the list of Technical Advisory Committee (TAC) members to verify that membership of TAC is in accordance with the specifications of CHSC Section 44244(c). As required by CHSC Section 44244(c), the TAC advisory committee shall also include one or more person who is a mechanical engineer specializing in vehicle engines.



***We noted that for the period reviewed (July 2007 to June 2009) TAC positions for a representative of the Cities of Los Angeles County and a mechanical engineer were vacant. The mechanical engineer position has been vacant since February 2006. As of the date of this report, the mechanical engineer position remains vacant and the position for representative of the Cities of Los Angeles County is filled. The MSRC has been unable to recruit a qualified volunteer to fill the mechanical engineer position. The MSRC did have a person in line about three months ago, but the person withdrew prior to being approved.***

4. We obtained the MSRC's written guidelines and procedures to verify, in accordance with CHSC Section 44244(d), that the MSRC prepared, adopted and made available to the public clear and concise guidelines and procedures for conducting the projects proposed for funding under July 1, 2007 and 2009 work programs. We noted no exceptions.
5. We obtained an understanding of how AB 2766 funds are accounted for, including whether AB 2766 funds are maintained in a separate fund or if there is a separate accounting for the funds maintained by other means. We noted that the MSRC has a separate fund called the Mobile Source Air Pollution Reduction Review Committee Fund.
6. We obtained an understanding of established internal control procedures related to the receipt and use of AB 2766 funds. We noted no exceptions.
7. We agreed AB 2766 revenues recorded in the Mobile Source Air Pollution Reduction Fund General Ledger to the SCAQMD's record of disbursements. We noted no exceptions.
8. We conducted interviews in order to obtain an understanding of how the SCAQMD allocates interest earned and determined the reasonableness of the interest allocation and that interest was used for the same purposes for which AB 2766 funds were allocated to the SCAQMD. We noted no exceptions.
9. We tested AB 2766 expenditures of the Mobile Source Air Pollution Reduction Fund to determine:
  - a) allowability, reasonableness, properly supported, adequacy of supporting documentation, proper approval, clearly identified the project and were incurred during the fiscal year.
  - b) that the funds were spent in accordance with CHSC Section 44220(b), which requires that AB2766 fund expenditures were incurred solely to reduce air pollution from motor vehicles and for related planning,

monitoring, enforcement and technical studies necessary for implementation of the California Clean Air Act of 1988; and

- c) in accordance with CHSC Section 44235, the SCAQMD did not use AB 2766 fees for the purpose of establishing or maintaining the district as a direct provider of the car pool, van pool, or other ridesharing or transit services.

We noted no exceptions.

- 10. We analyzed AB 2766 administrative expenditures to verify, in accordance with CHSC Section 44233, that the MSRC did not use more than 5% of the AB 2766 fees for administrative expenditures. We noted no exceptions.
- 11. We obtained the SCAQMD expenditures to verify, in accordance with CHSC Section 44244.1(d), that the MSRC expended AB 2766 fees within one year of the program or project completion date. We noted no exceptions.
- 12. We reviewed the SCAQMD's financial statements to verify that the Mobile Source Air Pollution Reduction Review Committee Fund was audited as part of the SCAQMD's annual audit conducted by an Independent CPA Firm. We noted that the SCAQMD's annual financial statements were audited by an Independent CPA Firm.

We were not engaged to and did not conduct an audit, the objective of which would be the expression of an opinion, on the MSRC's compliance with the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the SCAQMD Governing Board, management of the SCAQMD, members of the Mobile Source Air Pollution Reduction Review Committee and members of the Technical Advisory Committee of the MSRC and is not intended to be and should not be used by anyone other than those specified parties.

Torrance, California  
April 15, 2011

*Thompson, Cobb, Bazilio & Associates, P.C.*

# **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

## **MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND (SEGMENT 3 - PROJECTS)**

### **Independent Accountant's Report on Applying Agreed-Upon Procedures**

**For the Years Ended June 30, 2009 and 2008**

*Submitted by*

# **TCBA**

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**THOMPSON, COBB, BAZILIO & ASSOCIATES, PC**

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**Report of Independent Accountants  
on Applying Agreed-Upon Procedures**

The Governing Board of  
The South Coast Air Quality Management District

We have performed the procedures enumerated below to the financials and other records of the South Coast Air Quality Management District (SCAQMD), which were agreed to by the management of the SCAQMD, solely to assist you in determining whether automobile registration fee revenues (AB 2766 funds) distributed to the Mobile Source Air Pollution Reduction Review Committee (MSRC) during fiscal years 2008-09 and 2007-08 were spent on the reduction of air pollution from motor vehicles pursuant to the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code (CHSC). These AB 2766 funds were allocated within the MSRC's fiscal years 2008-09 and 2007-08 AB 2766 Discretionary fund Work Programs. The SCAQMD's management is responsible for use of AB2766 funds in accordance with the cited criteria. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of these procedures is solely the responsibility of those parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described below either for the purpose for which this report has been requested or any other purpose.

Our procedures and findings are as follows:

1. We examined and tested ten (10) projects, as presented in attachment A, approved for funding for FY 2008-09 and 2007-08 by the MSRC to determine if these projects were aligned with the work programs for FY 2008-09 and 2007-08 and if these were properly approved by the SCAQMD's Governing Board. We noted no exceptions.
2. For the ten projects selected in fiscal years 2008-09 and 2007-08, as presented in attachment A, we verified that the project was proposed under the FY 2008-09 or 2007-08 work program that was developed and adopted by the MSRC and approved by the SCAQMD Board in accordance with CHSC Section 44244(b). We noted no exceptions for the ten projects.

3. We obtained an understanding of how AB 2766 funds are accounted for, including whether AB 2766 funds are maintained in a separate fund or if there is a separate accounting for the funds maintained by other means. We noted that the MSRC has a separate fund called the Mobile Source Air Pollution Reduction Review Committee Fund.
4. We obtained an understanding of established internal control procedures related to the receipt and use of AB 2766 funds. We noted no exceptions to the internal controls over the receipt and use of AB 2766 funds.
5. We obtained a detailed listing of AB 2766 disbursements recorded for the ten projects in fiscal years 2008-09 and 2007-08 and agreed it to MSRC's record of disbursements. We noted no exceptions for the disbursements.
6. We obtained a listing of expenditures for the ten projects in fiscal years 2008-09 and 2007-08 and selected a sample of expenditures to test. We tested AB 2766 expenditures of the Mobile Source Air Pollution Reduction Fund to determine:
  - a) allowability, reasonableness, properly supported, adequacy of supporting documentation, proper approval, clearly identified the project and were incurred during the fiscal year.
  - b) that the funds were spent in accordance with CHSC Section 44220(b), which requires that AB2766 fund expenditures were incurred solely to reduce air pollution from motor vehicles and for related planning, monitoring, enforcement and technical studies necessary for implementation of the California Clean Air Act of 1988; and
  - b) in accordance with CHSC Section 44235, the SCAQMD did not use AB 2766 fees for the purpose of establishing or maintaining the district as a direct provider of the car pool, van pool, or other ridesharing or transit services.

We noted no exceptions for the expenditures.

7. We obtained a listing of the SCAQMD expenditures to verify, in accordance with CHSC Section 44244.1(d), that the MSRC expended AB 2766 fees within one year of the program or project completion date and that no more than 5% of the AB 2766 funds were used for administrative costs. We noted no exceptions.

We were not engaged to and did not conduct an audit, the objective of which would be the expression of an opinion, on the MSRC's compliance with the California Clean Air Act of 1988 or the SCAQMD's Air Quality Management Plan (AQMP) prepared pursuant to Article 5 of Chapter 5.5 of Part 3 of the California Health and Safety Code. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the SCAQMD Governing Board, management of the SCAQMD, members of the Mobile Source Air Pollution Reduction Review Committee and members of the Technical Advisory Committee of the MSRC and is not intended to be and should not be used by anyone other than those specified parties.

Torrance, California  
April 15, 2011

*Thompson, Cobb, Bazilio & Associates, P.C.*

**ATTACHMENT A**  
**REVIEW RESULTS OF TEN (10) MSRC PROJECTS**

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : ML 09036  
**Contractor** : City of Long Beach, Department of Public Works, CA  
**Project Title** : Purchase of thirty five (35) LNG Refuse Trucks.  
**Project Status:** Not complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 875,000	\$ 250,000	\$ 625,000	\$ -	\$ 250,000

**Audit Results :** No findings



**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 09001

**Contractor** : Administrative Services Co-Op/Long Beach Yellow Cab

**Project Title** : Purchase of 15 CNG Taxicabs.

**Project Status:** Not complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 225,000	\$ 150,000	\$ 75,000	\$ -	\$ 150,000

**Audit Results** : No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS09002  
**Contractor** : A-Z Bus Sales, Inc.  
**Project Title** : Alternative Fuel School Bus Incentive Program  
**Project Status:** Not complete

<b><u>AB 2766 Funding Adopted</u></b>	<b><u>Amount Paid to Date</u></b>	<b><u>Contract Balance</u></b>	<b><u>Questioned Costs</u></b>	<b><u>Costs Accepted</u></b>
\$ 2,520,000	\$ 2,460,000	\$ 60,000	\$ -	\$ 2,460,000

**Audit Results** : No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 09047  
**Contractor** : Bus West  
**Project Title** : Alternative Fuel School Bus Incentive Program  
**Project Status:** Not complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 480,000	\$ 240,000	\$ 240,000	\$ -	\$ 240,000

**Audit Results** : No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No. :** MS 08017  
**Contractor :** Omnitrans  
**Project Title :** Purchase of 30 CNG Buses.  
**Project Status:** Not Complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 900,000	\$ 729,000	\$ 171,000	\$ -	\$ 729,000

**Audit Results :** No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 08021  
**Contractor** : CalMet Services, Inc.  
**Project Title** : Purchase of 30 CNG Vehicles.  
**Project Status:** Not complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 900,000	\$ 675,000	\$ 225,000	\$ -	\$ 675,000

**Audit Results** : No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 08003  
**Contractor** : A-Z Bus Sales, Inc.  
**Project Title** : Alternative Fuel School Bus Incentive Program  
**Project Status:** Not complete

<b><u>AB 2766 Funding Adopted</u></b>	<b><u>Amount Paid to Date</u></b>	<b><u>Contract Balance</u></b>	<b><u>Questioned Costs</u></b>	<b><u>Costs Accepted</u></b>
\$ 1,480,000	\$ 1,400,000	\$ 80,000	\$ -	\$ 1,400,000

**Audit Results** : No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 08004  
**Contractor** : Bus West  
**Project Title** : Alternative Fuel School Bus Incentive Program  
**Project Status:** Complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 1,440,000	\$ 1,440,000	\$ -	\$ -	\$ 1,440,000

**Audit Results** : No findings

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 08009

**Contractor** : Los Angeles World Airports

**Project Title** : Purchase of twenty nine (29) Buses equipped with  
advance natural gas engines

**Project Status:** Complete

<u>AB 2766 Funding Adopted</u>	<u>Amount Paid to Date</u>	<u>Contract Balance</u>	<u>Questioned Costs</u>	<u>Costs Accepted</u>
\$ 870,000	\$ 870,000	\$ -	\$ -	\$ 870,000

**Audit Results** : No findings



**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE FUND  
Agreed-Upon Procedures Review of AB 2766 Discretionary Funding**

**Contract No.** : MS 08020  
**Contractor** : Ware Disposal Company, Inc.  
**Project Title** : Purchase of 30 CNG Vehicles  
**Project Status:** Complete

<b><u>AB 2766 Funding Adopted</u></b>	<b><u>Amount Paid to Date</u></b>	<b><u>Contract Balance</u></b>	<b><u>Questioned Costs</u></b>	<b><u>Costs Accepted</u></b>
\$ 900,000	\$ 900,000	\$ -	\$ -	\$ 900,000

**Audit Results** : No findings

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 24

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee met on Friday, July 15, 2011. The Committee discussed various issues detailed in the Committee report. The next Administrative Committee meeting is scheduled for Friday, September 16, 2011, at 10:00 a.m. in Conference Room CC-8.

RECOMMENDED ACTION:

Receive and file.

Dennis R. Yates, Vice Chair  
Administrative Committee

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**Attendance:** Attending the July 15, 2011, meeting was Committee Member Jane Carney via teleconference. Committee Members Mayor Dennis Yates and Mayor Ron Loveridge were present at AQMD. Chair Dr. William Burke and Supervisor Josie Gonzales had conflicts in their schedules and could not attend this meeting. Pursuant to the Brown Act since Mrs. Carney was calling in from out of AQMD's Basin, pursuant to the Brown Act, her vote is not included for purposes of counting as a quorum.

**ACTION/DISCUSSION ITEMS:**

1. **Board Members' Concerns:** None.
2. **Chairman's Report of Approved Travel:** Councilmember Judith Mitchell participated in CCEEB's Summer Issues Conference on July 12-17, 2011 in Squaw Valley, CA; and Mayor Loveridge will be attending the Asilomar 2011

Conference on Transportation and Energy in Pacific Grove, CA on August 29-September 1, 2011.

3. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** None.
4. **Report of Approved Out-of-Country Travel:** None.
5. **Presentation Regarding Pre-audit Conference:** Michael O'Kelly stated that the agency's financial statements are being prepared in accordance with Generally Accepted Accounting Principles (GAAP) as of June 30, 2011. He then introduced Michael deCastro, Principal In-Charge-West Coast Region, of the CPA firm, Thompson, Cobb, Bazilio & Associates, P.C. Mr. deCastro explained that this presentation is to provide a timetable for auditing of the 2011 financial statements starting on August 2<sup>nd</sup> and ending on October 4<sup>th</sup> with a draft report presented to the November Administrative Committee. Mr. deCastro requested questions or concerns be forwarded to him regarding the upcoming audit.

#### **SEPTEMBER AGENDA ITEMS:**

6. **Audit Reports of AB 2766 Fee Revenue Recipients for FYs Ending June 30, 2008 and 2009:** Mr. O'Kelly explained that the audit reports are required biennially by State law for motor vehicle fees received by AQMD and passed through MSRC and other local governments. He continued that the audit guidelines were established in 1992 and updated as required. Currently Thompson, Cobb, Bazilio & Associates, P.C. is conducting the audits. Mr. O'Kelly reported that there were no audit findings related to expenditures by the AQMD or the MSRC, with some findings related to local governments. All of the local government findings have been discussed and resolved with the applicable local government. Mayor Loveridge asked what occurred if a city does not submit their audit or financial statement. Mr. O'Kelly answered that they are notified, and then become subject to audit if they do not submit their report in a timely manner resulting in an audit finding. John Kampa, Financial Analyst, stated that some cities prefer to utilize AQMD's auditors in lieu of hiring their own to conduct the audit of their use of AB2766 funds. Mayor Loveridge asked what is the difference between an agreed-upon procedure review and a financial statement audit. Mr. deCastro stated the difference is an opinion is given on financial statement audits whereas the agreed upon procedure is more specific and does not give an opinion on financial statements. Mr. Kampa stated that 10% of all agencies receiving less than \$100,000 are audited, whereas cities provided \$100,000 or more are audited according to the AB 2766 audit guidelines. Mayor Loveridge asked if the cities use the funds correctly as is

stated in AB 2766 or whether staff prepares an evaluation of money spent or conducts oversight. Elaine Chang, DEO/Planning, Rule Development & Area Sources, answered that cities submit annual reports showing how they spent their funds, and quantifiable emission reductions are estimated based on CARB's software. If a city requires assistance, AQMD staff works with them on recommendations for spending the money on quantifiable projects. She added that this report will be provided at the next Mobile Source Committee meeting covering the previous year. Mayor Loveridge wanted to ensure that money was used properly, and Mr. Kampa added that there is a 5% cap for administrative costs on the total amount received by cities as stated in the Health & Safety Code related to AB 2766.

Mayor Yates stated that many elected officials are not aware of the purpose of AB 2766 funds, and Mayor Loveridge suggested he and Mayor Yates should send a policy letter to their colleagues on how the funds should be spent and continue educating them as new officials are elected.

Less than a quorum was present; the Committee Members present concurred with staff's recommendation that this item be approved by the Board.

7. **Report of RFPs and RFQs Scheduled for Release in September:** Bill Johnson, Asst. DEO/Administrative & Human Resources, stated that an RFP is required to be issued for subsurface geotechnical investigation services and staff is seeking recommendations for remediation for signs of subsidence and slope slippage at headquarters property in several areas.

Less than a quorum was present; the Committee Member present concurred with staff's recommendation that this item be approved by the Board.

8. **Execute Sole Source Contract for Three-Year Service Agreement for AQMD Access to On-line Legal Research Libraries:** Kurt Wiese, General Counsel, explained that staff is requesting approval for a three-year agreement providing AQMD with on-line legal research libraries in an amount not to exceed \$62,000 through the State of California's Master Service Agreement, which will provide service through LexisNexis at a substantially lower rate than the open market.

Less than a quorum was present; the Committee Member present concurred with staff's recommendation that this item be approved by the Board.

9. **Issue RFP for Legislative Representation in Sacramento, CA:** Anupom Ganguli, Asst. DEO/Legislative & Public Affairs, stated that the current Sacramento representation expires in December 2011, necessitating issuance of

an RFP for legislative consulting services for a one-year period at a cost not to exceed \$463,145 with an option to extend for up to two additional one-year terms. Mayor Yates stated that with the downturn of the economy, staff may possibly want to reduce the contract amount.

Less than a quorum was present; the Committee Members present concurred with staff's recommendation that this item be approved by the Board.

10. **Local Government & Small Business Advisory Group Minutes for the May 13, 2011 Meeting:** Attached for information only are the Local Government & Small Business Advisory Group Minutes for the May 13, 2011 meeting.

11. **Execute Contracts for Short- and Long-Term Systems Development, Maintenance and Support Services:** Ora McEwan, Technology Implementation Manager/Information Management, stated that on May 6, 2011 the Board released an RFP to obtain short- and long-term systems development, maintenance and support services. After evaluating the qualified bids, staff is recommending the Board award task order contracts with CMC – Americas Inc., Prelude Systems, Inc., Sierra Cybernetics, Inc. and Varsun eTechnologies Group, Inc. and approve the project list.

Less than a quorum was present; the Committee Members present concurred with staff's recommendation that this item be approved by the Board.

12. **Amend Contract for Lease of South Bay Field Office:** Bill Johnson, Asst. DEO/Administrative & Human Resources, explained that AQMD has leased the South Bay field office for the past sixteen years and would recommend the Board extend the lease for an additional five years with Circle Racquet Ball Courts at a total cost of \$417,486. Mayor Loveridge asked why this location was chosen so far away from AQMD headquarters. Mohsen Nazemi, DEO/Engineering & Compliance, answered that Long Beach is closer to the many refineries where the inspectors can easily and readily attend to emergencies and to the other facilities or complaints in the area.

Less than a quorum was present; the Committee Members present concurred with staff's recommendation that this item be approved by the Board.

13. **Amend Contract for Media Relations Services:** Sam Atwood, Media Relations Manager, explained that this item is to amend a 12-month contract with Valencia & Co. for \$12,718.75 per month for an additional year as the contract expires on September 20, 2011. Mr. Atwood explained that the contractor has completed the following within the past ten months: (1) planned and executed a

26-week comprehensive Chinese-American advertising and outreach initiative, which included conducting two focus groups, for Mandarin- and Cantonese-speakers, to provide feedback and guidance in selecting the ads used in the campaign; creating an advertising buy plan; developing a two-part youth component that included a special air quality section in the teen newspaper LA Youth, and a Chinese-language ad contest culminating in an awards ceremony at the June Governing Board hearing covered by all local major Chinese-language media; and arranged for numerous Chinese-language radio, print and TV news interviews with AQMD executives who speak Mandarin. Valencia also (2) supported the signature documentary film production and secured participation of a film celebrity; (3) participated in the South Pasadena Car Show; and (4) negotiated a media partnership with KTLA for the Check Before You Burn program promoting public awareness of Rule 445—Wood-Burning Devices—and forecasts of no-burn days.

Mr. Atwood added that Mayor Pro Tem Cacciotti just forwarded a note where he would like to reduce the monthly amount of the public relations contract and provide a Chinese public relations group with funding to promote a more successful program. Mr. Atwood continued that Valencia & Co. has a subcontractor specializing in Asian-American public and media relations, Nakatoni & Associates, who was very satisfactory in performing the current public relations activities.

Mayor Loveridge asked what the objective of media efforts were, especially with the arrival of OEM electric vehicles and an opportunity to steer consumers to make those choices to reach an objective for cleaner air. Mr. Atwood described the need for a portfolio of continued public relations outreach efforts.

Mayors Yates and Loveridge stated that there is no opinion from the Committee as they would like to hear from Mayor Pro Tem Cacciotti at the Board meeting regarding this issue. Mrs. Carney agreed.

Less than a quorum was present; the Committee Members referred this item to the full Board for further consideration.

14. **Review September 9, 2011 Governing Board Agenda:** Mr. Wiese stated that Proposed Rule 1147 – NOx Reductions from Miscellaneous Sources – continued from the July 8, 2011 Board meeting--will be discussed. Mrs. Carney noted that she needs to excuse herself from this item as she has received campaign contributions as a source of income. Mr. Wiese noted that amendment of Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines--is also on the agenda.

15. **Other Business:** Mayor Loveridge asked for the Board to meet with the Chair of CARB to determine what has become of the monthly agenda and its activities.
16. **Public Comment:** Peter Whittingham, Vice President of Pringle & Associates, stated that he was concerned that there was not enough time to work out some issues related to the Draft AQMD Air Quality-Related Energy Policy by the time the September 9<sup>th</sup> Board meeting arrives. Mayor Loveridge asked if staff is comfortable taking the energy policy “on the road” before the September Board meeting, and Dr. Chang answered that a series of stakeholder meetings was gradually resolving a number of issues.

Meeting adjourned at 10:57 a.m.

**Attachments**

Minutes from the May 13, 2011 Local Government & Small Business Assistance 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, MAY 13, 2011 MEETING MINUTES

### MEMBERS PRESENT:

Dennis Yates, AQMD Governing Board Member, 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  
Jacob Haik, Office of School Board Member Richard Vladovic  
Rita Loof, RadTech International  
Steve Mugg, South Orange County Representative, City of Mission Viejo

### MEMBERS ABSENT:

Ronald Loveridge, AQMD Governing Board Member, LGSBA Vice Chairman  
Luis Ayala, City of Alhambra  
Todd Campbell, Clean Energy  
Sergio Carrillo, South Bay Yellow Cab and United Checker Cab  
Lucy Dunn, Orange County Business Council  
Samuel Garrison, Los Angeles Area Chamber of Commerce  
Maria Elena Kennedy, Kennedy Communications  
Angelo Logan, East Yard Communities for Environmental Justice  
Mary Ann Lutz, City of Monrovia  
Kelly Moulton, Paralegal

### OTHERS PRESENT:

Vlad Kogan, Orange County Sanitation District  
Earl Elrod, Board Member Assistant (*Yates*)  
Ron Ketchum, Board Member Assistant (*Cacciotti*)  
Nicole Nishimura, Board Member Assistant (*Lyou*)  
Marisa Perez, Board Member Assistant (*Mitchell*)  
David Rothbart, LA County Sanitation District

### AQMD STAFF:

Anupom Ganguli, Asst. Deputy Executive Officer/Public Advisor  
John Olvera, Principal Deputy District Counsel  
Robert Pease, Program Supervisor  
Donna Peterson, Financial Services Manager  
Cynthia Ravenstein, Staff Specialist  
Denny Shaw, Supervising RTO



Jeanette Short, Senior Administrative Secretary  
Greg Ushijima, Air Quality Engineer II  
Patti Whiting, Staff Specialist  
Jill Whynot, Director of Strategic Initiatives, Planning & Rules Development & Area Sources

**Agenda Item #1 - Call to Order/Opening Remarks**

Chair Dennis Yates called the meeting to order at 11:01 a.m.

**Agenda Item #2 – Approval of April 8, 2011 Meeting Minutes/Review of Follow-Up/Action Items**

Chair Yates called for approval of the meeting minutes. The April 8, 2011 meeting minutes were approved.

*Action Item:* Agendize an update on the 9<sup>th</sup> Circuit Court Decision.  
✓ On agenda today – Item #3

*Action Item:* Staff to provide tree VOC emission rate information  
✓ Handout provided to Committee Members

*Action Item:* Staff to provide tree growth chart  
✓ Handout provided to Committee Members

**Agenda Item #3 – Update on United States Ninth Circuit Court of Appeals Decision with Regard to the 2003 AQMP/SIP for the One-Hour Ozone Standard**

The Presenter, Ms. Barbara Baird was unable to attend this meeting, however she provided the Committee Members an informational handout about AQMD's position.

**Agenda Item #4 – Overview of the Mobile Source Air Pollution Reduction Review Committee (MSRC)**

Ms. Cynthia Ravenstein provided staff an overview of the MSRC program, including its source of funding, eligibility requirements, and types of projects that have been funded.

Mr. Paul Avila asked if the funding for replacing engines was just for buying the engine or if it included installation. Ms. Ravenstein replied that funding can cover installation if it doesn't exceed the maximum amount of funds allocated per engine.

*Public Comment:* Mr. Vlad Kogan, stated that they already installed a Hydrogen fueling station and asked if they are eligible for funding to maintain the station. Ms. Ravenstein replied that funding is only for new construction and not for maintenance.

*Public Comment:* Ms. Marisa Perez asked who is on the MSRC Board and how they're appointed. Ms. Ravenstein responded that it's an eight member committee; one representative from the AQMD Board, one from the California Air Resources Board, one from SCAG, four from Council of Government's (COG's), and one from the Regional Ridesharing Agency. She added that each of the entities designates their representative.

**Agenda Item #5 – Update on Proposed Rule 310.1 – Amnesty for Unpermitted Equipment and Small Business Discount for Control Equipment**

Mr. Robert Pease provided an overview of Proposed Rule 310.1 which provides temporary financial relief for owners/operators that voluntarily submit applications for unpermitted equipment requiring permits and to provide an additional discount for permits related to control equipment at small businesses.

Mr. Dan Cunningham asked if a company can request amnesty for equipment when they are not sure if permits are needed. Mr. Pease replied that as long as a Notice to Comply or Notice of Violation is not issued, the company would be eligible for the discount. Mr. Pease further added that Legislative and Public Affairs has a no-fault inspection program where an on-site visit is conducted to determine if a permit is needed.

*Public Comment:* Mr. Vlad Kogan asked why Title V facilities are not eligible. Mr. Pease replied that Schedule C and above are generally large pieces of equipment for which the company should know if permits are necessary.

Ms. Rita Loof asked whether process change equipment that also reduces emissions could be eligible for the additional 50% discount. Mr. Pease stated that staff will consider her suggestion.

Mr. Dan Cunningham asked if there was an outreach flyer related to the rule. Mr. Pease replied that staff will develop a flyer and press release upon board approval of the program on June 3, 2011.

**Agenda Item #6 – Social Media Update**

Mr. Denny Shaw provided an overview of AQMD's social media outreach efforts including AQMD on the Air, iPhone and iPad applications, YouTube channels, Twitter and Facebook.

**Agenda Item #7 – Monthly Report on Small Business Assistance Activities**

No comments.

**Agenda Item #8 - Other Business**

No Comments

**Agenda Item #9 - Public Comment**

Please refer to Item # 4 and #5.

**Adjournment**

The meeting adjourned at 11:49 a.m.

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 25

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, July 15, 2011. The next Legislative Committee is scheduled for Friday, September 16, 2011 at 9 a.m. in Conference Room CC8. The Committee deliberated on agenda items for Board consideration and recommended the following actions:

Agenda Item	Recommended Position
AB 1099 (Lowenthal) Commercial Motor Vehicles: Emissions Standards	SUPPORT*
SB 859 (Padilla) Vehicles: Records: Confidentiality	SUPPORT*

*\* Less than a quorum was present; the Committee Members communicated their concurrence that this item be approved by the Board.*

RECOMMENDED ACTION:

Receive and file this report, and approve agenda items as specified in this letter.

Jan Perry, Vice Chair  
Legislative Committee

OA:AG:WS:DM:

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**Attendance [Attachment 1]**

The Legislative Committee met on July 15, 2011. Vice Chair, Councilwoman Jan Perry (who chaired the meeting), and Supervisor Michael Antonovich were present via video conference. Governing Board Member Jane Carney and Councilwoman Judith Mitchell

participated via conference call. Barbara Baird, District Counsel, stated that pursuant to the Brown Act, Governing Board Member Carney and Councilmember Mitchell could not be counted towards a quorum since they were participating from locations outside of the jurisdiction of AQMD, but they could participate in the discussion of the items.

### **Update on Federal Legislative Issues**

Andy Ehrlich, AQMD federal legislative consultant, reported that the debt reduction negotiations are continuing without much progress. He also reported that the House Transportation and Infrastructure Committee released a white paper on its Surface Transportation bill, but the language for the bill would not be developed until after the debt reduction discussion is over. The white paper outlines a limited program of only \$230 billion over six years.

The Interior and EPA Appropriations bill passed out of the House Appropriations Committee. Mr. Ehrlich delivered a letter on behalf of the AQMD expressing concern in the reduction of two Clean Air Act programs – Sections 103 and 105 – that AQMD has received funding from in the past. Congresswoman Richardson is considering carrying a floor amendment that would restore the funding to these two programs. Similarly, the House is also expected to pass the Department of Energy Appropriations bill with a 40% reduction in what the President requested for renewable energy programs.

Mr. Ehrlich also informed the Committee that, on behalf of the District, he met with Congress Member Janice Hahn, the newest Member of the South Coast delegation. He will continue to work with her and her staff on AQMD issues.

Warren Weinstein, AQMD federal legislative consultant, reported the debt issue is holding up appropriations decisions in the Senate, although the House is moving forward with its bills. The Senate will be dealing with attempts to limit EPA's authority to regulate NOx, SOx, mercury and other toxics. Senator Dianne Feinstein will play a key role in thwarting any such efforts.

Mr. Weinstein reported that the debt negotiations are also forestalling progress on the transportation bill and other items. The Senate may release its transportation bill on or after July 22, 2011. It was also reported that AQMD staff had a successful meeting with Senator Barbara Boxer, Chair of the Appropriations Committee, who indicated she would work with the District on some of its priority issues such as marine vessel emission reductions and shoreside power.

Mark Kadesh, AQMD federal legislative consultant, added that he is also working with Senator Boxer's staff on the Congestion Mitigation and Air Quality (CMAQ) program.

## **Update on Sacramento Legislative Issues**

Jason Gonsalves, AQMD state legislative consultant, reported that with a budget already passed, the state legislature adjourned on July 14 for a summer recess for the first time in many years. The legislators will return on August 15 and session will conclude on September 9.

In regards to the budget, once-optimistic revenue figures prior to July 1 are now beginning to trend down. After a recent meeting between the Governor's office, legislative leadership, and the Department of Finance, all parties have indicated a need to go to the ballot for additional revenues. It is anticipated that this would be on the ballot for the November 2012 election.

Carolyn Veal-Hunter, AQMD state legislative consultant, reported on the status of the following bills:

- SB 209 (Corbett) – Common Interest Developments: Electric Vehicle Charging Stations. The bill passed the Senate floor on July 7, 2011 and is currently sitting on the Governor's desk awaiting signature.
- AB 1095 (B. Berryhill) Air Pollution: Hearing Board: State Air Resources Board. CAPCOA Amendments which the SCAQMD supported were adopted by the author. However, the committee consultant did not concur with the bill's new direction. The bill has stalled in the Senate Environmental Quality Committee and will now be a two-year bill.
- AB 864 (Huffman) Electricity: Self Generation Incentive Program. The bill passed out of the Senate Committee on Energy and Utilities (9-1), with 1 abstention. The bill currently awaits hearing in the Senate Appropriations Committee.

Will Gonzalez, AQMD state legislative consultant, reported on the status of the following state bills:

- SB 170 (Pavley) Air Districts: Adverse Effects of Air Pollution. This is the AQMD sponsored bill on intellectual property. The bill passed out of its last policy committee, Assembly Natural Resources Committee, and it is now pending in the Assembly Appropriations Committee. Feedback from the Committee Consultant and Committee Member offices is positive.
- AB 1302 (Williams) Distributed Generation. Currently in the Senate Energy, Utilities and Communications Committee (AQMD supported bill). The bill was withdrawn by its author to better address security issues and is now a two-year bill.

He also reported that there was a package of three bills currently being developed during this summer recess to reauthorize and reshape programs under the Energy Commission's Public Goods Charge, the mandate for utilities to collect ratepayer funds for energy efficiency, emerging renewables, and other public interest investment. The bills include:

- SB 35 (Padilla) California Energy Research and Technology Act
- AB 1303 (Williams) Energy programs
- AB 723 (Bradford) Energy: public goods charge

**Recommend Position on the Following State Bills [Attachment 2]**

Dr. Anupom Ganguli, Assistant Deputy Executive Officer for L&PA, briefed the Committee on the following state legislation:

**AB 1099 (B. Lowenthal) Commercial Motor Vehicles: Emissions Standards**

Dr. Ganguli stated that AB 1099 prohibits the registration of older, 1996 and previous commercial vehicles in this state, unless they were already registered continuously in the state. The bill is intended to close a loophole in the recently amended CARB Statewide Truck and Bus rule that would undercut early compliance efforts and risk increased emissions. In December 2010, CARB's Statewide Truck and Bus rule was amended to allow commercial vehicle owners increased time to comply with the rule. However, this amendment also allowed for the continued operation, through 2015, of model year 1996 or older vehicles that were previously subject to mandated retrofits. The incentive created by the amended Truck and Bus rule encourages companies to bring older, dirtier out-of-state trucks into California for use through 2015 thus undercutting early compliance companies and risking increased emissions.

*Less than a quorum was present; the Committee Members present expressed their concurrence with staff's recommendation of "SUPPORT."*

**SB 859 (Padilla) Vehicles: Records: Confidentiality**

Dr. Ganguli stated that SB 859 would permit the release of residential address information on record with the Department of Motor Vehicles (DMV) to electric utilities for the purpose of preparing the electricity grid for the charging of plug-in electric vehicles (PEVs).

The successful deployment of PEVs will place new demands on the state's electric system, but managed properly, that demand can benefit ratepayers and car owners alike. A well-planned electric vehicle charging infrastructure can ensure that the distribution grid has the capacity necessary to handle the charging of the vehicles and can also shift a significant amount of charging to off-peak times. The result is

that the need for the new building of new power plants is minimized and the utilization of existing plants is increased.

*Less than a quorum was present; the Committee Members present expressed their concurrence with staff's recommendation of "SUPPORT."*

**Report on the Status of Bills on which the AQMD has taken a Position**

The Legislative Committee recommended delaying the Status of Bills report until the next meeting on September 16, 2011 to allow staff to prepare a written report.

**Report from AQMD Home Rule Advisory Group [Attachment 3]**

Please refer to Attachment 3 for written report.

**Other Businesses:** None

**Public Comment Period:**

Barbara Radlein, Vice President of SCAQMD Professional Employees Association (SPEA) addressed the Committee in regard to AB 1212.

**Attachments**

1. Attendance Record
2. Recommend Position on State Bills
3. Home Rule Advisory Committee Report

# **Attachment 1**

## **ATTENDANCE RECORD – July 15, 2011**

### **DISTRICT BOARD MEMBERS:**

Jane Carney (*Telephone Conference, Deerwood, MN*)  
Jan Perry (*Videoconference, Los Angeles*)  
Michael Antonovich (*Videoconference, Los Angeles*)  
Judith Mitchell (*Telephone Conference, Nevada City, 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:**

Barbara Baird, District Counsel  
Elaine Chang, Deputy Executive Officer  
Mohsen Nazemi, Deputy Executive Officer  
Michael O'Kelly, Chief Financial Officer  
Nancy Feldman, District Prosecutor  
Henry Hogo, Assistant Deputy Executive Officer  
Bill Johnson, Assistant Deputy Executive Officer  
Jill Whynot, Assistant Deputy Executive Officer  
Naveen Berry, Planning & Rules Manager  
Philip Crabbe III, Community Relations Manager  
Ricardo Rivera, Senior Staff Specialist (*Videoconference, Los Angeles*)  
Kim White, Public Information Specialist  
Debra Mendelsohn, Board Member Assistant (Antonovich)

### **OTHERS PRESENT:**

Andy Ehrlich, B&D Consulting (teleconference)  
Jason Gonsalves, Gonsalves & Son (teleconference)  
Paul Gonsalves, Gonsalves & Son (teleconference)  
Carolyn V. Hunter, Sloat, Higgins, Jensen & Associates (teleconference)  
Mark Kadash, Kadash & Associates (teleconference)  
Warren Weinstein, Kadash & Associates (teleconference)  
Sue Gorwick, BP  
Greg Adams, LACSD  
Lee Wallace, SCG/SDG&E  
Bill LaMarr, California Small Business Association  
Rita Loof, Rad Tech  
David Rothbart, LACSD  
Barbara Radlein, AQMD  
Phil Barroca, AQMD



## ATTACHMENT 2a

South Coast Air Quality Management District  
Legislative Analysis Summary – AB 1099 (Bonnie Lowenthal)  
Version: As amended April 6, 2011  
Analyst: *MC.DS.*

### **AB 1099 (B. Lowenthal)** Commercial Motor Vehicles: Emissions Standards

**Summary:** Existing law prohibits DMV from registering or re-registering a heavy-duty commercial vehicle if the owner or operator of the vehicle has been cited for violating certain air quality laws or regulations, and has not cleared the violation(s). This law would ban the registration of 1996 or older model year heavy-duty vehicles that exceeds 10,000 pounds and requires a class A or B commercial driver's license, from being registered by the DMV in California. This bill would further exempt those commercial motor vehicles registered in California prior to January 1, 2012, if such commercial vehicle has had continuous registration, as specified, or is certified nonoperational after January 1, 2012.

**Background:** In 1998, after a 10-year scientific assessment, ARB identified diesel PM as a toxic air contaminant. ARB found that diesel PM, found in diesel exhaust, was responsible for 70% of California's toxic airborne cancer risk. In addition to PM, diesel exhaust also was found to contain over 40 other cancer causing substances.

As a result of this study, ARB developed the "Diesel Risk Reduction Plan" with the goal of reducing the state's diesel PM emissions by 75% by 2010 and 85% by 2020. Since 2000, ARB has adopted a series of regulations to move California towards this goal and to reduce the public's health risk.

ARB has authority to regulate emissions from mobile sources through a variety of means including the adoption of motor vehicle emission standards, in-use performance standards, and fuel specifications. Existing law authorizes ARB, local air districts, and law enforcement agencies to enforce air pollution control laws and specifies civil and criminal penalties for various violations.

In 2008, a provision was added requiring DMV to refuse the granting of an initial or renewal registration of a diesel-fueled commercial motor vehicle if the vehicle has been cited for a violation of air pollution regulations or laws, until the violation has been cleared by ARB. This bill would ban the registration of commercial motor vehicles over 10,000 pounds that are Model Year 1996 or older unless the commercial motor vehicle had continuous registration in California pursuant to Section 9400.1 or 9407 on and after January 1, 2012 or is certified nonoperational pursuant to Section 4604 after January 1, 2012. In effect this bill would not allow Model Year 1996 and older heavy duty trucks from out of state to be registered in California. For instance, if a fleet based in California wanted to add to its fleet, a pre-1996 model year heavy-duty diesel truck from out of state, DMV would not allow it to be registered in California. However, if an entity had an existing fleet of heavy-duty diesel trucks and within its existing fleet had pre-1996 heavy-duty diesel truck as of January 1, 2012, and can document continuous registration, it would be allowed to re-registered that pre-1996 vehicle as part of its existing fleet.

**Status:** July 5 - From Senate Transportation and Housing Committee: Do pass as amended and refer to Appropriations Committee.

**Specific Provisions:** Existing law requires the DMV to refuse to register a commercial motor vehicle, or renew or transfer registration of a vehicle, if the vehicle exceeds a weight of 10,000 pounds and the owner or operator of the vehicle has been cited for a violation of certain CARB air quality standards or regulations, and to not allow the vehicle to be registered until the violation has been cleared.

This bill would ban the registration of commercial motor vehicles over 10,000 pounds that are model year 1996 and older unless the commercial motor vehicle had been continuously registered pursuant to Section 9400.1 or 9407 on and after January 1, 2012 or is certified nonoperational pursuant to Section 4604 after January 1, 2012.

**Impacts on AQMD’s Mission, Operations or Initiatives:**

Over the past decade, control technology for heavy duty diesel trucks have improved significantly with the newer control technology having significantly reduced emissions of diesel exhaust by as much as 85 percent control. This proposed legislation would prohibit the registration of older diesel heavy duty trucks where such newer control technology is not available, unless such vehicles have been previously registered on a continuous basis as of January 1, 2012. Overall, this proposed amendment would help accelerate the turnover of older diesel trucks to newer diesel trucks with more advanced control technology with minimal economic impact.

**Recommended Position: Support**

**Support:** California Trucking Association (Sponsor)

**Opposition:** California Dump Truck Owners Association

Attachment 2b

AMENDED IN ASSEMBLY APRIL 6, 2011

AMENDED IN ASSEMBLY MARCH 21, 2011

CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

**ASSEMBLY BILL**

**No. 1099**

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**Introduced by Assembly Member Bonnie Lowenthal**

February 18, 2011

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An act to amend Section 4755 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 1099, as amended, Bonnie Lowenthal. Commercial motor vehicles: emissions standards.

Existing law requires the Department of Motor Vehicles to refuse registration, or renewal or transfer of registration, for any commercial motor vehicle with a declared gross or combined gross vehicle weight that exceeds 10,000 pounds if the owner or operator of the motor vehicle at the time of the application has been cited for a violation of specified air quality standards pertaining to that vehicle or regulations adopted by the State Air Resources Board, until the violation has been cleared, as determined by that board.

This bill would require the department, effective January 1, 2012, to refuse registration for commercial motor vehicle that is subject to the above provisions that is of a 1996 or older model year and requires a class A or B commercial driver's license to operate, ~~unless the owner or operator of the commercial motor vehicle can demonstrate that its engine complies with heavy-duty diesel engine emissions standards applicable on or after 1996 as adopted by the State Air Resources Board.~~

The bill would exempt from this requirement a commercial motor vehicle registered in California prior to January 1, 2012, if commercial motor vehicle is continuously registered, as specified, or is certified nonoperational after January 1, 2012.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 4755 of the Vehicle Code is amended to  
2 read:

3 4755. (a) The department shall refuse registration, or renewal  
4 or transfer of registration, for any commercial motor vehicle subject  
5 to Section 4000.6, if the owner or operator of the motor vehicle at  
6 the time of the application has been cited for a violation, pertaining  
7 to that vehicle, of Division 26 (commencing with Section 39000)  
8 of the Health and Safety Code or regulations of the State Air  
9 Resources Board adopted pursuant to that division, until the  
10 violation has been cleared, as determined by the State Air  
11 Resources Board.

12 (b) (1) Effective January 1, 2012, the department shall refuse  
13 registration for commercial motor vehicle subject to Section 4000.6  
14 that is of a 1996 or older model year and requires a class A or B  
15 commercial driver's license to operate, ~~unless the owner or operator~~  
16 ~~of the commercial motor vehicle can demonstrate that its engine~~  
17 ~~complies with heavy-duty diesel engine emissions standards~~  
18 ~~applicable on or after 1996 as adopted by the State Air Resources~~  
19 ~~Board.~~

20 (2) Paragraph (1) does not apply to a commercial motor vehicle  
21 registered in California prior to January 1, 2012, if the commercial  
22 motor vehicle is continuously registered pursuant to Section 9400.1  
23 or 9407 on and after January 1, 2012, or is certified nonoperational  
24 pursuant to Section 4604 after January 1, 2012.

## **Attachment 2c**

South Coast Air Quality Management District  
Legislative Analysis Summary – SB 859 (Padilla)  
Version: As amended May 31, 2011  
Analyst: RS.WS.

### **Senate Bill 859 (Padilla) Vehicles: Records: Confidentiality**

**Summary:** This bill would allow the Department of Motor Vehicles to release residential address information on record to electric utilities, if the utility requests and uses the information only for the purposes of tracking electric vehicle charging points.

**Background:** Existing law requires the residence address on record with the Department of Motor Vehicles to be kept confidential, with specified exceptions. Over the next ten years it is estimated that at least 1 million Plug-In Electric Vehicles (PEVs) are expected to be on the road in California. As PEVs enter California markets, utilities, municipal governments, PEV charging service providers, and other organizations are working together on infrastructure rollouts to support charging at homes and in public, and to ensure that PEV charging integrates smoothly into the electricity grid.

PEVs will be able to plug in to the various charging stations, including home (Level 2 chargers with charge time of 4-8 hours) and public locations and at many workplaces to accommodate charging needs (Level 3 chargers can charge in less than 30 minutes).

Unlike traditional fuel, every time a PEV is plugged in, the charging has a ripple effect across the electricity distribution and transmission grid and therefore ultimately affects all ratepayers. The charging of a PEV at Level 2 is equivalent to adding a new house onto the distribution grid. The deployment of PEVs will place new demands on the state's electric system; but managed properly, that demand can benefit ratepayers and car owners alike. A well planned electric vehicle charging infrastructure can ensure that the distribution grid has the capacity necessary to handle the charging of vehicles and can also shift a significant amount of charging to off-peak times. The building of new power plants can thus be minimized and existing power plants used more efficiently.

Currently a multi-pronged approach for PEV owners is in development, to collect the data necessary to facilitate proper planning, including purchase dates and when a building permit is secured to install a PEV charger. However, this bill would capture other ways a PEV may come into a neighborhood, including a move by a PEV owner, or the purchase of a PEV from a private party.

**Status:** July 5 – Read second time and amended. Re-referred to Committee on Appropriations.

**Specific Provision:** This bill would add the exception to the Vehicle code that an electrical corporation or a local publicly owned electric utility, or its agent, under penalty of perjury, requests and uses the information only for the purposes of tracking electric vehicle charging points.

**Impacts on AQMD’s mission, operations or initiatives:**

This bill advances AQMD’s clean air objectives. The deployment of PEVs will place new demands on the state’s electric utility system that the utilities need to be prepared for. Absent proper planning, local transformers could be overloaded which poses both safety and efficiency concerns. Moreover, the successful commercialization of PEVs will rely, in part, on the utility companies’ ability to meet the new demand on the grid.

**Recommended Position:** Support

**Support:**

California Electric Transportation Coalition  
California Municipal Utilities Association  
Environmental Defense Fund  
National Resources Defense Council  
Pacific Gas and Electric Company  
Sacramento Municipal Utility District  
San Diego Gas and Electric Company  
Southern California Edison

**Oppose:**

None on file.

Attachment 2d

AMENDED IN SENATE MAY 31, 2011

AMENDED IN SENATE MAY 10, 2011

**SENATE BILL**

**No. 859**

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**Introduced by Senator Padilla**

February 18, 2011

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An act to amend Section 1808.23 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 859, as amended, Padilla. Vehicles: records: confidentiality.

(1) Existing law requires the residence address in a record of the Department of Motor Vehicles to be kept confidential, with specified exceptions. One exception applies to a vehicle manufacturer licensed to do business in this state if the manufacturer, or its agent, under penalty of perjury, requests and uses the information only for the purpose of safety, warranty, or product recall if the manufacturer offers to make and makes any changes at no cost to the vehicle owner. Another exception applies to a dealer licensed to do business in this state if the dealer, or its agent, under penalty of perjury, requests and uses the information only for the purpose of completing registration transactions and documents. A violation of the Vehicle Code is a crime.

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 tracking electric vehicle charging points and if certain conditions are met. By creating a new crime, the bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 1808.23 of the Vehicle Code is amended  
2 to read:

3 1808.23. (a) Section 1808.21 does not apply to any of the  
4 following:

5 (1) A vehicle manufacturer licensed to do business in this state  
6 if the manufacturer, or its agent, under penalty of perjury, requests  
7 and uses the information only for the purpose of safety, warranty,  
8 including a warranty issued in compliance with Section 1795.92  
9 of the Civil Code, emission, or product recall if the manufacturer  
10 offers to make and makes any changes at no cost to the vehicle  
11 owner.

12 (2) A dealer licensed to do business in this state if the dealer,  
13 or its agent, under penalty of perjury, requests and uses the  
14 information only for the purpose of completing registration  
15 transactions and documents.

16 (3) A person who, under penalty of perjury, requests and uses  
17 the information as permitted under subdivision (h) of Section  
18 1798.24 of the Civil Code, if the request specifies that no persons  
19 will be contacted by mail or otherwise at the address included with  
20 the information released. The information released by the  
21 department under this subdivision shall not be in a form that  
22 identifies any person.

23 (4) An electrical corporation as defined in Section 218 of the  
24 Public Utilities Code or a local publicly owned electric utility as  
25 defined in Section 224.3 of the Public Utilities Code, if the  
26 corporation or utility, or its agent, under penalty of perjury, requests  
27 and uses the information only for the purposes of tracking electric  
28 vehicle charging points. All of the following shall apply to this  
29 paragraph:



1 (A) The department may disclose to the electrical corporation  
2 or local publicly owned utility only the type of vehicle and address  
3 of the electric vehicle owner. The department shall not disclose  
4 the name of the electric vehicle owner.

5 (B) ~~At the time of registration, the department~~ *Within 15 days*  
6 *of receiving residence address information from the department*  
7 *pursuant to this section, an electrical corporation or local publicly*  
8 *owned utility shall provide a clear, express disclosure to the electric*  
9 *vehicle owner that his or her residence address information is*  
10 *required by law to be shared with the corporation or utility. The*  
11 *disclosure shall not contain marketing information or a solicitation*  
12 *for the purchase of goods or services.*

13 (C) Confidential home address information of electric vehicle  
14 owners disclosed pursuant to this paragraph shall only be used for  
15 the purpose of identifying where an electric vehicle is registered  
16 and shall not be used or disclosed for any other purpose, including  
17 for purposes of identifying the individual or individuals residing  
18 at the address, or to any other person.

19 (D) The electrical corporation or local publicly owned utility  
20 shall not sell, share, or further disclose, including to any  
21 subsidiaries, residence address information of electric vehicle  
22 owners obtained pursuant to this paragraph.

23 (b) Residential addresses released shall not be used for direct  
24 marketing or solicitation for the purchase of any consumer product  
25 or service.

26 SEC. 2. No reimbursement is required by this act pursuant to  
27 Section 6 of Article XIII B of the California Constitution because  
28 the only costs that may be incurred by a local agency or school  
29 district will be incurred because this act creates a new crime or  
30 infraction, eliminates a crime or infraction, or changes the penalty  
31 for a crime or infraction, within the meaning of Section 17556 of  
32 the Government Code, or changes the definition of a crime within  
33 the meaning of Section 6 of Article XIII B of the California  
34 Constitution.

## Attachment 3

### **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE REPORT**

#### **FROM HOME RULE ADVISORY GROUP MEETING OF JUNE 15, 2011**

##### **HRAG members present:**

Dr. Elaine Chang (SCAQMD)  
Kenneth Boshart, Boshart Engineering  
Enrique Chiock, Breathe L.A. (participated by phone from SCAG)  
Curtis Coleman, Southern California Air Quality Alliance  
Chris Gallenstein, CARB (participated by phone)  
Jayne Joy, Eastern Municipal Water District  
Bill LaMarr, California Small Business Alliance  
Rongsheng Luo on behalf of Jonathan Nadler, SCAG (participated by phone)  
Art Montez, AMA International  
Bill Quinn, CCEEB (participated by phone)  
Larry Rubio, Riverside Transit Agency (participated by phone)  
Lee Wallace, So Cal Gas and SDG&E  
Mike Wang, WSPA

##### **LEGISLATIVE UPDATE**

Philip Crabbe provided the following legislative update to the Home Rule Advisory Group (HRAG):

##### *Federal*

The Republicans on the House Transportation and Infrastructure Committee are expected to release language on a surface transportation bill in the next couple of weeks. AQMD staff worked with Congresswoman Laura Richardson to amend her bill H.R. 1122. One amendment would guarantee that local air quality agencies would be eligible to sit on the freight advisory coalitions and freight corridor coalitions which will be the primary mechanism at the local and regional levels for determining which projects are funded. Staff anticipates that this language could be attached to the latest surface transportation bill. Congresswoman Richardson sent letters to Secretary Chu of the Department of Energy to seek more research and development funding for zero emission heavy-duty trucks and for five megawatt renewable distributed electricity generation and storage technology projects (two of AQMD's priority projects). The U.S. Senate Committee on Energy and Public Works met with AQMD executive staff to review AQMD's projects and initiatives. A surface transportation bill may be introduced in the Senate in the near future.

## Attachment 3

### State

SB 170 (Pavley), an AQMD sponsored bill relating to intellectual property rights, passed the Senate last week, 25 to 14, and has now been referred to the Local Government and the Natural Resources Committees in the Assembly. The first hearing is scheduled for the Assembly Local Government Committee on June 22.

AB 462 (Lowenthal), another AQMD sponsored bill, would authorize air districts to use vehicle registration surcharge revenues to replace natural gas fuel tanks and to enhance natural gas fueling dispensers. AB 462 has moved out of the Assembly, receiving bi-partisan support, and was heard in the Senate Transportation and Housing Committee on June 14, 2011.

Both houses and the Governor are working to meet the June 15 constitutional deadline for the budget. District staff has been told that the Governor and Republicans are close to reaching an agreement on regulatory relief as well as a spending cap. Another budget proposal is expected to be put forward for consideration on June 15, 2011.

The following bills were also discussed at the Legislative Committee meeting:

S 972	Carper	Clean Construction Act of 2011
AB 864	Huffman	Electricity: self-generation incentive program
AB 1302	Williams	Distributed generation
AB 1095	Berryhill	Air pollution: hearing board: State Air Resources Board
SB 467	Pavley	Department of General Services: contracts for energy efficiency products or services
SB 724	Dutton	State Air Resources Board: mobile source certification

S 972 (Carper) would establish procedures to advance the use of cleaner construction equipment on federal-aid and highway transit projects. District staff recommended a position of support with an amendment that other federal highway and transit funds would also be eligible for cleaning up off-road diesel construction equipment and would not just be limited to CMAQ funds.

AB 864 (Huffman) would make distributed energy resources with a generating capacity of up to 10 megawatts eligible for incentives but it would limit the award of incentives to not more than 5 megawatts of capacity. Staff recommended a position of support.

AB 1302 (Williams) would require electrical utilities to identify and designate zones that are optimal for deployment of distributed generation. Staff recommended a position of support.

## Attachment 3

AB 1095 (Berryhill) would require the creation of a hearing board within CARB, based on provisions applicable to the air district hearing boards, for the resolution of disputes related to the enforcement of AB 32. Staff recommended a position of support if amended.

SB 467 (Pavley) would require the Department of General Services to deem a contract for energy efficiency products or services to be a no-cost or net-neutral cost contract when specified conditions are met. The bill will also require the Department to issue a non-mandatory master services agreement that would permit owners, operators, tenants of state facilities to procure a wide range of energy efficiency projects, products, or services. Staff recommended a position of support.

SB 724 (Dutton) would establish deadlines by which CARB would notify an applicant whether their application for certification of equipment is complete. Staff recommended a watch position.

The Legislative Committee took the following positions on these bills:

S 972 (Carper)	Support if amended
AB 864 (Huffman)	Support
AB 1302 (Williams)	Support
AB 1095 (Berryhill)	Support if amended
SB 467 (Pavley)	Support
SB 724 (Dutton)	Watch

### Discussion

The HRAG members had no questions or comments on the report.

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 26

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met Friday, July 22, 2011.  
Following is a summary of that meeting.

RECOMMENDED ACTION:  
Receive and file.

John J. Benoit, Acting Chair  
Mobile Source Committee

EC:fmt

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### **Attendance**

Supervisor John J. Benoit called the meeting to order at 9:05 a.m. Present via videoconference were Supervisor Shawn Nelson and Councilwoman Jan Perry (arrived at 9:15 a.m.). Present via teleconference was Mrs. Jane Carney. Mayor Loveridge was absent. The following items were presented.

### **ACTION ITEM:**

**1) Transfer Funds and Amend Contracts to Conduct Additional 2011 Lawn Mower Exchange Events and Execute Contract to Conduct Pilot Study for Use of Electric Lawn and Garden Equipment**

Mr. Shashi Singeetham, Air Quality Specialist, provided a summary of the lawn mower exchange events that have taken place to date, all of the funding sources for the program, the contracts awarded, features of the 2011 Program, staff recommendation for transfer of funds from Rule 1309.1 - Priority Reserve to conduct additional mower events and to amend contracts with APCM, Inc and Parking Concepts, Inc. Also, there was a presentation on a Pilot Study for the residential use of Zero-emission Lawn and Garden Equipment in the City of Santa Monica.

Supervisor Benoit inquired about the purpose for the Pilot Study. Dr. Barry Wallerstein, Executive Officer, responded that Green Station had previously sent a bid to conduct the Lawn Mower Exchange Program but was not awarded a contract as the product was relatively new. Dr. Wallerstein also stated that since the product fared well during the performance evaluation, staff felt that a pilot

study to evaluate the receptivity of Green Station's zero emission lawn and garden equipment and get feedback from residents on their equipment performance would provide additional information to staff for consideration in future exchange events.

*Councilwoman Jan Perry was not present for the discussion of this item, and pursuant to the Brown Act, Mrs. Jane Carney's vote did not count towards a quorum as she was calling from a location outside of the AQMD's Basin; therefore: Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.*

## **INFORMATIONAL ITEMS:**

### **2) Report on U.S. EPA's Action on PM2.5 State Implementation Plan**

Mr. Joe Cassmassi, Planning & Rules Manager, provided an update on the AQMD's efforts to respond to U.S. EPA's proposed limited disapproval of the 2007 AQMP/SIP. The proposed disapproval is on the lack of contingency emissions reductions included in the SIP. Mr. Cassmassi described the ongoing discussions between U.S. EPA and CARB to identify areas of excess emissions reductions that could be used to satisfy the contingency requirement. AQMD staff proposed a three pronged approach to address the issue. The first approach is based on air quality trends. Mr. Cassmassi presented PM2.5 air quality trends that illustrated how improvements in observed PM2.5 concentrations have exceeded the AQMP projections. When converted into relative tons of emissions, the degree of observed PM2.5 improvement greatly exceeded the required tonnage of contingency emissions. Second, the continued emissions reduction beyond 2014 to meet the federal ozone standard will contribute emissions reductions that will act as a backup to those already enacted to meet the standard and will ensure continued compliance and future improvements in M2.5 air quality. The third element of the AQMD response focuses on identifying emissions reductions that were not included in the SIP commitment to satisfy the EPA target of 118 NOX equivalent tons per day. These emissions reduction come from rule implementation, emissions reduction programs that replace on and off road equipment and from excess emissions gained from rule implementation above the SIP commitments.

Staff will prepare an updated draft proposal for U.S. EPA review. Upon concurrence, the proposal will be brought to the Governing Board early Fall for consideration. While the SIP update will most likely reach U.S. EPA after it has finalized its disapproval of the 2007 AQMP/SIP, U.S. EPA informed staff that they would quickly act to turn off any sanction clock that would have started as a result of their limited disapproval. There were no comments from the committee members or the public.

*Mrs. Carney left the meeting at 9:30 a.m.*

**3) Status Report on the Surplus Off-Road Opt-In for NOx (SOON) Program**

Dr. Randall Pasek, Planning and Rules Manager, provided an update on the implementation of the Surplus Off-Road Opt-In for NOx (SOON) Program. The SOON Program is part of the statewide In-Use Off-Road Diesel Vehicle Regulation adopted by CARB in July 2007. The AQMD adopted Rule 2449 to implement the SOON Program in May 2008. The SOON Program would require fleets with 20,000 hp or more to submit off-road vehicles that are not needed to meet the statewide regulation into a funding program. If awarded, the fleet must complete the project. Typical projects are the repowering of Tier 0 and 1 off-road engines to cleaner Tier 3 off-road engines. Staff estimated that about \$120 million in funding could lead to 12 tons/day of additional NOx emissions reductions by 2014. In December of last year CARB amended the In-Use Off-Road Regulation and as part of this process, updated the inventory which is significantly lower (71%) than originally estimated. Using the new inventory information reduces the expected NOx emission reductions from 12 tons per day to between 4 to 8 tons per day depending on the economic recovery.

There are 131 fleets statewide that are over 20,000 hp and could potentially be subject to our SOON program requirements. Of the 131 fleets, 54 operate in the AQMD and are subject to the rule. To date, 18 have cost-effective projects and are participating in the SOON program. In addition 25 fleets are voluntarily participating in the program. There have been six rounds of funding for the SOON Program and a seventh currently open that will be closing November 4, 2011. To-date, \$47 million have been awarded and the expected NOx emissions reductions are 1.9 tons per day with concurrent reductions of 0.11 tons per day of PM emissions. The annual participation rate for the past three years has averaged close to 19 fleets with average annual funding levels close to \$14 million resulting in approximately 130 old engines replaced each year. Similar results are expected this year as well.

Staff has conducted extensive outreach to encourage fleets to participate. Over 20 workshops have been held as well as meetings with Industry Associations. Additionally, approximately 10,000 mailings and email notices were sent to licensed contractors throughout the state. A smaller list targeting fleets operating in the Basin was developed and were contacted each time a Program Announcement was released. Phone calls were placed to all fleets over 10,000 hp and face-to-face meetings were held with approximately 100 fleets. Despite the extensive outreach efforts, participation in the program is lower than anticipated. Conditions contributing to this include the impacts of the weak economy. Equipment activity (hours of operation) is down 33% since cost-effectiveness is directly related to equipment activity, fewer cost-effective projects are available for the SOON program.

Staff indicated that greater participation is expected in the near future. CARB has revised their Moyer Funding Guidelines to add more flexibility to fleets to receive funding (Moyer funds are used in the SOON program). This increased flexibility will make more projects available for the SOON program. In addition, many projects now require equipment to meet minimum “green” standards to be used on the project and fleets are seeking methods and assistance in cleaning their fleets to be able to compete for these jobs. Finally, some fleets believe that the worst of the recession is over and are beginning to improve their equipment in anticipation of more work.

Staff is continuing its on-going efforts to meet with fleets on a one-to-one basis and participate in association meetings. Staff indicated that they will continue to outreach to fleets through targeted emails and phone calls to increase participation in the SOON Program. As part of this effort, staff will also work with the industry association to post funding opportunity announcements in newsletters and e-mails, and provide announcements through equipment vendors.

Mrs. Carney asked if the program would sunset when the Off-Road Regulation compliance requirements begin in 2014. Staff explained that Off-Road Regulation essentially requires accelerated turnover to cleaner equipment and that the SOON program was designed to capture additional reductions by incentivizing fleets to turnover equipment at a rate faster than required by the regulation. Because of this, the SOON program will continue to be available to generate additional reductions if needed in the future. Supervisor Benoit asked if it were possible to relax funding requirements (i.e., minimum hours of operation or fleet co-payment amounts) to encourage participation so that the fleets would be cleaner when the economy does turn around. Staff explained that these were statutory requirements and were not able to be modified. However, CARB had just modified the funding requirements to allow more flexibility in funding projects and staff believes that these changes will enhance the program’s participation rate. Staff will discuss with CARB staff opportunities for further options to increase flexibility to allow more fleets to participate in the SOON program.

*Councilwoman Perry left the meeting at 9:50 a.m.*

**4) Annual Report on AB 2766 Funds from Motor Vehicle Registration Fees for FY 2009-10**

Kathryn Higgins, Program Supervisor, presented the FY 2009-10 AB 2766 Subvention Fund usage and program results. AB 2766 was signed into law September 1990. It currently authorizes a \$6 motor vehicle registration fee surcharge, of which 40% of \$4 of the funds is subvented to local governments to implement projects that reduce mobile source emissions.



Staff reported on the Subvention Fund's financial summary relative to the beginning balance (\$39.8 million), funds received (\$20.3 million), project spending (\$22.7 million), earmarked funds (\$30.5 million), and funds remaining after program allocation (\$7.3 million). Also, staff reported on the number of projects funded and quantified over the past seven fiscal years. For FY 2009-10, local governments reported that they funded 392 projects of which 198 were quantified. Expenditures in ten of the eleven AB 2766 project categories (there were no Market Based projects reported) indicated that Transportation Demand Management and Alternative Fuels had the highest spending. A total of 4,411 tons of emissions (NO<sub>x</sub>, ROG, PM10 and CO/7) were reduced through implementation of the 392 projects. The overall average cost-effectiveness of all projects implemented was reported to be \$1.09/lb.

The summary of accomplishments presented by staff indicated an increase in cost effectiveness and emission reductions. Staff's future efforts will focus on encouraging local government policy makers' leadership and partnerships in the AB 2766 Program decision-making process, encouraging local government funding of SIP creditable cost effective projects by directing local government staff's attention to AQMD's preferred projects, enhancing AQMD's outreach presence and providing information to local governments on co-funding opportunities. Supervisor Benoit commented for the future that staff replace the term "earmarked funds" with "pre-designated funds".

- 5) **Rule 2202 Activity Report**  
Written report submitted. No comments.
- 6) **Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update**  
Written report submitted. No comments.
- 7) **Other Business**  
None
- 8) **Public Comment**  
None

The meeting was adjourned at 10:00 a.m.

#### **Attachment**

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE COMMITTEE MEETING  
Attendance Roster- July 22, 2011**

NAME	AFFILIATION
Acting Chair John J. Benoit	AQMD Governing Board
Committee Member Jane Carney	AQMD Governing Board (via teleconference)
Committee Member Shawn Nelson	AQMD Governing Board (via videoconference)
Committee Member Jan Perry	AQMD Governing Board (via videoconference)
Board Assistant Nicole Nishimura	AQMD Governing Board (Lyou)
Greg Adams	Los Angeles County Sanitation District
David Rothbart	Los Angeles County Sanitation District
Sue Gornick	BP
Harvey Eder	Public Solar Power Coalition
Don Mabe/The Greenstation	Green Zone Initiative
Barry Wallerstein	AQMD Staff
Kurt Wiese	AQMD Staff
Barbara Baird	AQMD Staff
Chung Liu	AQMD Staff
Henry Hogo	AQMD Staff
Nancy Feldman	AQMD Staff
Joe Cassmassi	AQMD Staff
Randall Pasek	AQMD Staff
Carol Gomez	AQMD Staff
Jean Ospital	AQMD Staff
Fred Minassian	AQMD Staff
Kathryn Higgins	AQMD Staff
Sam Atwood	AQMD Staff
Kim White	AQMD Staff
Eyvonne Drummonds	AQMD Staff

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE COMMITTEE MEETING  
Attendance Roster- July 22, 2011**

Ernie Lopez	AQMD Staff
Veera Tyagi	AQMD Staff
Lauren Nevitt	AQMD Staff
John Kampa	AQMD Staff

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 27A

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee met Friday, July 22, 2011. Following is a summary of that meeting. The next meeting will be September 23, at 10:30 a.m., in Conference Room CC8.

RECOMMENDED ACTION:  
Receive and file.

Dr. Joseph Lyou, Acting Chair,  
Stationary Source Committee

MN:am

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### **Attendance**

The meeting began at 10:30 a.m. Present were Dr. Joseph Lyou (acting chair), Mayor Ronald Loveridge (VT), Supervisor Shawn Nelson (VT) and Councilwoman Judith Mitchell (VT). Absent were Mayor Dennis Yates and Ms. Jane Carney.

### **INFORMATIONAL ITEMS**

#### **1. Draft AQMD Air Quality-Related Energy Policy**

Dr. Barry Wallerstein, Executive Officer, presented an overview of the Draft AQMD Air Quality-Related Energy Policy, highlighting ongoing stakeholder meetings and fine tuning that has occurred based on stakeholder input. Dr. Wallerstein reviewed the need for this policy which will complement the 2012 Air Quality Management Plan (AQMP) and will help with efforts to reduce NO<sub>x</sub> emissions from energy usage to meet the existing federal ozone standards. In addition, to address concerns presented at the last Stationary Source Committee and during the stakeholder meetings, a qualitative socioeconomic analysis on the policy is being prepared.

Councilwoman Judith Mitchell mentioned there has been significant interest in this policy and a concern is the policy would not be presented in finalized form to the Stationary Source Committee prior to being presented at the Governing Board meeting. Supervisor Nelson would also like to see the policy with the economic analysis at another Stationary Source Committee and mentioned that mobile source emissions are the largest (90%) contributor to the emissions in the basin and not the stationary sources.

Public comments were received by eleven individuals (Kate Klimov, Orange County Business Council; Lee Wallace, Southern California Gas Co.; Martin Schlageter, Coalition for Clean Air; Andy Henderson, Building Industry Alliance; Bill LaMarr, California Small Business Alliance; Kris Flaig, City of Los Angeles Bureau of Sanitation; Sharon Rubalcava, Alston & Bird LLC representing the Los Angeles Chamber of Commerce; Peter Herzog, NAIOP Southern CA Chapter; Greg Adams, L.A. County Sanitation Districts; Curt Coleman, Southern California Air Quality Alliance; Harvey Eder, Public Solar Power Coalition). General comments included: intent and discussion statements added to the policy have added clarification, process of developing the policy has been transparent and collaborative, glad to hear socioeconomic analysis is being conducted, AQMD does not need to have an energy policy and it should be left to other agencies, should be able to review the economic analysis and comment at next Stationary Source Committee before policy goes before the Governing Board, policy should consider natural gas technologies and add near-zero technologies, electrification may not work for all industries, policy will add more complications to the building industry, which must already comply with many regulations, collaborative efforts by agencies to help meet their specific focus is helpful, and requested that the policy come to another Stationary Source meeting before being presented to the Governing Board.

Supervisor Nelson expressed interest in the economic analysis. Councilwoman Mitchell stated the AQMD needs a policy to bring together the confluence of energy usage and clean air. Although mobile sources are not in our jurisdiction we need to push the envelope with new technology and collaboration with other agencies is important. Also the business community should be encouraged to look for business opportunities that clean energy presents.

Mayor Loveridge encouraged looking at the big picture on integrated energy usage and air quality, which this policy presents.

Board Member Dr. Lyou mentioned that having this policy will be helpful with some of the issues, such as energy issues, that the AQMD has faced in the past.

A motion was unanimously approved to have the energy policy discussed at another Stationary Source Committee prior to the September 9, 2011 Governing Board meeting.

**2. Proposed Amended Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources**

Joe Cassmassi, Planning and Rules Manager provided an update on the recent actions taken to revise Rule 1147. Mr. Cassmassi provided a brief overview of the contacts, meetings and revisions made to the proposed amendments since the last presentation at the Stationary Source Committee meeting. The main change to the rule proposal was the addition of a possible mitigation option to provide three-additional years for rule compliance. The proposal would be applicable for sources above 1 lb/day emissions with a discount for small sources. Mr. Cassmassi provided the Committee with responses to questions posed at previous meetings in reference to rule structure that includes multiple source categories, very small source exemptions, burner availability, and cost effectiveness. As a follow-up to her previous comments Councilwoman Mitchell asked if the issues identified by various industries at the previous meetings had been resolved. Mr. Cassmassi commented that the issues had been discussed with the Task Force with the mitigation option and deferral of small sources until 2017 being our primary response. Councilwoman Mitchell asked if the mitigation option would be available to the less than 1 lb/day sources. Mr. Cassmassi responded that the small sources would have until 2017 to implement and that the 2015 technology assessment proposed as rule language would provide a break point to evaluate burner availability prior to their required implementation date for smaller sources. Dr. Wallerstein followed that the primary intent of the proposed rule amendments are to provide relief to the regulated sources, not impose an additional burden and the mitigation fees are similar to our water heater program regulatory relief.

Mr. Bill LaMarr, commented on the need for further evaluation of the financial impacts of the existing rule to local sources and extension of compliance deadlines alone does not help. Mr. Yoshi Suzuki of MCA Tile requested that requirements for kilns be separated for bricks compared to roof tiles. Mr. Tony Andres commented that the District's original cost assessment was flawed and that the cost to small sources was grossly underestimated. He requested the rule hearing be delayed until October to provide additional evaluation time. Mr. Cassmassi responded that the cost analysis incorporated in the initial 2008 rule development targeted the middle of the distribution of the less than 1 lb/day sources for the cost estimate. Staff are continuing to work with the Task Force on cost estimates. Staff committed to provide a breakdown of the cost assessment methodology at the Task Force meeting scheduled before the September Board Meeting. Joe Graham expressed concerns about permitting costs associated with city, county and AQMD permits, Mayor Loveridge asked

what the closure is on this rule amendment. Dr. Wallerstein indicated that this amendment is a regulatory relief and AQMD is presently using enforcement discretion not to enforce the requirements of the existing rule. The compliance deadline for small sources is 2017 and a technology review in 2015 will provide additional information. For the other sources with more near-term compliance, the technology issues have been addressed to a large extent and the mitigation fee option helps to address all.

**3. Proposed Amended Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines**

This item was continued.

**4. Rule 1113 – Architectural Coatings**

This item was continued and will be placed first on the September agenda.

**WRITTEN REPORTS**

All written reports were acknowledged by the Committee.

**PUBLIC COMMENTS**

There were no public comments.

The meeting was adjourned at 12:15 p.m.

**Attachment**

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
STATIONARY SOURCE COMMITTEE  
July 22, 2011  
ATTENDANCE ROSTER (Voluntary)**

NAME	AFFILIATION
Dr. Joseph Lyou	AQMD Governing Board
Supervisor Shawn Nelson (VT)	AQMD Governing Board
Mayor Ronald Loveridge (VT)	AQMD Governing Board
Councilwoman Judith Mitchell (VT)	AQMD Governing Board
Board Assistant Marisa Perez	AQMD Governing Board (Mitchell)
Sue Gornich	BP
Curtis Coleman	So Cal AQ Alliance
Patty Senecal	WSPA
Elizabeth Warren	Future Ports
Kedar Desai	Yorke Eng
Yoshi Suzuki	MCA Clay Tile, Corona, CA
Ed Filadelfia	City of Riverside
David Zohn	Cerrell Associates
Tim Cusic	Marco's Collision Centers
Joe Graham	Industry Compressor
Linda Holcomb	Calif. Autobody Association
Tony Endres	Furnace Dynamics Inc.
Greg Adams	LACSC
Kris Flaig	City of Los Angeles
Harvey Eder	Public Solar Power Coalition
Peter Herzog	Coalition for Clean Air
Martin Schlageter	Coalition for Clean Air
Tom Gross	SCE



**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
STATIONARY SOURCE COMMITTEE  
July 22, 2011  
ATTENDANCE ROSTER (Voluntary)**

Bill Pearce	Boeing
Lee Wallace	SCG and SDG&E
Peter Whittingham	Curt Pringle & Assoc.
David Rothbart	LACSD
LaVaughn Daniel	MFASC
Jayne Joy	EMWD
Vlad Kogan	DCSC
Sharon Rubalcava	Alston & Bird for L.A. Chamber
Brissa Sotelo-Vargas	Tesoro
Barry Wallerstein	AQMD Staff
Kurt Wiese	AQMD Staff
Barbara Baird	AQMD Staff
Mohsen Nazemi	AQMD Staff
Oscar Abarca	AQMD Staff
Jill Whynot	AQMD Staff
Joe Cassmassi	AQMD Staff
Naveen Berry	AQMD Staff
Susan Nakamura	AQMD Staff
Cher Snyder	AQMD Staff
Aaron Katzenstein	AQMD Staff
David DeBoer	AQMD Staff
Kevin Orellana	AQMD Staff
Danielle Soto	AQMD Staff

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
STATIONARY SOURCE COMMITTEE  
July 22, 2011  
ATTENDANCE ROSTER (Voluntary)**

Michael Bigelow	AQMD Staff
Heather Farr	AQMD Staff
Anya White	AQMD Staff

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 27B

REPORT: Stationary Source Committee

SYNOPSIS: A Special Meeting of the Stationary Source Committee was held Friday, August 26, 2011. Following is a summary of that meeting. The next meeting will be September 23, at 10:30 a.m., in Conference Room CC8.

RECOMMENDED ACTION:

Receive and file.

Dennis Yates, Chair,  
Stationary Source Committee

MN:am

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### **Attendance**

The meeting began at 10:30 a.m. Present were Mayor Dennis Yates, Dr. Joseph Lyou, Mayor Ronald Loveridge, Ms. Jane Carney, Supervisor Shawn Nelson (VT) and Councilwoman Judith Mitchell (VT).

### **INFORMATIONAL ITEM**

#### **1. Draft AQMD Energy Policy**

Elaine Chang, Deputy Executive Officer gave a presentation overview of the proposed AQMD Air Quality-Related Energy Policy (Policy). Dr. Barry Wallerstein, Executive Officer, noted that our AQMD staff's opinion is that to achieve ozone standards we must rely on reductions of NO<sub>x</sub> which come from fuel combustion sources and the consequences of not meeting this standard is serious.

Mayor Ronald Loveridge noted that three crucial planning documents are currently being undertaken. These are the AQMP, SCS, and RTP. He asked how the Policy

fits into the development of these. Dr. Wallerstein noted the Policy engages people in the energy discussion and causes them to look longer term. Mayor Dennis Yates also noted that the Governing Board asked for the development of this policy, which will act as a rudder to help guide the AQMD towards its clean air goals. Dr. Lyou suggested that stakeholders could have been notified that such a policy was coming, fuel-neutrality was important, and that consequences of a FIP could be included as part of the economic analysis. He also added the Health & Safety Code gives AQMD the authority to advocate for clean air at other state agencies and organizations.

Public comments were received by fourteen individuals (Martin Schlageter, Coalition for Clean Air; Leslie Gersicoff, Jewish Labor Committee; Bill Quinn, CEEB; Kate Klimow, OCBC; Dr. Ralph DiLiberio, LA County Medical Association; Kris Flaig, City of Los Angeles Bureau of Sanitation; Peter Herzog, NAIOP Southern CA Chapter; Andy Henderson, Building Industry Alliance; Bill La Marr, California Small Business Alliance; Lee Wallace, Southern California Gas Co; Stephen O’Kane AES; Nichole Tyerman, American Lung Association; Rubina Suwol, California Safe Schools; Harvey Eder, Public Solar Power Coalition). General comments from the health and environmental community are that the policy is very much needed to help protect human health in this region which is adversely affected by air pollution; the policy promotes green jobs, which is a fast growing economic sector in Los Angeles; and exceptional outreach was conducted which brought many people together in the development. Business stakeholders commented that although the current policy is much improved over the originally released version, the policy should be changed to a vision or mission statement. Other comments from business groups include: the term electrification is picking technology winners and is not needed; the policy could be interpreted as promoting energy efficiency requirements beyond already very stringent Title 24 standards; the economic analysis used data from before the recession that does not reflect current economic conditions. Most stakeholders agreed that there was extensive time and outreach spent on development of the policy by both AQMD staff and stakeholders involved.

Supervisor Shawn Nelson expressed concern over the use of the word “electrification” especially in Policy #1 and stated that the policy did not need this term. He also stated that AQMD should pursue independent parties to help with its socioeconomic assessment. Dr. Wallerstein noted that we know electrification is currently a clean leading edge technology and it was not added to cause angst. In addition, the 2012 AQMP will have a technical peer review group to advise AQMD staff on air quality and socioeconomic modeling work. The committee members agreed that the word “electrification” should be removed from Policy #1.

Councilwoman Judith Mitchell noted that energy, transportation and air quality agencies should not work in silos and must work together. Dr. Lyou stated that the

document is much improved, and we may have avoided some problems if we had such a policy ten years ago. Ms. Jane Carney agreed that agencies can best make progress towards reaching their goals when working together. Mayor Ronald Love-ridge noted that agencies working together on the AQMP, SCS, and RTP are extremely important, and that we should move on to the AQMP development process. Mayor Dennis Yates noted this extensive process in developing the Policy has raised awareness of the relationship between energy usage, air quality, energy security, and climate change.

The Committee expressed a recommendation to unanimously support approval of this policy, as revised, and move to the full Governing Board for consideration.

The meeting was adjourned at 12:10 p.m.

**Attachments**

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
STATIONARY SOURCE COMMITTEE  
August 26, 2011  
ATTENDANCE ROSTER (Voluntary)**

NAME	AFFILIATION
Mayor Dennis Yates	AQMD Governing Board
Councilwoman Judith Mitchell	AQMD Governing Board
Ms. Jane Carney	AQMD Governing Board
Supervisor Shawn Nelson	AQMD Governing Board
Mayor Ronald Loveridge	AQMD Governing Board
Dr. Joseph Lyou	AQMD Governing Board
Board Assistant Lisha Smith	AQMD Governing Board (Gonzales)
Board Assistant Virginia Field	AQMD Governing Board (Loveridge)
Bill LaMarr	CSBA
Leslie Gersicoff	Jewish Labor Committee WR
William Wheeler	Monterey park Environmental Commission
Bill Quinn	SSEEB
Marc Mitchell	Cerrell Associates
Greg Adams	LACSD
Kris Flaig	City of Los Angeles
Rita Loof	RadTech
Stephen O'Kane	AES
Rich Lambres	Southern California Leadership Council
Rbina Suwol	California Safe Schools
Nichole Tyerman	American Lung Association
Martin Schlageter	Coalition for clean air
Barbara Spoonhour	WRCDG
Patty Senecal	WSPA

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
STATIONARY SOURCE COMMITTEE  
August 26, 2011  
ATTENDANCE ROSTER (Voluntary)**

Lori Abrishami	MTA
Vlad Kogan	OCSD
Al Javier	Eastern MWD
Harvey Eder	Public Solar Power Coalition
Clayton Miller	CIAQC
Brissa Sotelo-Vargas	Tesoro
Marnie Primmer	Mobility 21
Nancy Feldman	AQMD Staff
Barbara Baird	AQMD Staff
Mohsen Nazemi	AQMD Staff
Kurt Wiese	AQMD Staff
Laki Tisopulos	AQMD Staff
Elaine Chang	AQMD Staff

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 28

REPORT: Technology Committee

SYNOPSIS: The Technology Committee met on July 22, 2011. Major topics included Technology Advancement items reflected in the regular Board Agenda for the September Board meeting. A summary of these topics with the Committee's comments is provided. The next Technology Committee meeting will be on September 23, 2011 at 12 p.m. in CC-8.

RECOMMENDED ACTION:

Receive and file.

Judith Mitchell  
Acting Technology Committee Chair

CSL:pmk

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**Attendance:** Councilwoman Judith Mitchell, in attendance by videoconference, chaired the meeting in the absence of Supervisor Josie Gonzales. Supervisor John Benoit also attended by videoconference. Acting Chair, Councilwoman Mitchell, appointed Dr. Joseph Lyou as a Committee Member for today's meeting. Dr. William Burke, Mayor Miguel Pulido, and Mayor Dennis Yates were absent due to conflicts with their schedules.

## SEPTEMBER BOARD AGENDA ITEMS

*(Items were taken out of order.)*

### 1. California Fuel Cell Partnership Steering Team Meeting Summary and Quarterly Update

This report summarizes the California Fuel Cell Partnership Steering Team meeting held June 14-15, 2011 and provides quarterly update for the periods beginning January and April 2011.



*Staff recognized Acting Technology Committee Chair Mitchell for attending the Shell Hydrogen station opening in Torrance. Councilmember Mitchell commented that it is exciting to see the hydrogen station opening. Dr. Lyou asked for information about an event today in El Segundo. Staff responded that Vision Motors is holding an event for their new hydrogen fueled trucks, and an AQMD staff member is attending.*

*This is a receive and file item.*

**2. Issue Program Announcement for Natural Gas Truck Projects and Amend Contract**

The AQMD has received grant awards from federal and state agencies for the purchase of heavy-duty natural gas trucks. These include the CEC, U.S. EPA, DOE Clean Cities Program and the Department of Transportation (DOT). These grants have helped to successfully deploy hundreds of natural gas trucks in the goods movement sector. Additional natural gas truck projects are needed to expend the remaining funds under these grants. This action is to issue a Program Announcement to solicit natural gas truck projects in the amount of approximately \$5.2 million, comprised of \$1.8 million from DOT for solid waste collection trucks and about \$3.4 million in returned and remaining funds from the CEC, U.S. EPA and DOE grants for goods movement trucks. This action is also to amend an existing contract to change the source of funds.

*Moved by Lyou; seconded by Mitchell; unanimously approved.*

**3. Recognize Funds and Execute Contracts for Truck Retrofit Projects**

The Board previously awarded a contract to Gardner Trucking for \$1 million to retrofit 200 heavy-duty diesel trucks with diesel particulate filters (DPFs) under a U.S. EPA grant. This project, unfortunately, cannot proceed due to lack of financial resources by Gardner Trucking. In order to meet the U.S. EPA deadline, staff proposes utilizing the funds for other diesel truck retrofit projects. This action is to recognize the U.S. EPA Grant and execute contracts to retrofit heavy-duty diesel trucks with DPFs at a total cost not to exceed \$1,000,000.

*Supervisor Benoit recused himself from this item due to campaign contributions from Robertsons (RRM Properties).*

*Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.*

#### **4. Execute Contracts for Natural Gas Fueling Stations**

At the September 10, 2010 meeting, the Board recognized \$2,600,000 funds from the CEC AB 118 Alternative and Renewable Fuel and Vehicle Technology Program awards for ten alternative fuel fueling stations. The CEC has modified that award to fund a total of eleven stations with different vendors for the same amount of funding. This action is to authorize execution of contracts with Clean Energy, Waste Management, Tilden-Coil Constructors, Inc., Border Valley Trading Ltd./Hayday Farms, the City of Corona and Rainbow Disposal for a total amount not to exceed \$2,600,000 from the Clean Fuels Fund (31). This action is to also increase awards from \$40,000 to \$60,000 each for West Covina and Placentia-Yorba Linda Unified School Districts for upgrading their undersized CNG equipment.

*Dr. Lyou recused himself from this item due to a conflict of interest with Clean Energy and Waste Management, Inc. as sources of income to his employer.*

*Less than a quorum was present; the Committee Members concurred that this item be approved by the Board.*

**Public Comment Period** – *Mr. Harvey Eder indicated that he had been communicating with AQMD staff, as well as CARB staff and Dr. Mridul Gautum of West Virginia University, regarding emissions from natural gas engines and had not heard back regarding his concerns. Staff indicated that the recently Board-approved in-use emissions testing of 2007 and new natural gas and diesel engines will be starting late summer and early fall to measure criteria pollutant emissions and greenhouse gas emissions. The study will provide more comprehensive characterization of newer heavy-duty engines and greater understanding of emissions from modern engines.*

**Other Business** – There was no other business.

The next meeting will be September 23.

**Attachment**  
Attendance

## Attachment A – Attendance

Supervisor John Benoit.....	AQMD Governing Board (via VT)
Dr. Joseph Lyou.....	AQMD Governing Board
Councilmember Judith Mitchell.....	AQMD Governing Board (via VT)
Nicole Nishimura.....	Board Assistant (Lyou)
Marisa Perez.....	Board Assistant (Mitchell)
Bob Ulloa.....	Board Assistant (Yates)
John Olvera, Principal Deputy District Counsel.....	AQMD
Chung Liu, S&TA.....	AQMD
Henry Hogo, S&TA.....	AQMD
Matt Miyasato, S&TA.....	AQMD
Fred Minassian, S&TA.....	AQMD
Randall Pasek, S&TA.....	AQMD
Lisa Mirisola, S&TA.....	AQMD
Adewale Oshinuga, S&TA.....	AQMD
Mei Wang, S&TA.....	AQMD
Larry Watkins, S&TA.....	AQMD
Vicki White, S&TA.....	AQMD
Gregory Rowley, IM.....	AQMD
Laurie Diton, S&TA.....	AQMD
Pat Krayser, S&TA.....	AQMD
Alexander Duchon, S&TA.....	AQMD Intern
Harvey Eder.....	PSPC (Public Solar Power Coalition)
Vlad Kogan.....	OCSD (Orange County Sanitation District)

[↑ Back to Agenda](#)

BOARD MEETING DATE: September 9, 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 meetings on July 21 and August 18, 2011. The MSRC's next meeting will be held on Thursday, September 15, 2011.

RECOMMENDED ACTION:  
Receive and file.

Michael D. Antonovich  
AQMD Representative on MSRC

CSL:HH:DAH

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## **Minutes**

Minutes from the May 19, 2011 meeting were unanimously approved. They are attached for your information (*Attachment 1*).

## **FY 2011-12 Work Program Development**

The MSRC held its annual offsite retreat to kick off development of its FY 2011-12 Work Program on June 29, 2011, at Cal State University Los Angeles. Since the event marked the MSRC's 20<sup>th</sup> anniversary, it was expanded to include an open forum to help the MSRC identify strategies and direction for the next 20 years. The well-attended forum included keynote speakers, panel discussions, and questions and answers with the audience. A written summary of the retreat and forum was made available to the MSRC.

The next step in development of the FY 2011-12 Work Program will be to conduct a series of mini-workshops in each of the four counties. The MSRC and its Technical Advisory Committee along with MSRC and AQMD staff are helping to identify stakeholders to invite to the mini-workshops, which will be held throughout September. Over the next few months the MSRC will begin crafting work program elements and anticipate bringing forward solicitations to the AQMD Board toward the end of the calendar year.

### **Biennial AB 2766 Audit Covering FYs 2007-08 and 2008-09**

Health & Safety Code Section 44244.1 requires an audit of the MSRC's program at least once every two years. The audit must be conducted by an independent auditor selected by the AQMD and include a random sampling and analysis of ten projects. At its August 18, 2011 meeting, the AQMD presented the MSRC with the results of the ninth biennial audit covering FYs 2007-08 and 2008-09. The audit determined that there were no findings beyond the notation that the Los Angeles County Cities and mechanical expert positions on the Technical Advisory Committee were vacant. The Los Angeles County Cities position was subsequently filled but is now currently vacant and undergoing recruitment. The mechanical expert position has been filled.

### **Additional Funds Allocated to Bus Vendors for Alternative Fuel School Buses**

The FY 2010-11 Work Program included \$1.5 million for alternative fuel school bus incentives. Two vendors through a qualifications process were chosen to offer incentives for the program and each were awarded initial contracts in the amount of \$300,000. Both vendors have expended some funds to date and recently received bus orders which will not only fully exhaust their initial contract allocations but require additional funds to meet. A-Z Bus Sales requested an additional \$175,000 to fill an order for five CNG school buses from Atlantic Express, and BusWest requested an additional \$15,000 to fill an order from Student Transportation of America for four CNG school buses. At its July 21, 2011 meeting, the MSRC unanimously approved awarding these additional funds to the respective contractors. The AQMD Board will consider these contract modifications at its September 9, 2011 meeting.

### **Multiple Local Government Match Program Awards Approved**

Also as part of the FY 2010-11 Work Program, the MSRC released a \$5 million Local Government Match Program Announcement #PA2011-13. The PA provides up to \$30,000 per vehicle for heavy-duty alternative fuel vehicle purchases, as well as alternative fuel infrastructure funding up to a maximum of \$400,000 per project. The repower or retrofit of on- or off-road heavy-duty diesel vehicles, with maximum per vehicle awards of \$50,000 per repower and \$25,000 per retrofit, are also eligible projects. Finally, \$250,000 is reserved for qualifying AB 2766 Subvention Fund recipients in the Coachella Valley to support regional street sweeping programs. In all categories, funding is provided on a dollar-for-dollar match basis, and funding for all eligible entities shall be distributed on a first-come, first-served basis with a geographic minimum per county of \$625,000. The MSRC previously awarded \$250,000 to the Coachella Valley Association of Governments (CVAG) for CNG street sweeping but waited to take further action until the PA closed on June 3, 2011.

A total of 29 applications totaling \$6,998,062 were received by the closing date, including the award of \$250,000 to CVAG. At its July 21, 2011 meeting, the MSRC awarded 26 contracts totaling \$6,547,645 from the remaining funds originally allocated plus an additional \$1,797,645 from available reserves. One application was withdrawn

and another application was deemed not eligible. These awards encompass alternative fuel infrastructure station projects including new stations, expansions and upgrades for eight cities, the purchase of up to 147 natural gas heavy-duty vehicles, the retrofit of up to 16 on-road diesel vehicles, and the re-power of two off-road vehicles with new, cleaner diesel engines meeting at least Tier 3 standards. The AQMD Board will consider these awards at its September 9, 2011 meeting.

### **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, and an open application period which will close October 14, 2011. The MSRC previously considered ten applications and awarded a total of \$1.3 million for those projects. At its July 21, 2011 meeting, the MSRC approved a \$225,000 award to the City of Corona for expansion of its existing CNG station. The award to the City of Corona will not affect the \$250,000 geographic minimum set aside for San Bernardino County which has still not yet been met; those funds will remain reserved until the program closes. The AQMD Board will consider this award at its September 9, 2011 meeting.

### **Awards for Alternative Fuel Engines for On-Road and Off-Road Heavy-Duty Vehicles Approved**

As part of the FY 2010-11 Work Program, the MSRC released two \$3.5 million solicitations: one providing \$40,000 incentives for owners of existing, older diesel and alternative fuel heavy-duty vehicles to re-power their vehicles with new, lower-emitting alternative fuel engines CARB certified at or below 0.2 g/bhp-hr NO<sub>x</sub>; and a second providing \$50,000 incentives for owners of existing, older heavy-duty off-road equipment to re-power their vehicles with new, lower-emitting alternative fuel engines certified at a Tier 4 interim emission level. Funding for both solicitations was offered on a first-come, first-served basis for eligible vehicles with a \$437,500 per county geographic minimum and a funding cap per entity of 30% of the total available funding with the caveat that the MSRC may waive the restriction if applications not exceeding 70% of the total available funding were received. Both solicitations closed June 30, 2011. Ten applications, with one later deemed ineligible, were received under the on-road solicitation; and two applications, with one later deemed ineligible, were received under the off-road solicitation. At its August 18, 2011 meeting, the MSRC awarded nine contracts totaling \$1,480,000 for the re-power of 37 existing, older on-road engines with

alternative fuel engines CARB certified at or below 0.2 g/bhp-hr NO<sub>x</sub> and the re-power of 5 off-road heavy-duty vehicles with new alternative fuel engines certified at a Tier 4 interim emission level. The unused funds will revert to the MSRC's discretionary fund for allocation in a future work program. The AQMD Board will consider these awards at its September 9, 2011 meeting.

### **Contract Approved for Programmatic Outreach Services during FYs 2011-12 & 2012-13**

The MSRC has retained an outside consultant for several years to perform programmatic outreach services to promote the MSRC's Clean Transportation Funding™ programs as well as provide outreach assistance to current and prospective MSRC project implementers. As part of the FY 2010-11 Work Program, the MSRC released an RFP to solicit these services with a target level of \$100,000 for an initial two-year period, with an option clause for another two-year period. A total of six applications were received by the closing date of the RFP on June 16, 2011. The top two ranked proposers – The Better World Group and Young Communications Group - were interviewed by a subcommittee comprised of members of the MSRC's Technical Advisory Committee. At its August 18, 2011 meeting, the MSRC awarded a contract to the top scored proposer The Better World Group in an amount not to exceed \$98,418 for a base two-year period, including an option clause to extend it for another two years, subject to the allocation of additional funds and consideration by the MSRC and AQMD Board at a later date. The AQMD Board will consider this award at its September 9, 2011 meeting.

### **Two Sole-Source Awards Approved for Development and Implementation of 511 “Smart Phone” Application**

Also as part of the FY 2010-11 Work Program, the MSRC allocated \$200,000 towards the development of an application to allow “smart phone” access to the 511 commuter information system. It was determined that it would be virtually impossible to craft a single mobile application because there are two separate and distinct 511 systems in the region, operated by RCTC and LA SAFE, respectively. The MSRC solicited work plans from both system operators to determine the functionality and features each would include in a 511 mobile application. The work plans were also to include technical approach, estimated cost, and preliminary schedules. At its July 21, 2011 meeting, the MSRC awarded two sole-source awards to develop and implement the 511 “smart phone” applications, one with RCTC in the amount of \$100,000 and a second with LA SAFE in the amount of \$123,395. Sole-source contracts were awarded because of the unique experience and capabilities of the proposed contractors and their ownership of key assets required for project performance. The AQMD Board will consider these two sole-source awards at its September 9, 2011 meeting.

### **Received and Approved Final Report**

The MSRC received and approved a final report summary for the Los Angeles County Metropolitan Transportation Authority Contract #MS10001, which provided \$300,000 for clean fuel transit bus services to Dodger Stadium.

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>.

### **Contract Modification Requests**

The MSRC considered four contract modification requests and took the following unanimous actions:

1. For County of Los Angeles, Department of Public Works, Contract #ML05013, which provides \$313,000 towards implementation of a Santa Clarita Valley Intelligent Transportation System, the MSRC approved a four-month, no-cost contract term extension;
2. For County of Los Angeles, Department of Public Works, Contract #ML08027, which provides \$6,901 towards the purchased and installation of 34 vehicle diagnostic systems, the MSRC approved a four-month, no-cost contract term extension;
3. For City of La Habra Contract #ML07033, which provides \$75,000 towards purchase of one heavy-duty vehicle and CNG station upgrades, approval of a one-year, no-cost contract term extension; and
4. For City of Cerritos Contract #ML08048, which provides \$25,000 towards purchase of one heavy-duty CNG vehicle, approval of a 25-month, no-cost contract term extension.

### **Approval of the FY 2011-12 Administrative Budget**

Administrative costs for the AB 2766 Discretionary Program are limited to five percent annually per statute. Every year, the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within this limitation. On July 21, 2011, the MSRC adopted its FY 2011-12 Administrative Budget in the amount of \$671,461, which is more than \$58,000 below the five percent cap. As part of the adoption of the FY 2011-12 Administrative Budget, the MSRC included an allocation of \$58,880 for miscellaneous expenditures, such as postage, office supplies and equipment, advertising, travel, etc. These funds will be transferred to the Science & Technology Advancements FY 2011-12 Budget. Expenses will be tracked and any funds not expended by the end of the fiscal year will be returned to the MSRC. The AQMD Board will consider authorization of the fund transfer at its September 9, 2011 meeting.

The FY 2011-12 Administrative Budget includes \$2,500 for travel costs. At its August 18, 2011 meeting, the MSRC approved reimbursement of travel expenses up to



\$500 for Earl Withycombe, ARB's representative on the MSRC. These expenses were incurred for Mr. Withycombe to attend the MSRC's July 21, 2011 meeting.

### **Appointment of Mechanical Expert to Technical Advisory Committee**

Health & Safety Code Section 44244(c) mandates the appointment of a Mechanical Expert on the MSRC's Technical Advisory Committee. This position has been vacant for some time due to the unavailability of a qualified individual willing to accept this unpaid appointment. Dr. Randall Pasek, manager of the Off-Road Section in the Mobile Source Division at the AQMD, volunteered to fill this vacancy. At its July 21, 2011 meeting, the MSRC unanimously approved the appointment of Dr. Pasek as the Technical Advisory Committee's Mechanical Expert.

### **Contracts Administrator's Report**

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2002-03 through the present. The Contracts Administrator's Report for August 2011 is attached for your information (*Attachment 2*).

### **Attachments**

Attachment 1 – Approved 5/19/11 MSRC Minutes

Attachment 2 - August 2011 Contracts Administrator's Report



**MEETING OF THE  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE  
THURSDAY, MAY 19, 2011 MEETING MINUTES  
21865 Copley Drive, Diamond, Bar, CA 91765- Conference Room CC-8**

**MEMBERS PRESENT:**

(Chair) Greg Winterbottom, representing OCTA  
County of LA Supervisor Michael Antonovich, representing SCAQMD  
April McKay (Alt.), representing LA County MTA  
Chino Hills Council Member Gwenn Norton-Perry, rep. SANBAG  
Temecula Council Member Ron Roberts, representing SCAG  
Eastvale Mayor Adam Rush (Alt.), representing RCTC  
Jon Taylor (Alt.), rep. CARB (via teleconference)  
Ric Teano (Alt.), rep. Orange County Transportation Authority  
San Fernando Council Member Steve Veres, rep. LA County MTA (via v/c)

**MSRC MEMBERS ABSENT:**

Earl Withycombe, representing CARB  
Matthew Raymond, representing Regional Rideshare Agency

**MSRC-TAC MEMBERS PRESENT:**

Kelly Lynn, representing SANBAG  
Rongsheng Luo (Alt.), representing SCAG  
Dean Saito, representing the SCAQMD

**AQMD Staff**

Ray Gorski, MSRC Technical Advisor  
Drue Hargis, MSRC Administrative Liaison  
John Kampa, Financial Analyst  
Rachel Valenzuela, MSRC Contracts Assistant  
Matt MacKenzie, MSRC Contracts Assistant  
John Olvera, Principal Deputy District Counsel  
Haydee Pearce, Procurement Contracts Assistant  
Veera Tyagi, Sr. Deputy District Counsel

**CALL TO ORDER**

- Opening Comments

MSRC Chair Greg Winterbottom called the meeting to order at 2:01 p.m. and welcomed new representatives. Adam Rush is the new alternate to Greg Pettis representing the RCTC and April McKay is the new alternate for Matthew Raymond representing MTA. MSRC Chair Winterbottom turned the meeting over to Veera Tyagi to conduct elections.

- Election of MSRC Chair and Vice Chair  
Veera Tyagi, AQMD Sr. Deputy District Counsel, called for nominations. MSRC Member Ron Roberts nominated Greg Winterbottom for Chair and Greg Pettis for Vice Chair. MSRC Member Gwenn Norton-Perry seconded the motion. Nominations were closed. With no opposition, by unanimous vote, Mr. Winterbottom was re-elected as the MSRC chair and Mr. Pettis was re-elected as the MSRC vice chair for additional one-year terms. Ms. Tyagi turned the meeting back over to MSRC Chair Greg Winterbottom.

**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 5)****Receive and Approve Items****Agenda Item #1 – Approval of Meeting Minutes for March 17 and April 21, 2011**

The minutes of the April 21, 2011 MSRC meeting were emailed under separate cover with copies made available at the meeting. The March 17, 2011, minutes were pulled by staff.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND  
SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF  
THE CONSENT CALENDAR ITEMS 1-5, THE MSRC UNANIMOUSLY  
APPROVED THE MINUTES OF THE APRIL 21, 2011 MSRC MEETING, AS  
SUBMITTED.

**ACTION:** The minutes will be placed on the MSRC's website and in the files for the records. MSRC staff will also include them in Supervisor Antonovich's MSRC Committee Report for the June 3, 2011 AQMD Board meeting.

**Agenda Item #2 – Summary of Final Reports by MSRC Contractors**

The agenda package included two final report summaries as follows: 1) Los Angeles County Metropolitan Transportation Authority Contract #MS04062, which provided

\$53,500 for regional rideshare database enhancements; and 2) Azusa Unified School District Contract #MS08076 which provided \$172,500 for installation of a limited-access CNG station and maintenance facility modifications.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF THE CONSENT CALENDAR ITEMS 1-5, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORT ABOVE.

**ACTION:** MSRC staff will file the final reports 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 May 2011 was included in the agenda package.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF THE CONSENT CALENDAR ITEMS 1-5, THE MSRC UNANIMOUSLY APPROVED THE CONTRACTS ADMINISTRATOR'S REPORT FOR MAY 2011.

**ACTION:** AQMD staff will include the MSRC Contract Administrator's Report in Supervisor Antonovich's MSRC Committee Report for the June 3, 2011 AQMD Board meeting.

#### **Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund Account**

A financial report on the AB 2766 Discretionary Fund for the period ending April 30, 2011, was included in the agenda package.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF THE CONSENT CALENDAR ITEMS 1-5, THE MSRC UNANIMOUSLY APPROVED THE FINANCIAL REPORT ABOVE.

No further action is required.

### **For Approval - As Recommended**

#### **Agenda Item #5 – Consider Vehicle Substitutions and 25-Month No-Cost Term Extension by United Parcel Service (UPS) Contract #MS08007**

UPS requests to substitute Kenworth trucks, fueled by liquefied natural gas, for the Sterling CNG trucks originally specified. UPS also requests a 25-month, no cost-contract

term extension. This item was considered by the MSRC-TAC and unanimously recommended for approval.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND SECONDED BY MSRC MEMBER RON ROBERTS, UNDER APPROVAL OF THE CONSENT CALENDAR ITEMS 1-5, THE MSRC UNANIMOUSLY APPROVED THE VEHICLE SUBSTITUTIONS AND 25-MONTH NO-COST TERM EXTENSION FOR UPS CONTRACT #MS08007.

**ACTION:** MSRC staff will modify this contract accordingly.

**ACTION CALENDAR (Items 6 through 8)**

**Agenda Item #6 – Consider Three-Month No-Cost Term Extension by TransVironmental Solutions (TVS) Contract #MS08016**

Ray Gorski, MSRC Technical Advisor, reminded the MSRC that it had established a Rideshare-2-School Program to encourage ridesharing to and from schools. The program was intended to alleviate traffic congestion caused from parents bringing children to and from school through carpooling or other alternatives to reduce vehicle trips and congested. Implemented and nearing end date. At this time the contractor TVS Consulting which is implementing the program is requesting a three-month, no-cost contract term extension. TVS has encountered difficulties in reaching their goals for the number of participating parents. They are seeking an extension to review survey data and work with an advisory group to see if there are any new strategies that could be employed to overcome the difficulties. The MSRC-TAC discussed the problems extensively and recommends the program should reach its scheduled end date. There are inherent issues we have not been able to overcome; for example, there is more resistant from parents to having their children ride along with other parents than anticipated. However, the MSRC-TAC recommends approving the three-month extension to allow TVS to put together a comprehensive report and historical record of what did and did not work in case the MSRC wishes to entertain a similar program in the future. Any left over funds would revert to the AB 2766 Discretionary Fund for reallocation to future work programs.

MSRC Member Gwenn Norton-Perry said it makes sense there would be difficulties. MSRC Chair Winterbottom said society is hesitant about such programs involving their children, and noted that three months would put us into the summer when schools are out.

MSRC Member Adam Rush noted his wife is a teacher and he finds the outcome interesting. Did we work with groups in school such as the PTAs? Mr. Gorski replied yes; our contractor reached out to organizations that support schools, developed its own ad-hoc groups to discuss barriers, and convened groups with expertise in transportation behavioral change. Their results will be included in final report. **ACTION:** When the report is received, staff will put together a summary and any recommendations for follow-up if appropriate.

Mr. Winterbottom noted we had matrices estimating traffic and launched our program with the safe routes to school initiative because we felt it would be a complementary program, but the matrices were far-reaching and only reached a fraction of those goals. Ms. Norton-Perry commented that when her kids were younger they were in parochial schools farther away and she had to embrace such cooperation.

Steve Veres said we've paid \$60,831 to date. Are we expecting to get monies back? Mr. Gorski replied the only cost to still be incurred is that associated with preparation of the final report which is a line item of the contract so we anticipate a residual balance of \$150,000 which will revert to AB 2766 Discretionary Fund.

ON MOTION BY MSRC MEMBER GWENN NORTON-PERRY, AND  
SECONDED BY MSRC ALTERNATE ADAM RUSH, THE MSRC  
UNANIMOUSLY APPROVED A THREE-MONTH, NO-COST CONTRACT  
TERM EXTENSION TO PREPARE THE FINAL REPORT.

**ACTION:** MSRC staff will modify the contract above accordingly.

#### **FY 2010-11 WORK PROGRAM**

##### **Agenda Item #7 – Consider Funding for Applications Received under the Alternative Fuel Infrastructure Program**

Ray Gorski noted that awards under the Alternative Fuel Infrastructure Program are to be awarded on first-come, first-served basis for those that meet eligibility requirements. The first ten applications under this program have been received and they are seeking a total of \$1.3 million. Superpage 59 lists the proposer and projects received on the first day. The MSRC-TAC Infrastructure Subcommittee reviewed the applications and forwarded them to MSRC-TAC which unanimously recommends awarding the requested funds to the first ten proposers. He noted the program is not fully subscribed, even with the \$250,000 geographic minimum still set aside for San Bernardino County.

MSRC Member Gwenn Norton-Perry noted that San Bernardino County is the only county once again absent from the table. Mr. Gorski replied that this is merely the first wave of projects to be received; the program is still open and money remains available. However, staff believes it would be beneficial to utilize the MSRC's Outreach Coordinator The Better World Group (TBWG) to see if they can stimulate some interest in the Inland Empire and with your concurrence staff will issue a task order under TBWG's existing contract with dollars currently set aside for such purposes.

MSRC-TAC Member Dean Saito said he is actively engaged with the Rim of the World Unified School District to encourage them to add a public component to their alternative fuel station.

MSRC Member Ron Robert recused himself because of financial conflict. Veera Tyagi, AQMD Sr. Deputy District Counsel, clarified the campaign contribution from Ron Roberts applied to CR&R.

ON MOTION BY MSRC MEMBER STEVE VERES, AND SECONDED BY MSRC ALTERNATE APRIL MCKAY, THE MSRC UNANIMOUSLY APPROVED AWARDS TO TEN APPLICANTS PROPOSALS #1-10 TOTALING \$1.3 MILLION AS PART OF THE FY 2010-11 WORK PROGRAM.

**ACTION:** AQMD staff will seek approval to award these funds from the AQMD Board at its June 3, 2011 meeting.

**Item #8 – Consider Funding for Applications Received under the Local Government Match Program**

Next, Mr. Gorski noted another element of the FY 2010-11 Work Program is the Local Government Match Program. This Program is broad in scope with a closing date of June 3, 2011. Because of certain requirements in the Program Announcement staff cannot bring the entire program to the MSRC for its consideration today, but there is one element which can be brought forward at this time. The PA set aside \$250,000 for the Coachella Valley Regional Street Sweeping Program, and CVAG has applied for these funds for its PM10 street sweeping program using CNG sweepers. The MSRC-TAC recommends awarding \$250,000 to CVAG as part of the FY 2010-11 Work Program. Additional proposals will be brought forward in July after the program closes.

ON MOTION BY MSRC MEMBER RON ROBERTS, AND SECONDED BY MSRC MEMBER GWENN NORTON-PERRY, THE MSRC APPROVED AN AWARD TO THE COACHELLA VALLEY ASSOCIATION OF GOVERNMENTS (CVAG) IN THE AMOUNT OF \$250,000 FOR CNG STREET SWEEPING AS PART OF THE FY 2010-11 WORK PROGRAM.

**ACTION:** Staff will seek approval of these awards by the AQMD Board at their June 3, 2011 AQMD Board meeting.

**OTHER BUSINESS**

Ray Gorski asked if everyone received the save-the-date notice for the MSRC's Forum & Retreat on Wednesday, June 29, 2011, at Cal State University LA. Ms. Norton-Perry asked if carpooling would be arranged. Mr. Gorski replied we can arrange transportation from the AQMD but there is also a nearby Metrolink station from which staff will make arrangements for pickups. The program starts at 9:30 am with a continental breakfast starting at 8:45 a.m. and should conclude around 3 p.m.

[MSRC Member Michael Antonovich arrived at 2:26 p.m. A quorum was already present.]

MSRC Chair Greg Winterbottom asked for public comment, noting he forgot to do so at the beginning of the meeting. There were no public comments.

**ADJOURNMENT**

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING  
ADJOURNED AT 2:29 PM.

[Prepared by Drue Ann Hargis]





## MSRC Agenda Item No. 2

**DATE:** August 18, 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 July 1 through July 26, 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 with the prospective contractor for signature.

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 under development.

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 prospective contractor 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.

#### **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 with the prospective contractor for signature or executed.

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 undergoing internal review, with the prospective contractor for signature, or 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 with the AQMD Board Chair for signature.

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**

On July 11, 2008, the AQMD Governing Board approved six augmentations for projects which previously received partial awards under the FY 2007-08 Work Program, as well as six additional awards, for the Alternative Fuel Heavy-Duty Engines for On-Road Vehicles Program as part of the MSRC's FY 2008-09 Work Program. Also on July 11, 2008, the Board approved 26 awards under the Local Government Match Program and 22 awards under the Alternative Fuel Infrastructure Funding Opportunities Program as part of the MSRC's FY 2008-09 Work Program. Some of these projects also received partial funding as part of the MSRC's FY 2007-08 Work Program (see below). Lastly, on this date the Board approved a sole-source award to Administrative Services Co-Op/Long Beach Yellow Cab to place into service up to 15 dedicated CNG taxicabs. Except as detailed below, these contracts are executed:

- One of the augmented awards was to Diversified Truck Rental and Leasing for the purchase of ten natural gas refuse trucks. MSRC staff has been informed that the company was sold. After multiple attempts to obtain a response from the purchasing entity, they were informed that they must respond by July 16, 2010 or MSRC staff would recommend that the MSRC terminate negotiations. Diversified subsequently responded and indicated interest, however, they did not follow through. Diversified has been notified that they must meet with the MSRC's Contracts Administrator by August 4, 2011 or the funds will be deobligated.

On September 5, 2008, the AQMD Governing Board approved an augmented award under the Local Government Match Program for an application which had been misplaced and thus not considered with the original awards. This contract is executed. Also on September 5, 2008, the MSRC 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.

On January 9, 2009, the AQMD Governing Board approved an award for a replacement CNG refueling station vendor in support of the Mountain Area CNG School Bus Demonstration Program. At their March 19, 2009 meeting, the MSRC approved an augmentation to this award, and the AQMD Board approved the increase on May 1, 2009; this contract is executed.

On March 6, 2009, the AQMD Governing Board approved two augmented awards under the Local Government Match Program for applications which had been misplaced and thus not considered with the original awards. These contracts are executed.

On September 11, 2009, the AQMD Governing Board approved 29 awards under the MSRC's FY 2008-09 Local Government Match Program. Some of these projects also received funding as part of the MSRC's FY 2009-10 Work Program (see above). Also on September 11, 2009, the Board approved modifications to the 511 Commuter Services Outreach and Public Awareness Campaign, reflecting the bifurcation of outreach efforts, as part of the MSRC's FY 2006-07 Work Program. These included a modified award changing the original contractor name to LA SAFE and reducing the award amount from \$1,000,000 to \$700,000, as well as new sole-source awards to Riverside County Transportation Commission and the Better World Group. These contracts are with the prospective contractor for signature or executed.

### **2007-08 Work Program**

Except as discussed below, contracts for this Work Program are executed or declined.

On May 2, 2008, the Board approved nine awards for the Alternative Fuel Heavy-Duty Engines for On-Road Vehicles Program. As noted above, MSRC staff is making final attempts to conclude negotiations with the entity which purchased Diversified Truck Rental and Leasing.

### **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.

### **FY 2003-04 Regular Work Program Invoices Paid**

No invoices were paid during this period.

***FY 2004-05 Work Program Contracts***

One regular and 4 Local Match contracts from this work program year are open. However, a modification to terminate one contract, #ML05009 with the County of Los Angeles for the installation of 2 propane stations, is currently with the County for signature. All Diesel Exhaust After-treatment contracts are now closed.

***FY 2004-05 Regular Work Program Invoices Paid***

No invoices were paid during this period.

***FY 2004-05 Local Government Match Program Invoices Paid***

No invoices were paid during this period.

***FY 2005-06 Work Program Contracts***

4 regular, 9 Local Match, and one Diesel Exhaust After-treatment contracts from this work program year are open; and 10 regular and 25 Local Match contracts are in "Open/Complete" status, having completed all obligations save ongoing operation. One contract was cancelled during this period, with none of the work completed and no payments issued: City of Inglewood, Contract #ML06039 – Modify Maintenance Facility for CNG Vehicles. The City indicated that they would not be moving forward with the project.

***FY 2005-06 Regular Work Program Invoices Paid***

No invoices were paid during this period.

***FY 2005-06 Local Government Match Program Invoices Paid***

No invoices were 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***

18 regular and 9 Local Match contracts from this work program year are open; and 15 regular and 10 Local Match contracts are in "Open/Complete" status, having completed all obligations save ongoing operation. One contract closed during this period: Altfillisch Contractors, Contract #MS07064 – "Showcase" Off-Road Diesel Retrofit Program.

***FY 2006-07 Regular Work Program Invoices Paid***

No invoices were paid during this period.

***FY 2006-07 Local Government Match Program Invoices Paid***

One invoice in the amount of \$50,000.00 was paid during this period.

***FY 2007-08 Work Program Contracts***

23 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 \$1,799.35 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.

*FY 2008-09 Regular Work Program Invoices Paid*

No invoices were paid during this period.

*FY 2008-09 Local Government Match Program Invoices Paid*

Two invoices totaling \$425,000.00 were paid during this period.

***FY 2009-10 Work Program Contracts***

12 regular contracts from this work program year are open.

*FY 2009-10 Regular Work Program Invoices Paid*

One invoice in the amount of \$111,018.60 was paid during this period.

***FY 2010-11 Work Program Contracts***

One regular contract from this work program year is open.

*FY 2010-11 Regular Work Program Invoices Paid*

Two invoices totaling \$19,722.95 were paid during this period.

***Administrative Scope Changes***

Three administrative scope changes were initiated during the period of July 1 through 26, 2011:

- ML06070 – City of Colton – Substitute vans for pickups and two-month contract term extension
- ML08050 – City of Laguna Beach – Six-month contract term extension
- MS10025 – Elham Shirazi – Reallocate \$5,304 between tasks (no change in total contract value)

**Attachments**

- FY 2003-04 through FY 2010-11 Contract Status Reports

## 2003-04 AB2766 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
MS04063	Riverside County Transportation Co	6/3/2011	6/3/2012		\$225,000.00	\$0.00	Regional Rideshare Database Enhancement	\$225,000.00	No
<b>Total: 1</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 4</b>									
<b>Closed Contracts</b>									
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
<b>Total: 17</b>									
<b>Closed/Incomplete Contracts</b>									
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

<b>Cont.#</b>	<b>Contractor</b>	<b>Start Date</b>	<b>Original End Date</b>	<b>Amended End Date</b>	<b>Contract Value</b>	<b>Remitted</b>	<b>Project Description</b>	<b>Award Balance</b>	<b>Billing Complete?</b>
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

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
MS05070	Mineral LLC	6/24/2005	5/31/2007	11/30/2011	\$100,715.00	\$91,858.24	Design, Host & Maintain MSRC Website	\$8,856.76	No
<b>Total: 1</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 3</b>									
<b>Closed Contracts</b>									
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	Varner 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

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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
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
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	No
<b>Total: 4</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 3</b>									
<b>Closed Contracts</b>									
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
<b>Total: 17</b>									
<b>Closed/Incomplete Contracts</b>									
ML05007	Los Angeles County Dept of Beache	6/23/2006	6/22/2007	12/22/2007	\$50,000.00	\$0.00	5 Medium Duty CNG Vehicles	\$50,000.00	No

<b>Cont.#</b>	<b>Contractor</b>	<b>Start Date</b>	<b>Original End Date</b>	<b>Amended End Date</b>	<b>Contract Value</b>	<b>Remitted</b>	<b>Project Description</b>	<b>Award Balance</b>	<b>Billing Complete?</b>
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: 3**

## 2005-06 AB2766 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	11/7/2007	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
<b>Total: 4</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 5</b>									
<b>Closed Contracts</b>									
MS06003	San Bernardino Associated Govern	10/19/2006	6/18/2010		\$804,240.00	\$804,239.87	New Freeway Service Patrol	\$0.13	Yes
<b>Total: 1</b>									
<b>Open/Complete Contracts</b>									
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
<b>Total: 10</b>									

## 2005-06 AB2766 Local Government Match Program Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	\$0.00	New CNG Station & Maint. Fac. Upgrades	\$245,000.00	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 Infrastruct	\$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
<b>Total: 8</b>									
<b>Declined/Cancelled Contracts</b>									
ML06018	Los Angeles County Dept of Beache				\$375,000.00	\$0.00	New CNG Station & 2 CNG Dump Trucks	\$375,000.00	No
ML06019	Los Angeles County Dept of Beache				\$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
<b>Total: 9</b>									
<b>Closed Contracts</b>									
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
<b>Total: 1</b>									
<b>Open/Complete Contracts</b>									
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

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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
<b>Total: 1</b>									
<b>Closed Contracts</b>									
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
<b>Total: 5</b>									

## 2006-07 AB2766 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	\$172,322.07	MSRC Programmatic Outreach Services	\$75,367.93	No
MS07059	County Sanitation Districts of L.A. C	9/5/2008	9/4/2010	7/14/2012	\$231,500.00	\$224,600.00	Off-Road Diesel Equipment Retrofit Program	\$6,900.00	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
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
MS07070	Griffith Company	4/30/2008	2/28/2010	8/28/2011	\$230,705.00	\$125,504.00	Off-Road Diesel Equipment Retrofit Program	\$105,201.00	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	\$328,550.00	No
MS07079	Riverside County Transportation Co	1/30/2009	7/29/2013	12/31/2011	\$20,000.00	\$9,645.45	BikeMetro Website Migration	\$10,354.55	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
<b>Total: 18</b>									
<b>Declined/Cancelled Contracts</b>									
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



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: 22**

#### 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	Altfillisch 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

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	7/31/2016	\$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
<b>Total: 8</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 4</b>									
<b>Closed Contracts</b>									
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
<b>Total: 3</b>									
<b>Open/Complete Contracts</b>									
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

<b>Cont.#</b>	<b>Contractor</b>	<b>Start Date</b>	<b>Original End Date</b>	<b>Amended End Date</b>	<b>Contract Value</b>	<b>Remitted</b>	<b>Project Description</b>	<b>Award Balance</b>	<b>Billing Complete?</b>
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 Fueli	\$0.00	Yes

**Total: 11**

## 2007-08 AB2766 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	CalMet Services, Inc.	1/9/2009	1/8/2016	7/8/2016	\$900,000.00	\$675,000.00	30 CNG Vehicles	\$225,000.00	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	11/4/2017		\$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
<b>Total: 22</b>									
<b>Declined/Cancelled Contracts</b>									
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS08060	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - Azusa	\$100,000.00	No
MS08074	Fontana Unified School District	11/14/2008	12/13/2014		\$200,000.00	\$0.00	Expansion of Existing CNG station	\$200,000.00	No
MS08077	Hythane Company, LLC				\$144,000.00	\$0.00	Upgrade Station to Hythane	\$144,000.00	No
<b>Total: 10</b>									
<b>Closed Contracts</b>									
MS08003	A-Z Bus Sales, Inc.	5/2/2008	12/31/2008	2/28/2009	\$1,480,000.00	\$1,400,000.00	Alternative Fuel School Bus Incentive Progr	\$80,000.00	Yes
MS08004	BusWest	5/2/2008	12/31/2008		\$1,440,000.00	\$1,440,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
<b>Total: 2</b>									
<b>Closed/Incomplete Contracts</b>									
MS08079	ABC Unified School District	1/16/2009	12/15/2009	12/15/2010	\$50,000.00	\$0.00	Maintenance Facility Modifications	\$50,000.00	No
<b>Total: 1</b>									
<b>Open/Complete Contracts</b>									
MS08005	Burrtec Waste Industries, Inc.	10/23/2008	11/22/2014	10/22/2015	\$450,000.00	\$450,000.00	15 H.D. Nat. Gas Vehicles - Azusa	\$0.00	Yes
MS08006	Burrtec Waste Industries, Inc.	10/23/2008	11/22/2014	10/22/2015	\$450,000.00	\$450,000.00	15 H.D. Nat. Gas Vehicles - Saugus	\$0.00	Yes
MS08009	Los Angeles World Airports	12/24/2008	12/23/2014		\$870,000.00	\$870,000.00	29 H.D. Nat. Gas Vehicles	\$0.00	Yes
MS08014	City of San Bernardino	12/5/2008	6/4/2015		\$390,000.00	\$360,000.00	13 H.D. Nat. Gas Vehicles	\$30,000.00	Yes
MS08019	Enterprise Rent-A-Car Company of L	2/12/2010	7/11/2016		\$300,000.00	\$300,000.00	10 CNG Vehicles	\$0.00	Yes
MS08020	Ware Disposal Company, Inc.	11/25/2008	2/24/2016		\$900,000.00	\$900,000.00	30 CNG Vehicles	\$0.00	Yes
MS08022	SunLine Transit Agency	12/18/2008	3/17/2015		\$311,625.00	\$311,625.00	15 CNG Buses	\$0.00	Yes
MS08057	Orange County Transportation Autho	5/14/2009	7/13/2015		\$400,000.00	\$400,000.00	New CNG Station - Garden Grove	\$0.00	Yes
MS08064	Hemet Unified School District	1/9/2009	3/8/2015		\$75,000.00	\$75,000.00	Expansion of Existing Infrastructure	\$0.00	Yes
MS08065	Pupil Transportation Cooperative	11/20/2008	7/19/2014		\$10,500.00	\$10,500.00	Existing CNG Station Modifications	\$0.00	Yes
MS08067	California Trillium Company	3/19/2009	6/18/2015		\$311,600.00	\$254,330.00	New CNG Station	\$57,270.00	Yes
MS08069	Perris Union High School District	6/5/2009	8/4/2015	8/4/2016	\$225,000.00	\$225,000.00	New CNG Station	\$0.00	Yes
MS08071	ABC Unified School District	1/16/2009	1/15/2015		\$63,000.00	\$63,000.00	New CNG Station	\$0.00	Yes
MS08075	Disneyland Resort	12/10/2008	2/1/2015		\$200,000.00	\$200,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS08076	Azusa Unified School District	10/17/2008	11/16/2014	11/16/2015	\$172,500.00	\$172,500.00	New CNG station and maint. Fac. Modificati	\$0.00	Yes
<b>Total: 15</b>									

## 2007-08 AB2766 Local Government Match Program Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	9/19/2011	\$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	\$0.00	3 LPG Trolleys	\$75,000.00	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
<b>Total: 16</b>									
<b>Declined/Cancelled Contracts</b>									
ML08051	City of Colton				\$75,000.00	\$0.00	3 CNG Heavy-Duty Vehicles	\$75,000.00	No
<b>Total: 1</b>									
<b>Closed Contracts</b>									
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	11/5/2009		\$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
<b>Total: 3</b>									
<b>Closed/Incomplete Contracts</b>									
ML08032	City of Irvine	5/1/2009	8/31/2010		\$9,000.00	\$0.00	36 Vehicles (Diagnostic)	\$9,000.00	No
<b>Total: 1</b>									
<b>Open/Complete Contracts</b>									
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 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
MS09001	Administrative Services Co-Op/Long	3/5/2009	6/30/2012	12/31/2013	\$225,000.00	\$150,000.00	15 CNG Taxicabs	\$75,000.00	No
<b>Total: 1</b>									
<b>Declined/Cancelled Contracts</b>									
MS09003	FuelMaker Corporation				\$296,000.00	\$0.00	Home Refueling Apparatus Incentives	\$296,000.00	No
<b>Total: 1</b>									
<b>Closed Contracts</b>									
MS09002	A-Z Bus Sales, Inc.	11/7/2008	12/31/2009	12/31/2010	\$2,520,000.00	\$2,460,000.00	Alternative Fuel School Bus Incentive Progr	\$60,000.00	No
MS09004	A-Z Bus Sales, Inc.	1/30/2009	3/31/2009		\$156,000.00	\$156,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
MS09005	Gas Equipment Systems, Inc.	6/19/2009	10/18/2010		\$71,000.00	\$71,000.00	Provide Temp. Fueling for Mountain Area C	\$0.00	Yes
MS09047	BusWest	7/9/2010	12/31/2010	4/30/2011	\$480,000.00	\$480,000.00	Alternative Fuel School Bus Incentive Progr	\$0.00	Yes
<b>Total: 4</b>									

## 2008-09 AB2766 Local Government Match Program Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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		\$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**

### Pending Execution Contracts

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML09028	Riverside County Waste Manageme				\$140,000.00	\$0.00	Retrofit 7 Off-Road Vehicles w/DECS	\$140,000.00	No

**Total: 1**

**Declined/Cancelled Contracts**

ML09019	City of San Juan Capistrano Public	12/4/2009	11/3/2010		\$10,125.00	\$0.00	Remote Vehicle Diagnostics/45 Vehicles	\$10,125.00	No
ML09022	Los Angeles County Department of				\$8,250.00	\$0.00	Remote Vehicle Diagnostics/15 Vehicles	\$8,250.00	No
ML09039	City of Inglewood				\$310,000.00	\$0.00	Purchase 12 H.D. CNG Vehicles and Remot	\$310,000.00	No
ML09040	City of Cathedral City				\$83,125.00	\$0.00	Purchase 3 H.D. CNG Vehicles and Remote	\$83,125.00	No
ML09044	City of San Dimas				\$425,000.00	\$0.00	Install CNG Station and Purchase 1 CNG S	\$425,000.00	No
ML09045	City of Orange				\$125,000.00	\$0.00	Purchase 5 CNG Sweepers	\$125,000.00	No

**Total: 6**

**Open/Complete Contracts**

ML09012	City of Gardena	3/12/2010	11/11/2015		\$25,000.00	\$25,000.00	1 Nat. Gas Heavy-Duty Vehicle	\$0.00	Yes
ML09029	City of Whittier	11/6/2009	4/5/2016		\$25,000.00	\$25,000.00	1 Nat. Gas Heavy-Duty Vehicle	\$0.00	Yes
ML09034	City of La Palma	11/25/2009	6/24/2015		\$25,000.00	\$25,000.00	1 LPG Heavy-Duty Vehicle	\$0.00	Yes
ML09037	City of Redondo Beach	6/18/2010	6/17/2016		\$50,000.00	\$50,000.00	Purchase Two CNG Sweepers	\$0.00	Yes

**Total: 4**

## 2009-10 AB2766 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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	\$0.00	Purchase 4 CNG Refuse Trucks	\$123,353.00	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 2 H.D. CNG Vehicles	\$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	\$41,543.08	Telework Demonstration Program	\$157,905.92	No
<b>Total: 13</b>									
<b>Pending Execution Contracts</b>									
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-Wel 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
<b>Total: 9</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 2</b>									
<b>Closed Contracts</b>									
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



## 2010-11 AB2766 Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
MS11001	Mineral LLC	4/22/2011	4/30/2013		\$94,627.00	\$39,310.95	Design, Develop, Host and Maintain MSRC	\$55,316.05	No
MS11002	A-Z Bus Sales, Inc.	7/15/2011	12/31/2011		\$300,000.00	\$0.00	Alternative Fuel Shool Bus Incentive Progra	\$300,000.00	No
MS11003	BusWest	7/26/2011	12/31/2011		\$300,000.00	\$135,000.00	Alternative Fuel School Bus Incentive Progr	\$165,000.00	No
<b>Total: 3</b>									
<b>Pending Execution Contracts</b>									
MS11004	Los Angeles County MTA				\$450,000.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$450,000.00	No
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
MS11010	Border Valley Trading				\$150,000.00	\$0.00	New LNG Station	\$150,000.00	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				\$0.00	\$0.00	Express Bus Service to Orange County Fair	\$0.00	No
<b>Total: 13</b>									

## 2010-11 AB2766 Local Government Match Program Contract Status Report

9/6/2011

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>Open Contracts</b>									
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**

 [Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 30A

REPORT: California Air Resources Board Monthly Meeting for July 2011

SYNOPSIS: The California Air Resources Board met on July 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) July meeting was held in Sacramento. Key items presented are summarized below.

**1. Public Meeting to Consider the Approval of the Proposed AB 118 Air Quality Improvement Program Funding Plan for Fiscal Year 2011-12**

The Board approved the proposed AB 118 Air Quality Improvement Program (AQIP) funding plan for Fiscal Year 2011-12. Based on expected revenue, the Board directed staff to provide the following funding: \$15 million for continued funding of consumer rebates of up to \$2,500 toward the purchase of zero-emission or plug-in hybrid passenger vehicles; \$11 million to continue providing vouchers for California businesses to buy lower-emitting and fuel-efficient hybrid and zero-emission trucks and buses; and, \$2 million toward advanced locomotive, truck, and bus technology demonstration projects needed for California to meet its long-term air quality goals.



## **2. Public Hearing to Consider the Approval of Proposed State Implementation Plan (SIP) Revisions for 8-Hour Ozone and Minor Technical Revisions to the PM 2.5 SIP Transportation Conformity Budgets**

The Board approved proposed revisions to the 2007 South Coast and San Joaquin Valley ozone SIPs for submittal to the U.S. Environmental Protection Agency (U.S. EPA), as well as minor technical revisions to the PM<sub>2.5</sub> SIP transportation conformity budgets. These SIP revisions were necessary to reflect the actions the Board took in December 2010 on ARB's diesel rules. The SIP revisions provide what U.S. EPA needs to fully approve the 8-hour ozone plans for the South Coast and San Joaquin Valley, and provide the technical adjustments to the budgets referenced in U.S. EPA's proposed approval of the PM<sub>2.5</sub> SIPs.

## **3. Public Meeting to Present the 2010 Haagen-Smit Clean Air Awards**

John Froines, Joan Denton, and Bradley Edgar were presented with the 2010 Haagen-Smit Clean Air Awards for their significant contributions toward improving air quality and public health. Dr. John Froines, professor of Environmental Sciences at UCLA's School of Public Health, is a leader in research on the health effects of particulate matter, lung cancer, and non-cancer health effects attributable to air pollution. Dr. Joan Denton, recently retired as the Director of the California Office of Environmental Health Hazard Assessment, has been instrumental in naming tobacco smoke, diesel exhaust, and lead as toxic air contaminants. Dr. Bradley Edgar, President and CTO of Cleaire Advanced Emission Controls, has been a California small business leader in the diesel retrofit technology market.

### **Attachment**

CARB July 21, 2011 Meeting Agenda

## LOCATION:



California Environmental Protection Agency

**AIR RESOURCES BOARD**

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

## July 21, 2011

# Webcast Electronic Board Book

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**TO SUBMIT WRITTEN COMMENTS ON AN  
AGENDA ITEM IN ADVANCE OF THE  
MEETING GO TO:**

<http://www.arb.ca.gov/lispub/comm/bclist.php>

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**July 21, 2011**

**9:00 a.m.**

## **DISCUSSION ITEMS:**

**Note:** The following agenda items may be heard in a different order at the Board meeting.

<b><u>Agenda</u> <u>Item #</u></b>	<b><u>Agenda Topic</u></b>
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- |               |   |
|---------------|---|
| <b>11-5-1</b> | <b>Public Meeting to Consider the Approval of the Proposed AB 118 Air Quality Improvement Program Funding Plan for Fiscal Year 2011-12</b><br><i>Staff will present to the Board the proposed Air Quality Improvement Program (AQIP) Funding Plan for Fiscal Year 2011-12, which provides staff's recommendations for allocating the \$40 million of AQIP project funding in the Governor's proposed budget. Staff recommends directing most of the AQIP funding to continue incentives for the purchase of new hybrid trucks and buses and zero-emission passenger cars. The remaining funding would be allocated to</i> |
|---------------|---|

advanced technology demonstration projects. AQIP, created under Assembly Bill 118 (2007), provides incentive funding through 2015 for clean vehicle and equipment projects.

[More Information](#)

[Staff Presentation](#)

**11-5-3 Public Hearing to Consider the Approval of Proposed State Implementation Plan (SIP) Revisions for 8-Hour Ozone and Minor Technical Revisions to the PM 2.5 SIP Transportation Conformity Budgets**

Staff will present for Board consideration proposed revisions to the South Coast and San Joaquin Valley Ozone State Implementation Plans for submittal to the United States Environmental Protection Agency. These plans were originally submitted in 2007. The proposed revisions are limited to an updated calendar of the Air Resources Board rulemaking, adjustments to transportation conformity budgets, and revisions to reasonable further progress tables and associated reductions for contingency purposes for the South Coast and San Joaquin Valley.

[More Information](#)

[Staff Presentation](#)

**11-5-4 Public Meeting to Present the 2010 Haagen-Smit Clean Air Awards**

The recipients of the 2010 Haagen-Smit Clean Air Awards will be announced. The Board annually presents the Haagen-Smit Clean Air Awards to individuals in the air quality community who have made significant contributions toward improving air quality and public health.

[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 Petroleum & 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.*

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## **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>

## **\*NEW FEATURE\***

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<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>

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- Have documents available in an alternate format (i.e. Braille, Large print) or another language.
- A disability-related reasonable accommodation.

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- Un intérprete que esté disponible en la audiencia
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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**

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[↑ Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 30B

REPORT: California Air Resources Board Monthly Meeting for August 2011

SYNOPSIS: The California Air Resources Board met on August 24, 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) August meeting was held in Sacramento. Key items presented are summarized below.

**Public Hearing to Consider the AB 32 Scoping Plan and the Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document**

The Board approved the proposed updated environmental analysis of alternatives to the Proposed Climate Change Scoping Plan, and re-approved the proposed Climate Change Scoping Plan. The environmental analysis, known as the Functional Equivalent Document (FED), includes the Supplemental Alternatives Analysis and written responses to public comments on the FED.

The Board's action was taken at the conclusion of a presentation to the Board by ARB staff on the status of implementation of Assembly Bill 32, the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006). Staff's presentation provided an update on the full range of actions, measures, and initiatives to achieve the reductions of greenhouse gases required under the law. These include the Low Carbon Fuel Standard, the Sustainable Communities and Climate Protection Act, the Renewable Portfolio Standard, the Cap-and-Trade regulation, and the forthcoming Advanced Clean Cars program to be considered by the Board later this year.

**Attachment**

CARB August 24, 2011 Meeting Agenda

## LOCATION:



California Environmental Protection Agency

**AIR RESOURCES BOARD**

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

## August 24, 2011

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**TO SUBMIT WRITTEN COMMENTS ON AN  
AGENDA ITEM IN ADVANCE OF THE  
MEETING GO TO:**

**Please note: The meeting this month  
will be held on a Wednesday.**

<http://www.arb.ca.gov/lispub/comm/bclist.php>

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**Wednesday, August 24, 2011**

**9:00 a.m.**

**(Spanish Interpretation Services Available)**

## **DISCUSSION ITEMS:**

### **Agenda Item #   Agenda Topic**

- 11-6-1 Public Hearing to Consider the AB 32 Scoping Plan and the Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document**
- Staff will update the Board on AB 32 climate change program activities and the AB 32 Scoping Plan, and will present for the Board's consideration the Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document (Final Supplement). The Final Supplement, which was released in draft form for public comment on June 13, 2011, provides an expanded description and environmental analysis of the five alternatives analyzed in the 2008 AB 32 Scoping Plan Functional Equivalent Document. Written responses to comments received on the draft*

Supplement have been prepared by ARB staff and will be made publicly available prior to the Board meeting on ARB's website at <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>.

At the hearing, the Board will consider for approval the Final Supplement, along with the AB 32 Scoping Plan Functional Equivalent Document, and the written responses to comments prepared by ARB staff. The Board will also make a decision on whether to approve the AB 32 Scoping Plan, as proposed by staff, or to instead direct staff to pursue a different alternative.

[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:**

*POET, LLC, et al. v. Goldstene, et al., Superior Court of California (Fresno County), Case No. 09CECG04850.*

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*Engine Manufacturers Association v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2010-00082774.*

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**SMOKING IS NOT PERMITTED AT MEETINGS OF THE CALIFORNIA AIR  
RESOURCES BOARD**

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 [Back to Agenda](#)

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 31

PROPOSAL: California Fuel Cell Partnership Steering Team Meeting Summary and Quarterly Update

SYNOPSIS: This report summarizes the California Fuel Cell Partnership Steering Team meeting held on June 14-15, 2011 and provides quarterly update for the periods beginning January and April 2011.

COMMITTEE: Technology, July 22, 2011; Reviewed

**RECOMMENDED ACTION:**

Receive and file the attached Steering Team meeting summary and quarterly updates.

Josie Gonzales  
AQMD Representative to CaFCP

## **CALIFORNIA FUEL CELL PARTNERSHIP**

Summary of Steering Team Meeting  
June 14-15, 2011

South Coast Air Quality Management District – Room GB  
21865 Copley Drive  
Diamond Bar, CA 93765

Steering Team	Andreas Truckenbrodt, AFCC
Representatives Attending:	Gerhard Achtelik, CARB
	Tim Olson, CEC
	Puneet Verma, Chevron
	(absent), Chrysler
	Rosario Berretta, Christian Mohrdieck (ph), Daimler
	Bob Babik, General Motors
	B.K. Ahn, Hyundai
	Ben Knight, Honda R&D America
	Lance Atkins, Nissan Motor
	(absent), National Automotive Center
	(absent), Shell H2
	Josie Gonzales, SCAQMD (Chair)
	Justin Ward, Toyota (Vice Chair)
	Fred Joseck, U.S. DOE
	Walter Kulyk, U.S. DOT FTA
	Francisco Donez, U.S. EPA
	Wolfgang Steiger, Volkswagen

### *SUMMARY OF AGENDA ITEMS*

- CaFCP Vice-Chair Justin Ward (Toyota) chaired the meeting Tuesday morning; then upon her arrival later that afternoon CaFCP Chair Josie Gonzales presided over the remainder of the meeting. Justin Ward welcomed Bob Oesterreich who represents the new Associate Member, Air Liquide.
- Gijs van Breda Vriesman presented results from the McKinsey European Union Powertrain Study. Thirty-two participating companies provided data to a blind survey regarding three vehicle classes for four powertrains: fuel cell, plug-in hybrid electric, hybrid electric, and internal combustion. Data was analyzed to develop an 80% reduction in greenhouse gas emissions (GHG) by 2050. Results show that a mix

of all drive trains is required to realize full decarbonization. After 2025, modeling shows that the costs of all powertrains converge.

- Christian Mohrdieck (Daimler) provided an update about Hydrogen Mobility, the German effort that started in 2008 to build hydrogen fueling infrastructure. Daimler will consider all the powertrains in a portfolio approach. With fuel cell and hydrogen technology and costs well understood, Daimler is focusing on hydrogen infrastructure issues. F-Cell World Drive with a Linde 700 bar mobile fueler lasted 125 days without fuel cell technology related issues and finished June 1 in Stuttgart. Daimler, Linde, and Germany will jointly fund 20 additional mobile fuelers in major locations in Germany by 2014.

Beginning in 2011, 17 organizations will start to implement retail hydrogen fueling. Electric utilities in the European Union are interested in hydrogen storage as a means to address back-up power needs. Next steps for H2 Mobility include hydrogen fuel cell vehicle rollout scenario evaluation and developing an implementation plan. There are similar initiatives in Japan, Korea, and Scandinavian countries.

- Members provided short updates. Matt Miyasato (AQMD) highlighted recent AQMD co-funding for the Linde station planned in Laguna Niguel, and for eight Air Products and Chemicals, Inc., stations that were awarded CEC AB 118 co-funding.
- The CaFCP Planning Committee reported on discussions for post-2012 planning. The Steering Team members discussed planning for 2013–2016, including vision, key activities and strategic directions. The Planning Committee will discuss implementation in more detail at the next Planning Committee meeting.
- Joshua Mermelstein (Hyundai) described the CaFCP Roadmap development for 2015–2017. The Steering Team approved the Roadmap outline and timeline. The Roadmap project team and working group will provide the Roadmap at the October, 2011 Steering Team for review.
- The Decisions and Assignments from the February 2011 CaFCP Steering Team meeting were approved.
- Catherine Dunwoody (CaFCP) reviewed the CaFCP progress and budget for 2011. The mid-year budget shows a reduced contribution from CEC. Members agreed to submit a joint letter to the CEC Commissioners requesting that they reconsider their decision to reduce funding for CaFCP membership in 2010 and 2011. CARB does not anticipate reduction in funding for CaFCP membership this year.

- Catherine Dunwoody summarized recent stakeholder outreach activities. CaFCP staff conducted increased outreach in Washington, D.C. during the Fuel Cell & Hydrogen Energy Association meeting in February and the DOE Annual Merit Review in May to educate and expand interaction with other stakeholders.

Continuing outreach includes recent meetings with staff of Senator Dianne Feinstein, US DOT Secretary Ray LaHood, Congressman Henry Waxman, and various non-governmental organizations. Catherine offered to work with the DOE representative to determine if a letter is needed to respond to correct misconceptions expressed at a recent meeting and to encourage further dialogue with DOE. CaFCP staff will update the FAQ section on the website.

- Progress, issues, and lessons learned from hydrogen station development were discussed. Jaime Levin (AC Transit) reviewed the Emeryville 1.3 MW solar electrolysis liquid hydrogen station provided by Linde. It includes a 400 kW stationary fuel cell that will fuel 12 buses, plus up to 20 cars daily. The station begins operation in August. CEQA was not a major issue for Emeryville station since it was an existing fueling station and considered categorically exempt.

Nikunj Gupta reviewed the Shell hydrogen station development in Torrance and Newport Beach. CaFCP is planning a workshop to review the hydrogen fueling station development process and provide updated resources.

Ed Kiczek reviewed the APCI project at the Orange County Sanitation District in Fountain Valley, which uses anaerobic digester gas in a high temp fuel cell from Fuel Cell Energy. It has a 100 kg/day capacity. Fueling at the site started June 1 with official dedication planned for August.

The Mebtahi (Chevron branded) station awarded CARB co-funding in Harbor city is under construction and should finish mid-July. It is a prototype for the eight modular, expandable forecourt stations supplied by new dual phase delivery tankers awarded CEC co-funding. This modular approach can reduce station development time to four to eight weeks and requires lower upfront capital cost, but higher variable cost.

David Blekhman described the progress building the CSULA station with General Physics and Weaver contractors providing Quantum hydrogen chiller and dispensing equipment for 35 and 70 MPa passenger vehicles, which will support multiple education programs.

- Kristin Macey (California Department of Food and Agriculture) provided an update on Division of Measurement Standards (DMS) activities including a decision that advertising for hydrogen is by MPa (unit of pressure). Interim solutions to sell

hydrogen include either a temporary use permit after dispenser type evaluation or use a method of sale (such as service agreement) that does not require measurement.

- Bob Oesterreich (Air Liquide) provided a progress and status report on hydrogen station development – focused on improved reliability and cost as well as improving the liquid hydrogen supply chain – based upon lessons learned during the 2010 Winter Olympics to improve reliability.
- Craig Webster (Powertech Labs) is a wholly owned subsidiary of BC Hydro that provides hydrogen and compressed natural gas testing services. Hydrogen has similar properties as natural gas but it isn't practical to odorize and disperses faster. Powertech has developed a 70 MPa modular station for Shell Newport Beach. Powertech tests carbon fiber composite with plastic liner storage tanks for gunfire penetration, fire, crush, etc. Higher pressure (70 MPa) hydrogen tank designs have thicker walls, higher margin of safety and are bulletproof and crushproof.
- Josie Gonzales proposed CaFCP outreach to city leaders at an upcoming League of CA cities conference.

The next CaFCP Steering Team meeting is scheduled for October 11-12 in Sacramento.

Additional information about the California Fuel Cell Partnership can be found at <http://www.fuelcellpartnership.org>

### **Attachments**

CaFCP Quarterly Activity Report: January – March 2011

CaFCP Quarterly Activity Report: April – June 2011

## CaFCP Quarterly Update January - March 2011

### Background

The California Fuel Cell Partnership is a unique collaborative of auto manufacturers, energy companies, fuel cell technology companies, and government agencies, including SCAQMD. This report summarizes CaFCP activity in or related to Southern California, for the period January - March 2011.

Between 2008 and 2012, CaFCP's focus is on building the foundations for the commercialization of hydrogen fuel cell vehicles, to meet the following goals:

1. Establish and maintain a common vision for the market transition in California
2. Identify hydrogen fuel needs by year and location
3. Provide a forum to match fueling station partners
4. Facilitate an ongoing dialogue to determine future hydrogen fueling stations
5. Maintain an accurate database of existing and planned stations in California
6. Prepare communities in California by educating local officials, including fire professionals, about hydrogen and fuel cell vehicles

The following activities are examples of CaFCP's work toward achieving these goals.

### Public Events and Conferences

#### *Long Beach Clean Cities Meeting January 27, 2011*

CaFCP presented current status of hydrogen vehicles and stations in Southern CA, along with Daimler and Clean Air Now. Attendees saw the new Mercedes-Benz B-Class F-Cell, the Honda FCX Clarity, and the Toyota FCHV-adv.



#### *LA Environmental Education Fair - March 12, 2011*

CaFCP brought the Toyota FCHV-adv to share with students and families at the LA Arboretum in Arcadia. Residents in the San Gabriel Valley showed a lot of interest for bringing hydrogen stations to their neighborhoods.

#### *Cox Care Fuel Cell Unveiling - February 4, 2011*

CaFCP was invited to the ribbon-cutting ceremony of two new stationary fuel cells powering the Cox Communication Facility in Rancho Santa Margarita. The Toyota FCHV-adv drew attention to the use of fuel cells for transportation, too.

#### *Vehicle Staging for Fuel Cell & Hydrogen Expo(Washington DC) - February 2011*

CaFCP coordinated OEM vehicle fueling and shipping from UC Irvine to Washington DC.



**Emergency Responder Training**

Emergency responder training and fire community outreach are important aspects of the goal to support member fleets and stations. Workshops given by CaFCP include:

- Firehouse World, San Diego, CA- February 28-March 2, 2011
- Beverly Hills FD ER Workshop, Beverly Hills, CA-March 28, 30 & 31, 2011

Date	Southern California Training	Northern California Training	Out of State	Total
Q2 2010	175	15	30	220
Q3 2010	294	110		404
Q4 2010	196			196
<b>Q1 2011</b>	<b>298</b>		<b>11</b>	<b>309</b>

***Firehouse World  
February 28-March 2, 2011***

CaFCP displayed the Nissan cut-away vehicle in our 5<sup>th</sup> year of attending Firehouse World.



***BHFD  
March 28-31, 2011***

Jennifer presented the CaFCP ER presentation to the A, B, and C shifts of the Beverly Hills FD. Jordan and Stephanie supported the training, bringing the Toyota FCHV-adv and the Honda FCX Clarity.



## Technical Program Updates

CaFCP has several technical programs with teams that meet regularly to work on interoperability issues, such as hydrogen quality, fueling systems, station testing, and public access. This work helps achieve the goal of enabling a California fueling infrastructure.

### *CaFCP Bus Team*

The Bus Team did not meet in Q1, 2011, due to Bus Team's involvement with the 7<sup>th</sup> International Fuel Cell Bus Workshop on February 23-25, 2011 at the Marriott Waterfront hotel in San Francisco. During the reception on the first day, three transit agencies showcased their fuel cell buses (see below). This was the first time the three major hydrogen infrastructure providers were able to attend (Air Liquide, Air Products, Linde). During the five sessions, participants presented status updates about FCB initiatives, discussed main challenges and gave input during the roundtable discussions (Outlook for FCBs & Collaboration between continents), Workshop presentations are available at [www.ifcbus.com](http://www.ifcbus.com).

### **SunLine Transit, AC Transit and SF MTA each showcased their fuel cell buses at the IFCBW.**

Two FCBs transported attendees to the Oakland AC Transit bus yard for a demonstration of the Air Products temporary fueling station and the Emeryville bus yard where the new Linde H2 station is under construction.



Throughout the 2½ days of the workshop, about 90 U.S. and international participants attended the workshop.



### ***Infrastructure Development***

#### **Partnering**

*SIGMA Fuel Retailer Workshop* - CaFCP staff and members continue to work with independent oil marketers and retailers to educate on the benefits and requirements of bringing hydrogen to retail gas locations

*Long Beach Clean Cities Coalition* – CaFCP staff presented to the LBCCC to educate their members and strengthen relationships with the CCC which is responsible for supporting commercially available clean vehicle technologies.

*AES Redondo Beach* - Staff met with plant manager Tony Chavez to discuss potential synergies for hydrogen and large scale power production. Several other AES staff had the opportunity to ride in Toyota's FCHV-adv and were surprised and impressed by its performance.

*Santa Ana Fleet Department*- Staff presented H2 vehicle and station roadmaps, and learned about continuing operations of the fleet department's Five Cities station and Toyota Prius HICEs. Some possible opportunities for stations in the city were discussed, and will be revisited as more information becomes available.

*DoD-DLA*- staff met with the new San Pedro base commander and DLA Energy Americas strategic energy analyst to discuss renewable to hydrogen opportunities on base. Solar could be an option, and the base is looking to work out details among different branches of the military.

#### **Station Operational Status System (SOSS)**

SOSS system was updated to include a GPS positioning feature. SmartPhones with GPS can now advise a SOSS user where the closest hydrogen station is to his/her current location. This functionality should benefit users who don't know the exact geographic coordinates of all hydrogen stations in a specific region. This capability was first presented at the FCHEA conference in Washington, DC in February.

#### **Hydrogen Vehicle Authorization System (HVAS)**

HVAS will identify authorized vehicles for fueling through static communication. The HVAS team was formed to identify the communication technology (or technologies); to specify what information would be transmitted; and to determine the scope and purpose of the HVAS system. The team identified RFID as the means to communicate the HVAS signal for the pilot demo, and the system was installed in Torrance. Currently the team is collecting data to submit to SAE later this year. All resources related to the HVAS project are posted at <http://cafcpmembers.org/membersonly/technical-programs/hvas>.

#### **Renewable Hydrogen Workshops**

CaFCP will support CARB for the upcoming public SB1505 Renewable Hydrogen workshops in Sacramento and the LA area, which are expected to occur this summer. The final dates for these public workshops will be announced at: [www.arb.ca.gov/msprog/hydprod/hydprod.htm](http://www.arb.ca.gov/msprog/hydprod/hydprod.htm).

### ***Hydrogen Quality***

**MBS:** The MBS project is considered tabled for the current quarter. The composition has been identified, and no additional steps are currently required.

**HQSA:** No testing was conducted in Q1 of 2011.

**Codes and Standards**

CaFCP staff support efforts for multiple codes and standards, including: ASTM, ASME, CSA, DMS, ISO, NIST, and SAE. The staff provides liaison reports to the standard development organizations, ensuring collaboration with, and feedback to, members.

**ASTM:** Nine work items have been published or are currently in publishing. The FTIR method D7653 is being evaluated via round robin testing by nine laboratories.

**NIST:** The draft changes to HB44 and HB130 were accepted by the NCWM and will be incorporated into the handbooks next year.

**SAE:** J2601 has been published as a TIR and is available for purchase on the SAE website. J2601 is working towards a standard, and TIR J2719 is in ballot along with J2600. In addition, CaFCP staff was assigned the lead on the topic of hydrogen bus fueling standard development, designated as “J2601/2”.

**Media Outreach, Legislative Outreach, Website Activity and Materials**

Outreach activities show how CaFCP works toward the goal of being a leading source of information. The media and outreach position was relocated to Southern California, providing greater outreach potential for the region.

**CaFCP 2.0**

In 2010, CaFCP continued to engage audiences through social media campaigns, actively utilizing new media tools in blogs (web logs), Facebook, Twitter, CaFCP’s public website and monthly subscriber newsletter

<b>www.cafcp.org</b>	<b>Jan-11</b>	<b>Feb-11</b>	<b>Mar-11</b>
<b>Number of visits</b>	25,113	23,368	26,427
<b>Average time spent on site</b>	2:07	2:17	2:54
<b>Most visited pages</b>	Home page Station map Vehicle progress Station progress FAQ	Home page Station map Vehicle progress Station progress FAQ	Home page Vehicle progress Station map Station progress FAQ
<b>Most searched keywords</b>	california fuel cell partnership where does hydrogen come from cafcp california government policies difference between fuel cell and battery	california fuel cell partnership where does hydrogen come from cafcp california government policies fuel cell gasoline equivalence	where does hydrogen come from california fuel cell partnership cafcp afcc burnaby fuel cell partnership
<b>Most referred websites</b>	careers Action plan staff stephanie pemfc	join jobs dunwoody board of directors fuel cells	jobs cost safety stephanie white refueling stations

## California Fuel Cell Partnership

### Facebook

Facebook is a social media network we have been using to post videos, articles, information, and to allow those with an interest in hydrogen and fuel cells to learn and connect.

The Facebook page can be a useful tool to gain awareness and promote upcoming CaFCP events. The first test was promoting the 2009 Santa Monica Alt Fuels. A number of conference attendees heard about the event through our Facebook page. The immediate goal is to increase page traffic and interaction. The longer-term goal is for fans to use it to share information and links with each other.

<b>FACEBOOK</b>	<b>Jan-11</b>	<b>Feb-11</b>	<b>Mar-11</b>
<b>New likes</b>	26	31	36
<b>Lifetime likes</b>	1,717	1,718	1,729
<b>Post Views*</b>	21,176	14,297	22,056
<b>Page Posts*</b>	Juan took the Nissan Cut-away...(1,721) Holy cow we've been busy... (1,674) Oh man, It looks like Germany has thrown... (1,488)	We look forward to meeting James...(1,289) We have the location of events we will be... (1,209) Nico from CaFCP is at the 6th Annual... (1,038)	Holy batboat! Our pals Hydrogenics got the contract to...(1,206) Why does CA have more hybrids and alt fuel vehicles, and is...(1,068) After a month of rain, the sun is finally shining in...(1,057)

### Twitter

Twitter is one of the fastest growing social media tools today. CaFCP created its Twitter account on February 2, 2009 as part of a “listening” phase. After developing the Communications Team Social Media Strategy plan, it was found that Twitter would be a tool used for communicating in real time. CaFCP’s tweets are focused on factual information about CaFCP member activity and technology.

<b>TWITTER</b>	<b>Jan-11</b>	<b>Feb-11</b>	<b>Mar-11</b>
<b>Followers</b>	326	341	362
<b>Tweets</b>	1606	1801	1903

**Legislative and Environmental Outreach**

<b>MEETING</b>	<b>DATE</b>	<b>ATTENDEES</b>
Capitol Hill Meetings, Catherine Dunwoody	2/15/11	Individual meetings with: Melissa Bez [Rep Waxman (D-CA-30)]; Jeff Vanderslice [Rep Rohrabacher (R-CA-46)]; Doug Farrar [Rep. Roybal-Allard (D-CA-34)]

**Upcoming Southern California Activities for Q2, 2011**

- Corona Auto-X, Corona, Fri April 1
- SIGMA Spring Convention, Dana Point, Thurs, April 7 – Sun, April 10
- Community & Earth Day events throughout April in Culver City, Los Angeles, Pasadena
- NREL H2 Permitting Workshop, Anaheim, Tues, April 19
- San Bernardino City/County Conference, Lake Arrowhead, Thurs April 28 – Fri April 29
- American Lung Association - Fight For Air Climb, Los Angeles, Sat April 30
- ACT Expo, Los Angeles, Wed May 4 – Fri May 6
- Eco Car Show, Pasadena, Saturday June 4
- LAFD Training, Los Angeles, Tues June 7 – Wed June 8

## CaFCP Quarterly Update April - June 2011

### Background

The California Fuel Cell Partnership is a unique collaborative of auto manufacturers, energy companies, fuel cell technology companies, and government agencies, including SCAQMD. This report summarizes CaFCP activity in or related to Southern California, for April - June 2011.

Between 2008 and 2012, CaFCP's focus is on building the foundations for the commercialization of hydrogen fuel cell vehicles, to meet the following goals:

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The following activities are examples of CaFCP's work toward achieving these goals.

### Public Events and Conferences

**American Lung Association Annual Stair Climb, April 30, 2011:** CaFCP staff Stephanie White supported the ALA's Annual LA Stair Climb by hosting a booth and providing participants with information about fuel cell vehicles and their air quality benefits. As a "State of the Air Champion" sponsor, CaFCP's name and logo was in ALA's media campaign garnering more than 130 million impressions.





***Torrance Pipeline Station  
Celebration, June 15, 2011:***

CaFCP Steering Team Chair Josie Gonzales helped welcome industry participants and local officials who came to the Torrance Station to celebrate a commercialization milestone—the first hydrogen pipeline fueling station with multiple 35 and 70 MPa dispensers.



**Other events:**

- Earth Day in Santa Barbara
- Green California in Sacramento
- Earth Day at CalEPA
- Ride & drive at Laguna Nigel City Hall
- Hydrogen & Fuel Cell Conference, Vancouver BC (poster presentation)
- Clean & Green Investment Forum, San Francisco (panelist)

**Emergency Responder Training**

Emergency responder training and fire community outreach are important aspects of the goal to support member fleets and stations. Workshops given by CaFCP include:

- Corona Auto-X, Corona – April 1, 2011
- NREL Permitting Workshop – April 19, 2011
- Los Angeles FD ER Workshop, Los Angeles – June 7 & 8, 2011
- DOE Emergency Responder Training, Tracy DLA –June 21-23 and 28-30, 2011

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Q2 2010	175	15	30	220
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Q4 2010	196			196
<b>Q1 2011</b>	<b>298</b>			<b>298</b>
<b>Q2 2011</b>	<b>224</b>	<b>36</b>	<b>11</b>	<b>271</b>



**Corona Auto-X  
Apr 1, 2011**



CaFCP participated for the fifth year in Corona Auto-X extrication course. Participants came from Southern California as well as Oregon, Hawaii, Wyoming, and Alberta, Canada. The Hyundai Borrego FCEV, Toyota FCHV-adv, and Honda FCX Clarity vehicles were present.



**LAFD June 7-8, 2011**

Jennifer presented CaFCP ER materials for FCVs along with Chad Bernhard, LAFD firefighter who presented his curriculum on gasoline hybrids, PHEVs, BEVs, and CNG vehicles. OEMs supported with a variety of alt fuel vehicles.



**Technical Program Updates**

CaFCP has several technical programs with teams that meet regularly to work on interoperability issues, such as hydrogen quality, fueling systems, station testing, and public access. This work helps achieve the goal of enabling a California fueling infrastructure.

**Infrastructure Development**

**Partnering**

*SIGMA Spring Convention, Dana Point, April 7-8* –CaFCP continued its education efforts with the fuel retailers and marketers association by providing a vehicle ride and drive at their spring conference. This year’s event also included a vehicle manufacturers’ presentation and discussion panel where automakers informed attendees about new vehicle technologies on the road and in development. These ongoing education efforts are important part of the process of getting existing gasoline station operators informed and interested in integrating hydrogen fueling dispensers into their retail locations.

*Act Expo 2011, Long Beach, May 5-6* – CaFCP staff had a booth at the conference to educate conference attendees and initiate contact with NG vendors. With many synergies between NG and H2, staying in touch with NG vendors could prove to be a valuable effort if the two fuels start to get blended in heavy duty or co-located for light duty.

*SCAQMD Meeting with NHTSA, June 21*—CaFCP provided their Toyota FCHV-Adv in support of a static display of alternative fuel vehicles for NHTSA Administrator David Strickland. NHTSA could be an important organization to help convince DOE upper management of the viability of FCVs and FCBs.

#### **NREL Hydrogen Station Permitting Workshop**

CaFCP co-sponsored this workshop in Anaheim, on April 19. Approximately 40 fire and permitting officials from LA and Orange County attended the one-day meeting. NREL and CaFCP gave presentations with opportunities for Q&A, and a CaFCP provided the Toyota FCHV-adv for static display during lunch. This event helped connect CaFCP staff to the Orange Empire chapter of ICC, a group of local building officials, and CaFCP will present to their monthly meeting on July 21.

#### **Hydrogen Vehicle Authorization System (HVAS)**

HVAS will identify authorized vehicles for fueling through static communication. The HVAS team was formed to identify the communication technology (or technologies); to specify what information would be transmitted; and to determine the scope and purpose of the HVAS system. The team identified RFID as the means to communicate the HVAS signal for the pilot demo, and the system was installed in Torrance. Currently the team is collecting data to submit to SAE later this year. All resources related to the HVAS project are posted at <http://cafcpmembers.org/membersonly/technical-programs/hvas>.

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**HQSA:** CaFCP supported DMS training on the new 70 MPa HQSA at the West Sacramento station.

#### ***Codes and Standards***

CaFCP staff support efforts for multiple codes and standards, including: ASTM, ASME, CSA, DMS, ISO, NIST, and SAE. The staff provides liaison reports to the standard development organizations, ensuring collaboration with, and feedback to, members.

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<b>Most visited pages</b>	Home page Station map Vehicle progress FAQ Station progress	Home page Station map Vehicle progress FAQ Station progress	Home page Station map Vehicle progress FAQ Station progress
<b>Most searched keywords on Google to land on CaFCP website</b>	california fuel cell partnership where does hydrogen come from cafcp afcc burnaby difference between fuel cell and battery	california fuel cell partnership where does hydrogen come from cafcp ca fuel cell partnership afcc burnaby	california fuel cell partnership where does hydrogen come from cafcp afcc burnaby fuel cell partnership
<b>Most searched keywords on cafcp.org search engine</b>	lesson plans fuel cell Total Program Budget 2010 bill cost	electrolysis cost of hydrogen jobs jennifer hamilton careers	west los angeles shell electrolyser catherine dunwoody jobs phone number
<b>Most referred websites</b>	google.com hydrogenhighway.ca.gov bing.com en.wikipedia.org yahoo.com	google.com hydrogenhighway.ca.gov bing.com yahoo.com en.wikipedia.org	google.com hydrogenhighway.ca.gov bing.com yahoo.com en.wikipedia.org

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California Fuel Cell Partnership

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<b>New likes</b>	26	35	25
<b>Lifetime likes</b>	1,742	1,772	1,791
<b>Post Views*</b>	22,669	22,037	22,927
<b>Post feedback*</b>	97	93	127

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<b>Followers</b>	386	402	426
<b>Tweets</b>	2102	2321	2561

**Legislative and Environmental Outreach**

<b>MEETING</b>	<b>DATE</b>	<b>MET WITH</b>
Meetings in Washington DC with California Congress members and NGOs to provide information about the progress of fuel cell vehicles and hydrogen, and their importance to California’s air quality and climate goals.	04/04-04/06/11	Ryan Hanretty, Representative Denham (R-CA-19); Tyler Hamman, Representative Wally Herger (R-CA-2); Gary Kline, Representative Brian Bilbray (R-CA-50); Damion Jacobs, Representative Darrell Issa (R-CA-49); Lelaine "Elle" Bigelow, Representative Judy Chu (D-CA-32); Ethan Rosenkranz, Representative Lynn Woolsey (D-CA-6); Christopher Marklund, Representative Ken Calvert (R-CA-44); Callie Varner, Representative Dennis Cardoza (D-CA-18); Casey Fromson, Representative Anna Eshoo (D-CA-14); Andy Flick, Representative Jim Costa (D-CA-20); Jonathan Levenshus, Representative Lois Capps (D-CA-23); Kathleen Sengstock, Representative Maxine Waters (D-

California Fuel Cell Partnership

		CA-35); Jeff Hild, Representative Fortney "Pete" Stark (D-CA-13); Eric Werwa, Representative Mike Honda (D-CA-15); Andrew Horowitz, Representative Jerry McNerney (D-CA-11); Sirat Attapit. Representative Xavier Becerra (D-CA-31); Chuck Connor, American Lung Association; Brendan Bell, Union of Concerned Scientists; Ann Mesnikoff, Sierra Club
Meeting with DOE to present current information about progress and plans for H2 FCVs and the importance of including this technology in the DOE Quadrennial Technology Review.	05/09/11	Mike Holland, Avi Gopstein and Colin McCormick. (Holland and Gopstein are advisors to Undersecretary Koonin and McCormick is an advisor to the currently vacant Undersecretary position responsible for EERE and Fossil Energy. Other mtg attendees included Sig Gronich, Ed Kiczek and Bob Rose.
Rep. Mike Thompson	05/10/11	Carla McNeil, Representative Mike Thompson
Bill Millar, President of APTA	05/10/11	Bill Millar, President of APTA
Jonathan Levenshus, Representative Lois Capps	05/10/11	Jonathan Levenshus, Representative Lois Capps
Matt Nelson, Senator Dianne Feinstein	05/11/11	Catherine Dunwoody, Brian Turner (Governor Jerry Brown's office), James Warner (FCHEA), Shane Stephens-Romero (UCI), Matt Nelson, Senator Dianne Feinstein
Visit to CaFCP headquarters by Ray LaHood and Rep. Thompson	5/18/11	Catherine Dunwoody, Josie Gonzales, Justin Ward, James Goldstene, Tim Olsen, Jaimie Levin, CaFCP staff
Representative Henry Waxman (at District office)	5/20/11	James Provenzano (Clean Air Now), Dan Rabun (Air Products), Steve Ellis (Honda), Catherine Dunwoody (CaFCP), Stephanie White (CaFCP)
Judy Mitchell (South Bay Cities COG)	6/9/11	Catherine Dunwoody (CaFCP), Stephanie White (CaFCP)

**Upcoming CaFCP Activities for Q3, 2011**

- July 12-14: SEMICon West (San Francisco, CA)
- August 29-Sept 1: Energy + Climate Strategies for Transportation (Pacific Grove, CA)
- September 12-14: International Conference on H2 Safety (San Francisco, CA)
- September 12: APEC Advanced Transportation Showcase (San Francisco, CA)
- September 19-22: Pacific Oil Conference, (Reno, NV)
- September 21-23: League of California Cities Conference, (San Francisco, CA)
- September 30-October 2: Santa Monica Alt. Car Expo, (Santa Monica, CA)



# South Coast Air Quality Management District

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(909) 396-2000 • www.aqmd.gov

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 32

PROPOSAL: AQMD Air Quality-Related Energy Policy

SYNOPSIS: The Board directed staff to develop a policy document that integrates air quality, energy, and climate change issues in a coordinated and consolidated manner. Staff has developed this draft Air Quality-Related Energy Policy for the Board's consideration and has prepared this Board letter to provide additional background information on the policy, key issues, and the public process undertaken in its development.

COMMITTEE: Stationary Source, June 17, July 22, and August 26, 2011

RECOMMENDED ACTIONS:

Adopt the attached policy resolution: AQMD Air Quality Related-Energy Policy, contained in Attachment A.

Barry R. Wallerstein, D.Env.  
Executive Officer

EC:PF:AK:af

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## Background

At last year's Board retreat, staff suggested the need for an integrated strategy to address diverse environmental objectives, such as attaining the health-based air quality standards, addressing environmental justice issues at the community level, achieving goals in California's Global Warming Solutions Act AB32, meeting the State Water Resources Control Board's regulation for Use of Coastal and Estuarine Waters for

Power Plant Cooling CWA 316(b) (once-through-cooling), and meeting SB375 goals of integrating land use and transportation planning. Staff's presentation showed that zero and near-zero emission technologies, such as electrification, supported by greater applications of energy efficiency and renewable energy generation could be a potentially successful strategy to address many of the environmental objectives identified. The Governing Board then recommended developing a white paper that would lay out the AQMD's energy plan for integrating energy and air quality issues. To that aim, a brochure titled *Powering the Future – A Vision for Clean Energy, Clear Skies, and a Growing Economy in Southern California*, jointly prepared by AQMD, CARB, and SCAG was released late in May 2011. Furthermore, as part of its deliberation on TAO's annual report, the Board at its March 2011 meeting, directed staff to develop an energy policy for their consideration that integrates air quality, energy issues, and climate change in a coordinated and holistic manner. It would also lay out actions needed to facilitate the implementation of zero and near-zero emission technologies.

## **Proposal**

In response to Board's directive, staff prepared a draft Energy Policy that provides 1) an overall view of year 2008 energy consumption in the Basin and its NO<sub>x</sub>, air toxics, and CO<sub>2</sub> emission contribution, 2) a set of 10 air quality-related energy policies to guide and coordinate AQMD efforts; and 3) a set of 10 actions that are deemed necessary to support the policies. A copy of the draft policy is included in Attachment A. The following sections provide a brief description of the draft energy policy.

## **Energy Usage**

In developing the draft policy, it was necessary to assess the current energy usage within the Basin by energy type. This provides a detailed picture of energy usage, associated costs, and in-Basin emissions by each end use fuel type. For this analysis, the year 2008 provided the most recent year of available energy data to provide a complete picture of in-Basin energy usage. Electricity is considered an end-use energy type and is mostly imported into the Basin, with the majority of in-Basin generation coming from natural gas-fired power plants. In 2008, close to 50% of total in-Basin energy consumption was attributable to the transportation sector, represented by diesel and gasoline as shown in Figure 1. Due to a long history of stationary source controls, the sheer volume of vehicle usage, and the slow rate of fleet turnover, the transportation



sector accounted for 90% of in-Basin NOx emissions in 2008<sup>1</sup> (Figure 2), and over 50% of the CO<sub>2</sub> emissions (Figure 3). In the context of air toxic pollution, diesel fuel used by the transportation sector contributes to approximately 92% of toxicity-weighted emissions in the Basin as shown in Figure 4.

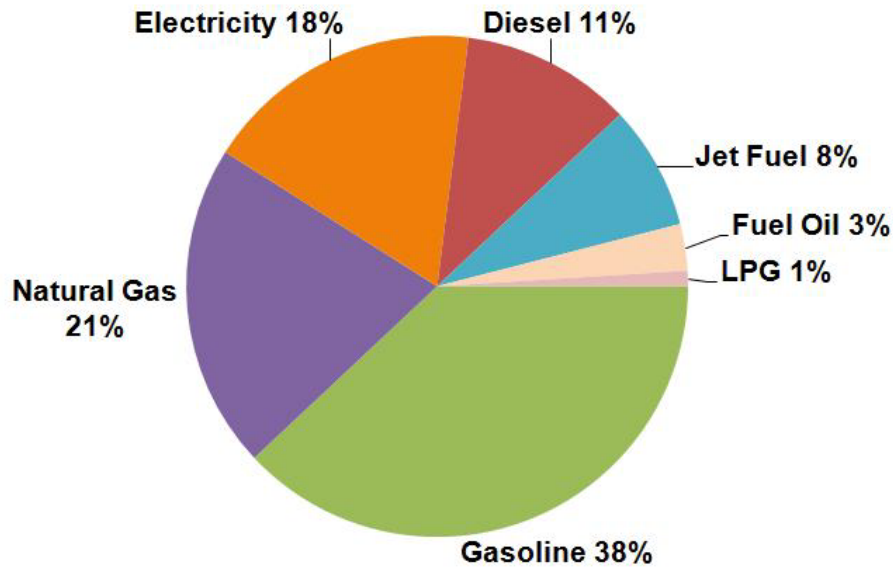


Figure 1: In-Basin energy consumption in 2008 by fuel type (Total energy consumption = 2.2 quadrillion BTU).

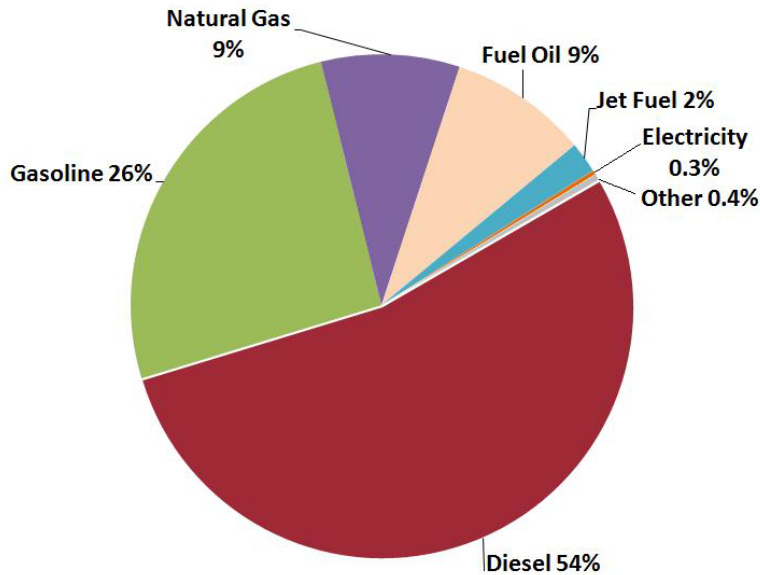
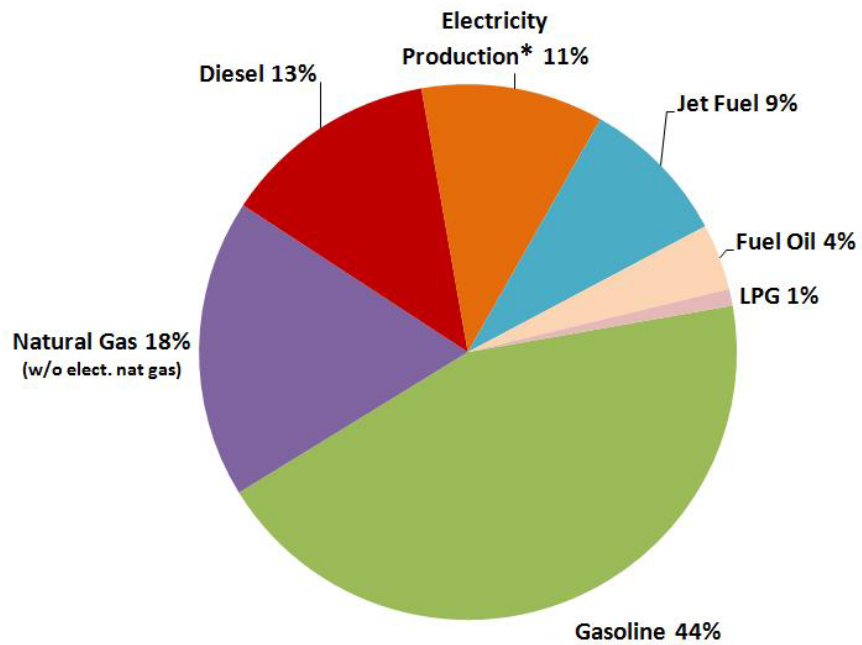


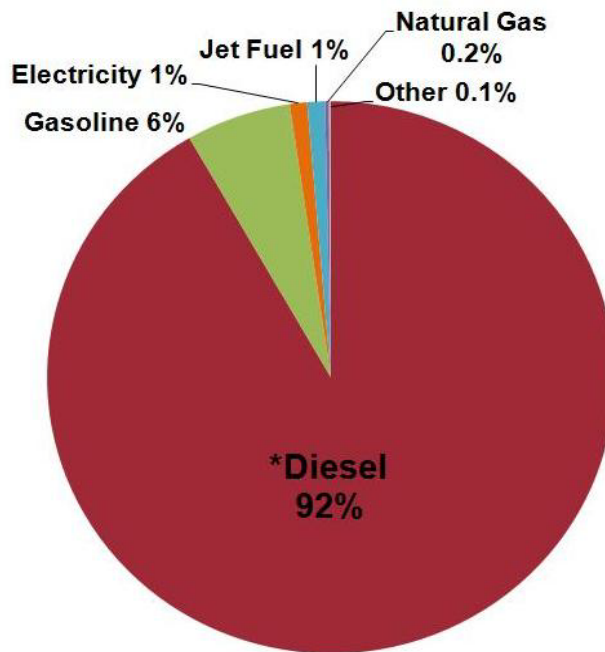
Figure 2: In-Basin NOx emissions by fuel type in 2008 (Total NOx = 860 TPD based on 2007 AQMP projections).

<sup>1</sup> Based on 2007 AQMP projections. Recent California Air Resources Board rulemaking for on-road heavy duty diesel vehicles and off-road equipment showed about 140 tons per day lower NOx emissions from these source categories. The 2008 emissions inventory will be updated as part of the 2012 AQMP.



\*Based on fuel combustion, primarily natural gas, for electricity production.

Figure 3: CO<sub>2</sub> emissions within the Basin in 2008 (Total = 135 MMT).



\* Fuel oil toxicity risk included in diesel and toxicity contribution by diesel with application of DPFs will not be changed significantly.

Figure 4: Toxicity weighted by fuel type for 2008.

As outlined in the 2007 AQMP, in order to meet the 1997 ozone standard of 80 ppb, an additional 67% of NO<sub>x</sub> reductions are needed beyond all regulatory actions as of 2010; these needed reductions are shown as the “black box” area in Figure 5. To meet the more recent 2007 ozone standard of 75 ppb, an additional 75% of NO<sub>x</sub> reductions are needed. Currently the U.S. EPA is reconsidering the 2007 ozone standard, with the potential of a revised standard between 60 and 70 ppb. The lower standard will call for additional NO<sub>x</sub> reductions of 90% beyond current regulatory actions.

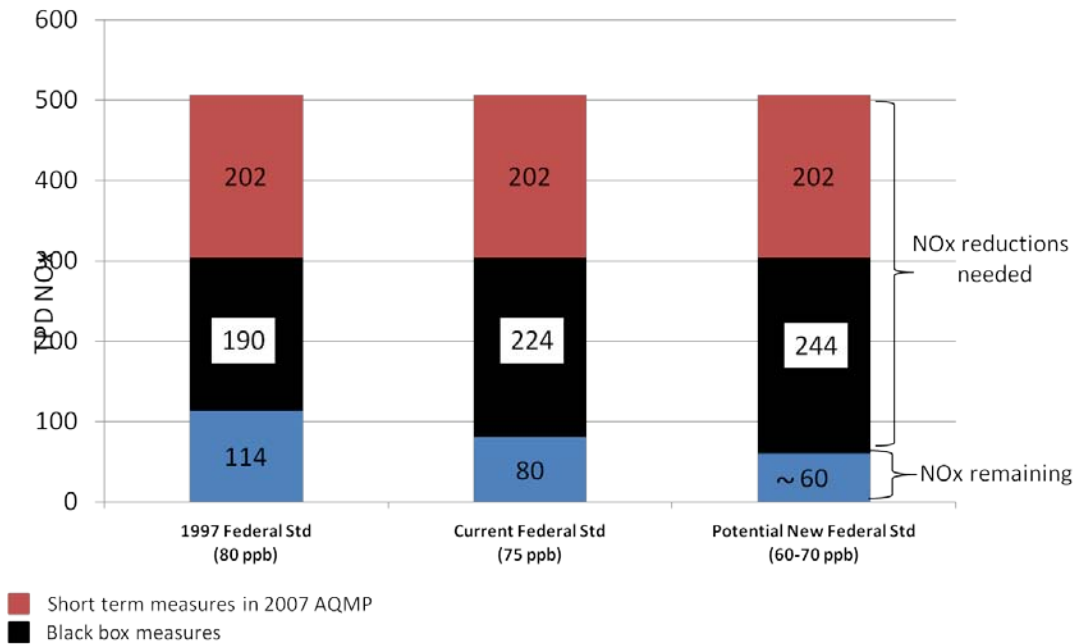


Figure 5: NO<sub>x</sub> emissions and 8-hour federal ozone standards.<sup>2</sup>

NO<sub>x</sub> emissions are the direct result of fuel combustion, and more than 90% of NO<sub>x</sub> emissions in the Basin derive from fuel combustion in the mobile source categories. It is therefore, necessary to find these reductions through technology improvements.

The current energy consumption in the Basin also comes with a significant price tag. In 2008, \$45 billion dollars was spent on fossil fuel usage within the Basin and the health cost associated with adverse air quality was estimated to be \$22 billion, primarily from the usage of transportation fuels.

<sup>2</sup> The federal Clean Air Act Section 182(e)(5) specifically authorizes the inclusion of such long-term measures for extreme ozone nonattainment areas—these measures are often referred to as the “black box.” Subsequent to the AQMD SIP submittal, NO<sub>x</sub> reductions in the black box have been adjusted to reflect changes that CARB made to mobile sources. Specifically, CARB has moved some short-term mobile source measures into the black box. For the purpose of comparison with the 2007 AQMP, the cost calculations for the black box herein were based on NO<sub>x</sub> reductions in the published AQMP documents. As a result, of the CARB revision, the cost of the black box would be larger than what is presented herein.

## **Policies**

The proposed policy is designed to complement and benefit other existing AQMD programs, policies, initiatives, and guiding principles. Upon its approval by the Governing Board, the draft policy is not a regulatory mandate, nor is it a regulation. The draft policy is intended to provide general guidance and direction to ensure efficient, clean, and cost-effective implementation of decisions and actions made by AQMD to reach air quality goals with full consideration of associated energy issues. The specific policies can be categorized into the following general topic areas.

**Zero & near-zero emission technologies.** Zero or near-zero emission technologies provide a means to achieve multiple environmental and energy objectives. In many instances (i.e., internal combustion), electrification provides energy efficiency gains over traditional fossil fuel usage, helps provide some isolation from the variability in fossil fuel prices, and localizes the dollars spent on energy. Other zero or near-zero emission energy strategies will also be promoted and considered to meet clean air goals.

**Demand side management programs.** Demand for electricity and other clean fuels (e.g., natural gas, hydrogen) within the Basin will increase as the transportation sector becomes more reliant on these energy sources. The promotion of demand-side management programs will minimize the need for additional generation capacity through helping promote energy efficiency/conservation efforts and load-shifting measures. With electricity as an example, the better handling of variability in loads through implementation of new grid management programs and energy storage will better utilize existing capacity. The draft policy advocates load-shifting measures such as off-peak vehicle charging rate structures.

**Distributed generation with emphasis on renewables and energy storage technologies.** Demand side management programs will reduce the need for additional electricity generation capacity. Some effective programs such as efficiency rebate programs and promoting off peak usage have already reduced overall electricity demand. As additional energy supplies are needed, promoting in-Basin distributed generation with emphasis on renewable electricity generation, will provide a clean source of power while avoiding emission tradeoffs between end-use combustion and combustion for power generation. Increasing distributed generation reduces the need for new central power plants, and also minimizes the need for additional transmission lines and associated infrastructure such as transformers and substations. Another benefit of distributed generation is minimizing land use changes and environmental impacts associated with large-scale wind or solar power production and distribution.

Renewable distributed generation also provides an efficient transfer of power from source to end-user by minimizing transmission line losses.

Other benefits of renewable energy include providing a diverse portfolio of power generation, thus making electricity prices less dependent upon fossil fuel prices. But power generation from sun and wind has intrinsic variability that requires fossil fuel powered generation to smooth fluctuations and provide grid stability. Through promoting and studying electricity storage technologies, the generating variability associated with renewable power can be minimized, and system loads can be better met independent of production. In addition, the variability from sun and wind generation may also be coupled with other renewable resources such as biogas.

**Continued need for fossil plants.** Recognizing that new fossil fueled power plants will still be needed to complement renewable energy production and to implement requirements under the once through cooling requirements, AQMD will rely upon existing state processes such as AB1318 and local publicly-owned utility (POU) commissions to determine regional fossil fuel power and capacity needs and with the type of generation needed (i.e. combined cycle or simple cycle). The AQMD will continue to ensure new fossil-fueled powered electrical generating capacity in the Basin is the cleanest considering energy efficiency through Best Available Control Technology (BACT) determination.

**Community mitigation.** In addition, the AQMD will continue to advocate maximizing cost effective mitigation in the surrounding communities that are potentially affected from the siting of new or repowered fossil-fueled power plants with increased emissions. This will continue to be done through discussions with the project proponent during the design phase and/or through CEQA commenting.

**Public Education.** Consumer and business participation is essential to the success of a zero and near-zero emission strategy. Purchasing choices can drive market demand for zero or near-zero emitting products as successful implementation of this strategy cannot completely rely on regulatory actions. Educating the public and businesses on available clean, efficient technologies and energy conservation will provide for cleaner air, less greenhouse gas emissions, and potential economic benefits. Partnering with stakeholders and participating in the proceedings of other government agencies will help with education, outreach, and also provide avenues for identifying, leveraging, and publicizing available incentives.

## Actions

### **Feasibility studies of zero & near-zero emission technologies, costs, impacts.**

Studies will be conducted to better understand which zero or near-zero emission technologies can be incorporated in various applications in a cost-effective and efficient manner, while also determining the additional energy capacity and infrastructure needs for implementing these technologies. The AQMD will consult with researchers at the state university and college systems in conducting these studies and the stakeholders will be provided an opportunity for input on the studies. The studies will also examine the potential benefits and/or impacts on ratepayers, businesses, and jobs. Subsequent to these studies, an action plan will be developed to implement the most cost-effective and efficient technologies identified in the studies.

**Working groups – standardized charging installation, rate structure.** Within the transportation sector, hybrid electric and fully electric vehicles are rapidly becoming available and are demonstrating the much greater efficiencies that can be achieved over standard fossil-fueled combustion. In consultation with stakeholders, the AQMD will seek faster implementation of these clean transportation technologies within the Basin by studying effective ways to provide new funding mechanisms and incentives to support zero and near-zero emission technologies for the transportation sector. The AQMD will also work with stakeholder working group(s) to standardize charging station installations at commercial and residential buildings, as well as to develop an appropriate proposal for an electricity rate structure for HEV/EV recharging. These efforts will help to incentivize and promote electric vehicle market penetration by expanding the needed infrastructure, increasing charging availability, and lowering charging costs.

### **Develop & demonstration of biogas and other clean energy sources from biomass.**

Using biogas to produce power provides a unique opportunity due to the many different sources available throughout the Basin. The usefulness and potential of biogas for power generation and as a fossil fuel replacement in other combustion processes will be further studied and developed to ensure that criteria pollutants and air toxics from biogas combustion are minimized.

**Participate with CEC, PUC, & partner to promote energy efficiency through local actions.** CEC and PUC are charged with the responsibility to develop statewide energy policies and regulations and CARB has the primary responsibility for implementing AB32 and regulating mobile sources. Their collective decisions often have impacts on local air quality programs such as, energy conservation and efficiency, renewable energy policies/standard, etc. AQMD's participation in their decision-making affecting

air quality would maximize the co-benefits between energy and air quality and help ensure air quality needs for the Basin are adequately considered.

**Tracking & reporting.** The energy use information for the basin will be updated during each Air Quality Management Plan (AQMP) to track the progress of Basin energy usage and associated emissions.

**Public Process**

Since the initial release of the draft policy on April 22, 2011, staff has conducted 7 public consultation meetings and held over 100 stakeholder focus group briefings. Seven revisions were made to the original draft policy to reflect stakeholder inputs. Stationary Source Committee held 3 meetings to hear comments from the stakeholders and provided guidance to staff to further refine the proposal. A list of participants in this public process is provided in Attachment C. All prior revisions reflecting stakeholder comments throughout the process are also included in Attachment C.

**Key Issues**

A summary of the remaining key issues raised by the stakeholders are listed below:

Key Issue	Staff Response
<ul style="list-style-type: none"> <li>The need for a regional energy policy – potential conflict with the federal and state energy policies and regulations</li> </ul>	<ul style="list-style-type: none"> <li>Staff has modified the title of the draft policy as “air quality-related energy policy” to clarify the focus of the policy.</li> <li>The proposed policy is needed to meet the federal air quality standards while addressing other environmental concerns such as climate change and environmental justice, and energy independence in an integrated manner.</li> <li>Since all NOx emissions come from energy use and 90% of NOx emissions come from mobile sources, AQMD needs an energy policy to bring our needs to other agencies that have the primary responsibility in developing energy, mobile sources, and transportation policies, regulations, or programs.</li> </ul>

	<ul style="list-style-type: none"> <li>• Staff has reviewed the recent CEC, PUC, US EPA, DOE reports such as CEC’s IEPR and California’s Clean Energy Future prepared by the Governor’s office, CARB, CalEPA, CEC, and Cal ISO and concluded that the draft policy is intended to be consistent in principles with state and federal policies and programs.</li> <li>• Action #6 further clarifies that implementation of this draft policy needs to be consistent with the state and federal law.</li> </ul>
<ul style="list-style-type: none"> <li>• Policy implementation-concerns about how future AQMD permitting or rulemaking activities will be affected by this policy</li> </ul>	<ul style="list-style-type: none"> <li>• A “whereas” was added to clarify that permitting decisions will be made solely based on the applicable regulations, not this policy unless regulations are amended with its own public process for stakeholder input.</li> <li>• Another “whereas” is also added to clarify that this policy does not bind future Board actions to independently consider technological feasibility and cost effectiveness.</li> </ul>
<ul style="list-style-type: none"> <li>• Technology and fuel neutrality- Electrification should not be promoted above other technologies</li> </ul>	<ul style="list-style-type: none"> <li>• Significant changes to the original draft policy were made to clarify that the policy is technology neutral in striving to achieve clean air goals with zero or near-zero emission energy strategies.</li> </ul>
<ul style="list-style-type: none"> <li>• Public process need more time for stakeholder input</li> </ul>	<ul style="list-style-type: none"> <li>• Additional time was taken in the development of the draft policy. To date, staff has held 7 public stakeholder meetings and over 100 focus group briefings, and 3 Stationary Source Committee meetings. Attachment D provides a list of all meeting and outreach efforts related to this policy development.</li> </ul>
<ul style="list-style-type: none"> <li>• An independent socioeconomic analysis needs to be done prior to policy approval</li> </ul>	<ul style="list-style-type: none"> <li>• The draft policy does not contain any specific emission targets, implementation schedule or program design; therefore, staff performed a qualitative evaluation and presented the previous 2007 AQMP analysis for the “black box” commitment as an inference to potential impacts (Attachment B). The report was released in early August for stakeholder comments.</li> </ul>



	<ul style="list-style-type: none"> <li>• As more specific strategies are formulated as part of the 2012 AQMP or as regulatory actions being taken by the Governing Board or other implementing agencies, more detailed socioeconomic impact assessments will be performed to quantify potential impacts.</li> <li>• A technical peer review group was established to assist staff in performing the socioeconomic assessment for the 2012 AQMP. Third party peer review on staff work will be pursued.</li> </ul>
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**CEQA Applicability**

Approval of the draft policy does not commit the District to take any specific actions that would have any environmental effects. Action items in the draft policy are, in effect, voluntary advocacy positions or planning studies for possible future actions. Further, the action taken by the Governing Board has no legally binding effect on any later activities. As a result, the draft policy does not constitute a project and, thus, no CEQA analysis is required.

**Socioeconomic Impacts**

A qualitative economic impact evaluation of the types of strategies considered in the draft policy was prepared and is included in Attachment B. Detailed socioeconomic impact assessments will be conducted as as part of 2012 AQMP and as specific programs, projects, or regulatory actions are developed from actions listed in the draft policy and are considered by the Governing Board. Additional peer review of AQMD’s socioeconomic assessments will also be emphasized based on stakeholder comments received.

**Resource Impacts**

Many of the actions outlined in the draft policy are part of AQMD’s ongoing activities. There will be actions that may require additional resources such as outside technical consultant assistance, under which circumstances staff will bring these items before the Board for separate approval with public input.

## **Attachments**

- A. AQMD Air Quality-Related Energy Policy
- B. Economic Impact Evaluation
- C. List of Participants & Prior Revisions on Draft Policy
- D. Meetings and Outreach

## ATTACHMENT A

### AQMD Air Quality-Related Energy Policy

#### **A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the AQMD Air Quality-Related Energy Policy.**

**WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy;

**WHEREAS**, the Energy Policy will complement policies, guiding principles, and initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding Principles and Initiatives, Climate Change Policy);

**WHEREAS**, the total end use energy consumption in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity;

**WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for 46 percent (6.7 billion gallons), natural gas accounts for 26 percent (460,000 MMscf), diesel accounts for 13 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 15 percent (2 billion gallons);

**WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

**WHEREAS**, the electricity generation capacity within the Basin currently online is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy (i.e., solar, wind, biogas);

**WHEREAS**, the total NOx emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production\*;

\*Based on 2007 AQMP projections. Recent California Air Resources Board rulemaking for on-road heavy duty diesel vehicles and off-road equipment showed about 140 tons per day lower NOx emissions from these source categories. The 2008 emissions inventory will be updated as part of the 2012 AQMP.

1           **WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the  
2 Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent  
3 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and  
4 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

5           **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
6 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
7 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
8 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
9 natural gas and 0.1 percent from other fossil fuels;

10           **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
11 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
12 1990 emission levels by the year 2050;

13           **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
14 California to increase the supply of electricity produced from renewable energy sources to 33  
15 percent by the year 2020;

16           **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
17 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

18           **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
19 per year based upon averaged air quality data from years 2005 to 2007;

20           **WHEREAS**, the health impacts from adverse air quality result in about 5,000 premature  
21 deaths, and hundreds of thousands of cases of asthma and other lower respiratory illnesses,  
22 hospitalizations, school absences, acute bronchitis, and lost workdays each year in this region;

23           **WHEREAS**, 67 percent and 75 percent NO<sub>x</sub> reductions beyond currently adopted  
24 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
25 respectively;

26           **WHEREAS**, this Policy is intended to be consistent with State agency energy policies  
27 and planning principles included in the CEC's Integrated Energy and Planning Report (IEPR),  
28 and California's Clean Energy Future prepared jointly by the Governor's office, CARB,

1 CalEPA, CEC, CPUC, and California ISO;

2       **WHEREAS**, it is the Governing Board’s long standing policy to be fuel and technology  
3 neutral, and that any form of energy will be allowed in meeting the specified emission limits or  
4 performance standards adopted by the Board;

5       **WHEREAS**, this policy does not authorize the AQMD to deny a permit that meets all  
6 applicable existing legal requirements at the time the permit is issued; and

7       **WHEREAS**, this policy does not foreclose the Governing Board from independently  
8 determining whether and in what form to adopt any given control measure or rule, giving  
9 appropriate consideration to all relevant factors including technological and economical  
10 feasibility.

11  
12       **NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to  
13 proceed with the following in future clean air program development, in a manner that promotes  
14 reliable, safe, cost effective and clean energy for all energy consumers in the Basin:

15  
16       **Policy 1** – Promote zero and near-zero emission technologies through ultra clean energy  
17 strategies, to meet air quality, energy security, and climate change objectives;

18               **Intent Statement:** Energy usage in Southern California is heavily dependent  
19 upon traditional fossil fuels and is the source of the majority of criteria, toxic, and  
20 GHGs emissions in the Basin. In order for South Coast AQMD to achieve  
21 federally mandated clean air standards for ozone, significant nitrogen oxide  
22 (NOx) emission reductions will be necessary. The vast majority of NOx  
23 emissions in the Basin are a direct result of energy use. The AQMD’s mission  
24 includes protecting Southern California residents from exposure to air toxic  
25 emissions. Diesel fuel use in the transportation goods movement sector is the  
26 primary contributor to these emissions. AQMD also advocates for concurrent  
27 benefits of GHG strategies that reduce criteria pollutant and air toxic emissions  
28 while recognizing that climate change can in itself exacerbate ozone and PM  
pollution. The direct connections between AQMD’s core objectives and broader  
energy issues call for a clear and consistent AQMD policy that addresses these  
relationships in a coordinated manner. This policy will ensure that AQMD  
actions on air quality are considered in light of associated energy issues, while

1 also providing decision-makers on energy policy a clear message regarding the  
2 impacts of their actions on air quality. Furthermore, a heavy reliance on  
3 traditional fossil fuels causes susceptibility to increasingly volatile market prices  
4 and does not keep dollars spent on energy localized. Promoting the use of clean  
5 energy through zero and near-zero technologies, including efficiency/conservation  
measures, will help this region address air quality, energy security, and climate  
change in an integrated and holistic manner.

6 **Policy 2** – Promote zero and near-zero emission technologies in both stationary and mobile  
7 applications to the extent feasible;

8  
9 **Intent Statement:** Based on the 2007 AQMP/SIP, Southern California would  
10 need another 67% to 75% of NO<sub>x</sub> reductions beyond all existing regulatory  
11 actions to meet the 1997 and 2007 8-hour ozone standards by federal deadlines.  
12 Therefore, it is essential that many combustion related processes need to employ  
13 zero or near-zero emission technologies to meet the health-based air quality  
14 standards. In many instances, these technologies will also reduce toxic exposure  
15 and GHG emissions. It is expected that most of the needed technologies will be  
16 for mobile sources which account for 90% of total NO<sub>x</sub> emissions. However  
17 stationary sources are included in this policy, since there is a state law for a non-  
18 attainment area to implement all feasible measures. To the extent technically  
19 feasible and cost-effective measures are available for stationary source  
20 applications, they will be considered as part of the clean air strategy. Some  
21 examples of zero or near-zero technologies available for implementation over the  
22 next 10 to 20 years include battery electric vehicles, electric rail, plug-in hybrid  
23 vehicles, fuel cell and hydrogen powered vehicles, electric motors, and solar  
24 power generation.

25 **Policy 3** – Promote diversification of electricity generation technologies to provide reliable,  
26 feasible, affordable, sustainable, and zero or near-zero emission electricity supply for  
27 the Basin in partnership with local power producers;

28  
29 **Intent Statement:** AQMD recognizes that the increased utilization of zero and  
30 near-zero technologies will likely lead to increased electricity demand and thus  
31 the need for more electricity generation. AQMD intends to promote a broad  
32 portfolio of generating technologies with an emphasis on sustainable, efficient  
33 and clean production while sensitive to electricity supply and reliability issues as  
34 well as its affordability by all ratepayers.

1 **Policy 4** – Promote demand side management programs to manage energy demand growth. Such  
2 programs include, but are not limited to, energy conservation, energy efficiency and  
3 load-shifting measures;

4  
5 **Intent Statement:** Demand side management programs help reduce the need for  
6 additional generation and related infrastructure, generally resulting in cost  
7 savings, and may help offset the increased electricity demand addressed in Policy  
8 3. Energy efficiency and conservation programs in this policy include all energy  
9 types such as natural gas for stationary sources and transportation fuels.  
10 Lowering energy consumption with such programs will also lead to co-benefits in  
11 air quality and climate change. Furthermore, load-shifting measures and energy  
12 storage can help better utilize existing capacity reducing the need for additional  
13 peaker plants.

14 **Policy 5** – Promote in-Basin distributed electricity generation, with emphasis on distributed  
15 renewable electricity generation, to reduce reliance on energy imports or central  
16 power plants, and to minimize the air quality, climate and cross-media environmental  
17 impacts of traditional power generation;

18 **Intent Statement:** Renewable electricity generation provides a sustainable  
19 source of energy that is zero or near-zero emission and can help mitigate  
20 economic effects from high fossil fuel costs. Power generation within the Basin  
21 provides greater transmission efficiency through better matching of localized  
22 demand with production and less transmission line losses. With this policy,  
23 AQMD is not setting an in-Basin renewable energy performance standard and not  
24 excluding out-of-Basin renewable generation to meet in-Basin demand. The  
25 policy simply promotes clean and efficient electrical production, preferably  
26 locally, to help address increasing electricity demand.

27 **Policy 6** – Promote electricity storage technology to improve the supply reliability, availability,  
28 and increased generation technology choices;

**Intent Statement:** The development of advanced electricity storage technology  
can minimize the temporal variability impacts associated with renewable energy  
production (i.e., wind or solar). It makes renewable energy sources more reliable  
and more available under various load demand. Increased storage can also

1 provide power on-demand under peak load conditions helping to minimize the  
2 need for new peaker plants while utilizing off peak hours and rates for storage.

3 **Policy 7** – Require any new/repowered in-Basin fossil-fueled generation power plant to  
4 incorporate Best Available Control Technology (BACT) as required by District rules,  
5 considering energy efficiency for the application. These power plants shall also  
6 comply with any requirements adopted by the California Air Resources Board  
7 (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC),  
8 California Independent System Operator (ISO), or the governing board of a publicly-  
9 owned electric utility, as well as state law under the California Environmental Quality  
10 Act (CEQA);

11 **Intent Statement:** The AQMD recognizes that fossil fuel electricity generation  
12 will still be needed in the Basin to complement projected increased use of  
13 renewable energy sources. In accommodating that need, this policy ensures that  
14 all fossil-fueled plants will meet the existing BACT requirements and AQMD’s  
15 BACT determination will also take into consideration generating efficiency in  
16 setting the emission limits. This policy integrates criteria pollutant BACT with  
17 GHG BACT as required in the federal Tailoring Rule. This policy also explicitly  
18 recognizes existing ongoing efforts at the state level to assess the electricity  
19 generation capacity needs for this region and CPUC’s approval of electricity  
20 procurement contracts. Therefore, this policy is not intended for AQMD to  
21 develop a needs determination for new power plant installations or establish new  
22 BACT determination procedures.

23 **Policy 8** – Advocate, within the existing CEQA review process, maximum cost effective  
24 mitigation in the communities affected by emission increases resulting from the siting  
25 of new or repowered power plants;

26 **Intent Statement:** This policy is intended to address localized impacts raised by  
27 communities affected by power generation plants. AQMD will work with project  
28 proponents in their design phase or during CEQA commenting period to  
maximize selection and implementation of mitigation measures, if required,  
within the impacted communities. This policy does not create new requirement or  
review process beyond the existing CEQA process.

**Policy 9** – Educate and incentivize the public and businesses to shift toward the lowest emission



1 technologies, considering emissions of criteria pollutants, toxic air contaminants,  
2 greenhouse gases, energy efficiency, and the potential to create local jobs; and

3 **Intent Statement:** Educating the public on individual choices for different modes  
4 of transportation such as public transit, walking, biking, energy efficient  
5 appliances, and energy conservation technologies will provide for cleaner air, less  
6 GHG emissions, and potential individual cost-savings in many cases. Consumer  
7 participation is essential in driving the market demand for zero and near-zero  
8 emitting products. Educating businesses on zero and near zero technologies will  
9 reduce emissions and may in some applications lower operating costs. Partnering  
10 with other agencies, utilities, and advocacy groups will help leverage funding and  
11 outreach efforts, while also providing the means to publicize available incentive  
12 programs. AQMD activity will include efforts to create local jobs relative to the  
13 implementation of this Policy.

14 **Policy 10** – Incorporate energy efficiency and conservation as an emissions reductions strategy  
15 for stationary and mobile sources through AQMD’s planning, rule making,  
16 advocacy, and CEQA commenting activities.

17 **Intent Statement:** Given the aforementioned close relationship between energy and  
18 air quality, incorporating energy efficiency and conservation into AQMD’s  
19 emission reduction activities will recognize the benefits of efficiency and  
20 conservation while providing opportunities to reduce overall emissions.

21 **BE IT FURTHER RESOLVED**, that the Governing Board directs staff to proceed with  
22 the following:

23 **Action 1** – Advocate for, conduct, and/or support detailed technical studies to identify viable  
24 zero and near-zero emission technologies and associated energy delivery and  
25 capacity needs to support these technologies as part of the clean air strategy for  
26 the Basin;

27 **Discussion:** The purpose of these technical studies is to identify potential zero  
28 and near-zero technologies that can be deployed in the next 10 to 20 years to meet  
air quality objectives. These studies will be conducted in consultation with  
researchers at California universities and colleges, and will be coordinated and  
solicit input from state agencies such as CEC, CARB, PUC, and Cal ISO. An

1 opportunity for input will also be provided for interested stakeholders. Intended  
2 studies will include analyses of air emissions, technical feasibility, cost-  
3 effectiveness analyses, and energy demand and supply associated with those  
4 technologies. An understanding of the energy infrastructure, delivery and  
5 capacity requirements needed to support these technologies will be critical for  
6 their successful introduction. Current examples of such technologies include  
7 battery electric and plug-in hybrid vehicles, but any other technologies in need of  
8 further analysis with similar performance would be considered as well.

9 **Action 2** – Conduct appropriate socioeconomic studies to identify the societal costs and  
10 benefits for the implementation of zero and near-zero emissions strategies,  
11 including but not limited to, further electrification and impacts on businesses and  
12 jobs;

13 **Discussion:** Socioeconomic studies will identify the capital investment needed  
14 and how the funds can be raised to pay for the infrastructure and delivery systems  
15 to support the technologies identify from Action #1. The studies will also include  
16 socioeconomic impact analysis including job impacts, businesses  
17 competitiveness, small business impacts, ratepayer impacts, etc., resulting from  
18 transitioning to zero or near-zero technologies. Input will be solicited from  
19 various stakeholders, including business groups, energy companies, and  
20 transportation agencies.

21 **Action 3** – Where feasible, develop an AQMD action plan to develop and deploy  
22 electrification and other zero and near-zero emissions measures for various  
23 sectors, including identification of implementation barriers and strategies to  
24 overcome such barriers;

25 **Discussion:** Based on the results of studies related to Actions 1 and 2, the action  
26 plan will outline roadmaps, timelines, and key milestones to ensure the timely  
27 commercialization and deployment of these technologies to meet air quality  
28 needs. The action plan will also identify barriers to program implementation and  
potential strategies to overcome such barriers.

**Action 4** – Conduct studies to identify measures to reduce emissions from the transportation  
sector, including incentivizing early introduction of zero and near-zero emission  
measures and identify potential new transportation funding mechanisms to

1 support substantial penetration of such technologies within the transportation  
2 sector;

3 **Discussion:** AQMD will coordinate with transportation stakeholders, including  
4 SCAG, transportation commissions, transit districts, rail operators, the ports,  
5 railroads and vehicle companies to identify new funding mechanisms, leveraged  
6 support, public-private partnership opportunities, and any other appropriate  
7 methods to implement strategies for reducing emissions from the transportation  
8 sector including incentivizing the implementation of zero and near-zero emission  
9 technologies and their necessary infrastructure within the transportation sector,  
including goods movement. It also includes the identification of new funding  
mechanisms to increase public transit services and incentivize increased public  
transit usage.

10 **Action 5** – Further develop and demonstrate low emitting biogas technologies and other  
11 clean energy sources from biomass;

12 **Discussion:** The Basin has many sources of biomass that can potentially be  
13 converted into useful energy for both transportation and stationary applications.  
14 Through various techniques, different sources of biomass can produce  
15 biomethane, biogas, electricity, alcohols, and Fischer-Tropsch fuels, to name a  
16 few. Many of the combustion processes that utilize these fuels do not currently  
17 achieve zero or near-zero emissions; therefore, further technology development is  
18 needed in some applications. This effort would ensure the use of biomass will not  
cause unnecessary trade-offs between GHG benefits and criteria/air toxic  
emissions.

19 **Action 6** - Coordinate this Energy Policy with California state energy policy as promulgated  
20 by the California Energy Commission (CEC), California Public Utilities  
21 Commission (PUC), and the California Air Resources Board (CARB), and assure  
22 that rules and regulations adopted by the Board are not in conflict with state and  
23 federal laws. Actively participate in CEC, PUC, and CARB proceedings to  
24 promote policies and regulatory actions that further clean air objectives,  
25 consistent with state and federal law;

26 **Discussion:** CEC and PUC are charged with the responsibility to develop  
27 statewide energy policies and regulations and CARB has the primary  
28 responsibility for implementing AB32 and regulating mobile sources. Their

1 collective decisions often have impacts on local air quality programs such as,  
2 energy conservation and efficiency, renewable energy policies/standard, etc.  
3 AQMD's participation in their decision-making affecting air quality would  
4 highlight the linkage between energy and air quality and help ensure air quality  
5 needs for the Basin are adequately considered.

6 **Action 7** - Convene a stakeholder working group (including, but not limited to,  
7 representatives from the building industry, local fire departments and building  
8 departments, and utilities) to develop and recommend standardized installations of  
9 electricity recharging, natural gas refueling, and other zero/near-zero emission  
10 refueling equipment for residential and commercial building applications to  
11 facilitate greater plug-in electric vehicle (PEV), natural gas vehicle (NGV), fuel  
12 cell vehicle, and other zero or near-zero emission vehicle market penetration;

13 **Discussion:** The transportation sector is seeing rapid development of plug in  
14 hybrids and battery electric vehicles. A standardized and streamlined recharging  
15 infrastructure will reduce the administrative burden, costs, and time needed for  
16 such installation; therefore it will help expand market penetration. The same  
17 streamlining needs exist for natural gas vehicles and natural gas fueling  
18 infrastructure. AQMD intends to facilitate such discussions among stakeholders  
19 to develop acceptable specifications and address local permitting issues in a  
20 coordinated manner.

21 **Action 8** - Advocate for electricity rate structures that incentivize off-peak charging for  
22 PEVs through the Statewide PEV Collaborative (comprised of CEC, PUC,  
23 CARB, local air districts and utilities) while remaining sensitive to potential  
24 impacts on rates for existing customers;

25 **Discussion:** Promoting off-peak charging will help decrease the need for  
26 additional peak electricity generation or adding new capacity, and reducing costs  
27 for vehicle charging will aid market penetration of these vehicles. This effort is  
28 also to ensure that the electricity rate structures do not penalize EV and PEV users  
for their off-peak charging.

**Action 9** - Partner with local utilities and local government stakeholders to promote energy  
conservation and efficiency through local actions; and

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**Discussion:** This action is intended to leverage funding, incentive, and outreach efforts with local governments and utilities to promote energy conservation and energy efficiency, especially for existing housing/building stocks and public buildings.

**Action 10** - Compile and track Basin-wide energy usage and supply profiles in conjunction with each Air Quality Management Plan (AQMP) update.

**Discussion:** As part of AQMP revisions in the future, AQMD will update information on the primary sources of energy as well as energy demand within the region. This will provide an understanding of the trends in energy consumption and electricity generation profile for this region. The effort will also help to identify data needs and relate energy issues to air quality impacts.

**BE IT FURTHER RESOLVED,** that the Governing Board directs staff to annually report progress in implementing this policy to the Governing Board at a duly noticed public hearing and report progress on AQMD Air-Quality Related Energy Policy implementation to the appropriate Board committees semiannually.

**ATTACHMENT B**

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

**Evaluation and Discussion of Potential Economic Impacts of the Draft AQMD  
Air Quality-Related Energy Policy**

**August 2011**

**Executive Officer**

Barry Wallerstein, D.Env.

**Deputy Executive Officer**

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

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# **Evaluation and Discussion of Potential Economic Impacts of the Draft AQMD Air Quality-Related Energy Policy**

## **Introduction**

The draft Air Quality-Related Energy Policy (Policy) provides information on current energy usage in the Basin, a list of policies to guide AQMD efforts, and a list of actions to be undertaken to support the policies. The Policy will be used to guide the AQMD staff in integrating air quality issues with energy use planning. This report accompanies the draft Policy and presents an evaluation and discussion of the potential economic impacts resulting from the draft Policy.

The majority of air quality problems in Southern California are the direct result of energy usage. Currently the South Coast Air Basin (Basin) is in non-attainment with respect to the federal ozone and fine particulate matter criteria pollutant standards. Ozone is a secondary pollutant formed in the atmosphere in the presence of sunlight and emissions from oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOC). The formation of NO<sub>x</sub> primarily results from combustion processes that involve high heat and pressure. Fine particulate matter is both emitted directly from combustion processes and also formed in the atmosphere from NO<sub>x</sub>, VOCs, and other precursors.

In order to meet the 1997 federal ozone standard of 80 ppb, the Basin needs an additional 67 percent of NO<sub>x</sub> reductions beyond all the regulatory actions as of 2010. To meet the more recent 2007 federal ozone standard of 75 ppb, an additional 75 percent of NO<sub>x</sub> reductions are needed above current measures. A newly revised ozone standard is expected to be between 60 and 70 ppb, and this new standard will require an approximately 90 percent of NO<sub>x</sub> reductions beyond current regulatory actions.

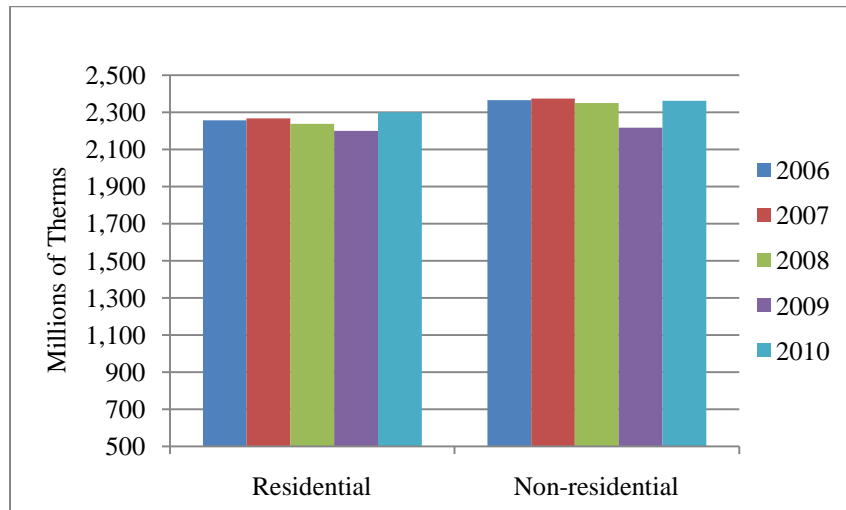
The majority of NO<sub>x</sub> emissions in the Basin come from mobile sources, including the transportation sector. Therefore, it is necessary to find NO<sub>x</sub> reductions through current and future technology improvements within this sector. Concurrent benefits will also occur relative to environmental justice, greenhouse gas reductions, and integrated land use and transportation planning. To this end, the AQMD is developing an air quality-related energy policy that would integrate air quality, energy security, and climate change issues in a holistic manner.

## **Background**

The total end use energy consumption for the Basin in 2008 was 2.2 quadrillion BTU, of which 82 percent was from fossil fuels with the remaining from electricity. The total fossil fuel consumption was divided into 46 percent for gasoline, 26 percent for natural gas, 13 percent for diesel, and the remaining 15 percent for jet, residual, and propane. Energy usage also fluctuates

with the underlying economic condition. The U.S. economy was in full recession in 2008 and did not begin to recover until June 2009. Figures 1 and 2 show the consumption trends of electricity and natural gas in the four-county area from 2006 to 2010, which spans the period immediately prior to the recession through the end of 2010.

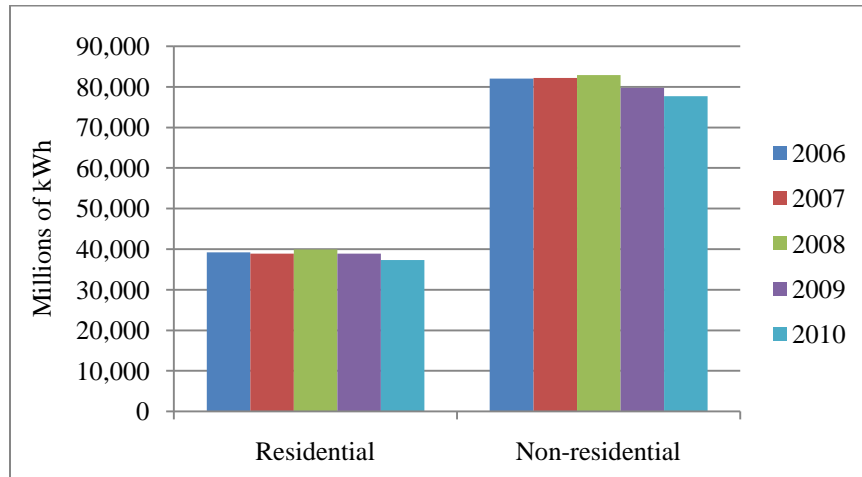
Figure 1: Four-County Natural Gas Consumption 2006-2010\*



CEC, Gas Consumption by County, Downloaded August 1, 2011 from <http://ecdms.energy.ca.gov/elecbycounty.aspx>.

\*Does not include power plant consumption for electricity generation.

Figure 2: Four-County Electricity Consumption 2006-2010



CEC, Electricity Consumption by County, Downloaded August 1, 2011 from <http://ecdms.energy.ca.gov/gasbycounty.aspx>.

The fluctuation in natural gas and electricity usage in 2008 and 2009 corresponded, in large part, to the underlying conditions of the Great Recession. Since then, natural gas consumption rebounded in 2010. As of the end of 2010, the four-county area still showed a downward trend in employment on an annual basis; however, for the most part, the monthly employment trend



has improved since February 2010.<sup>1</sup> According to a Brookings Institution report, the Los Angeles metropolitan area ranks second in the number of green jobs among the 100 largest metro areas.<sup>2</sup>

Based on the projections of the Regional Economic Models, Inc. (REMI), the GDP in the four-county area is expected to grow between 2010 and 2015 at an annual rate of 3.62 percent to reach \$946 billion in 2015. Between 2015 and 2020, the annual growth rate is projected to be at 3.49 percent with a GDP of \$1,123 billion in 2020. These estimates are subject to change based on a variety of economic and political factors. Any expansion of the local economy will likely bring an increased demand for energy as well.

## Study Approach

The different components of the AQMD Policy are shown in Table 1 and compared generically to the programs of the state agencies and federal laws. Due to the Policy's consistency with other state and federal energy programs, and the lack of specificity of implementation details, this economic evaluation is largely relying on existing reports and analyses conducted by other entities. However, more detailed analysis will be provided to the SCAQMD Governing Board as policy implementation occurs through various actions.

Currently the state agencies are implementing programs identified as components in the AQMD Policy, which are referenced in regulations and planning documents such as CARB's AB 32 Scoping Plan, CEC's Integrated Energy Policy Report (IEPR), Renewable Portfolio Standard (RPS), CPUC's Long Term Procurement and Planning Process, and Pavley standards. State agencies are implementing these programs for reasons other than criteria pollutant air quality benefits, which is the principal reason these are brought together within the AQMD Policy. Where concurrent NOx reductions can be achieved due to statewide and national energy policy or climate change activities, no additional costs need to be incurred for these reductions. Since the draft Policy is viewed as a long range clean air strategy to meet the federal ozone and PM standards, the potential costs associated with implementing the energy programs are part of the AQMP "black box" and longer term reductions analyzed in the 2007 AQMD socioeconomic assessment.<sup>3</sup> To the extent applicable the previous analysis was used to approximate the potential impacts. As the actions in the AQMD Policy, along with state and federal programs, are further undertaken, specifics within each component will be further analyzed with more detail.

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<sup>1</sup>California Employment Development Department, Employment by Industry Data [Data File], Retrieved July 2011 from <http://www.labormarketinfo.edd.ca.gov/?pageid=166>, March 2010 Benchmark.

<sup>2</sup>Muro et al., Sizing the Clean Economy: A National and Regional Green Jobs Assessment, The Brookings Institution, 2011, Retrieved August 1, 2011 from [http://www.brookings.edu/reports/2011/0713\\_clean\\_economy.aspx](http://www.brookings.edu/reports/2011/0713_clean_economy.aspx).

<sup>3</sup>The federal Clean Air Act Section 182(e)(5) specifically authorizes the inclusion of such long-term measures for extreme ozone nonattainment areas—these measures are often referred to as the "black box."

Table 1: Comparison of energy policies, regulations and laws with components of draft AQMD Policy.

<b>Components</b>	<b>AQMD</b>	<b>CARB</b>	<b>CEC</b>	<b>PUC</b>	<b>Federal</b>
<b>Energy/Efficiency Conservation</b>	✓	✓	✓	✓	✓
<b>Load Shifting</b>	✓	✓	✓	✓	✓
<b>Renewable</b>	✓	✓	✓	✓	✓
<b>Distributed Generation</b>	✓	✓	✓	✓	✓
<b>Electrification</b>	✓	✓	✓	✓	✓
<b>Alternative Fuel</b>	✓	✓	✓		✓

## **Impact of Air Quality-Related Energy Policy**

The draft Policy contains a number of elements. It promotes zero and near zero emission strategies such as electrification and advanced natural gas based technologies (i.e., Policy #s 1, 2). It also calls for energy efficiency and energy conservation as well as load shifting (i.e., Policy #4) which can lower overall demand for energy. In addition, greater use of renewables (i.e., Policy #5) such as wind and solar are identified to help ensure that electricity generation to the extent practical will be sustainable and cleanest available. Distributed generation (DG) is also identified to reduce the need for peak loads supplied by large central power plants. Potential economic impacts of these key components of the policy are discussed below. Other items in the Policy largely reiterate existing SCAQMD programs and requirements.

### **Energy Efficiency and Conservation**

Energy conservation is a demand side management (DSM) strategy, which relies on changes in behavior of end-users (e.g., consumer product selection, building material and design, etc.) to reduce energy consumption. As such, conservation programs can be implemented through end-user incentives or regulations. These incentives include consumer education and changes to user costs.

The CARB analysis of the AB 32 Scoping Plan (CARB, 2008) showed a net savings of \$5 billion from vehicle efficiency (light-duty gasoline passenger, and medium- and heavy-duty vehicles), building and appliance energy efficiency and conservation, refinery energy efficiency process improvement, and industrial boiler efficiency. In all instances, energy savings outweigh additional costs of devices and materials. The majority of affected entities that incur these costs also are the benefactors of the ensuing savings. Automotive service centers and test-only Smog Check service centers as well as consumers may incur additional equipment or device costs under the vehicle efficiency measure for light-duty passenger vehicles. It was assumed that the additional costs incurred by those service centers would be passed on to consumers; however, the ensuing fuel savings will also accrue to consumers.

Energy efficiency and conservation programs reduce energy costs, which makes businesses more competitive and allows consumers to save money. In addition, energy efficiency reduces the cost of meeting peak demand during periods of high temperatures and high prices. Overall, energy efficiency measures are cost effective compared to the cost of generation (CEC, 2009a).

California's building and appliance standards have saved consumers more than \$56 billion in electricity and natural gas costs since 1978, which averted the building of 15 large power plants. It is estimated the current standards will save an additional \$23 billion by 2013 (CEC, 2007a).

In its report, "Unlocking Energy Efficiency in the U.S. Economy," McKinsey & Co (McKinsey, 2009) stated:

**"The central conclusion of our work:** Energy efficiency offers a vast, low-cost energy resource for the U.S. economy – but only if the nation can craft a comprehensive and innovative approach to unlock it. Significant and persistent barriers will need to be addressed at multiple levels to stimulate demand for energy efficiency and manage its delivery across more than 100 million buildings and literally billions of devices. If executed at scale, a holistic approach would yield gross energy savings worth more than \$1.2 trillion, well above the \$520 billion needed through 2020 for upfront investment in efficiency measures (not including program costs). Such a program is estimated to reduce end-use energy consumption in 2020 by 9.1 quadrillion BTUs, roughly 23 percent of projected (U.S.) demand, potentially abating up to 1.1 gigatons of greenhouse gases annually."

In 2009, U.S. EPA's ENERGY STAR efforts (US EPA, 2010) helped Americans to:

- Save more than 200 billion kilowatt-hours (kWh)—about 5 percent of U.S. electricity demand.
- Prevent the emissions of 46 MMTCE of GHGs—equivalent to the annual emissions from 31 million vehicles.
- Save \$17 billion on their energy bills.

The decline of building-related energy use per capita in past years had been attributed partially to improvements in the efficiencies of appliances and building shells. Efficiency improvements continue to play a key component in the projections of buildings' energy consumption (US EIA, 2011).

The CPUC Long Term California Energy Efficiency Strategic Plan (CPUC, 2011) outlines goals, timelines, and implementation strategies for efficiency measures within various sectors. Some of the goals outlined are:

- New construction will reach "zero net energy" (ZNE) performance (including clean, onsite distributed generation) for all new single and multi-family homes by 2020.

- 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.
- Establish and maintain a knowledge base sufficient to support development of all available, cost-effective, reliable, and feasible energy efficiency, demand reduction (and renewable) energy resources.
- California regulations, financing mechanisms, and incentive programs affecting the management of energy, air and water resources, solid waste, and climate change will be coordinated to mutual advantage.
- Deliver integrated DSM options that include efficiency, demand response, energy management and self-generation measures, through coordinated marketing and regulatory integration.

### **Load Shifting**

Electricity load shifting is also a demand side management strategy that reduces the demand for energy by shifting the timing of electricity demand away from peak electricity demand hours. By avoiding peak demand hours, generation at more efficient generation sources is used to satisfy the demand for electricity. For instance electrical vehicle charging at night could avoid peak demand hours during the day, reducing the need to add additional generation capacity. To avoid creating new peak demand periods, monitoring systems are being developed to dynamically switch charging or electricity use on or off based on demand or pricing information. Electricity storage is a central component of technology-driven load shifting strategies. Non-technology load shifting strategies rely on end-user incentives through education and electricity rate structure (CMAC, 2010).

CEC (CMAC, 2010) estimated that the lifecycle value (assuming 15 year project life) of the avoided cost of permanent load shifting would range from \$500/peak kW to \$2,500/peak kW.

### **Distributed Renewable Electricity Generation**

Renewable electricity generation can better align local demand with local supply of electricity, and minimize emissions as well. The goal is to provide sustainable source of energy with zero or near-zero emissions (i.e., Policy #5).

#### Renewables

California renewable energy sources are derived using sustainable biologic, climatic, hydrologic and geologic processes. CPUC has identified biogas, biomass, biodiesel, solar photovoltaic, solar thermal, wind, low impact hydrological, and geothermal technologies certified by the Western Renewable Energy Generation Information System (WREGIS) as eligible to participate in the Renewable Portfolio Standards program. The CPUC has identified Los Angeles, Riverside and San Bernardino Counties as locations with substantial renewable generating resource potential in wind and solar power (CPUC, 2009).

In order to implement 33 percent RPS and further reduce the demand for electricity, more intensive investment in renewable generation will be required (CPUC, 2010).

For each category of renewable energy, the cost and economic impacts of increasing its share in California's energy mix depends on several factors. The economic impacts of increased reliance on renewable energy sources depend mainly on the additional cost of production relative to the additional cost of non-renewable alternatives, the cost of distribution to end-users, and reliability. Generally, the cost of renewable energy resources is higher than non-renewable generation (CPUC, 2009). However, due to the high degree of variability in the price of natural gas, which is the main source of fuel for non-renewable generation in California, renewable generation provides an economic benefit equivalent to a decrease in generation costs of \$0.02/KWH (CEC, 2007c).

In the absence of renewable energy investments and energy efficiency measures, the cost to utility providers of meeting the California demand for electricity would increase from \$36 billion in 2008 to \$51 billion in 2020 (\$2008). Renewable energy investments without energy efficiency improvements would increase the cost of meeting the demand for electricity in 2020 to \$55 billion (\$2008). Improvements in energy efficiency would lower, to utility providers, the cost of meeting the forecast demand in 2020 by about \$4 billion (\$2008) in both cases. By combining renewable generation and energy efficiency measures, the cost of generation to utility providers would remain approximately the same as if no efficiency measures or renewable generation investments were undertaken.

However, as indicated by CPUC, investments in renewable generation and energy efficiency would shift some of the cost of generation to retail consumers. For example, when a homeowner purchases a rooftop solar panel, the homeowner will bear some costs independent of those incurred by the utility provider. When the combined costs from all sources (customer and utility provider) are considered, renewable generation and energy efficiency would increase the cost of meeting the 2020 demand for electricity by approximately \$4 billion (\$2008) (CPUC, 2010).

The CO<sub>2</sub> reduction goals envisioned in the AB 32 Scoping Plan are expected to rely heavily on decreased emissions in the electricity sector. Of the 30 MMTCO<sub>2e</sub> reductions from the electricity sector to be achieved by 2020, nearly half are expected to come from renewable generation. Wind, solar, and geothermal resources are forecast to result in three-quarters of CO<sub>2</sub> reductions from renewable generation (CPUC, 2010).

The CEC concludes that renewable energy sources such as wind, solar, and biogas are essential components of an efficient electricity generation portfolio (CEC, 2007c).

CARB estimated that the 33 percent RPS would result in a net cost of \$1.8 billion and a reduction of 21.3 MMTCO<sub>2e</sub> in 2020 (CARB, 2008). In addition, CEC (CEC, 2007c), estimated that the standard would reduce electricity generating costs in California by \$6.8 billion in 2020,

reduce CO<sub>2</sub> emissions by more than 31 million tons per year, and improve overall system reliability.

In its analysis of the 20 percent of retail electricity RPS standard by 2020 in New Mexico (adopted in 2007), Beacon Hill Institute (ATI & RGF, 2011), through the use of a tax model, projected that New Mexico's electricity prices would be 20 percent higher (The average retail price for all sectors in New Mexico was 8.4¢ per kilowatt hour in February 2011, as opposed to 13.08¢ in California)<sup>4</sup> and electricity consumers would pay \$619 million more in 2020 due to the additional growth in renewable sources resulting from the RPS standard. It was projected that New Mexico would lose an average of 2,859 jobs in 2020 (The total jobs in New Mexico in 2009 was 1.07 million).<sup>5</sup>

Using the IMPLAN model, the Biobased Energy Analysis Group (BPC, 2009) analyzed the impacts of the two proposed federal RPS's (20 percent RPS under the Bingaman proposal versus 25 percent under the Markey proposal) on the Florida economy. Because both standards allowed the use of energy efficiency credits and alternative compliance payments as means of compliance, the actual percentage of renewable generation in the total electricity generation was much smaller, 4.8 percent in 2015 and 9 percent in 2025, respectively, for both standards. The difference in the impacts of both standards was fairly small. The electricity price under both standards was projected to rise since renewable technologies are more expensive than conventional ones. The price increase would reduce household expenditures on other goods and services. However, there would be positive employment impacts from investments in new technologies. These impacts also included feedstock production for renewable, shifts from traditional crops to dedicated energy crops and their harvesting, and livestock manure collection.

The renewable energy technology sector with \$64,884 exports per job in 2009 was the most export-intensive sector, compared to \$20,129 for the aggregate clean economy (Norris, 2011).

Many residents living near wind turbines have been concerned about their noise, aesthetics, danger (e.g., fire and obstruction), environmental damage (e.g., erosion and flooding from removing trees to make room for turbines), and effect on property values (LA Times, 2011b). Various design technologies are now in the pipeline to ensure that turbines be adapted to a wide range of terrains. As with solar panels, a balance of utility-scale versus urban projects for wind turbines may be needed (LA Times, 2011a).

The U.S. Energy Information Administration states “renewable energy sources will have to play a central role in moving the world onto a more secure, reliable, and sustainable energy path. The

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<sup>4</sup>U. S. Energy Information Administration, Electricity [Data File], Retrieved August 4, 2011 from [http://www.eia.gov/cneaf/electricity/epm/table5\\_6\\_a.html](http://www.eia.gov/cneaf/electricity/epm/table5_6_a.html).

<sup>5</sup>U.S. Bureau of Economic Analysis, Regional Economic Accounts [Data File], Retrieved August 4, 2011 from <http://www.bea.gov/regional/reis/>.

potential is unquestionably large, but how quickly they can contribute to meeting the world's growing energy needs hinges critically on the strength of government support to stimulate technological advances and make renewables cost competitive with other energy sources. Government support for renewables can, in principle, be justified by the long-term economic, energy security and environmental benefits they can bring, though it is essential that support mechanisms are cost-effective." (US EIA, 2011)

Finally, it is important to emphasize that California, including the AQMD, is proceeding to add renewable energy production under both state law and regulation. The proposed AQMD policy is supportive of an existing state program and does not cause any known additional impacts at this time.

### Distributed Generation

In the 2007 Integrated Energy Policy Report, the CEC states "the benefits of distributed generation go far beyond electricity generation. Benefits of DG include the reduced need to build new transmission and distribution infrastructure, reduced losses at peak delivery times, and protection against outages and brownouts. Other advantages include increased grid reliability, energy price stability, and reduced emissions, especially in industrial applications.

Large scale distributed generation such as combined heat and power, also referred to as cogeneration, is an efficient and cost-effective form of distributed generation. The Climate Change Scoping Plan has a target of adding 4,000 megawatts of combined heat and power capacity to displace 30,000 gigawatt hours of demand, thus reducing greenhouse gas emissions by 6.7 million metric tons of carbon by 2020.

California is promoting distributed generation technologies through such programs as the California Solar Initiative, the Self-Generation Incentive Program, the New Solar Homes Partnership program, and the Emerging Renewables Program, all of which support distributed generation on the customer side of the meter." (CEC, 2009a)

Customers have used distributed generation to reduce their use of grid-connected power during peak periods to allow electric utilities to reduce peak loads, provide ancillary services, and improve power quality. Distributed generation has shorter lead and construction times, reduces exposure to technology obsolescence, and can create local jobs (US DOE, 2007).

SCAQMD's proposed Policy supports existing state and national efforts to increase the use of distributed generation and does not materially affect the economic impacts associated with potential distributed generation use as related to the overall strength of the Southern California economy. However, AQMD's grant funds do provide a small stimulus which can increase jobs associated with design, manufacture, and installation of distributed generation.

## **Zero- and Near-Zero Emission Technologies**

The development and implementation of zero- and near-zero emissions technologies in both mobile and stationary source technologies is needed to meet attainment strategies set forth in Air Quality Management Plans (AQMP). In every AQMP since 1989, zero- and near-zero advanced technologies have been presented as control strategies in reducing NO<sub>x</sub> and other criteria pollutant emissions (AQMD, 1989, 1991, 1994, 1997, 2003 & 2007a). These technologies, identified in the AQMPs for NO<sub>x</sub> benefits and being reviewed by state agencies to meet GHG goals and fuel mileage standards, often utilize electrification of all or part of the systems and/or alternative fuels to a large degree. Some of the technologies presented in past AQMPs include fuel cells, hybrid-electric vehicles, advanced batteries, and use of alternative fuels such as natural gas, liquid petroleum gas, Fischer-Tropsch fuels, and di-methyl ether. CARB's development of the LEV III program later this year and the 2012 AQMP will further define proposed implementation strategy and associated economic impacts.

To help accelerate the implementation and commercialization of technology needs identified within the Air Quality Management Plans, the Clean Fuels Program was established in 1999. This AQMD program co-sponsors projects for low- and zero-emission technologies to achieve clean air standards in the Basin. Since its establishment in 1999, funding provided through the AQMD has amounted to \$110.6 million with total project funding amounting to \$386.2 million.

### Electrification

Electrification of certain sectors, especially in mobile source applications often provides energy efficiency gains along with zero- or near- zero emissions. For instance, electricity use provides an overall energy efficiency gain as compared to internal combustion. Sectors such as transportation and goods movement would greatly benefit through the efficiencies provided through electrification.

The Ports of Los Angeles and Long Beach recently released their Roadmap for Zero Emissions (POLB&LA, 2011). Within their roadmap zero-emission technologies are identified as a way to not only reduce port-related emissions but to also a significant strategy for helping reduce America's dependence on foreign oil. Analysis indicates that oil dependence, price volatility, and the setting of global oil prices by cartels have cost the U.S. economy \$5.5 trillion since 1970 (MIT, 2010). SCAG recently issued a draft report regarding new technology alternatives, including potential zero- and near-zero emission options, for line-haul container freight with cost information. When the document is finalized, it could provide useful information for the 2012 Regional Transportation Plan (RTP) and the 2012 AQMP.

“Electrification of transportation through the use of plug-in electric vehicles and fuel cell vehicles coupled with a cleaner energy supply will become a central component of an efficient



path to greenhouse gas emissions reductions and energy security. Electric retail rate reform and wholesale market price signals will be used to ensure that additional electrification minimizes infrastructure cost and maximizes both integration of renewable resources and GHG emissions impact, and California will develop the infrastructure and operational capabilities necessary to absorb a targeted 1,000,000 fully electric and plug-in hybrid-electric vehicles by 2020.” (Cal Agencies, 2010)

Future technologies, in conjunction with a set of appropriate standards, might allow EVs to monitor real-time price signals from the utility and begin to charge when prices fall below a certain threshold. This would also allow the EV owner to set certain charging goals, for example, charging to 100 percent when the price is low, but only 50 percent when prices are high. Others have proposed charging signals that would allow charging based on the current load or availability of renewable energy. The latter would allow the realization of EVs charged almost entirely by renewable resources (MIT, 2010).

### Alternative Fuel

CEC estimated that the 2007 State Alternative Fuels Plan would divert purchases from traditional petroleum fuels, resulting in projected avoided petroleum purchases of up to \$19 billion in 2022 and \$42 billion in 2050. Consumer and government spending will shift from the petroleum sector to 10 other sectors of the economy, including agriculture (\$9 to \$12 billion), the natural gas/propane industry (\$8 billion), and chemical industries (\$6 to \$15 billion) in 2050 (CEC, 2007b).

The state of California has identified “alternative fuels vehicles will become a central component of an efficient path to GHG emissions reductions and energy security. California’s transportation sector will be comprised of a portfolio of low-carbon fuel and vehicle technologies including battery and fuel cell electric drive vehicles, low carbon biofuels, increased vehicle efficiency, and natural gas and propane vehicles” (Cal Agencies, 2010).

The California Energy Commission showed that it is feasible to significantly reduce the state’s dependence on petroleum by increasing vehicle efficiency and the use of alternative fuels and recommended that the state increase the use of nonpetroleum fuels to 20 percent of on-road fuel consumption by 2020, and 30 percent by 2030, based on identified strategies that are achievable and cost-beneficial (CEC, 2009a).

### **Economic Modeling**

The draft Policy will promote and foster the development and application of zero- and near-zero emission technologies that are required to meet the federal ozone and PM2.5 standards. The AQMD has been using BenMAP for the health benefit assessment of clean air and the Regional

Economic Models, Inc. (REMI) for economic impact assessments of its regulations and major policies. The REMI model has been widely used for economic impact assessment of climate and energy options for a few states' climate action plans. McKinsey & Company used REMI to estimate the economic implications of energy and climate policies for the U.S. ICF International used BenMAP and REMI for the analysis of the Midwestern Greenhouse Gas Reduction Accord.

The use of REMI requires extensive input data. For the draft Policy, data requirements include capital and operating and maintenance expenditures on electric generation by fuel by technology, expenditures on and savings from energy efficient policies, expenditures on production and distribution systems as well as other infrastructure for alternative fuels, investment expenditures on new technologies for the renewable portfolio standards, and so on (ICF, 2010). Many of these data hinge on the control measures that the AQMD, CARB, SCAG, and potentially U.S. EPA will recommend during the AQMP development and implementation process. Control measures may consist of regulatory actions, incentive programs or simply recognition of the CEC or CPUC proceedings. A quantitative assessment will be provided for control measures in future AQMPs. As a control measure goes through the rulemaking process, more detailed assessments are performed by the implementing agency. No additional analysis would be provided to any state policy that is implemented for reasons other than air quality, although the AQMD may receive air quality co-benefits resulting from the implementation.

The implementation cost of the 2007 AQMP for compliance with the federal ozone (80 ppb) and PM2.5 standards was projected to be approximately \$4 billion in 2023 when all the control measures would be implemented, compared to benefits (including health benefits) of \$23 billion for the same year. The projection was performed for short-term quantified measures, short- and long-term measures, (i.e., the black box measures), as shown in Table 2.

Table 2: Projected Cost of the 2007 AQMP for 2023

Cost Category	Amount (in millions of 2000 dollars)
Total Cost	\$3,963
Short-Term Quantified Measures	\$2,138
NOx "Black Box" Measure	\$1,665
Others*	\$160

\*Short-term unquantified measures and VOC "black box" measure

The cost of \$1.7 billion for the NOx black box measure was based on a weighted average cost-effectiveness of \$12,470 per ton of all pollutants across all quantified mobile source measures because the majority of NOx reductions in the black box come from mobile sources.

Achieving the current federal ozone standard of 75 ppb requires 224 tons of NOx reductions per day from the black box while approximately 244 tons of NOx reductions would be needed to

achieve the potential new federal standard between 60 and 70 ppb.<sup>6</sup> Using the methodology for the socioeconomic analysis of the 2007 AQMP, it is projected that the annual costs of implementing the ozone standards of 75 and 60-70 ppb are \$2 and \$2.1 billion, respectively, as shown in Table 3.<sup>7</sup> Although the new ozone standard is not likely to be implemented until 2030, for the purpose of consistency with the 2007 AQMP, a more conservative projection relative to the year 2023 is presented here. As technology breakthroughs occur and become more commercially available, the cost of today's new technologies should gradually decline. However, as greater and greater levels of controls are required, control costs could increase absent significant technology advancement. It should be noted that the projected costs associated with the black box do not include the potential savings from energy efficiency and conservation activities.

Table 3: Projected Annual Cost of NOx Black Box by Ozone Standard

Ozone Standard	Cost (in millions of 2000 dollars)
80 ppb	\$1,665
75 ppb	\$1,955
60-70 ppb	\$2,126

Based on the Socioeconomic Report for the 2007 AQMP, implementation of the federal ozone (80 ppb) and PM2.5 standards would reduce morbidity and mortality, improve visibility, increase expenditures on other goods and services in exchange for lower expenditures on refurbishing damaged materials, relieve traffic congestion, and increase crop yields. These benefits would make the region more attractive, thereby promoting economic growth. It was estimated that the total quantifiable benefit of achieving the federal standards would amount to \$23 billion in 2023, as shown in Table 4.

Table 4: Quantified Benefits of Clean Air for 2023 in the 2007 AQMP

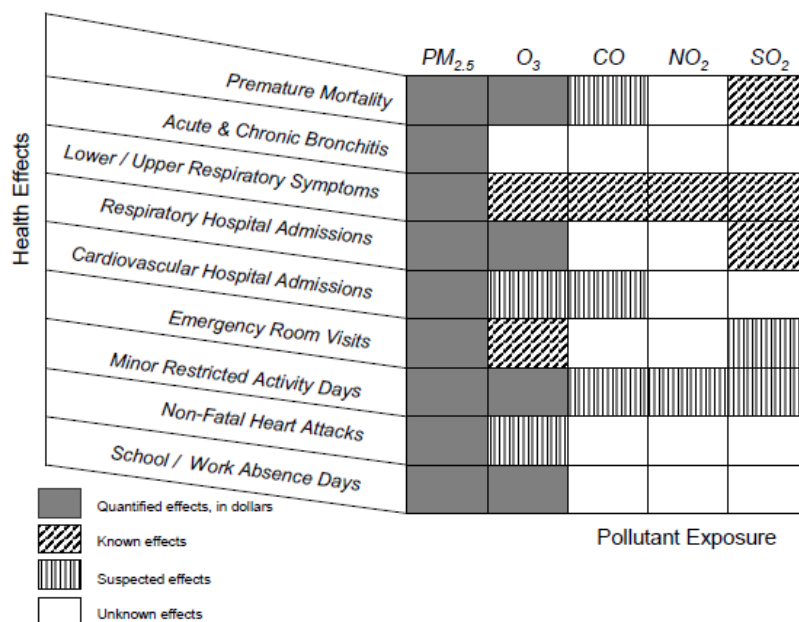
Benefit Category	Amount (in millions of dollars)
Total	\$23,277
Reduction in Morbidity & Mortality	\$16,011
Visibility	\$5,587
Congestion Relief	\$308
Reduced Materials Expenditures	\$1,349
Increased Crop Yields	\$23

<sup>6</sup>Subsequent to the AQMD SIP submittal, NOx reductions in the black box have been adjusted to reflect changes that CARB made to mobile sources. Specifically, CARB has moved some short-term mobile source measures into the black box. For the purpose of comparison with the 2007 AQMP, the cost calculations for the black box herein were based on NOx reductions in the published AQMP documents. As a result of the CARB revision, the cost of the black box would be larger than what is presented herein. However, this revision does not change the total cost of the 2007 AQMP.

<sup>7</sup>A factor of 1.87 is used here to calculate emission reductions for the black box when the measure is implemented independently of other control measures in the AQMP.

There are many areas of benefits that have been identified, but cannot be quantified. Only 29 percent of the potential health impact areas (13 shaded cubes out of 45 in Figure 3) can be quantified in the 2007 AQMP. As the ozone standard becomes more stringent, it is expected that the benefit of the new standard will be larger than the \$23 billion benefit assessed for the 2007 AQMP.

Figure 3: Health Effects of Criteria Pollutants



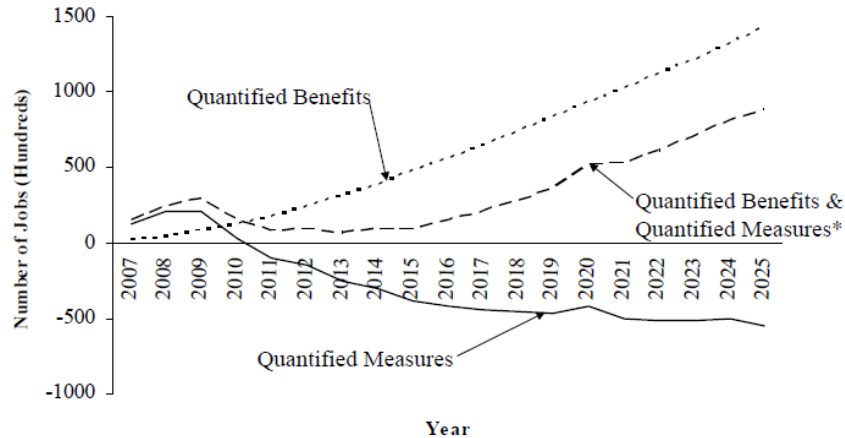
It was projected that the \$23 billion benefit alone would result in 121,971 jobs created in 2023, as shown in Table 5. As the economy adapts to new, clean technologies, implementation of quantified control measures (\$2.1 billion cost in 2023) would result in 51,693 jobs forgone in 2023.

Table 5: Job Impact of Clean Air Benefits and Quantified Measures for the 2007 AQMP

Category	Year 2023
Quantified Clean Air Benefits	+121,971
Reduction in Morbidity & Mortality	+50,327
Visibility	+50,900
Congestion Relief	+14,620
Reduced Materials Expenditures	+4,326
Increased Crop Yields	+679
Quantified Control Measures	-51,693

Figure 4 shows the four-county area would grow over time from clean air benefits and quantified measures.

Figure 4: Job Impact Trends of Clean Air Benefits and Quantified Measures



\*For illustration purposes, as the quantified cost analysis did not include long-term measures.

Table 6 shows the distribution of jobs impacts of clean air benefits and quantified measures by industry in 2023. Mobile source reductions accounted for approximately 70% of these reductions and 90 percent of the quantified costs. As the four-county area becomes more attractive due to cleaner air, more people and businesses will move in and thus demand more consumer-related services, thereby resulting in additional jobs created across the board. Implementation of quantified measures would benefit manufacturers of transportation equipment and bring the additional cost of doing business to others. Sectors such as the construction industry would benefit from the heavy infrastructure investment. On the other hand, the same sector would be regulated by off-road mobile source measures, including CARB-adopted regulation. It should be noted that the majority of short-term mobile source measures quantified here have been adopted by CARB. As such, the job impacts related to these measures will be reflected in the future economic baseline as these measures are being implemented.

Table 6: Job Impacts by Industry for Quantified Clean Air Benefits and Quantified Measures for 2023

Industry	NAICS	Quantified Clean Air Benefits		Quantified Measures	
		Jobs	% Baseline	Jobs	% Baseline
Agriculture, Forestry, Fishing & Hunting	11	298	0.73	-5	-0.01
Mining	21	59	0.82	-36	-0.51
Utilities	22	286	1.19	-91	-0.38
Construction	23	11899	1.81	-4353	-0.66
Transportation Equipment Mfg.	336	469	0.68	238	0.34
Petroleum & Coal Products Mfg.	324	34	0.87	-24	-0.63
Other Manufacturing	31-33 ex. 324 & 336	8346	1.29	-1876	-0.29
Wholesale Trade	42	2892	0.8	-1095	-0.3
Retail Trade	44-45	9921	0.98	-4547	-0.45
Rail Transportation	482	37	0.83	-35	-0.8
Water Transportation	483	7	0.48	-78	-5.67
Truck Transportation	484, 492	-601	-0.34	-645	-0.37
Other Transportation & Warehousing	48-49 ex. 482-484 & 492	1062	0.56	-617	-0.32
Information	51	1550	0.47	-687	-0.21
Finance and Insurance	52	4501	0.93	-2049	-0.42
Real Estate and Rental and Leasing	53	6075	1.24	-2121	-0.43
Professional and Technical Services	54	7434	0.8	-3191	-0.34
Management & Support Services	55-56	9889	0.87	-3994	-0.35
Education, Health and Social Services	61-62	17677	0.97	-3625	-0.2
Arts, Entertainment, and Recreation	71	1639	0.46	-806	-0.23
Accommodation and Food Services	72	5367	0.73	-3141	-0.43
Other Services	81	4293	0.69	-3113	-0.5
Government	92	28837	2.37	-15,800	-1.3
<b>Total</b>		<b>121971</b>	<b>1.08</b>	<b>-51,693</b>	<b>-0.46</b>

The estimated cost of the NOx black box measure for the potential new federal ozone standard is projected to be \$2.1 billion in 2023 (using existing AQMP data). Many, if not all, of the cost can be attributed to mobile sources, which requires substantial infrastructure buildup and could be similar, in scale, to the transportation projects in the transportation control measures (TCM) of the 2007 AQMP. The 2007 AQMP has shown that approximately 1,240 jobs would be created from constructing HOV lanes, intelligent transportation and control systems, and public transit infrastructure as a result of the annual investment of \$430 million in the TCMs. The draft Policy and the required NOx reductions in the black box mostly affect mobile sources. In addition, 90 percent the cost of quantified short-term measures was attributed to mobile sources. As such, the magnitude of the job impact projected for the TCMs in the 2007 AQMP serves as a credible surrogate for the anticipated job impact of the black box. Therefore, it is inferred that the cost of the black box would not create significant jobs forgone in the local economy.

A detailed assessment of the impact of the black box measure cannot be performed without key assumptions and detailed data. The assessment herein will be refined as more data becomes available during the RTP and AQMP.

## **Summary & Conclusion**

The draft Policy outlines several programs that are being developed and implemented at the federal and state levels. To the extent that these programs are implemented in the Basin, the associated co-benefit would be realized. In addition, the draft Policy provides an integrated strategy to attain the health-based air quality standards while achieving other environmental objectives simultaneously. Based on existing studies, the economic evaluation herein discusses various means to promoting zero- and near-zero emission strategies to help achieve the requisite NO<sub>x</sub> emission reductions in order to meet the federal ozone and PM standards. The results of these studies would guide the AQMD as it takes actions in developing the AQMP and implementing control measures.

The implementation cost of total emission reductions required to achieve the federal air quality standards (80 ppb ozone and 35 µg/m<sup>3</sup> PM<sub>2.5</sub>) was estimated to be \$4 billion in 2023 in the 2007 AQMP, of which approximately \$1.7 billion was attributed to the intended NO<sub>x</sub> emission reductions contained in the “black box.” In 2023, the required NO<sub>x</sub> emission reductions in the black box were 190 tons per day. Zero- or near-zero emitting technologies are needed to achieve reductions in the black box. Otherwise, substitute strategies must be found or the Basin will face sanction. If a sanction is triggered, the offset ratio for new and modified sources will become 2 to 1 instead of 1.2 to 1 for VOC and NO<sub>x</sub>. Furthermore, billions of highway funding to this region will be cut off while the U.S. EPA is preparing its Federal Implementation Plan to bring the Basin into compliance.

The quantified clean air benefit for the 2007 AQMP was projected to be \$23 billion in 2023. There are many areas of benefits that have been identified, but cannot be quantified. Furthermore, as the ozone standard becomes more stringent, it is expected that the benefit of the new standard will exceed the \$23 billion estimate.

Despite the vast amount of data requirements to quantitatively assess economic impacts of the necessary NO<sub>x</sub> reductions, the AQMD has made a rough estimate of the cost of the black box at \$2.1 billion in 2023 in order to achieve the potential new federal ozone standard. As technology achieves its breakthrough and becomes more commercially available, the cost of today’s new technologies should gradually decline. For this reason, it is essential to begin the research and development effort to help promote zero- or near-zero technologies so as to make them readily available. It should be noted that the projected costs associated with the black box do not include the potential savings from energy efficiency and conservation activities.

Many, if not all, of the required black box NOx reductions can be attributed to mobile sources, which requires substantial infrastructure buildup. The 2007 AQMP has shown that expenditures on infrastructure in the transportation control measures would result in job creation. As such, it is inferred that the cost of the black box would not create significant jobs forgone in the local economy.

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## ATTACHMENT C

### List of Organizations & Prior Revisions on Draft Policy

#### **PART A – List of organizations participated in public review process**

1. AEC
2. AES
3. Alston & Bird LLP
4. American Beef Packers
5. Area Energy
6. ARUP
7. ASM
8. Associated General Contractors of California
9. Association of American Railroads
10. Association of California Cities- Orange County
11. Azusa Chamber of Commerce
12. Bentley Prince Street
13. Boeing
14. BP West Coast Products
15. Building Industry Association of Orange County
16. Building Industry Association of Southern California
17. CA Business Properties Association
18. CA Contract Cities Association
19. CA Council for Environmental & Economic Balance
20. CA Energy Circuit
21. CA Energy Commission
22. CA Environmental Associates
23. CA Independent Oil Markers Association
24. CA Natural Gas Vehicle Coalition
25. CA Small Business Alliance
26. CA State Universities
27. CA Trucking Association
28. CARB
29. Central City Association
30. Cerrell Associates
31. Chevron
32. CIAQC
33. City of Anaheim Public Utilities Department
34. City of LA
35. City of Vernon
36. Coalition for Clean Air
37. Community Environmental Services

38. Construction Industry Air Quality Coalition
39. County of LA, Department of Public Works
40. Curt Pringle & Associates
41. Duarte Chamber of Commerce
42. Eastern Municipal Water District
43. ECS
44. Edison Mission
45. EES
46. El Monte/South El Monte Chamber of Commerce
47. EMWD
48. EN2 Resources
49. Engineering Contractors Association
50. ENTRIX
51. Environ
52. Environmental Compliance Solutions
53. Exxon Mobil
54. Future Ports
55. GE Energy
56. Glendale Water and Power
57. Global Energy Services, Inc.
58. Greater Corona Chamber of Commerce
59. Greater Riverside Chambers of Commerce
60. Grifols Biologicals Inc.
61. GSORO
62. GWP
63. Hanna and Morton LLP
64. Harbor Trucking Association
65. Hollywood Chamber of Commerce
66. Impact Sciences
67. Independent Oil Producers Agency
68. Industry Manufactures Council
69. Integra Environmental Consulting, Inc
70. International Warehouse Logistics Association (ILWA)
71. Keesal, Young & Logan
72. LA Chamber of Commerce
73. LA County Department of Public Works
74. LA County Office of Sustainability
75. LA County Sanitation Districts
76. LA, Department of Water & Power
77. Lake Elsinore Valley Chamber of Commerce
78. Latham & Watkins/Regulatory Flexibility Group
79. Law Offices of Curtis L. Coleman/Southern CA Air Quality Alliance
80. League of Cities, LA

81. Lews, Brisbois, Bisgaard, & Smith LLP
82. Long Beach Area Chamber of Commerce
83. Los Angeles Business Federation (Bizfed)
84. Manhattan Beach Chamber of Commerce
85. Maruhachi Ceramics of America
86. mCapitol Management
87. Metro
88. Metrolink
89. Mobility 21
90. Murrieta Chamber of Commerce
91. Network Public Affairs
92. North Orange County Legislative Alliance
93. NRG
94. OC Business Council
95. OC Sanitation District
96. OC Transportation Authority
97. Occidental Energy Marketing, Inc.
98. OXY
99. Pacific Merchant Shipping Association (PMSA)
100. Pasadena Department of Water and Power
101. Port of LA
102. Port of Long Beach
103. Public Solar Power Coalition
104. RCTC
105. Realtors Association
106. Redondo Beach Chamber of Commerce and Visitors Bureau
107. Regional Chamber of Commerce - San Gabriel Valley
108. Relyon Sales
109. Riverside County Planning Dept
110. SA Recycling
111. San Bernardino Area Chamber of Commerce
112. San Bernardino County
113. San Dimas Chamber of Commerce
114. San Gabriel Valley Economic Partnership
115. Santa Clarita Valley Chamber of Commerce
116. SCAG
117. SCEC
118. Sempra Energy Utilities
119. Senator Feinstein
120. Siczlaas
121. Sierra Club
122. So Cal Edison

123. So Cal Gas
124. South Bay Association of Chambers of Commerce
125. Southern CA Alliance of Publicly Owned Treatment Works
126. Southern CA Contractors Association (SCCA)
127. Southwest CA Legislative Council
128. Stateside Associates
129. Stepman, Pinonnault & Associates/ Verdant Env.
130. Temecula Valley Chamber of Commerce
131. Terra Manufacturing
132. Tesoro Refining and Marketing Company
133. The Better World Group
134. The Metropolitan Water District of Southern California
135. The Regional Hispanic Chamber of Commerce
136. Toyota
137. Trillium
138. U.S. Environmental Protection Agency, Region 9
139. Utility Savings and Refund LLC
140. Watson Land Company Public Affairs
141. Western Riverside COG
142. Wildomar Chamber of Commerce
143. WSPA

**PART B – Prior revisions to the draft policy during public review process**

## **Draft AQMD Energy Policy**

### **A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the AQMD Energy Policy.**

**WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy; and

**WHEREAS**, the total energy usage in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity; and

**WHEREAS**, of the total fossil use, gasoline accounts for 38 percent (6.7 billion gallons), natural gas accounts for 21 percent (460,000 MMscf), diesel accounts for 11 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 12 percent (2 billion gallons); and

**WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008 of which 30 percent was generated in Basin; and

**WHEREAS**, the electricity generation capacity within the Basin is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy; and

**WHEREAS**, the total NO<sub>x</sub> emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production; and

**WHEREAS**, the total CO<sub>2</sub> emissions contribution for all energy types consumed in the Basin in 2008 was 160 million metric tons per year with 37 percent from gasoline, 25 percent from electricity, 16 percent from natural gas, 11 percent from diesel, and 11 percent from other fossil fuels (jet fuel, residual fuel, propane); and

**WHEREAS**, Executive Order S-3-05 was signed in 2005 and set targets for reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below 1990 emission levels by the year 2050, and

**WHEREAS**, California passed bill SBX1-2 in April 2011 that will require utilities in California to increase the supply of electricity produced from renewable energy sources to 33 percent by the year 2020; and



**WHEREAS**, total regional annual expenditure on petroleum fuels is \$45 billion and is projected by the U.S. Energy Information Administration (EIA) to be TBD by the year 2020; and

**WHEREAS**, total regional costs due to poor air quality are \$22 billion per year; and

**WHEREAS**, 67 percent and 75 percent NO<sub>x</sub> reductions beyond currently adopted regulations are needed to meet the 1997 and 2008 federal ozone standards, respectively.

**NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to implement the following Policies:

- Promote zero and near zero emissions, through electrification and other ultra clean energy strategies, (including energy conservation/efficiency), to meet air quality, energy security, and climate change objectives;
- Promote electro-technologies in both stationary and mobile applications;
- Promote diversification of electricity generation technologies to provide reliable, affordable, cleanest, and sustainable electricity supply for the Basin;
- Promote demand side management programs to manage electricity demand growth and to reduce the need for additional capacity, such as energy conservation/energy efficiency and load-shifting measures;
- Promote distributed renewable generation (i.e., solar, wind, biogas) as part of sustainable community development to reduce reliance on imports or central power plants, to the extent feasible, to minimize generation carbon footprint and cross-media environmental impacts;
- Promote electricity storage technology to improve the supply reliability of renewable technologies;
- Require any new/repowered in-Basin fossil-fueled generation power plant, if deemed necessary by CARB, CEC and PUC, to be the cleanest and most efficient for that technology;
- Advocate maximum cost effective mitigation in the communities affected by emission increases resulting from the siting of new or repowered fossil-fueled power plants;
- Educate and incentivize the public to shift toward lowest emission technologies in personal choice.

- Incorporate energy efficiency via AQMD's rule-making activities, advocacy, and CEQA commenting function.

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to implement the following Actions:

- Advocate and/or support for detailed technical studies to identify electric energy and capacity needs to support an electrification strategy for the Basin;
- Conduct appropriate socio-economic studies to identify the societal costs and benefits for implementing an electrification strategy;
- Develop an action plan to develop and deploy electrification and near-zero emission measures for various sectors;
- Conduct studies to identify measures to incentivize early introduction of electrification and near-zero emission measures and potentially new transportation funding mechanisms to support substantial electrification in the transportation sector;
- Actively participate in the CEC and PUC proceedings to promote policies and regulatory actions that are consistent with the AQMD Energy Policy;
- Convene a stakeholder working group including, but not limited to, the building industry, local fire departments and building departments, and utilities, to develop a standardized specification for electricity recharging installation for residential and commercial building applications to facilitate greater plug-in electric vehicle (PEV) market penetration;
- Advocate a separate electricity rate structure that incentivizes off-peak charging for PEVs through the Statewide PEV Collaborative which is comprised of CEC, PUC, CARB, local air districts and utilities; and
- Partner with local utilities and local government stakeholders to promote energy conservation/efficiency through local actions (i.e., building codes, incentive programs).

## Draft AQMD Energy Policy

### A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the AQMD Energy Policy.

**WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy; ~~and~~

WHEREAS, the Energy Policy will complement policies, guiding principles, and initiatives previously adopted by the Governing Board (i.e., Environmental Justice, Guiding Principles and Initiatives, Climate Change Policy);

**WHEREAS**, the total end use energy consumption~~usage~~ in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity; ~~and~~

**WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for 38 percent (6.7 billion gallons), natural gas accounts for 21 percent (460,000 MMscf), diesel accounts for 11 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 12 percent (2 billion gallons); ~~and~~

**WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008, of which 30 percent was generated in Basin; ~~and~~

**WHEREAS**, the electricity generation capacity within the Basin currently online is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy (i.e., solar, wind, biogas); ~~and~~

**WHEREAS**, the total NOx emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production; ~~and~~

**WHEREAS**, the total direct CO<sub>2</sub> emissions contribution ~~for~~ from all energy types ~~consumed~~ in the Basin in 2008 was 135.160 million metric tons per year with 40.37 percent from gasoline, 22.525 percent from electricity, 16 percent from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and 13.14 percent from other fossil fuels (jet fuel, residual fuel, propane); ~~and~~

WHEREAS, the toxicity weighted emissions contribution from all energy types in the Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once diesel particulate traps are in place for trucks and ships, includes fuel oil), 6% from gasoline,

1% each from electricity (burning natural gas) and jet fuel, 0.2 percent from natural gas and 0.1 percent from other fossil fuels;

**WHEREAS**, Executive Order S-3-05 was signed in 2005 and set targets for reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below 1990 emission levels by the year 2050;~~and~~

**WHEREAS**, California passed ~~bill~~ SBX1-2 in April 2011 that will require utilities in California to increase the supply of electricity produced from renewable energy sources to 33 percent by the year 2020;~~and~~

**WHEREAS**, total regional annual expenditure on ~~fossil~~~~petroleum~~ fuels within the Basin in 2008 is \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure; ~~and is projected by the U.S. Energy Information Administration (EIA) to be TBD by the year 2020; and~~

**WHEREAS**, total regional costs due to poor air quality were estimated to be ~~are~~ \$22 billion per year based upon averaged air quality data from years 2005 to 2007; and

**WHEREAS**, 67 percent and 75 percent NOx reductions beyond currently adopted regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards, respectively.

**NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to implement the following Policies:

- Promote zero and near zero emissions, through electrification and other ultra clean energy strategies, (including energy conservation/efficiency), to meet air quality, energy security, and climate change objectives;
- Promote electro-technologies and other near-zero technologies in both stationary and mobile applications to the extent feasible;
- Promote diversification of electricity generation technologies to provide reliable, affordable, cleanest, and sustainable electricity supply for the Basin in partnership with local power producers;
- Promote demand side management programs to manage electricity demand growth and to reduce the need for additional capacity. Such programs include, but are not limited to, ~~such as~~ energy conservation/energy efficiency and load-shifting measures;
- Promote in-Basin distributed renewable generation (~~i.e., solar, wind, biogas~~) as part of sustainable community development to reduce reliance on imports or central power

plants, and to ~~the extent feasible, to~~ minimize generation carbon footprint and cross-media environmental impacts;

- Promote electricity storage technology to improve the supply reliability and availability of renewable technologies;
- Require any new/repowered in-Basin fossil-fueled generation power plant, if deemed necessary by CARB, CEC, ~~and~~ PUC, and ISO, or the governing board of a publicly-owned electric utility, as appropriate to be the cleanest and most efficient ~~for that~~ technology for the application ;
- Advocate maximum cost effective mitigation in the communities affected by emission increases resulting from the siting of new or repowered fossil-fueled power plants;
- Educate and incentivize the public to shift toward lowest emission technologies in personal choice; and;
- Incorporate energy efficiency via AQMD's rule-making activities, advocacy, and CEQA commenting function.

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to implement the following Actions:

- Advocate for and/or support ~~for~~ detailed technical studies to identify viable electrification technologies and associated electric energy and capacity needs to support an electrification strategy for the Basin;
- Conduct appropriate socioeconomic studies to identify the societal costs and benefits for implementing an electrification strategy, including but not limited to, small business impacts;;
- Develop an action plan to develop and deploy electrification and near-zero emission measures for various sectors;
- Conduct studies to identify measures to incentivize early introduction of electrification and near-zero emission measures and potential~~potentially~~ new transportation funding mechanisms to support substantial electrification in the transportation sector;
- Further develop and demonstrate technologies to maximize the use of biogas;
- Actively participate in ~~the~~ CEC, ~~and~~ PUC, and CARB proceedings to promote policies and regulatory actions that are consistent with the AQMD Energy Policy;

- Convene a stakeholder working group including, but not limited to, the building industry, local fire departments and building departments, and utilities, to develop a standardized specification for electricity recharging installation for residential and commercial building applications to facilitate greater plug-in electric vehicle (PEV) market penetration;
- Advocate a separate electricity rate structure that incentivizes off-peak charging for PEVs through the Statewide PEV Collaborative which is comprised of CEC, PUC, CARB, local air districts and utilities while being sensitive to potential impacts on rates for existing customers; ~~;~~ and
- Partner with local utilities and local government stakeholders to promote energy conservation/efficiency through local actions (i.e., building codes, zoning requirements, and incentive programs); and:-
- Compile and track energy use and supply profiles within the Basin in conjunction with each Air Quality Management Plan update.

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to periodically report progress (at least once a year) in implementing this policy to the appropriate Board committees.

1 **Draft AQMD Energy Policy**

2 **A Resolution of the Governing Board of the South Coast Air Quality Management**  
3 **District (AQMD) approving the AQMD Energy Policy.**

4 **WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to  
5 integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean  
6 air and a healthy economy;

7 **WHEREAS**, the Energy Policy will complement policies, guiding principles, and  
8 initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding  
9 Principles and Initiatives, Climate Change Policy);

10 **WHEREAS**, the total end use energy consumption in 2008 within the Basin was 2.2  
11 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent  
12 from electricity;

13 **WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for 38 percent (6.7  
14 billion gallons), natural gas accounts for 21 percent (460,000 MMscf), diesel accounts for 11  
15 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 12  
16 percent (2 billion gallons);

17 **WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or  
18 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

19 **WHEREAS**, the electricity generation capacity within the Basin currently online is an  
20 estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from  
21 renewable energy (i.e., solar, wind, biogas);

22 **WHEREAS**, the total NOx emissions contribution from all energy types in the Basin  
23 during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9  
24 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and  
25 0.3 percent from electricity production;

26 **WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the  
27 Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent  
28 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and

1 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

2       **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
3 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
4 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
5 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
6 natural gas and 0.1 percent from other fossil fuels;

7       **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
8 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
9 1990 emission levels by the year 2050;

10       **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
11 California to increase the supply of electricity produced from renewable energy sources to 33  
12 percent by the year 2020;

13       **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
14 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

15       **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
16 per year based upon averaged air quality data from years 2005 to 2007; and

17       **WHEREAS**, 67 percent and 75 percent NOx reductions beyond currently adopted  
18 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
19 respectively.

20       **NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to  
21 proceed with ~~implement~~ the following in future decision making, in a manner that promotes  
22 reliable, safe, cost effective and clean energy for all energy consumers in the Basin Policies:

23       **Policy 1** - Promote zero and near--zero emissions technologies, through electrification and  
24 other ultra clean energy strategies, (including energy conservation/efficiency), to  
25 meet air quality, energy security, and climate change objectives;

26       Intent Statement: (To Be Determined)

27       **Policy 2** - Promote electro-technologies and other near-zero technologies in both stationary  
28 and mobile applications to the extent feasible;



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Intent Statement: (To Be Determined)

**Policy 3** - Promote diversification of electricity generation technologies to provide reliable, affordable, cleanest, and sustainable electricity supply for the Basin in partnership with local power producers;

Intent Statement: (To Be Determined)

**Policy 4** - Promote demand side management programs to manage electricity demand growth and to reduce the need for additional capacity. Such programs include, but are not limited to, energy conservation/energy efficiency and load-shifting measures;

Intent Statement: (To Be Determined)

**Policy 5** - Promote in-Basin distributed renewable generation as part of sustainable community development to reduce reliance on imports or central power plants, and to minimize generation carbon footprint and cross-media environmental impacts;

Intent Statement: (To Be Determined)

**Policy 6** - Promote electricity storage technology to improve the supply reliability and availability, and increased generation technology choices of renewable technologies;

Intent Statement: (To Be Determined)

**Policy 7** - Require any new/repowered in-Basin fossil-fueled generation power plant to incorporate Best Available Control Technology (BACT) as required by District rules, considering energy efficiency for the application. -These power plants shall also comply with any requirements adopted by the if deemed necessary by California Air Resources Board (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC), and Independent System Operator (ISO), or the governing board of a publicly-owned electric utility, as well as state law governing the California Environmental Quality Act (CEQA),-as appropriate to be the cleanest and most efficient technology for the application;

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Intent Statement: (To Be Determined)

**Policy 8** - Advocate, within the existing CEQA review process, maximum cost effective mitigation in the communities affected by emission increases resulting from the siting of new or repowered fossil-fueled power plants;

Intent Statement: (To Be Determined)

**Policy 9** - Educate and incentivize the public to shift toward the lowest emission technologies in personal choice; and

Intent Statement: (To Be Determined)

**Policy 10** - Incorporate energy efficiency via AQMD’s rule-making activities, advocacy, and CEQA commenting function.

Intent Statement: (To Be Determined)

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to proceed with ~~implement~~ the following ~~Actions~~:

**Action 1** - Advocate for and/or support detailed technical studies to identify viable electrification technologies and associated electric energy and capacity needs to support ~~an~~ electrification as part of the clean air strategy for the Basin;

Discussion: (To Be Determined)

**Action 2** - Conduct appropriate socioeconomic studies to identify the societal costs and benefits for implementing further an electrification ~~strategy~~, including but not limited to, small business impacts;

Discussion: (To Be Determined)

**Action 3** - Develop an action plan to develop and deploy electrification and near-zero emission measures for various sectors;

Discussion: (To Be Determined)

**Action 4** - Conduct studies to identify measures to incentivize early introduction of electrification and near-zero emission measures and potential new transportation funding mechanisms to support substantial electrification in the transportation sector;

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Discussion: (To Be Determined)

**Action 5** - Further develop and demonstrate technologies to maximize the use of low-polluting biogas and other clean energy sources from biomass;

Discussion: (To Be Determined)

**Action 6** - Actively participate in CEC, PUC, and CARB proceedings to promote policies and regulatory actions that ~~are consistent with~~ further the AQMD Energy Policy, consistent with state and federal law;

Discussion: (To Be Determined)

**Action 7** - Convene a stakeholder working group including, but not limited to, the building industry, local fire departments and building departments, and utilities, to develop recommended a standardized specification for electricity recharging installation for residential and commercial building applications to facilitate greater plug-in electric vehicle (PEV) market penetration;

Discussion: (To Be Determined)

**Action 8** - Advocate a separate electricity rate structure that incentivizes off-peak charging for PEVs through the Statewide PEV Collaborative which is comprised of CEC, PUC, CARB, local air districts and utilities while being sensitive to potential impacts on rates for existing customers;

Discussion: (To Be Determined)

**Action 9** - Partner with local utilities and local government stakeholders to promote energy conservation/efficiency through local actions (i.e., building codes, zoning requirements, and incentive programs); and

Discussion: (To Be Determined)

**Action 10** - Compile and track energy use and supply profiles within the Basin in conjunction with each Air Quality Management Plan update.

Discussion: (To Be Determined)

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to annually ~~periodically~~ report progress ~~(at least once a year)~~ in implementing this policy to the appropriate

1 Governing Board at a duly noticed public hearing committees.

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1 **Draft AQMD Air Quality-Related Energy Policy**

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3 **A Resolution of the Governing Board of the South Coast Air Quality Management**  
4 **District (AQMD) approving the AQMD Air Quality-Related Energy Policy.**

5 **WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to  
6 integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean  
7 air and a healthy economy;

8 **WHEREAS**, the Energy Policy will complement policies, guiding principles, and  
9 initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding  
10 Principles and Initiatives, Climate Change Policy);

11 **WHEREAS**, the total end use energy consumption in 2008 within the Basin was 2.2  
12 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent  
13 from electricity;

14 **WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for 38 percent (6.7  
15 billion gallons), natural gas accounts for 21 percent (460,000 MMscf), diesel accounts for 11  
16 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 12  
17 percent (2 billion gallons);

18 **WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or  
19 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

20 **WHEREAS**, the electricity generation capacity within the Basin currently online is an  
21 estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from  
22 renewable energy (i.e., solar, wind, biogas);

23 **WHEREAS**, the total NOx emissions contribution from all energy types in the Basin  
24 during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9  
25 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and  
26 0.3 percent from electricity production;

27 **WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the  
28 Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent

1 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and  
2 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

3 **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
4 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
5 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
6 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
7 natural gas and 0.1 percent from other fossil fuels;

8 **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
9 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
10 1990 emission levels by the year 2050;

11 **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
12 California to increase the supply of electricity produced from renewable energy sources to 33  
13 percent by the year 2020;

14 **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
15 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

16 **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
17 per year based upon averaged air quality data from years 2005 to 2007; ~~and~~

18 WHEREAS, the health impacts from adverse air quality result in about 5,000 premature  
19 deaths, and hundreds of thousands of cases of asthma and other lower respiratory illnesses,  
20 hospitalizations, school absences, acute bronchitis, and lost workdays each year in this region;

21 **WHEREAS**, 67 percent and 75 percent NOx reductions beyond currently adopted  
22 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
23 respectively;

24 WHEREAS, this Policy is consistent with State agency energy policies and planning  
25 documents such as CEC's Integrated Energy and Planning Report (IEPR), and California's Clean  
26 Energy Future prepared jointly by the Governor's office, CARB, CalEPA, CEC, CPUC, and  
27 California ISO; and

28 WHEREAS, it is the Governing Board's long standing policy to be fuel and technology

1 neutral, and that any form of energy will be allowed in meeting the specified emission limits or  
2 performance standards adopted by the Board.

3  
4 **NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to  
5 proceed with the following in future ~~decision-making~~making clean air program development, in a  
6 manner that promotes reliable, safe, cost effective and clean energy for all energy consumers in  
7 the Basin:

8  
9 **Policy 1** – Promote zero and near-zero emission technologies, through electrification and other  
10 ultra clean energy strategies, (~~including energy conservation/efficiency~~), to meet air  
11 quality, energy security, and climate change objectives;

12  
13 **Intent Statement:** Energy usage in Southern California is heavily dependent  
14 upon traditional fossil fuels and is the source of the majority of criteria, toxic, and  
15 GHGs emissions in the Basin. In order for South Coast AQMD to achieve  
16 federally mandated clean air standards for ozone, significant nitrogen oxide  
17 (NOx) emission reductions will be necessary. The vast majority of NOx  
18 emissions in the Basin are a direct result of energy use. The AQMD’s mission  
19 also includes protecting Southern California residents from exposure to air toxic  
20 emissions to which diesel fuel use in the transportation goods movement sector is  
21 the primary contributor. AQMD also advocates for concurrent benefits of GHG  
22 strategies that reduce criteria pollutant and air toxic emissions while recognizing  
23 that climate change can in itself exacerbate ozone and PM pollution. The direct  
24 connections between AQMD’s core objectives and broader energy issues call for  
25 a clear and consistent AQMD policy that addresses these relationships in a  
26 coordinated manner. This policy will ensure that AQMD actions on air quality  
27 are considered in light of associated energy issues, while also providing decision-  
28 makers on energy policy a clear message regarding the impacts of their actions on  
air quality. Furthermore, a heavy reliance on traditional fossil fuels causes  
susceptibility to increasingly volatile market prices and does not keep dollars  
spent on energy localized. Promoting the use of clean energy, including  
efficiency/conservation measures, will help this region address air quality, energy  
security, and climate change in an integrated and holistic manner.

1 **Policy 2** – Promote ~~electro technologies and zero and other~~ near-zero emission technologies in  
2 both stationary and mobile applications to the extent feasible;

3 **Intent Statement:** Based on the 2007 AQMP/SIP, Southern California would  
4 need another 67% to 75% of NOx reductions beyond all existing regulatory  
5 actions to meet the 1997 and 2007 8-hour ozone standards by federal deadlines.  
6 Therefore, it is essential that many combustion related processes need to employ  
7 zero or near-zero emission technologies to meet the health-based air quality  
8 standards. In many instances, these technologies will also reduce toxic exposure  
9 and GHG emissions. It is expected that most of the needed technologies will be  
10 for mobile sources which account for 90% of total NOx emissions. However  
11 stationary sources are included in this policy, since there is a state law for a non-  
12 attainment area to implement all feasible measures. To the extent technically  
13 feasible and cost-effective measures are available for stationary source  
14 applications, they will be considered as part of the clean air strategy. Some  
15 examples of zero or near-zero technologies available for implementation over the  
16 next 10 to 20 years include battery electric vehicles, electric rail, plug-in hybrid  
17 vehicles, fuel cell and hydrogen powered vehicles, electric motors, and solar  
18 power generation.

19 **Policy 3** – Promote diversification of electricity generation technologies to provide reliable,  
20 affordable, ~~cleanest, and~~ sustainable, and zero or near-zero emission electricity supply  
21 for the Basin in partnership with local power producers;

22 **Intent Statement:** AQMD recognizes that the increased utilization of zero and  
23 near-zero technologies will likely lead to increased electricity demand and thus  
24 the need for more electricity generation. AQMD intends to promote a broad  
25 portfolio of generating technologies with an emphasis on sustainable, efficient  
26 and clean production while sensitive to electricity supply and reliability issues as  
27 well as its affordability by all ratepayers.

28 **Policy 4** – Promote demand side management programs to manage electricity energy demand  
growth ~~and to reduce the need for additional capacity~~. Such programs include, but are  
not limited to, energy conservation, energy efficiency and load-shifting measures;

**Intent Statement:** Demand side management programs help reduce the need for  
additional generation and related infrastructure, and may help offset the increased  
electricity demand addressed in Policy 3. Energy efficiency and conservation



1 programs in this policy include all energy types such as natural gas for stationary  
2 sources and transportation fuels. Lowering energy consumption with such  
3 programs will also lead to co-benefits in air quality and climate change.  
4 Furthermore, load-shifting measures help to better utilize existing capacity  
5 reducing the need for additional peaker plants.

5 **Policy 5** – Promote in-Basin distributed renewable electricity generation as part of sustainable  
6 community development to reduce reliance on energy -imports or central power  
7 plants, and to minimize the air quality, climate and cross-media environmental  
8 impacts of traditional power generation ~~carbon footprint and cross-media~~  
9 ~~environmental impacts~~;

10 **Intent Statement:** Renewable electricity generation provides a reliable source of  
11 energy that is zero emission and can help mitigate economic effects from high  
12 fossil fuel costs. Power generation within the Basin provides greater transmission  
13 efficiency through better matching of localized demand with production and less  
14 transmission line losses. With this policy, AQMD is not setting an in-Basin  
15 renewable energy performance standard. The policy simply promotes clean and  
16 efficient electrical production to help address increasing electricity demand.

16 **Policy 6** – Promote electricity storage technology to improve the supply reliability, availability,  
17 and increased generation technology choices;

18 **Intent Statement:** The development of advanced electricity storage technology  
19 can minimize the temporal variability impacts associated with renewable energy  
20 production (i.e., wind or solar). It makes renewable energy sources more reliable  
21 and more available under various load demand. For example, it can provide  
22 power on-demand under peak load conditions helping to minimize the need for  
23 new peaker plants.

23 **Policy 7** – Require any new/repowered in-Basin fossil-fueled generation power plant to  
24 incorporate Best Available Control Technology (BACT) as required by District rules,  
25 considering energy efficiency for the application. These power plants shall also  
26 comply with any requirements adopted by the California Air Resources Board  
27 (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC),  
28 Independent System Operator (ISO), or the governing board of a publicly-owned

1 electric utility, as well as state law under the governing California Environmental  
2 Quality Act (CEQA).;

3  
4 **Intent Statement:** The AQMD recognizes that fossil fuel electricity generation  
5 will still be needed in the Basin to complement projected increased use of  
6 renewable energy sources. In accommodating that need, this policy ensures that  
7 all fossil-fueled plants will meet the existing BACT requirements and AQMD's  
8 BACT determination will also take into consideration generating efficiency in  
9 setting the emission limits. This policy integrates criteria pollutant BACT with  
10 C-BACT as required in the federal Clean Air Act Climate Change. This policy  
11 also explicitly recognizes existing ongoing efforts at the state level to assess the  
12 electricity generation capacity needs for this region and CPUC's approval of  
13 electricity procurement contracts. Therefore, this policy is not intended for  
14 AQMD to develop a needs determination for new power plant installations or  
15 establish new BACT determination procedures.

16 **Policy 8** – Advocate, within the existing CEQA review process, maximum cost effective  
17 mitigation in the communities affected by emission increases resulting from the siting  
18 of new or repowered fossil-fueled power plants;

19  
20 **Intent Statement:** This policy is intended to address localized impacts raised by  
21 communities affected by fossil power generation plants. AQMD will work with  
22 project proponents in their design phase or during CEQA commenting period to  
23 maximize selection and implementation of mitigation measures, if required,  
24 within the impacted communities. This policy does not create new requirement or  
25 review process beyond the existing CEQA process.

26 **Policy 9** – Educate and incentivize the public to shift toward the lowest emission technologies  
27 in personal choice, considering emissions of criteria pollutants, toxic air  
28 contaminants and greenhouse gases, as well as energy efficiency; and

29  
30 **Intent Statement:** Educating the public on individual choice for different modes  
31 of transportation such as public transit, walking, and biking, energy efficient  
32 appliances, or energy conservation technologies will provide for cleaner air, less  
33 GHG emissions, and potential individual cost-savings in many cases. Consumer  
34 participation is essential in driving the market demand for zero and near-zero  
35 emitting products. Partnering with other agencies, utilities, and advocacy groups  
36 will help leverage education and outreach efforts, while also providing the means  
37 to publicize available incentive programs.

1 **Policy 10** – Incorporate energy efficiency and conservation as an emissions reductions strategy  
2 for stationary and mobile sources through ~~via~~ AQMD’s planning, rule making,  
3 activities, advocacy, and CEQA commenting activitiesfunction.

4 **Intent Statement:** Given the aforementioned close relationship between energy  
5 and air quality, incorporating energy efficiency and conservation -into AQMD’s  
6 emission reduction activities will recognize the benefits of efficiency and  
7 conservation- while providing opportunities to reduce overall emissions.

8 **BE IT FURTHER RESOLVED,** that the Governing Board directs staff to proceed with  
9 the following:

10 **Action 1** – Advocate for and/or support detailed technical studies to identify viable  
11 electrification-zero and near-zero emission technologies and associated electric  
12 energy delivery and capacity needs to support electrification- these technologies  
13 as part of the clean air strategy for the Basin;

14 **Discussion:** The purpose of these technical studies is to identify potential zero  
15 and near-zero technologies that can be deployed in the next 10 to 20 years to meet  
16 air quality objectives. Intended studies will include analyses of air emissions,  
17 technical feasibility, cost-effectiveness analyses, and energy demand and supply  
18 associated with those technologies. An understanding of the energy  
19 infrastructure, delivery and capacity requirements needed to support these  
20 technologies will be critical for their successful introduction. Current examples of  
21 such technologies include battery electric and plug-in hybrid vehicles, but any  
22 other technologies in need of further analysis with similar performance would be  
23 considered as well.

24 **Action 2** – Conduct appropriate socioeconomic studies to identify the societal costs and  
25 benefits for the implementation implementing further electrification of zero and  
26 near-zero emissions strategies, including but not limited to, further electrification  
27 and small business impacts;

28 **Discussion:** Socioeconomic studies will identify the capital investment needed  
and how the funds can be raised to pay for the infrastructure and delivery systems  
to support the technologies identify from Action #1. The studies will also include  
socioeconomic impact analysis including job impacts, businesses competitiveness,

1 small business impacts, ratepayer impacts, etc., resulting from transitioning to zero  
2 or near-zero technologies.

3 **Action 3** – Where feasible, develop an AQMD action plan to develop and deploy  
4 electrification ~~electrification~~ and other zero and near-zero emissions measures for  
5 various sectors;

6 **Discussion:** Based on the results of studies related to Actions 1 and 2, the action  
7 plan will outline roadmaps, timelines, and key milestones to ensure the timely  
8 commercialization and deployment of these technologies to meet air quality  
9 needs.

10 **Action 4** – Conduct studies to identify measures to incentivize early introduction of  
11 electrification-zero and near-zero emission measures and identify potential new  
12 transportation funding mechanisms to support substantial penetration of such  
13 technologies ~~electrification within~~ in the transportation sector;

14 **Discussion:** The purpose of this action is to identify funding mechanisms,  
15 leveraged support, public-private partnership opportunities, and any other  
16 appropriate methods to incentivize the implementation of zero and near-zero  
17 emission technologies and their necessary infrastructure within the transportation  
18 sector, including goods movement.

19 **Action 5** – Further develop and demonstrate technologies to maximize the use of low-  
20 emitting biogas technologies and other clean energy sources from biomass;

21 **Discussion:** The Basin has many sources of biomass that can potentially be  
22 converted into useful energy. Through various techniques, different sources of  
23 biomass can produce biomethane, biogas, electricity, alcohols, and fischer-tropsch  
24 fuels, to name a few. Many of the combustion processes that utilize these fuels do  
25 not currently meet all emissions standards for stationary sources; therefore, further  
26 technology development is needed in some applications. This effort would ensure  
27 the use of biomass will not cause unnecessary trade-off between GHG benefits and  
28 criteria/air toxic emissions.

26 **Action 6** - Coordinate this Energy Policy with California state energy policy as promulgated  
27 by the California Energy Commission (CEC), California Public Utilities  
28 Commission (PUC), and the California Air Resources Board (CARB), and assure

1 that rules and regulations adopted by the Board are not in conflict with state and  
2 federal laws. Actively participate in CEC, PUC, and CARB proceedings to  
3 promote policies and regulatory actions that further clean air objectives~~the~~  
4 ~~AQMD Energy Policy~~, consistent with state and federal law;

5 **Discussion:** CEC and PUC are charged with the responsibility to develop  
6 statewide energy policies and regulations and CARB has the primary  
7 responsibility for implementing AB32. Their collective decisions often have  
8 impacts on local air quality programs such as, energy conservation and efficiency,  
9 renewable energy policies/standard, etc. AQMD's participation in their decision-  
10 making affecting air quality would highlight the linkage between energy and air  
11 quality and help ensure air quality needs for the Basin are adequately considered.

11 **Action 7** - Convene a stakeholder working group (including, but not limited to,  
12 representatives from the building industry, local fire departments and building  
13 departments, and utilities); to develop and recommend ~~recommended~~  
14 standardized specifications for electricity recharging, natural gas refueling, and  
15 other zero/near-zero emission refueling installations ~~in for for~~ residential and  
16 commercial building applications to facilitate greater plug-in electric vehicle  
17 (PEV), natural gas vehicle (NGV), fuel cell vehicle, and other zero or near-zero  
18 emission vehicle market penetration;

19 **Discussion:** The transportation sector is seeing rapid development of plug in  
20 hybrids and battery electric vehicles. A standardized and streamlined recharging  
21 infrastructure will reduce the administrative burden, costs, and time needed for  
22 such installation; therefore it will help expand market penetration. The same  
23 streamlining needs exist for natural gas vehicles and natural gas fueling  
24 infrastructure. AQMD intends to facilitate such discussions among stakeholders to  
25 develop acceptable specifications and address local permitting issues in a  
26 coordinated manner.

25 **Action 8** - Advocate ~~for a separate~~ electricity rate structures that incentivize off-peak  
26 charging for PEVs through the Statewide PEV Collaborative (~~which is~~  
27 comprised of CEC, PUC, CARB, local air districts and utilities) while remaining  
28 being sensitive to potential impacts on rates for existing customers;

1                   **Discussion:** Promoting off-peak charging will help decrease the need for  
2 additional peak electricity generation or adding new capacity, and reducing costs  
3 for vehicle charging will aid market penetration of these vehicles. This effort is  
4 also to ensure that the electricity rate structures do not penalize EV and PEV users  
5 for their off-peak charging.

6                   **Action 9** - Partner with local utilities and local government stakeholders to promote energy  
7 conservation and efficiency through local actions ~~(i.e., building codes, zoning~~  
8 ~~requirements, and incentive programs); and;~~

9                   **Discussion:** This action is intended to leverage funding and outreach efforts with  
10 local governments and utilities to promote energy conservation and energy  
11 efficiency, especially for existing housing/building stocks and public buildings.

12                   **Action 10** - Compile and track energy ~~use~~-usage and energy supply profiles within the Basin  
13 in conjunction with each Air Quality Management Plan (AQMP) update.

14                   **Discussion:** As part of AQMP revisions in the future, AQMD will update  
15 information on the primary sources of energy as well as energy demand within the  
16 region. This will provide an understanding of the trends in energy consumption  
17 and electricity generation profile for this region. The effort will also help to  
18 identify data needs and relate energy issues to air quality impacts.

19                   **BE IT FURTHER RESOLVED**, that the Governing Board directs staff to annually  
20 report progress in implementing this policy to the Governing Board at a duly noticed public  
21 hearing and report progress on AQMD Air-Quality Related Energy Policy implementation to the  
22 appropriate Board committees semiannually.

**Draft AQMD Air Quality-Related Energy Policy**

**A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the AQMD Air Quality-Related Energy Policy.**

**WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy;

**WHEREAS**, the Energy Policy will complement policies, guiding principles, and initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding Principles and Initiatives, Climate Change Policy);

**WHEREAS**, the total end use energy consumption in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity;

**WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for ~~46.38~~ percent (6.7 billion gallons), natural gas accounts for ~~26.24~~ percent (460,000 MMscf), diesel accounts for ~~13.44~~ percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for ~~15.42~~ percent (2 billion gallons);

**WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

**WHEREAS**, the electricity generation capacity within the Basin currently online is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy (i.e., solar, wind, biogas);

**WHEREAS**, the total NOx emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production;

**WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent

1 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and  
2 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

3       **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
4 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
5 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
6 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
7 natural gas and 0.1 percent from other fossil fuels;

8       **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
9 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
10 1990 emission levels by the year 2050;

11       **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
12 California to increase the supply of electricity produced from renewable energy sources to 33  
13 percent by the year 2020;

14       **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
15 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

16       **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
17 per year based upon averaged air quality data from years 2005 to 2007; ~~and~~

18       **WHEREAS**, the health impacts from adverse air quality result in about 5,000 premature  
19 deaths, and hundreds of thousands of cases of asthma and other lower respiratory illnesses,  
20 hospitalizations, school absences, acute bronchitis, and lost workdays each year in this region;

21       **WHEREAS**, 67 percent and 75 percent NOx reductions beyond currently adopted  
22 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
23 respectively;

24       **WHEREAS**, this Policy is consistent with State agency energy policies and planning  
25 documents such as CEC's Integrated Energy and Planning Report (IEPR), and California's Clean  
26 Energy Future prepared jointly by the Governor's office, CARB, CalEPA, CEC, CPUC, and  
27 California ISO; and

28       **WHEREAS**, it is the Governing Board's long standing policy to be fuel and technology



1 neutral, and that any form of energy will be allowed in meeting the specified emission limits or  
2 performance standards adopted by the Board.

3  
4 **NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to  
5 proceed with the following in future ~~decision-making~~ clean air program development, in a  
6 manner that promotes reliable, safe, cost effective and clean energy for all energy consumers in  
7 the Basin:

8  
9 **Policy 1** – Promote zero and near-zero emission technologies, through electrification and other  
10 ultra clean energy strategies, (~~including energy conservation/efficiency~~), to meet air  
11 quality, energy security, and climate change objectives;

12  
13 **Intent Statement:** Energy usage in Southern California is heavily dependent  
14 upon traditional fossil fuels and is the source of the majority of criteria, toxic, and  
15 GHGs emissions in the Basin. In order for South Coast AQMD to achieve  
16 federally mandated clean air standards for ozone, significant nitrogen oxide  
17 (NOx) emission reductions will be necessary. The vast majority of NOx  
18 emissions in the Basin are a direct result of energy use. The AQMD’s mission  
19 also includes protecting Southern California residents from exposure to air toxic  
20 emissions to which diesel fuel use in the transportation goods movement sector is  
21 the primary contributor. AQMD also advocates for concurrent benefits of GHG  
22 strategies that reduce criteria pollutant and air toxic emissions while recognizing  
23 that climate change can in itself exacerbate ozone and PM pollution. The direct  
24 connections between AQMD’s core objectives and broader energy issues call for  
25 a clear and consistent AQMD policy that addresses these relationships in a  
26 coordinated manner. This policy will ensure that AQMD actions on air quality  
27 are considered in light of associated energy issues, while also providing decision-  
28 makers on energy policy a clear message regarding the impacts of their actions on  
air quality. Furthermore, a heavy reliance on traditional fossil fuels causes  
susceptibility to increasingly volatile market prices and does not keep dollars  
spent on energy localized. Promoting the use of clean energy through  
electrification and other zero and near-zero technologies, including  
efficiency/conservation measures, will help this region address air quality, energy  
security, and climate change in an integrated and holistic manner.

1 **Policy 2** – Promote ~~electro-technologies and~~ zero and other-near-zero emission technologies in  
2 both stationary and mobile applications to the extent feasible;

3 **Intent Statement:** Based on the 2007 AQMP/SIP, Southern California would  
4 need another 67% to 75% of NOx reductions beyond all existing regulatory  
5 actions to meet the 1997 and 2007 8-hour ozone standards by federal deadlines.  
6 Therefore, it is essential that many combustion related processes need to employ  
7 zero or near-zero emission technologies to meet the health-based air quality  
8 standards. In many instances, these technologies will also reduce toxic exposure  
9 and GHG emissions. It is expected that most of the needed technologies will be  
10 for mobile sources which account for 90% of total NOx emissions. However  
11 stationary sources are included in this policy, since there is a state law for a non-  
12 attainment area to implement all feasible measures. To the extent technically  
13 feasible and cost-effective measures are available for stationary source  
14 applications, they will be considered as part of the clean air strategy. Some  
15 examples of zero or near-zero technologies available for implementation over the  
16 next 10 to 20 years include battery electric vehicles, electric rail, plug-in hybrid  
17 vehicles, fuel cell and hydrogen powered vehicles, electric motors, and solar  
18 power generation.

15 **Policy 3** – Promote diversification of electricity generation technologies to provide reliable,  
16 feasible, affordable, ~~cleanest, and~~ sustainable, and zero or near-zero emission  
17 electricity supply for the Basin in partnership with local power producers;

18 **Intent Statement:** AQMD recognizes that the increased utilization of zero and  
19 near-zero technologies will likely lead to increased electricity demand and thus  
20 the need for more electricity generation. AQMD intends to promote a broad  
21 portfolio of generating technologies with an emphasis on sustainable, efficient  
22 and clean production while sensitive to electricity supply and reliability issues as  
23 well as its affordability by all ratepayers.

23 **Policy 4** – Promote demand side management programs to manage electricity energy demand  
24 ~~growth and to reduce the need for additional capacity~~. Such programs include, but are  
25 not limited to, energy conservation, energy efficiency and load-shifting measures;

26 **Intent Statement:** Demand side management programs help reduce the need for  
27 additional generation and related infrastructure, and may help offset the increased  
28 electricity demand addressed in Policy 3. Energy efficiency and conservation

~~Double underline/strikeout~~ - Changes made after July 14 Stakeholder Meeting

~~Single underline/strikeout~~ - Changes made after June 17 Stationary Source Committee

1 programs in this policy include all energy types such as natural gas for stationary  
2 sources and transportation fuels. Lowering energy consumption with such  
3 programs will also lead to co-benefits in air quality and climate change.  
4 Furthermore, load-shifting measures and energy storage can help ~~to~~ better utilize  
5 existing capacity reducing the need for additional peaker plants.

6 **Policy 5** – Promote in-Basin distributed renewable electricity generation as part of sustainable  
7 community development to reduce reliance on energy imports or central power  
8 plants, and to minimize the air quality, climate and cross-media environmental  
9 impacts of traditional power generation~~-carbon footprint and cross-media~~  
10 ~~environmental impacts;~~

11 **Intent Statement:** Renewable electricity generation provides a reliable source of  
12 energy that is zero emission and can help mitigate economic effects from high  
13 fossil fuel costs. Power generation within the Basin provides greater transmission  
14 efficiency through better matching of localized demand with production and less  
15 transmission line losses. With this policy, AQMD is not setting an in-Basin  
16 renewable energy performance standard and not excluding out-of-Basin  
17 renewable generation to meet in-Basin demand. The policy simply promotes  
18 clean and efficient electrical production, preferably locally, to help address  
19 increasing electricity demand.

20 **Policy 6** – Promote electricity storage technology to improve the supply reliability, availability,  
21 and increased generation technology choices;

22 **Intent Statement:** The development of advanced electricity storage technology  
23 can minimize the temporal variability impacts associated with renewable energy  
24 production (i.e., wind or solar). It makes renewable energy sources more reliable  
25 and more available under various load demand. ~~For example, it~~ Increased storage  
26 can also provide power on-demand under peak load conditions helping to  
27 minimize the need for new peaker plants while utilizing off peak hours and rates  
28 for storage.

29 **Policy 7** – Require any new/repowered in-Basin fossil-fueled generation power plant to  
30 incorporate Best Available Control Technology (BACT) as required by District rules,  
31 considering energy efficiency for the application. These power plants shall also  
32 comply with any requirements adopted by the California Air Resources Board

1 (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC),  
2 California Independent System Operator (ISO), or the governing board of a publicly-  
3 owned electric utility, as well as state law under the governing-California  
4 Environmental Quality Act (CEQA).;

5  
6 **Intent Statement:** The AQMD recognizes that fossil fuel electricity generation  
7 will still be needed in the Basin to complement projected increased use of  
8 renewable energy sources. In accommodating that need, this policy ensures that  
9 all fossil-fueled plants will meet the existing BACT requirements and AQMD's  
10 BACT determination will also take into consideration generating efficiency in  
11 setting the emission limits. This policy integrates criteria pollutant BACT with  
12 GHG ~~CE~~-BACT as required in the federal Tailoring Rule~~Clean Air Act~~ Climate  
13 Change. This policy also explicitly recognizes existing ongoing efforts at the  
14 state level to assess the electricity generation capacity needs for this region and  
15 CPUC's approval of electricity procurement contracts. Therefore, this policy is  
16 not intended for AQMD to develop a needs determination for new power plant  
17 installations or establish new BACT determination procedures.

18  
19 **Policy 8** – Advocate, within the existing CEQA review process, maximum cost effective  
20 mitigation in the communities affected by emission increases resulting from the siting  
21 of new or repowered ~~fossil-fueled~~ power plants;

22  
23 **Intent Statement:** This policy is intended to address localized impacts raised by  
24 communities affected by ~~fossil~~ power generation plants. AQMD will work with  
25 project proponents in their design phase or during CEQA commenting period to  
26 maximize selection and implementation of mitigation measures, if required,  
27 within the impacted communities. This policy does not create new requirement or  
28 review process beyond the existing CEQA process.

29  
30 **Policy 9** – Educate and incentivize the public and businesses to shift toward the lowest emission  
31 technologies in personal choice, considering emissions of criteria pollutants, toxic air  
32 contaminants and greenhouse gases, as well as energy efficiency; and

33  
34 **Intent Statement:** Educating the public on individual choices for different modes  
35 of transportation such as public transit, walking, ~~and~~ biking, energy efficient  
36 appliances, ~~or~~ and energy conservation technologies will provide for cleaner air,  
37 less GHG emissions, and potential individual cost-savings in many cases.  
38 Consumer participation is essential in driving the market demand for zero and  
39 near-zero emitting products. Educating businesses on zero and near zero

1 technologies will reduce emissions and may in some applications lower operating  
2 costs. Partnering with other agencies, utilities, and advocacy groups will help  
3 leverage ~~funding~~education and outreach efforts, while also providing the means to  
4 publicize available incentive programs.

4 **Policy 10** – Incorporate energy efficiency and conservation as an emissions reductions strategy  
5 for stationary and mobile sources through ~~via~~ AQMD’s planning, rule making,  
6 activities, advocacy, and CEQA commenting ~~activities~~function.

7 **Intent Statement:** Given the aforementioned close relationship between energy and  
8 air quality, incorporating energy efficiency and conservation ~~into~~ AQMD’s  
9 emission reduction activities will recognize the benefits of efficiency and  
10 conservation- while providing opportunities to reduce overall emissions.

11 **BE IT FURTHER RESOLVED,** that the Governing Board directs staff to proceed with  
12 the following:

13 **Action 1** – Advocate for conduct, and/or support detailed technical studies to identify viable  
14 ~~electrification-zero and near-zero emission~~ technologies and associated ~~electric~~  
15 energy delivery and capacity needs to support ~~electrification-~~ these technologies  
16 as part of the clean air strategy for the Basin;

17 **Discussion:** The purpose of these technical studies is to identify potential zero  
18 and near-zero technologies that can be deployed in the next 10 to 20 years to meet  
19 air quality objectives. These studies will be coordinated and solicit input from  
20 state agencies such as CEC, CARB, PUC, and Cal ISO. Intended studies will  
21 include analyses of air emissions, technical feasibility, cost-effectiveness  
22 analyses, and energy demand and supply associated with those technologies. An  
23 understanding of the energy infrastructure, delivery and capacity requirements  
24 needed to support these technologies will be critical for their successful  
25 introduction. Current examples of such technologies include battery electric and  
26 plug-in hybrid vehicles, but any other technologies in need of further analysis  
27 with similar performance would be considered as well.

25 **Action 2** – Conduct appropriate socioeconomic studies to identify the societal costs and  
26 benefits for the implementation ~~implementing further electrification-of zero and~~  
27 near-zero emissions strategies, including but not limited to, further electrification  
28 and ~~small~~ business impacts;

1                   **Discussion:** Socioeconomic studies will identify the capital investment needed  
2                   and how the funds can be raised to pay for the infrastructure and delivery systems  
3                   to support the technologies identify from Action #1. The studies will also include  
4                   socioeconomic impact analysis including job impacts, businesses competitiveness,  
5                   small business impacts, ratepayer impacts, etc., resulting from transitioning to zero  
6                   or near-zero technologies.

7                   **Action 3** – ~~Where feasible, D~~develop an AQMD action plan to develop and deploy  
8                   electrification and other zero and near-zero emissions measures for various  
9                   sectors;

10                   **Discussion:** Based on the results of studies related to Actions 1 and 2, the action  
11                   plan will outline roadmaps, timelines, and key milestones to ensure the timely  
12                   commercialization and deployment of these technologies to meet air quality  
13                   needs.

14                   **Action 4** – Conduct studies to identify measures to incentivize early introduction of  
15                   ~~electrification-zero~~ and near-zero emission measures and identify potential new  
16                   transportation funding mechanisms to support substantial penetration of such  
17                   technologies ~~electrification-~~ within the transportation sector;

18                   **Discussion:** The purpose of this action is to identify funding mechanisms,  
19                   leveraged support, public-private partnership opportunities, and any other  
20                   appropriate methods to incentivize the implementation of zero and near-zero  
21                   emission technologies and their necessary infrastructure within the transportation  
22                   sector, including goods movement. It also includes the identification of funding  
23                   mechanisms to increase public transit services and incentivize increased public  
24                   transit usage.

25                   **Action 5** – Further develop and demonstrate ~~technologies to maximize the use of low-~~  
26                   ~~emitting~~ biogas technologies and other clean energy sources from biomass;

27                   **Discussion:** The Basin has many sources of biomass that can potentially be  
28                   converted into useful energy for both transportation and stationary applications.  
29                   Through various techniques, different sources of biomass can produce biomethane,  
30                   biogas, electricity, alcohols, and ~~F~~Fischer-Tropsch fuels, to name a few. Many of  
31                   the combustion processes that utilize these fuels do not currently achieve zero or  
32                   near-zero emissions~~currently meet all emissions standards for stationary sources;~~  
33                   therefore, further technology development is needed in some applications. This  
34                   effort would ensure the use of biomass will not cause unnecessary trade-offs

between GHG benefits and criteria/air toxic emissions.

**Action 6** - Coordinate this Energy Policy with California state energy policy as promulgated by the California Energy Commission (CEC), California Public Utilities Commission (PUC), and the California Air Resources Board (CARB), and assure that rules and regulations adopted by the Board are not in conflict with state and federal laws. Actively participate in CEC, PUC, and CARB proceedings to promote policies and regulatory actions that further clean air objectives ~~the AQMD Energy Policy,~~ consistent with state and federal law;

**Discussion:** CEC and PUC are charged with the responsibility to develop statewide energy policies and regulations and CARB has the primary responsibility for implementing AB32. Their collective decisions often have impacts on local air quality programs such as, energy conservation and efficiency, renewable energy policies/standard, etc. AQMD's participation in their decision-making affecting air quality would highlight the linkage between energy and air quality and help ensure air quality needs for the Basin are adequately considered.

**Action 7** - Convene a stakeholder working group (including, but not limited to, representatives from the building industry, local fire departments and building departments, and utilities) to develop and recommend ~~recommended~~ standardized specifications-requirements for installations of electricity recharging, natural gas refueling, and other zero/near-zero emission refueling equipment ~~in~~ for residential and commercial building applications to facilitate greater plug-in electric vehicle (PEV), natural gas vehicle (NGV), fuel cell vehicle, and other zero or near-zero emission vehicle market penetration;

**Discussion:** The transportation sector is seeing rapid development of plug in hybrids and battery electric vehicles. A standardized and streamlined recharging infrastructure will reduce the administrative burden, costs, and time needed for such installation; therefore it will help expand market penetration. The same streamlining needs exist for natural gas vehicles and natural gas fueling infrastructure. AQMD intends to facilitate such discussions among stakeholders to develop acceptable specifications and address local permitting issues in a coordinated manner.







~~Double underline/strikeout~~ - Changes made after July 22 Stationary Source Committee Meeting & July 28 Stakeholder Meeting

~~Single underline/strikeout~~ - Changes made after July 14 Stakeholder Meeting

Accepted – Changes made after June 17 Stationary Source Committee Meeting

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## Draft AQMD Air Quality-Related Energy Policy

### A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the AQMD Air Quality-Related Energy Policy.

**WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy;

**WHEREAS**, the Energy Policy will complement policies, guiding principles, and initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding Principles and Initiatives, Climate Change Policy);

**WHEREAS**, the total end use energy consumption in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity;

**WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for ~~4638~~ percent (6.7 billion gallons), natural gas accounts for ~~2624~~ percent (460,000 MMscf), diesel accounts for ~~1344~~ percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for ~~1542~~ percent (2 billion gallons);

**WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

**WHEREAS**, the electricity generation capacity within the Basin currently online is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy (i.e., solar, wind, biogas);

**WHEREAS**, the total NOx emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production;

**WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the

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~~Single underline/strikeout~~ - Changes made after July 14 Stakeholder Meeting

Accepted – Changes made after June 17 Stationary Source Committee Meeting

1 Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent  
2 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and  
3 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

4 **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
5 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
6 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
7 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
8 natural gas and 0.1 percent from other fossil fuels;

9 **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
10 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
11 1990 emission levels by the year 2050;

12 **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
13 California to increase the supply of electricity produced from renewable energy sources to 33  
14 percent by the year 2020;

15 **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
16 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

17 **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
18 per year based upon averaged air quality data from years 2005 to 2007; ~~and~~

19 **WHEREAS**, the health impacts from adverse air quality result in about 5,000 premature  
20 deaths, and hundreds of thousands of cases of asthma and other lower respiratory illnesses,  
21 hospitalizations, school absences, acute bronchitis, and lost workdays each year in this region;

22 **WHEREAS**, 67 percent and 75 percent NOx reductions beyond currently adopted  
23 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
24 respectively;

25 **WHEREAS**, this Policy is consistent with State agency energy policies and planning  
26 documents such as CEC's Integrated Energy and Planning Report (IEPR), and California's Clean  
27 Energy Future prepared jointly by the Governor's office, CARB, CalEPA, CEC, CPUC, and

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1 California ISO; ~~and~~

2           **WHEREAS**, it is the Governing Board’s long standing policy to be fuel and technology  
3 neutral, and that any form of energy will be allowed in meeting the specified emission limits or  
4 performance standards adopted by the Board;

5           **WHEREAS**, this policy does not authorize the AQMD to deny a permit that meets all  
6 applicable existing legal requirements at the time the permit is issued; and

7           **WHEREAS**, this policy does not foreclose the Governing Board from independently  
8 determining whether and in what form to adopt any given control measure or rule, giving  
9 appropriate consideration to all relevant factors including technological and economical  
10 feasibility.

11  
12           **NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to  
13 proceed with the following in future clean air program development, in a manner that promotes  
14 reliable, safe, cost effective and clean energy for all energy consumers in the Basin:

15  
16 **Policy 1** – Promote zero and near-zero emission technologies, through electrification and other  
17 ultra clean energy strategies, to meet air quality, energy security, and climate change  
18 objectives;

19  
20           **Intent Statement:** Energy usage in Southern California is heavily dependent  
21 upon traditional fossil fuels and is the source of the majority of criteria, toxic, and  
22 GHGs emissions in the Basin. In order for South Coast AQMD to achieve  
23 federally mandated clean air standards for ozone, significant nitrogen oxide  
24 (NOx) emission reductions will be necessary. The vast majority of NOx  
25 emissions in the Basin are a direct result of energy use. The AQMD’s mission  
26 also includes protecting Southern California residents from exposure to air toxic  
27 emissions to which diesel fuel use in the transportation goods movement sector is  
28 the primary contributor. AQMD also advocates for concurrent benefits of GHG  
strategies that reduce criteria pollutant and air toxic emissions while recognizing  
that climate change can in itself exacerbate ozone and PM pollution. The direct  
connections between AQMD’s core objectives and broader energy issues call for

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1 a clear and consistent AQMD policy that addresses these relationships in a  
2 coordinated manner. This policy will ensure that AQMD actions on air quality  
3 are considered in light of associated energy issues, while also providing decision-  
4 makers on energy policy a clear message regarding the impacts of their actions on  
5 air quality. Furthermore, a heavy reliance on traditional fossil fuels causes  
6 susceptibility to increasingly volatile market prices and does not keep dollars  
7 spent on energy localized. Promoting the use of clean energy through  
8 electrification and other zero and near-zero technologies-, including  
9 efficiency/conservation measures, will help this region address air quality, energy  
10 security, and climate change in an integrated and holistic manner.

11 **Policy 2** – Promote zero and near-zero emission technologies in both stationary and mobile  
12 applications to the extent feasible;

13 **Intent Statement:** Based on the 2007 AQMP/SIP, Southern California would  
14 need another 67% to 75% of NOx reductions beyond all existing regulatory  
15 actions to meet the 1997 and 2007 8-hour ozone standards by federal deadlines.  
16 Therefore, it is essential that many combustion related processes need to employ  
17 zero or near-zero emission technologies to meet the health-based air quality  
18 standards. In many instances, these technologies will also reduce toxic exposure  
19 and GHG emissions. It is expected that most of the needed technologies will be  
20 for mobile sources which account for 90% of total NOx emissions. However  
21 stationary sources are included in this policy, since there is a state law for a non-  
22 attainment area to implement all feasible measures. To the extent technically  
23 feasible and cost-effective measures are available for stationary source  
24 applications, they will be considered as part of the clean air strategy. Some  
25 examples of zero or near-zero technologies available for implementation over the  
26 next 10 to 20 years include battery electric vehicles, electric rail, plug-in hybrid  
27 vehicles, fuel cell and hydrogen powered vehicles, electric motors, and solar  
28 power generation.

23 **Policy 3** – Promote diversification of electricity generation technologies to provide reliable,  
24 feasible, affordable, sustainable, and zero or near-zero emission electricity supply for  
25 the Basin in partnership with local power producers;

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1                   **Intent Statement:** AQMD recognizes that the increased utilization of zero and  
2                   near-zero technologies will likely lead to increased electricity demand and thus  
3                   the need for more electricity generation. AQMD intends to promote a broad  
4                   portfolio of generating technologies with an emphasis on sustainable, efficient  
5                   and clean production while sensitive to electricity supply and reliability issues as  
6                   well as its affordability by all ratepayers.

7                   **Policy 4** – Promote demand side management programs to manage energy\_demand growth. Such  
8                   programs include, but are not limited to, energy conservation, energy efficiency and  
9                   load-shifting measures;

10                   **Intent Statement:** Demand side management programs help reduce the need for  
11                   additional generation and related infrastructure, and may help offset the increased  
12                   electricity demand addressed in Policy 3. Energy efficiency and conservation  
13                   programs in this policy include all energy types such as natural gas for stationary  
14                   sources and transportation fuels. Lowering energy consumption with such  
15                   programs will also lead to co-benefits in air quality and climate change.  
16                   Furthermore, load-shifting measures and energy storage can help ~~to~~ better utilize  
17                   existing capacity reducing the need for additional peaker plants.

18                   **Policy 5** – Promote in-Basin distributed renewable electricity generation as part of sustainable  
19                   community development to reduce reliance on energy imports or central power  
20                   plants, and to minimize the air quality, climate and cross-media environmental  
21                   impacts of traditional power generation;

22                   **Intent Statement:** Renewable electricity generation provides a ~~reliable~~  
23                   sustainable source of energy that is zero or near-zero emission and can help  
24                   mitigate economic effects from high fossil fuel costs. Power generation within  
25                   the Basin provides greater transmission efficiency through better matching of  
26                   localized demand with production and less transmission line losses. With this  
27                   policy, AQMD is not setting an in-Basin renewable energy performance standard  
28                   and not excluding out-of-Basin renewable generation to meet in-Basin demand.  
29                   The policy simply promotes clean and efficient electrical production, preferably  
30                   locally, to help address increasing electricity demand.

31                   **Policy 6** – Promote electricity storage technology to improve the supply reliability, availability,

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1 and increased generation technology choices;

2 **Intent Statement:** The development of advanced electricity storage technology  
3 can minimize the temporal variability impacts associated with renewable energy  
4 production (i.e., wind or solar). It makes renewable energy sources more reliable  
5 and more available under various load demand. ~~For example, it~~ Increased storage  
6 can also provide power on-demand under peak load conditions helping to  
7 minimize the need for new peaker plants while utilizing off peak hours and rates  
8 for storage.

7 **Policy 7** – Require any new/repowered in-Basin fossil-fueled generation power plant to  
8 incorporate Best Available Control Technology (BACT) as required by District rules,  
9 considering energy efficiency for the application. These power plants shall also  
10 comply with any requirements adopted by the California Air Resources Board  
11 (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC),  
12 California Independent System Operator (ISO), or the governing board of a publicly-  
13 owned electric utility, as well as state law under the California Environmental Quality  
14 Act (CEQA).;

15  
16 **Intent Statement:** The AQMD recognizes that fossil fuel electricity generation  
17 will still be needed in the Basin to complement projected increased use of  
18 renewable energy sources. In accommodating that need, this policy ensures that  
19 all fossil-fueled plants will meet the existing BACT requirements and AQMD’s  
20 BACT determination will also take into consideration generating efficiency in  
21 setting the emission limits. This policy integrates criteria pollutant BACT with  
22 GHG C-BACT as required in the federal Tailoring Rule~~Clean Air Act Climate~~  
23 ~~Change~~. This policy also explicitly recognizes existing ongoing efforts at the  
24 state level to assess the electricity generation capacity needs for this region and  
25 CPUC’s approval of electricity procurement contracts. Therefore, this policy is  
26 not intended for AQMD to develop a needs determination for new power plant  
27 installations or establish new BACT determination procedures.

23 **Policy 8** – Advocate, within the existing CEQA review process, maximum cost effective  
24 mitigation in the communities affected by emission increases resulting from the siting  
25 of new or repowered ~~fossil-fueled~~ power plants;

27 **Intent Statement:** This policy is intended to address localized impacts raised by

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1 communities affected by fossil power generation plants. AQMD will work with  
2 project proponents in their design phase or during CEQA commenting period to  
3 maximize selection and implementation of mitigation measures, if required,  
4 within the impacted communities. This policy does not create new requirement or  
5 review process beyond the existing CEQA process.

6 **Policy 9** – Educate and incentivize the public and businesses to shift toward the lowest emission  
7 technologies ~~in personal choice~~, considering emissions of criteria pollutants, toxic air  
8 contaminants and greenhouse gases, as well as energy efficiency; and

9 **Intent Statement:** Educating the public on individual choices for different modes  
10 of transportation such as public transit, walking, ~~and~~ biking, energy efficient  
11 appliances, ~~or~~ and energy conservation technologies will provide for cleaner air,  
12 less GHG emissions, and potential individual cost-savings in many cases.  
13 Consumer participation is essential in driving the market demand for zero and  
14 near-zero emitting products. Educating businesses on zero and near zero  
technologies will reduce emissions and may in some applications lower operating  
costs. Partnering with other agencies, utilities, and advocacy groups will help  
leverage ~~funding education~~ and outreach efforts, while also providing the means to  
publicize available incentive programs.

15 **Policy 10** – Incorporate energy efficiency and conservation as an emissions reductions strategy  
16 for stationary and mobile sources through AQMD’s planning, rule making,  
17 advocacy, and CEQA commenting activities.

18 **Intent Statement:** Given the aforementioned close relationship between energy  
19 and air quality, incorporating energy efficiency and conservation -into AQMD’s  
20 emission reduction activities will recognize the benefits of efficiency and  
21 conservation- while providing opportunities to reduce overall emissions.

22 **BE IT FURTHER RESOLVED**, that the Governing Board directs staff to proceed with  
23 the following:

24 **Action 1** – Advocate for, conduct, and/or support detailed technical studies to identify viable  
25 zero and near-zero emission technologies and associated energy delivery and  
26 capacity needs to support these technologies as part of the clean air strategy for  
27 the Basin;







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1                   **Discussion:** The purpose of this action is to identify new funding mechanisms,  
2                   leveraged support, public-private partnership opportunities, and any other  
3                   appropriate methods to incentivize the implementation of zero and near-zero  
4                   emission technologies and their necessary infrastructure within the transportation  
5                   sector, including goods movement. It also includes the identification of other  
6                   funding mechanisms to increase public transit services and incentivize increased  
7                   public transit usage.

8                   **Action 5** – Further develop and demonstrate low emitting biogas technologies and other  
9                   clean energy sources from biomass;

10                   **Discussion:** The Basin has many sources of biomass that can potentially be  
11                   converted into useful energy for both transportation and stationary applications.  
12                   Through various techniques, different sources of biomass can produce biomethane,  
13                   biogas, electricity, alcohols, and Fischer-Tropsch fuels, to name a few. Many of  
14                   the combustion processes that utilize these fuels do not currently achieve zero or  
15                   near-zero emissions~~currently meet all emissions standards for stationary sources;~~  
16                   therefore, further technology development is needed in some applications. This  
17                   effort would ensure the use of biomass will not cause unnecessary trade-offs  
18                   between GHG benefits and criteria/air toxic emissions.

19                   **Action 6** - Coordinate this Energy Policy with California state energy policy as promulgated  
20                   by the California Energy Commission (CEC), California Public Utilities  
21                   Commission (PUC), and the California Air Resources Board (CARB), and assure  
22                   that rules and regulations adopted by the Board are not in conflict with state and  
23                   federal laws. Actively participate in CEC, PUC, and CARB proceedings to  
24                   promote policies and regulatory actions that further clean air objectives,  
25                   consistent with state and federal law;

26                   **Discussion:** CEC and PUC are charged with the responsibility to develop  
27                   statewide energy policies and regulations and CARB has the primary  
28                   responsibility for implementing AB32. Their collective decisions often have  
impacts on local air quality programs such as, energy conservation and efficiency,  
renewable energy policies/standard, etc. AQMD's participation in their decision-  
making affecting air quality would highlight the linkage between energy and air  
quality and help ensure air quality needs for the Basin are adequately considered.



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**Action 10** - Compile and track Basin--wide energy ~~use-usage~~ and ~~energy~~-supply profiles within the ~~Basin~~ in conjunction with each Air Quality Management Plan (AQMP) update.

**Discussion:** As part of AQMP revisions in the future, AQMD will update information on the primary sources of energy as well as energy demand within the region. This will provide an understanding of the trends in energy consumption and electricity generation profile for this region. The effort will also help to identify data needs and relate energy issues to air quality impacts.

**BE IT FURTHER RESOLVED,** that the Governing Board directs staff to annually report progress in implementing this policy to the Governing Board at a duly noticed public hearing and report progress on AQMD Air-Quality Related Energy Policy implementation to the appropriate Board committees semiannually.

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## **Draft AQMD Air Quality-Related Energy Policy**

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**WHEREAS**, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy;

**WHEREAS**, the Energy Policy will complement policies, guiding principles, and initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding Principles and Initiatives, Climate Change Policy);

**WHEREAS**, the total end use energy consumption in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity;

**WHEREAS**, of the total 2008 fossil fuel use, gasoline accounts for 46 percent (6.7 billion gallons), natural gas accounts for 26 percent (460,000 MMscf), diesel accounts for 13 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 15 percent (2 billion gallons);

**WHEREAS**, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

**WHEREAS**, the electricity generation capacity within the Basin currently online is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy (i.e., solar, wind, biogas);

**WHEREAS**, the total NOx emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production\*;

\*Based on 2007 AQMP projections. Recent California Air Resources Board rulemaking for on-road heavy duty diesel vehicles and off-road equipment showed about 140 tons per day lower NOx emissions from these source categories. The 2008 emissions inventory will be updated as part of the 2012 AQMP.

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1           **WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the  
2 Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent  
3 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and  
4 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

5           **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
6 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
7 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
8 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
9 natural gas and 0.1 percent from other fossil fuels;

10           **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
11 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
12 1990 emission levels by the year 2050;

13           **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
14 California to increase the supply of electricity produced from renewable energy sources to 33  
15 percent by the year 2020;

16           **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
17 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

18           **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
19 per year based upon averaged air quality data from years 2005 to 2007; and

20           **WHEREAS**, the health impacts from adverse air quality result in about 5,000 premature  
21 deaths, and hundreds of thousands of cases of asthma and other lower respiratory illnesses,  
22 hospitalizations, school absences, acute bronchitis, and lost workdays each year in this region;

23           **WHEREAS**, 67 percent and 75 percent NO<sub>x</sub> reductions beyond currently adopted  
24 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
25 respectively;

26           **WHEREAS**, this Policy is intended to be consistent with State agency energy policies  
27 and planning ~~documents such as~~ principles included in the CEC's Integrated Energy and  
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1 Planning Report (IEPR), and California’s Clean Energy Future prepared jointly by the  
2 Governor’s office, CARB, CalEPA, CEC, CPUC, and California ISO; ~~and~~

3 **WHEREAS**, it is the Governing Board’s long standing policy to be fuel and technology  
4 neutral, and that any form of energy will be allowed in meeting the specified emission limits or  
5 performance standards adopted by the Board.;

6 **WHEREAS**, this policy does not authorize the AQMD to deny a permit that meets all  
7 applicable existing legal requirements at the time the permit is issued; and

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9 determining whether and in what form to adopt any given control measure or rule, giving  
10 appropriate consideration to all relevant factors including technological and economical  
11 feasibility.

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21 **Intent Statement:** Energy usage in Southern California is heavily dependent  
22 upon traditional fossil fuels and is the source of the majority of criteria, toxic, and  
23 GHGs emissions in the Basin. In order for South Coast AQMD to achieve  
24 federally mandated clean air standards for ozone, significant nitrogen oxide  
25 (NOx) emission reductions will be necessary. The vast majority of NOx  
26 emissions in the Basin are a direct result of energy use. The AQMD’s mission  
27 ~~also~~ includes protecting Southern California residents from exposure to air toxic  
28 emissions, ~~to which Diesel fuel use in the transportation goods movement sector~~  
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2 broader energy issues call for a clear and consistent AQMD policy that addresses  
3 these relationships in a coordinated manner. This policy will ensure that AQMD  
4 actions on air quality are considered in light of associated energy issues, while  
5 also providing decision-makers on energy policy a clear message regarding the  
6 impacts of their actions on air quality. Furthermore, a heavy reliance on  
7 traditional fossil fuels causes susceptibility to increasingly volatile market prices  
8 and does not keep dollars spent on energy localized. Promoting the use of clean  
9 energy through electrification and other zero and near-zero technologies,  
10 including efficiency/conservation measures, will help this region address air  
11 quality, energy security, and climate change in an integrated and holistic manner.

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16 standards. In many instances, these technologies will also reduce toxic exposure  
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19 stationary sources are included in this policy, since there is a state law for a non-  
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14 existing capacity reducing the need for additional peaker plants.

15 **Policy 5** – Promote in-Basin distributed renewable electricity generation ~~as part of sustainable~~  
16 ~~community development~~ to reduce reliance on energy imports or central power  
17 plants, and to minimize the air quality, climate and cross-media environmental  
18 impacts of traditional power generation;

19 **Intent Statement:** Renewable electricity generation provides a ~~reliable~~  
20 sustainable source of energy that is zero or near-zero emission and can help  
21 mitigate economic effects from high fossil fuel costs. Power generation within  
22 the Basin provides greater transmission efficiency through better matching of  
23 localized demand with production and less transmission line losses. With this  
24 policy, AQMD is not setting an in-Basin renewable energy performance standard  
25 and not excluding out-of-Basin renewable generation to meet in-Basin demand.  
26 The policy simply promotes clean and efficient electrical production, preferably  
27 locally, to help address increasing electricity demand.

28 **Policy 6** – Promote electricity storage technology to improve the supply reliability, availability,  
and increased generation technology choices;



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1                   **Intent Statement:** The development of advanced electricity storage technology  
2                   can minimize the temporal variability impacts associated with renewable energy  
3                   production (i.e., wind or solar). It makes renewable energy sources more reliable  
4                   and more available under various load demand. Increased storage can also  
5                   provide power on-demand under peak load conditions helping to minimize the  
6                   need for new peaker plants while utilizing off peak hours and rates for storage.

5 **Policy 7** – Require any new/repowered in-Basin fossil-fueled generation power plant to  
6                   incorporate Best Available Control Technology (BACT) as required by District rules,  
7                   considering energy efficiency for the application. These power plants shall also  
8                   comply with any requirements adopted by the California Air Resources Board  
9                   (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC),  
10                  California Independent System Operator (ISO), or the governing board of a publicly-  
11                  owned electric utility, as well as state law under the California Environmental Quality  
12                  Act (CEQA);

13                   **Intent Statement:** The AQMD recognizes that fossil fuel electricity generation  
14                   will still be needed in the Basin to complement projected increased use of  
15                   renewable energy sources. In accommodating that need, this policy ensures that  
16                   all fossil-fueled plants will meet the existing BACT requirements and AQMD’s  
17                   BACT determination will also take into consideration generating efficiency in  
18                   setting the emission limits. This policy integrates criteria pollutant BACT with  
19                   GHG BACT as required in the federal Tailoring Rule. This policy also explicitly  
20                   recognizes existing ongoing efforts at the state level to assess the electricity  
21                   generation capacity needs for this region and CPUC’s approval of electricity  
22                   procurement contracts. Therefore, this policy is not intended for AQMD to  
23                   develop a needs determination for new power plant installations or establish new  
24                   BACT determination procedures.

22 **Policy 8** – Advocate, within the existing CEQA review process, maximum cost effective  
23                   mitigation in the communities affected by emission increases resulting from the siting  
24                   of new or repowered power plants;

25                   **Intent Statement:** This policy is intended to address localized impacts raised by  
26                   communities affected by power generation plants. AQMD will work with project  
27                   proponents in their design phase or during CEQA commenting period to  
28                   maximize selection and implementation of mitigation measures, if required,

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within the impacted communities. This policy does not create new requirement or review process beyond the existing CEQA process.

**Policy 9** – Educate and incentivize the public and businesses to shift toward the lowest emission technologies, considering emissions of criteria pollutants, toxic air contaminants and greenhouse gases, as energy efficiency, and the potential to create local jobs; and

**Intent Statement:** Educating the public on individual choices for different modes of transportation such as public transit, walking, biking, energy efficient appliances, and energy conservation technologies will provide for cleaner air, less GHG emissions, and potential individual cost-savings in many cases. Consumer participation is essential in driving the market demand for zero and near-zero emitting products. Educating businesses on zero and near zero technologies will reduce emissions and may in some applications lower operating costs. Partnering with other agencies, utilities, and advocacy groups will help leverage funding and outreach efforts, while also providing the means to publicize available incentive programs. AQMD activity will include efforts to create local jobs relative to the implementation of this Policy.

**Policy 10** – Incorporate energy efficiency and conservation as an emissions reductions strategy for stationary and mobile sources through AQMD’s planning, rule making, advocacy, and CEQA commenting activities.

**Intent Statement:** Given the aforementioned close relationship between energy and air quality, incorporating energy efficiency and conservation into AQMD’s emission reduction activities will recognize the benefits of efficiency and conservation while providing opportunities to reduce overall emissions.

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to proceed with the following:

**Action 1** – Advocate for, conduct, and/or support detailed technical studies to identify viable zero and near-zero emission technologies and associated energy delivery and capacity needs to support these technologies as part of the clean air strategy for the Basin;

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1                   **Discussion:** The purpose of these technical studies is to identify potential zero  
2                   and near-zero technologies that can be deployed in the next 10 to 20 years to meet  
3                   air quality objectives. These studies will be coordinated and solicit input from  
4                   state agencies such as CEC, CARB, PUC, and Cal ISO. An opportunity for input  
5                   will also be provided for interested stakeholders. Intended studies will include  
6                   analyses of air emissions, technical feasibility, cost-effectiveness analyses, and  
7                   energy demand and supply associated with those technologies. An understanding  
8                   of the energy infrastructure, delivery and capacity requirements needed to support  
9                   these technologies will be critical for their successful introduction. Current  
10                  examples of such technologies include battery electric and plug-in hybrid  
11                  vehicles, but any other technologies in need of further analysis with similar  
12                  performance would be considered as well.

9                   **Action 2** – Conduct appropriate socioeconomic studies to identify the societal costs and  
10                  benefits for the implementation of zero and near-zero emissions strategies,  
11                  including but not limited to, further electrification and impacts on businesses and  
12                  jobs-impacts;

13                  **Discussion:** Socioeconomic studies will identify the capital investment needed  
14                  and how the funds can be raised to pay for the infrastructure and delivery systems  
15                  to support the technologies identify from Action #1. The studies will also include  
16                  socioeconomic impact analysis including job impacts, businesses  
17                  competitiveness, small business impacts, ratepayer impacts, etc., resulting from  
18                  transitioning to zero or near-zero technologies. Input will be solicited from  
19                  various stakeholders, including business groups, energy companies, and  
20                  transportation agencies.

20                  **Action 3** – Where feasible, develop an AQMD action plan to develop and deploy  
21                  electrification and other zero and near-zero emissions measures for various  
22                  sectors, including identification of implementation barriers and strategies to  
23                  overcome such barriers;

24                  **Discussion:** Based on the results of studies related to Actions 1 and 2, the action  
25                  plan will outline roadmaps, timelines, and key milestones to ensure the timely  
26                  commercialization and deployment of these technologies to meet air quality  
27                  needs. The action plan will also identify barriers to program implementation and  
28                  potential strategies to overcome such barriers.



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1 promote policies and regulatory actions that further clean air objectives,  
2 consistent with state and federal law;

3 **Discussion:** CEC and PUC are charged with the responsibility to develop  
4 statewide energy policies and regulations and CARB has the primary  
5 responsibility for implementing AB32 and regulating mobile sources. Their  
6 collective decisions often have impacts on local air quality programs such as,  
7 energy conservation and efficiency, renewable energy policies/standard, etc.  
8 AQMD’s participation in their decision-making affecting air quality would  
9 highlight the linkage between energy and air quality and help ensure air quality  
10 needs for the Basin are adequately considered.

9 **Action 7** - Convene a stakeholder working group (including, but not limited to,  
10 representatives from the building industry, local fire departments and building  
11 departments, and utilities) to develop and recommend standardized requirements  
12 for installations of electricity recharging, natural gas refueling, and other  
13 zero/near-zero emission refueling equipment for residential and commercial  
14 building applications to facilitate greater plug-in electric vehicle (PEV), natural  
15 gas vehicle (NGV), fuel cell vehicle, and other zero or near-zero emission vehicle  
16 market penetration;

17 **Discussion:** The transportation sector is seeing rapid development of plug in  
18 hybrids and battery electric vehicles. A standardized and streamlined recharging  
19 infrastructure will reduce the administrative burden, costs, and time needed for  
20 such installation; therefore it will help expand market penetration. The same  
21 streamlining needs exist for natural gas vehicles and natural gas fueling  
22 infrastructure. AQMD intends to facilitate such discussions among stakeholders  
23 to develop acceptable specifications and address local permitting issues in a  
24 coordinated manner.

23 **Action 8** - Advocate for electricity rate structures that incentivize off-peak charging for  
24 PEVs through the Statewide PEV Collaborative (comprised of CEC, PUC,  
25 CARB, local air districts and utilities) while remaining sensitive to potential  
26 impacts on rates for existing customers;

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1                   **Discussion:** Promoting off-peak charging will help decrease the need for  
2                   additional peak electricity generation or adding new capacity, and reducing costs  
3                   for vehicle charging will aid market penetration of these vehicles. This effort is  
4                   also to ensure that the electricity rate structures do not penalize EV and PEV users  
5                   for their off-peak charging.

6                   **Action 9** - Partner with local utilities and local government stakeholders to promote energy  
7                   conservation and efficiency through local actions;

8                   **Discussion:** This action is intended to leverage funding, incentive, and outreach  
9                   efforts with local governments and utilities to promote energy conservation and  
10                  energy efficiency, especially for existing housing/building stocks and public  
11                  buildings.

12                  **Action 10** - Compile and track Basin-wide energy usage and supply profiles in conjunction  
13                  with each Air Quality Management Plan (AQMP) update.

14                  **Discussion:** As part of AQMP revisions in the future, AQMD will update  
15                  information on the primary sources of energy as well as energy demand within the  
16                  region. This will provide an understanding of the trends in energy consumption  
17                  and electricity generation profile for this region. The effort will also help to  
18                  identify data needs and relate energy issues to air quality impacts.

19                  **BE IT FURTHER RESOLVED**, that the Governing Board directs staff to annually  
20                  report progress in implementing this policy to the Governing Board at a duly noticed public  
21                  hearing and report progress on AQMD Air-Quality Related Energy Policy implementation to the  
22                  appropriate Board committees semiannually.

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## Draft AQMD Air Quality-Related Energy Policy

### A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) approving the AQMD Air Quality-Related Energy Policy.

WHEREAS, the Governing Board has directed staff to develop an Energy Policy to integrate criteria and toxic air contaminants, greenhouse gases, and energy issues to ensure clean air and a healthy economy;

WHEREAS, the Energy Policy will complement policies, guiding principles, and initiatives previously adopted by the Governing Board (i.e., Environmental Justice Guiding Principles and Initiatives, Climate Change Policy);

WHEREAS, the total end use energy consumption in 2008 within the Basin was 2.2 Quadrillion BTU (or 2.2 billion million BTU), with 82 percent from fossil fuels and 18 percent from electricity;

WHEREAS, of the total 2008 fossil fuel use, gasoline accounts for 46 percent (6.7 billion gallons), natural gas accounts for 26 percent (460,000 MMscf), diesel accounts for 13 percent (1.7 billion gallons), and other fuels (jet fuel, residual fuel, propane) account for 15 percent (2 billion gallons);

WHEREAS, the total electricity consumption within the Basin was 113,200 GWh (or 113,200 million kWh) in 2008, of which 30 percent was generated in Basin;

WHEREAS, the electricity generation capacity within the Basin currently online is an estimated 16,600 MW with over 85 percent from fossil fuels and less than 2 percent from renewable energy (i.e., solar, wind, biogas);

WHEREAS, the total NOx emissions contribution from all energy types in the Basin during 2008 was 860 tons per day with 54 percent from diesel, 25 percent from gasoline, 9 percent from natural gas, 9 percent from residual fuel oil, 3 percent from other fossil fuels, and 0.3 percent from electricity production\*;

\*Based on 2007 AQMP projections. Recent California Air Resources Board rulemaking for on-road heavy duty diesel vehicles and off-road equipment showed about 140 tons per day lower NOx emissions from these source categories. The 2008 emissions inventory will be updated as part of the 2012 AQMP.



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1           **WHEREAS**, the total direct CO<sub>2</sub> emissions contribution from all energy types in the  
2 Basin in 2008 was 135 million metric tons per year with 40 percent from gasoline, 22.5 percent  
3 from natural gas, 13 percent from in-Basin electricity generation, 11.5 percent from diesel, and  
4 13 percent from other fossil fuels (jet fuel, residual fuel, propane);

5           **WHEREAS**, the toxicity weighted emissions contribution from all energy types in the  
6 Basin in 2008 was 92 percent from diesel (without particulate traps and will be 88 percent once  
7 diesel particulate traps are in place for trucks and ships, includes fuel oil), 6 percent from  
8 gasoline, 1 percent each from electricity (burning natural gas) and jet fuel, 0.2 percent from  
9 natural gas and 0.1 percent from other fossil fuels;

10           **WHEREAS**, Executive Order S-3-05 was signed in 2005 and set statewide targets for  
11 reducing greenhouse gas emissions to 1990 levels by the year 2020, and to 80 percent below  
12 1990 emission levels by the year 2050;

13           **WHEREAS**, California passed SBX1-2 in April 2011 that will require utilities in  
14 California to increase the supply of electricity produced from renewable energy sources to 33  
15 percent by the year 2020;

16           **WHEREAS**, total regional annual expenditure on fossil fuels within the Basin in 2008 is  
17 \$45 billion, of which petroleum (transportation fuels) accounts for 81 percent of this expenditure;

18           **WHEREAS**, total regional costs due to poor air quality were estimated to be \$22 billion  
19 per year based upon averaged air quality data from years 2005 to 2007; ~~and~~

20           **WHEREAS**, the health impacts from adverse air quality result in about 5,000 premature  
21 deaths, and hundreds of thousands of cases of asthma and other lower respiratory illnesses,  
22 hospitalizations, school absences, acute bronchitis, and lost workdays each year in this region;

23           **WHEREAS**, 67 percent and 75 percent NO<sub>x</sub> reductions beyond currently adopted  
24 regulations (as of 2010) are needed to meet the 1997 and 2008 federal ozone standards,  
25 respectively;

26           **WHEREAS**, this Policy is intended to be consistent with State agency energy policies  
27



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1 and planning ~~documents such as~~ principles included in the CEC’s Integrated Energy and  
2 Planning Report (IEPR), and California’s Clean Energy Future prepared jointly by the  
3 Governor’s office, CARB, CalEPA, CEC, CPUC, and California ISO; ~~and~~

4 **WHEREAS**, it is the Governing Board’s long standing policy to be fuel and technology  
5 neutral, and that any form of energy will be allowed in meeting the specified emission limits or  
6 performance standards adopted by the Board.;

7 **WHEREAS**, this policy does not authorize the AQMD to deny a permit that meets all  
8 applicable existing legal requirements at the time the permit is issued; and

9 **WHEREAS**, this policy does not foreclose the Governing Board from independently  
10 determining whether and in what form to adopt any given control measure or rule, giving  
11 appropriate consideration to all relevant factors including technological and economical  
12 feasibility.

13  
14 **NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board directs staff to  
15 proceed with the following in future clean air program development, in a manner that promotes  
16 reliable, safe, cost effective and clean energy for all energy consumers in the Basin:

17 **Policy 1** – Promote zero and near-zero emission technologies, through electrification and other  
18 ultra clean energy strategies, to meet air quality, energy security, and climate change  
19 objectives;  
20

21 **Intent Statement:** Energy usage in Southern California is heavily dependent  
22 upon traditional fossil fuels and is the source of the majority of criteria, toxic, and  
23 GHGs emissions in the Basin. In order for South Coast AQMD to achieve  
24 federally mandated clean air standards for ozone, significant nitrogen oxide  
25 (NOx) emission reductions will be necessary. The vast majority of NOx  
26 emissions in the Basin are a direct result of energy use. The AQMD’s mission  
27 ~~also~~ includes protecting Southern California residents from exposure to air toxic  
28 emissions, ~~to which d~~ Diesel fuel use in the transportation goods movement sector  
is the primary contributor to these emissions. AQMD also advocates for

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1 concurrent benefits of GHG strategies that reduce criteria pollutant and air toxic  
2 emissions while recognizing that climate change can in itself exacerbate ozone  
3 and PM pollution. The direct connections between AQMD’s core objectives and  
4 broader energy issues call for a clear and consistent AQMD policy that addresses  
5 these relationships in a coordinated manner. This policy will ensure that AQMD  
6 actions on air quality are considered in light of associated energy issues, while  
7 also providing decision-makers on energy policy a clear message regarding the  
8 impacts of their actions on air quality. Furthermore, a heavy reliance on  
9 traditional fossil fuels causes susceptibility to increasingly volatile market prices  
and does not keep dollars spent on energy localized. Promoting the use of clean  
energy through ~~electrification and other~~ zero and near-zero technologies,  
including efficiency/conservation measures, will help this region address air  
quality, energy security, and climate change in an integrated and holistic manner.

10 **Policy 2** – Promote zero and near-zero emission technologies in both stationary and mobile  
11 applications to the extent feasible;

12  
13 **Intent Statement:** Based on the 2007 AQMP/SIP, Southern California would  
14 need another 67% to 75% of NOx reductions beyond all existing regulatory  
15 actions to meet the 1997 and 2007 8-hour ozone standards by federal deadlines.  
16 Therefore, it is essential that many combustion related processes need to employ  
17 zero or near-zero emission technologies to meet the health-based air quality  
18 standards. In many instances, these technologies will also reduce toxic exposure  
19 and GHG emissions. It is expected that most of the needed technologies will be  
20 for mobile sources which account for 90% of total NOx emissions. However  
21 stationary sources are included in this policy, since there is a state law for a non-  
22 attainment area to implement all feasible measures. To the extent technically  
23 feasible and cost-effective measures are available for stationary source  
24 applications, they will be considered as part of the clean air strategy. Some  
25 examples of zero or near-zero technologies available for implementation over the  
26 next 10 to 20 years include battery electric vehicles, electric rail, plug-in hybrid  
27 vehicles, fuel cell and hydrogen powered vehicles, electric motors, and solar  
28 power generation.

24 **Policy 3** – Promote diversification of electricity generation technologies to provide reliable,  
25 feasible, affordable, sustainable, and zero or near-zero emission electricity supply for  
26 the Basin in partnership with local power producers;

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**Intent Statement:** AQMD recognizes that the increased utilization of zero and near-zero technologies will likely lead to increased electricity demand and thus the need for more electricity generation. AQMD intends to promote a broad portfolio of generating technologies with an emphasis on sustainable, efficient and clean production while sensitive to electricity supply and reliability issues as well as its affordability by all ratepayers.

**Policy 4** – Promote demand side management programs to manage energy demand growth. Such programs include, but are not limited to, energy conservation, energy efficiency and load-shifting measures;

**Intent Statement:** Demand side management programs help reduce the need for additional generation and related infrastructure, generally resulting in cost savings, and may help offset the increased electricity demand addressed in Policy 3. Energy efficiency and conservation programs in this policy include all energy types such as natural gas for stationary sources and transportation fuels. Lowering energy consumption with such programs will also lead to co-benefits in air quality and climate change. Furthermore, load-shifting measures and energy storage can help to better utilize existing capacity reducing the need for additional peaker plants.

**Policy 5** – Promote in-Basin distributed ~~renewable~~ electricity generation, with emphasis on distributed renewable electricity generation, ~~as part of sustainable community development~~ to reduce reliance on energy imports or central power plants, and to minimize the air quality, climate and cross-media environmental impacts of traditional power generation;

**Intent Statement:** Renewable electricity generation provides a ~~reliable~~ sustainable source of energy that is zero or near-zero emission and can help mitigate economic effects from high fossil fuel costs. Power generation within the Basin provides greater transmission efficiency through better matching of localized demand with production and less transmission line losses. With this policy, AQMD is not setting an in-Basin renewable energy performance standard and not excluding out-of-Basin renewable generation to meet in-Basin demand. The policy simply promotes clean and efficient electrical production, preferably locally, to help address increasing electricity demand.

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**Policy 6** – Promote electricity storage technology to improve the supply reliability, availability, and increased generation technology choices;

**Intent Statement:** The development of advanced electricity storage technology can minimize the temporal variability impacts associated with renewable energy production (i.e., wind or solar). It makes renewable energy sources more reliable and more available under various load demand. Increased storage can also provide power on-demand under peak load conditions helping to minimize the need for new peaker plants while utilizing off peak hours and rates for storage.

**Policy 7** – Require any new/repowered in-Basin fossil-fueled generation power plant to incorporate Best Available Control Technology (BACT) as required by District rules, considering energy efficiency for the application. These power plants shall also comply with any requirements adopted by the California Air Resources Board (CARB), California Energy Commission (CEC), Public Utilities Commission (PUC), California Independent System Operator (ISO), or the governing board of a publicly-owned electric utility, as well as state law under the California Environmental Quality Act (CEQA);

**Intent Statement:** The AQMD recognizes that fossil fuel electricity generation will still be needed in the Basin to complement projected increased use of renewable energy sources. In accommodating that need, this policy ensures that all fossil-fueled plants will meet the existing BACT requirements and AQMD’s BACT determination will also take into consideration generating efficiency in setting the emission limits. This policy integrates criteria pollutant BACT with GHG BACT as required in the federal Tailoring Rule. This policy also explicitly recognizes existing ongoing efforts at the state level to assess the electricity generation capacity needs for this region and CPUC’s approval of electricity procurement contracts. Therefore, this policy is not intended for AQMD to develop a needs determination for new power plant installations or establish new BACT determination procedures.

**Policy 8** – Advocate, within the existing CEQA review process, maximum cost effective mitigation in the communities affected by emission increases resulting from the siting

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1 of new or repowered power plants;

2 **Intent Statement:** This policy is intended to address localized impacts raised by  
3 communities affected by power generation plants. AQMD will work with project  
4 proponents in their design phase or during CEQA commenting period to  
5 maximize selection and implementation of mitigation measures, if required,  
6 within the impacted communities. This policy does not create new requirement or  
7 review process beyond the existing CEQA process.

8 **Policy 9** – Educate and incentivize the public and businesses to shift toward the lowest emission  
9 technologies, considering emissions of criteria pollutants, toxic air contaminants, ~~and~~  
10 greenhouse gases, ~~as~~ energy efficiency, and the potential to create local jobs; and

11 **Intent Statement:** Educating the public on individual choices for different modes  
12 of transportation such as public transit, walking, biking, energy efficient  
13 appliances, and energy conservation technologies will provide for cleaner air, less  
14 GHG emissions, and potential individual cost-savings in many cases. Consumer  
15 participation is essential in driving the market demand for zero and near-zero  
16 emitting products. Educating businesses on zero and near zero technologies will  
17 reduce emissions and may in some applications lower operating costs. Partnering  
18 with other agencies, utilities, and advocacy groups will help leverage funding and  
19 outreach efforts, while also providing the means to publicize available incentive  
20 programs. AQMD activity will include efforts to create local jobs relative to the  
21 implementation of this Policy.

22 **Policy 10** – Incorporate energy efficiency and conservation as an emissions reductions strategy  
23 for stationary and mobile sources through AQMD’s planning, rule making,  
24 advocacy, and CEQA commenting activities.

25 **Intent Statement:** Given the aforementioned close relationship between energy  
26 and air quality, incorporating energy efficiency and conservation into AQMD’s  
27 emission reduction activities will recognize the benefits of efficiency and  
28 conservation while providing opportunities to reduce overall emissions.

**BE IT FURTHER RESOLVED,** that the Governing Board directs staff to proceed with

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1 the following:

2 **Action 1** – Advocate for, conduct, and/or support detailed technical studies to identify viable  
3 zero and near-zero emission technologies and associated energy delivery and  
4 capacity needs to support these technologies as part of the clean air strategy for  
5 the Basin;

6 **Discussion:** The purpose of these technical studies is to identify potential zero  
7 and near-zero technologies that can be deployed in the next 10 to 20 years to meet  
8 air quality objectives. These studies will be coordinated and solicit input from  
9 state agencies such as CEC, CARB, PUC, and Cal ISO. An opportunity for input  
10 will also be provided for interested stakeholders. Intended studies will include  
11 analyses of air emissions, technical feasibility, cost-effectiveness analyses, and  
12 energy demand and supply associated with those technologies. An understanding  
13 of the energy infrastructure, delivery and capacity requirements needed to support  
14 these technologies will be critical for their successful introduction. Current  
15 examples of such technologies include battery electric and plug-in hybrid  
16 vehicles, but any other technologies in need of further analysis with similar  
17 performance would be considered as well.

18 **Action 2** – Conduct appropriate socioeconomic studies to identify the societal costs and  
19 benefits for the implementation of zero and near-zero emissions strategies,  
20 including but not limited to, further electrification and impacts on businesses and  
21 jobs-impacts;

22 **Discussion:** Socioeconomic studies will identify the capital investment needed  
23 and how the funds can be raised to pay for the infrastructure and delivery systems  
24 to support the technologies identify from Action #1. The studies will also include  
25 socioeconomic impact analysis including job impacts, businesses  
26 competitiveness, small business impacts, ratepayer impacts, etc., resulting from  
27 transitioning to zero or near-zero technologies. Input will be solicited from  
28 various stakeholders, including business groups, energy companies, and  
transportation agencies.

**Action 3** – Where feasible, develop an AQMD action plan to develop and deploy  
electrification and other zero and near-zero emissions measures for various

~~Double underline/strikeout~~ - Changes made after August 25 Stakeholder Meeting

~~Double underline/strikeout~~ - Changes made after August 11 Stakeholder Meeting

~~Single underline/strikeout~~ - Changes made after July 22 Stationary Source Committee Meeting & July 28 Stakeholder Meeting

Accepted – Changes made after July 14 Stakeholder Meeting

1 sectors; including identification of implementation barriers and strategies to  
2 overcome such barriers;

3 **Discussion:** Based on the results of studies related to Actions 1 and 2, the action  
4 plan will outline roadmaps, timelines, and key milestones to ensure the timely  
5 commercialization and deployment of these technologies to meet air quality  
6 needs. The action plan will also identify barriers to program implementation and  
potential strategies to overcome such barriers.

7 **Action 4** – Conduct studies to identify measures to reduce emissions from the transportation  
8 sector, including incentivizing early introduction of zero and near-zero emission  
9 measures and identify potential new transportation funding mechanisms to  
10 support substantial penetration of such technologies within the transportation  
11 sector;

12 **Discussion:** ~~The purpose of this action is to~~ AQMD will coordinate with  
13 transportation stakeholders, including SCAG, transportation commissions, transit  
14 districts, rail operators, the ports, railroads and vehicle companies to identify new  
15 funding mechanisms, leveraged support, public-private partnership opportunities,  
16 and any other appropriate methods to implement strategies for reducing emissions  
17 from the transportation sector including through incentivizing ~~for~~ the  
18 implementation of zero and near-zero emission technologies and their necessary  
19 infrastructure within the transportation sector, including goods movement. It also  
includes the identification of ~~other new~~ funding mechanisms to increase public  
transit services and incentivize increased public transit usage.

20 **Action 5** – Further develop and demonstrate low emitting biogas technologies and other  
21 clean energy sources from biomass;

22 **Discussion:** The Basin has many sources of biomass that can potentially be  
23 converted into useful energy for both transportation and stationary applications.  
24 Through various techniques, different sources of biomass can produce  
25 biomethane, biogas, electricity, alcohols, and Fischer-Tropsch fuels, to name a  
26 few. Many of the combustion processes that utilize these fuels do not currently  
27 achieve zero or near-zero emissions; therefore, further technology development is  
28 needed in some applications. This effort would ensure the use of biomass will not  
cause unnecessary trade-offs between GHG benefits and criteria/air toxic



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~~Single underline/strikeout~~ - Changes made after July 22 Stationary Source Committee Meeting & July 28 Stakeholder Meeting

Accepted – Changes made after July 14 Stakeholder Meeting  
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**Action 6** - Coordinate this Energy Policy with California state energy policy as promulgated by the California Energy Commission (CEC), California Public Utilities Commission (PUC), and the California Air Resources Board (CARB), and assure that rules and regulations adopted by the Board are not in conflict with state and federal laws. Actively participate in CEC, PUC, and CARB proceedings to promote policies and regulatory actions that further clean air objectives, consistent with state and federal law;

**Discussion:** CEC and PUC are charged with the responsibility to develop statewide energy policies and regulations and CARB has the primary responsibility for implementing AB32 and regulating mobile sources. Their collective decisions often have impacts on local air quality programs such as, energy conservation and efficiency, renewable energy policies/standard, etc. AQMD’s participation in their decision-making affecting air quality would highlight the linkage between energy and air quality and help ensure air quality needs for the Basin are adequately considered.

**Action 7** - Convene a stakeholder working group (including, but not limited to, representatives from the building industry, local fire departments and building departments, and utilities) to develop and recommend standardized ~~requirements~~ ~~for~~ installations of electricity recharging, natural gas refueling, and other zero/near-zero emission refueling equipment for residential and commercial building applications to facilitate greater plug-in electric vehicle (PEV), natural gas vehicle (NGV), fuel cell vehicle, and other zero or near-zero emission vehicle market penetration;

**Discussion:** The transportation sector is seeing rapid development of plug in hybrids and battery electric vehicles. A standardized and streamlined recharging infrastructure will reduce the administrative burden, costs, and time needed for such installation; therefore it will help expand market penetration. The same streamlining needs exist for natural gas vehicles and natural gas fueling infrastructure. AQMD intends to facilitate such discussions among stakeholders



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~~Double underline/strikeout~~ - Changes made after August 11 Stakeholder Meeting

~~Single underline/strikeout~~ - Changes made after July 22 Stationary Source Committee Meeting & July 28 Stakeholder Meeting

Accepted – Changes made after July 14 Stakeholder Meeting

to develop acceptable specifications and address local permitting issues in a coordinated manner.

**Action 8** - Advocate for electricity rate structures that incentivize off-peak charging for PEVs through the Statewide PEV Collaborative (comprised of CEC, PUC, CARB, local air districts and utilities) while remaining sensitive to potential impacts on rates for existing customers;

**Discussion:** Promoting off-peak charging will help decrease the need for additional peak electricity generation or adding new capacity, and reducing costs for vehicle charging will aid market penetration of these vehicles. This effort is also to ensure that the electricity rate structures do not penalize EV and PEV users for their off-peak charging.

**Action 9** - Partner with local utilities and local government stakeholders to promote energy conservation and efficiency through local actions; and

**Discussion:** This action is intended to leverage funding, incentive, and outreach efforts with local governments and utilities to promote energy conservation and energy efficiency, especially for existing housing/building stocks and public buildings.

**Action 10** - Compile and track Basin-wide energy usage and supply profiles in conjunction with each Air Quality Management Plan (AQMP) update.

**Discussion:** As part of AQMP revisions in the future, AQMD will update information on the primary sources of energy as well as energy demand within the region. This will provide an understanding of the trends in energy consumption and electricity generation profile for this region. The effort will also help to identify data needs and relate energy issues to air quality impacts.

**BE IT FURTHER RESOLVED**, that the Governing Board directs staff to annually report progress in implementing this policy to the Governing Board at a duly noticed public hearing and report progress on AQMD Air-Quality Related Energy Policy implementation to the appropriate Board committees semiannually.

## ATTACHMENT D

### Meetings and Outreach

Date	Organizations Briefed on Policy	AQMD Meetings	
		4/27/2011	Public Consultation Meeting #1
5/11/2011	The Gas Company		
5/12/2011	VICA		
5/13/2011	Valley Economic Alliance		
5/13/2011	So Cal Gas Co.		
5/13/2011	San Bernardino Supervisor Mitzenfelt		
5/14/2011	City of Rosemead		
5/14/2011	City of West Hollywood		
5/17/2011	Burbank Chamber of Commerce		
5/17/2011	Torrance Chamber of Commerce/ South Bay Association of Chambers of Commerce		
5/17/2011	Eastern MWD		
		5/20/2011	Governing Board Retreat
5/24/2011	Manhattan Beach City Council		
5/24/2011	Santa Monica Chamber		
5/25/2011	SGV Economic Partnership's Legislative Actions Committee Meeting		
5/25/2011	SGVCOG EENR (Environment, Energy & Natural Resources) Committee Meeting		
5/27/2011	Manhattan Beach Chamber		
6/1/2011	Redlands Chamber GAC		
6/2/2011	San Bernardino Chamber GAC		
6/2/2011	SANBAG		
6/7/2011	5 Mountain Communities GAC		
6/8/2011	Irwindale Chamber of Commerce's Environmental Committee Meeting		
6/8/2011	South Bay Environmental Service Center		
6/8/2011	Inland Empire AQ Committee		
6/9/2011	Coachella Economic Partnership		
6/9/2011	CVAG -- Environment and Energy Resources Committee		
6/9/2011	El Monte/South El Monte Legislative Action Committee		
6/9/2011	Long Beach Chamber of Commerce		
6/9/2011	Upland Chamber GAC	6/9/2011	Public Consultation Meeting #2
6/10/2011	Moreno Valley's Chamber of Commerce Legislative Committee		

Date	Organizations Briefed on Policy	AQMD Meetings	
6/10/2011	SGV Economic Partnership Legislative breakfast - Assembly member Norma Torres		
6/10, 8/2/2011	LA County BizFed	6/10/2011	Home Rule Advisory Group
6/13/2011	LA Area Chamber of Commerce		
6/14/2011	Orange County Business Council Infrastructure Committee		
6/15/2011	WRCOG's Clean Cities Coalition		
6/15/2011	South Orange County Regional Chambers of Commerce Legislative Action Committee		
6/15/2011	CA Contract Cities Association		
6/16/2011	SGV Economic Partnership - Letter from Business Community		
6/16/2011	SGVCOG Board Meeting/Jack Philips Awards		
6/16/2011	CCEEB Membership		
6/17/2011	Coachella Valley Leadership Class	6/17/2011	Stationary Source Committee
6/21/2011	All Saints Episcopal Church (Pasadena)		
6/22/2011	Inland Empire League of Cities		
6/23/2011	South Bay COG meeting		
6/23/2011	Riverside Chamber of Commerce		
6/24/2011	San Gabriel Valley Economic Partnership Legislative Breakfast - Senator Huff		
6/24/2011	Irwindale Senior Center		
6/24/2011	South Bay Area Chamber of Commerce		
6/25/2011	Archdiocese of Los Angeles Creation Sustainability Committee		
6/28/2011	City of Santa Clarita		
6/28/2011	City of Stanton		
6/28/2011	Alhambra Chamber of Commerce - Government Affairs Committee Meeting		
6/30/2011	Jewish Labor Committee Western Region		
6/30/2011	Los Angeles County Medical Association		
6/30/2011	Los Angeles Society of Allergy, Asthma & Clinical Immunology		
6/30/2011	Greater LA African American Chamber of Commerce		
6/30/2011	West Hollywood Chamber of Commerce		
6/30/2011	Assembly member Norma Torres		
6/30/2011	Chino Chamber - Coffee with the Mayor Meeting		

Date	Organizations Briefed on Policy	AQMD Meetings	
6/30/2011	Edison/Metropolitan Water District Energy/Powering Meeting		
6/30/2011	City of Big Bear		
6/30/2011	City of Chino		
6/30/2011	City of Colton		
6/30/2011	City of Fontana		
6/30/2011	City of Highland		
6/30/2011	City of Loma Linda		
6/30/2011	City of Rancho Cucamonga		
6/30/2011	City of Redlands		
7/1/2011	Various Chambers		
7/6/2011	Building Industry Association		
7/6/2011	CA Association of Realtors		
7/7/2011	Monday Morning Group (Riverside)		
7/7/2011	Fontana Chamber		
7/7/2011	IBEW- International Brotherhood of Electrical Workers		
7/8 - 7/9	City of Alhambra		
7/8 - 7/9	City of Azusa		
7/8 - 7/9	City of Baldwin Park		
7/8 - 7/9	City of Bell Gardens		
7/8 - 7/9	City of Calabasas		
7/8 - 7/9	City of Downey		
7/8 - 7/9	City of El Monte		
7/8 - 7/9	City of Huntington Park		
7/8 - 7/9	City of Manhattan Beach		
7/8 - 7/9	City of Monterey Park		
7/8 - 7/9	City of Pico Rivera		
7/8 - 7/9	City of South Gate		
7/8 - 7/9	City of Vernon		
7/8 - 7/9	Independent Cities Association (ICA)		
7/8 - 7/9	League of CA Cities (LA Co Div)		
7/13/2011	Assembly member Anthony Portantino		
7/13/2011	Assembly member Mike Eng		
7/13/2011	Congressman Adam Schiff		
7/13/2011	Senator Kevin De Leon		
7/13/2011	South Pasadena Chamber of Commerce's Legislative Affairs Committee Meeting		
7/14/2011	Gateway Cities COG	7/14/2011	Stakeholder Meeting #1
7/15/2011	Mobility 21 Board of Directors		
7/15/2011	Transportation COEs Roundtable		
7/20/2011	Energy Providers Air Quality Institute		
7/20/2011	Lake Arrowhead mountain Sunrise Rotary		

Date	Organizations Briefed on Policy	AQMD Meetings	
7/21/2011	Assemblymember Brian Nestande		
7/21/2011	Congresswoman Bono-Mack		
7/21/2011	Desert Contractors Association		
7/21/2011	Senator Bill Emerson		
7/21/2011	SGV COG Board Meeting		
		7/22/11	Stationary Source Committee
7/25/2011	City of Pasadena		
7/26/2011	San Bernardino County Board of Supervisors		
7/27/2011	Assemblymember Curt Hagman		
7/27/2011	Assemblymember Tim Donnelly		
7/27/2011	California Energy Commission		
7/27/2011	SGV Economic Partnership's Legislative Actions Committee		
7/28/2011	City of Cerritos	7/28/11	Stakeholder Meeting #2
7/28/2011	City of Duarte		
7/28/2011	City of Santa Monica		
7/28/2011	LA Area Chamber		
7/28/2011	SGV COG EENR		
8/1/2011	City of Pomona		
8/1/2011	City of La Canada Flintridge		
8/2/2011	City of El Segundo		
8/2/2011	City of Long Beach		
8/2/2011	City of Temple City		
8/2/2011	WRCOG		
8/3/2011	Assemblymember Bonnie Lowenthal		
8/3/2011	City of Canyon Lake		
8/3/2011	Gateway Cities COG		
8/3/2011	Jewish Labor Committee, Western Region		
8/3/2011	LA County Medical Association		
8/3/2011	LA Society of Allergy, Asthma, & Clinical Immunology		
8/3/2011	SGV Regional Chamber of Commerce		
8/4/2011	City of Rancho Mirage		
8/4/2011	City of Signal Hill		
8/4/2011	Concerned Citizens of Compton		
8/4/2011	League of CA Cities (LA County)		
8/4/2011	Positive Aging Coalition of Community Comrades		
8/4/2011	Valley Industry and Commerce Assoc		
8/4/2011	VICA		
8/8/2011	FuturePorts		
8/9/2011	California Safe Schools		
8/9/2011	City of Sierra Madre		

Date	Organizations Briefed on Policy	AQMD Meetings	
8/10/2011	Indio Chamber of Commerce		
8/10/2011	City of Irwindale		
8/10, 8/13, 8/16/2011	City of Monterey Park		
8/10/2011	City of Palm Desert		
8/11/2011	Environmental Priorities Network	8/11/2011	Stakeholder Meeting #3
8/12/2011	Anaheim Chamber of Commerce		
8/12/2011	Riverside Chamber Govt. Affairs Council		
8/17/2011	Breathe LA		
8/18/2011	Coachella Valley Association of Governments		
8/19/2011	Western Long Beach Interfaith Community Organization		
8/22/2011	American Lung Association		
		8/25/2011	Stakeholder Meeting #4
		8/26/2011	Stationary Source Committee

**ERRATA SHEET FOR AGENDA #32**

**AQMD Air Quality-Related Energy Policy  
Board Meeting September 9, 2011**

Kindly delete the following language from Action 9, page 10 of the Draft Air Quality-Related Energy Policy:

**Action 9** - Partner with local utilities and local government stakeholders to promote energy conservation and efficiency. ~~through local actions~~; and

BOARD MEETING DATE: September 9, 2011

AGENDA NO. 33

**PROPOSAL:** Zero and Near-Zero Emission Technologies and Energy  
Quarterly Report of Activities Related to Powering Future Vision

**SYNOPSIS:** This report describes recent AQMD actions to seek implementation of zero and near-zero emission technologies and energy sources, as needed to attain federal air quality standards.

**COMMITTEE:** Not Applicable

**RECOMMENDED ACTION:**  
Receive and file.

Barry R. Wallerstein, D.Env.  
Executive Officer

BRW:PMG

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### **Background**

This report summarizes recent key activities of AQMD staff to seek development and deployment of zero and near-zero emission technologies and energy sources. Staff's activities in the last quarter have largely focused on freight transport, due to the substantial amount of NO<sub>x</sub> emissions from this sector, and on renewable in-basin electricity generation. Staff's efforts have been as follows:

- **Outreach.** Educate the public, industry stakeholders and government decision-makers regarding air quality needs, potential technology solutions, as well as potential co-benefits for transportation, energy, mobility and economy that could be fostered by coordinated actions.
- **Technology Advancement.** Develop and fund technology demonstration projects, with support from public and private partners.



- **Projects.** Through advocacy and collaborative efforts, seek to incorporate zero and near-zero emission technologies into pending project approvals and other government actions.
- **Legislation and Funding.** Advocate for federal, state and other funding and policy support for zero-emission technologies and enabling infrastructure.
- **Planning.** Incorporate zero and near-zero emission technologies, and infrastructure that enables such technologies, into transportation plans and energy policies.

The following are key activities by staff to further these goals during April, May, June and July of 2011:

## **TECHNOLOGY ADVANCEMENT**

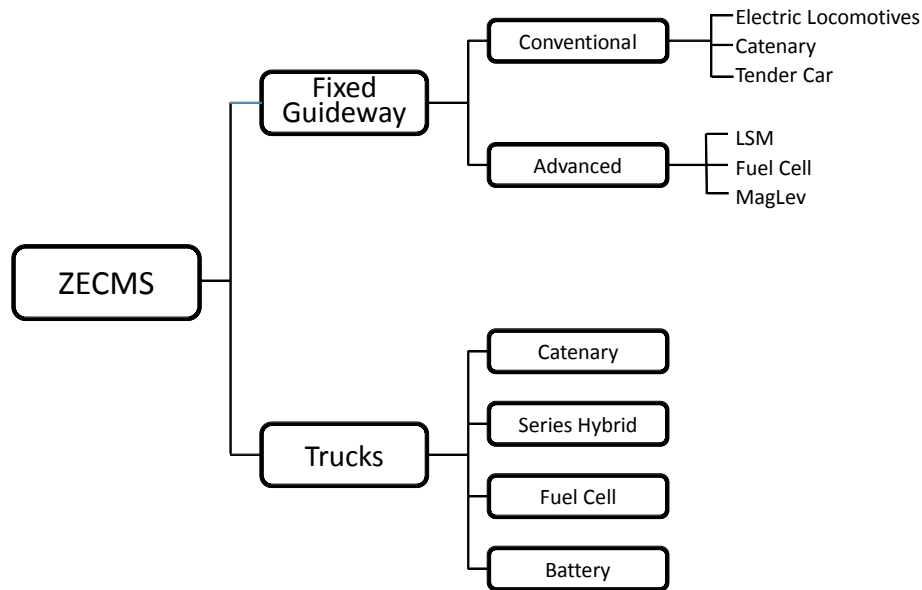
**5 MW Renewable Distributed Generation with Storage.** AQMD released a Request for Proposals (RFP) on May 6, 2011 to solicit projects to provide over 5 MW of in-basin renewable generation to support electric transportation, with the AQMD proposing support up to \$30M. A non-mandatory bidders' conference was held on May 25, with interested parties attending in person or on the phone. The RFP closed on July 1, 2011, with 46 proposals submitted for photovoltaics, wind, battery and fuel cell technologies. Staff has invited technical experts to assist in the review of the proposals with anticipated recommendations to the Board by October 2011.

Staff has discussed the opportunity with the DOE, Sandia National Laboratories, Lawrence Livermore National Laboratories and the CEC in the spirit of collaboration and potential cost leveraging.

**Zero Emission Freight Movement.** AQMD has worked with the Ports of Los Angeles and Long Beach and other agencies to collaboratively undertake demonstration projects for rail and trucks. Discussions with manufacturers, suppliers and testing facilities, as well as other potential funding agencies such as the U.S. EPA, DOE CARB and CEC, have commenced.

*Rail.* A proposal has been submitted by General Atomics to conduct a two-phase development and demonstration of their technology to electromagnetically pull containers along existing rail lines retrofitted with linear synchronous motor (LSM) technology. Staff has received tentative support from both Ports and is working with EPA and CEC to garner remaining needed funding. Staff has also been in discussions with locomotive manufacturers, major electric system suppliers and technology developers to establish projects for more conventional options such as electric locomotives receiving power from overhead catenary wires.

*Trucks.* The AQMD has already funded several class 8 electric truck projects, including Balqon and Transpower, to develop and demonstrate battery electric trucks capable of moving containers. In order to develop technologies with greater potential for widespread commercialization, staff is also pursuing projects with large truck manufacturers and major electric-drive system suppliers. Concepts being investigated include hybrids with all-electric range, trolley (catenary) trucks and LSM trucks.



As these projects develop, staff will vet the technical merits, secure cost-share, and bring these through the normal committee process prior to full Board consideration.

## **COLLABORATION AND ADVOCACY REGARDING PROJECTS AND PLANNING**

**Port Zero-Emission Container Transport.** AQMD staff continued its collaborative and advocacy efforts seeking deployment of zero-emission transport at the Ports of Los Angeles and Long Beach. On July 7 the two harbor commissions held a joint workshop regarding zero-emission container transport technologies. AQMD staff testified, urging the ports to take expeditious actions to demonstrate and deploy zero-emission technologies for transport between the ports and railyards; to continue collaborative efforts to deploy zero-emission technologies regionally beginning with the I-710; and to pursue rail electrification. Port staff presented a *Roadmap for Moving Forward with Zero Emission Technologies at the Ports of Long Beach and Los Angeles*. The roadmap describes near and longer term actions to develop and demonstrate zero-emission technologies for applications currently served by trucks, rail and cargo handling

equipment. The commissioners expressed general support for the roadmap, and AQMD staff has subsequently met on numerous occasions with staffs of both ports to plan joint technology demonstration projects for on-road and rail applications. In related actions, staff made presentations regarding zero-emission transport technical and policy issues to the Long Beach City Council and the Gateway Cities Council of Governments, both of which subsequently adopted resolutions supporting inclusion of a zero-emission transport option in the EIR for the ICTF railyard project currently being evaluated by the ports.

**I-710.** Staff continued its active participation in development of the I-710 corridor project, which proposes to expand this key regional freight corridor between the ports and railyards near downtown Los Angeles, and to create dedicated truck lanes. With AQMD's support, the project EIR currently under development will include a zero-emission freight corridor alternative. It is anticipated that the alternative will be a corridor to be used by electric trucks, potentially with "wayside" power provided by overhead catenary wires or in-roadbed technologies. AQMD actions in the last quarter included technical meetings with LA Metro and other I-710 project partners, and participation as a member of the Technical Advisory Committee and various other advisory bodies for the project.

**Regional Transportation Planning.** AQMD staff has participated in numerous technical and policy meetings relating to development of the 2012 update to the Regional Transportation Plan. A key goal of staff is to include objectives of zero and near zero emission transport as part of the strategic portion of the RTP, as well as a schedule of actions to further those objectives. Staff has provided input as a member of SCAG's Goods Movement Steering Committee, through meetings between AQMD Technology Advancement staff and SCAG staff and consultants, and in stakeholder meetings. Staff also made presentations to SCAG's Energy and Environment Committee, the Southern California National Freight Gateway Collaboration, and other bodies. Finally, AQMD staff is currently working with CARB staff to develop a coordinated technology approach to regional transportation.

## **PUBLIC OUTREACH AND LEGISLATIVE ADVOCACY**

**Conferences.** AQMD staff has been active in technical conferences regarding zero-emissions transport. For example, on April 20, AQMD held its *Zero Emission Transport Forum and Roundtable* which included high-level participation from U.S. EPA, CTC, CARB, CEC, SCAG and a variety of global and local technology manufacturers. Other conferences which AQMD co-sponsored and participated in during the recent months include the Alternative Clean Transportation Expo in Long Beach, with over 1,000 registrants.

**“Powering The Future” Brochure, Website, Social Media.** AQMD staff, in collaboration with staff from CARB and SCAG, produced the 20-page “*Powering the Future*” brochure and printed copies for distribution. Staff also created a webpage regarding *Powering the Future* on the AQMD website, which features a video on Powering the Future and enables visitors to download the brochure at [http://www.aqmd.gov/pubinfo/Publications/PoweringTheFuture/powering\\_the\\_future.htm](http://www.aqmd.gov/pubinfo/Publications/PoweringTheFuture/powering_the_future.htm). Additionally, staff posted tailored messages in the AQMD iPhone applications, posted links to the brochure on Facebook, and has made Twitter announcements.

**Presentations.** AQMD staff met with and/or made presentations to the following organizations and governments regarding the “*Powering the Future*” vision:

- 5 Mountain Communities Government Affairs Committee
- All Saints’ Episcopal Church (Pasadena)
- Assembly Member Anthony Portantino
- Assembly Member Bob Blumenfield
- Assembly Member Charles Calderon
- Assembly Member Chris Norby
- Assembly Member Curt Hagman
- Assembly Member Diane Harkey
- Assembly Member Jeff Miller
- Assembly Member Jose Solorio
- Assembly Member Julia Brownley
- Assembly Member Mike Eng
- Assembly Member Mike Morrell
- Assembly Member Brian Nestande
- Assembly Member Tim Donnelly
- Assembly Member Wilmer Amina Carter
- Big Bear Chamber of Commerce Transportation and Government Affairs Committee
- California Contract Cities Association
- City of Alhambra
- City of Arcadia
- City of Azusa
- City of Baldwin Park
- City of Bell Gardens
- City of Beverly Hills
- City of Burbank
- City of Calabasas
- City of Canyon Lake
- City of Cerritos
- City of Claremont

- City of Covina
- City of Culver City
- City of Downey
- City of Duarte
- City of El Monte
- City of El Segundo
- City of Garden Grove
- City of Glendale
- City of Hermosa Beach
- City of Huntington Beach
- City of Huntington Park
- City of Irwindale
- City of Jurupa Valley
- City of La Cañada Flintridge
- City of Long Beach
- City of Lynwood
- City of Manhattan Beach
- City of Monrovia
- City of Montebello
- City of Monterey Park
- City of Pasadena
- City of Pico Rivera
- City of Pomona
- City of Rancho Mirage
- City of Redondo Beach
- City of San Bernardino
- City of San Fernando
- City of San Gabriel
- City of Santa Clarita
- City of Santa Fe Springs
- City of Santa Monica
- City of Sierra Madre
- City of South Gate
- City of Temple City
- City of Vernon
- City of Walnut
- City of Westminster - Go Green Expo
- Coachella Valley Economic Partnership
- Coachella Valley Association of Government Energy and Environmental Resources Committee
- Congressman Adam Schiff

- Congressman Ed Royce
- Congressman Howard Berman
- Congressman Ken Calvert
- Congresswoman Loretta Sanchez
- Desert Contractors Association, Government and Legislative Committee
- Energy Upgrade CA Event
- Fontana Chamber of Commerce
- Gateway Cities Council of Governments
- Healthy African American Families “Prevention, Treatment and Control of Cancer in Our Community” conference
- Independent Cities Association
- Indio Chamber of Commerce Government Affairs Committee
- Inland Empire Air Quality Committee
- Inland Empire Economic Partnership
- Inland Empire League of Cities
- La Quinta Chamber of Commerce
- Lake Arrowhead Mountain Sunrise Rotary
- Leonard Transportation Center at California State University, San Bernardino
- Long Beach Chamber of Commerce Government Affairs Committee
- Los Angeles Area Chamber of Commerce Environmental Sustainability Policy Council
- Moreno Valley Chamber of Commerce Legislative Committee
- National Electrical Contractors Association-International Brotherhood of Electrical Workers (NECA-IBEW)
- Orange County Business Council Infrastructure Committee
- Redlands Chamber of Commerce Government Affairs Committee
- San Bernardino County Associated Governments (SANBAG)
- San Bernardino Chamber of Commerce
- San Bernardino County Board of Supervisors
- San Fernando Valley Council of Governments
- Senator Bill Emmerson
- Senator Kevin De Leon
- Senator Lou Correa
- Senator Mimi Walters
- San Gabriel Economic Partnership Legislative Actions Committee
- San Gabriel Valley Council of Governments (SGVCOG)
- South Bay Cities Council of Government (SBCCOG)
- South Orange County Regional Chambers of Commerce Legislative Affairs Committee
- South Orange County Golf Cart Company
- South Pasadena Chamber of Commerce Legislative Affairs Committee

- Southern California Association of Governments (SCAG)
- Upland Chamber Governmental Affairs Committee
- Western Riverside Council of Government (WRCOG) Clean Cities Coalition
- Mobile Source Air Pollution Reduction Review Committee (MSRC) Annual Retreat
- Sandia and Lawrence Livermore Laboratories
- Transportation Research Board (TRB) Joint Summer Conference
- Chinese Jiangsu General Director of the Department of Environmental Protection
- Energy Leadership Air Quality Institute, Metropolitan Water District
- California Energy Commission (CEC) Meeting with Chair and Vice Chair
- Environmental Justice Advisory Group

*In addition to those listed above, the “Powering the Future” brochure was also provided to the offices of each of the 40 Members of the State Senate, the 80 Members of the State Assembly, the 28 Members of Congress representing the South Coast Air Basin, and California’s two U.S. Senators.*

### **Upcoming Events**

- Southern California Chinese American Environmental Protection Association (*August 19*)
- Future of Mobility, BMW Roundtable (*August 29*)
- Asilomar Conference on Transportation and Energy (*August 29-31*)
- Women in Green Conference (*August 30-31*)
- Mobility 21 Summit (*September 6*)

**Legislative Advocacy: State.** During the last quarter, the Board adopted positions in support of the following state legislation related to the implementation of zero and near-zero emission technologies and energy sources:

- AB 638 (Skinner) Fuel Resources: State Energy Resources Conservation and Development Commission – This bill seeks to reduce the state’s petroleum dependence by reducing petroleum fuel consumption by 15% below the 2003 level by 2020, and increasing the alternative fuel consumption by 26% by 2022.
- SB 209 (Corbett) Common Interest Developments: Electric Vehicle Charging – This bill seeks to prevent common interest developments, such as homeowner and condominium owner associations, from banning the installation of electrical vehicle charging stations within their premises.

- SB 410 (Wright) Energy: Public Interest Research, Development, and Demonstration Program – This bill seeks to extend for another 10 years the authorization for the California Energy Commission’s Public Interest Energy Research (PIER) Program, which provides financial support to energy research development and demonstration projects for environmentally safe, affordable, and reliable energy services and products.
- SB 859 (Padilla) Vehicles: Records: Confidentiality – This bill provides electric utilities with limited access to state vehicle records regarding the location of electric vehicles so that they can adequately plan for increased grid demand associated with home charging of plug-in electric vehicles.

AQMD staff also met the Governor’s Office of Planning and Research in Sacramento and the Governor’s Washington, D.C. office, to discuss implementation of zero and near-zero emission technologies and renewable energy.

**Legislative Advocacy: Federal.** During the last quarter, the Board adopted positions in support of the following federal legislation that could support implementation of zero and near-zero emission technologies and energy sources:

- H.R. 1123 (Richardson) – The TIFIA Expansion Act of 2011 - This bill would enhance the existing federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program by making more funding available for large infrastructure projects, such as the zero-emission projects supported by AQMD.
- H.R. 1122 (Richardson) The Freight FOCUS Act of 2011 – This bill would create a Goods Movement Trust Fund to provide grants for prioritized goods movement-related transportation and environmental projects.
- H.R. 402 (DeLauro) National Infrastructure Development Bank Act of 2011 – This bill would establish a national infrastructure bank as a wholly owned government corporation that would direct federal and private funds toward infrastructure projects of regional or national significance.

AQMD staff also held meetings in Washington, DC with federal legislators and their staff, federal agency staff, and others, on AQMD’s priority issues, including funding for zero and near-zero emission technologies, support for infrastructure, as well as policy considerations in the upcoming federal surface transportation bill. In particular, AQMD staff:



- Met with Senators Boxer and Feinstein’s staff, nine members of Congress and staff from six additional congressional offices, senior staff at the Department of Energy and the Department of Transportation.
- Met with the Transportation Research Board of the National Academies of Science (TRB), the American Association of State Highway and Transportation Officials (AASHTO), and the National Association of Clean Air Agencies (NACAA);
- Presented an Air Quality Institute briefing for congressional staff and local delegates traveling on the Orange County Business Council’s annual Washington, D.C. advocacy trip.
- Participated in the Los Angeles Area Chamber of Commerce’s “Access DC: Los Angeles on the Hill” advocacy trip to DC, and met with several members of Congress and staff.
- Presented an Air Quality Institute briefing for congressional staff and local delegates from the LA Chamber group which featured participation from three Members of Congress: Rep. Laura Richardson, Rep. Dana Rohrabacher and Rep. John Garamendi.
- Worked with Rep. Laura Richardson, to send letters to U.S. Secretary of Energy Steven Chu supporting AQMD’s proposals for a 5 MW distributed generation demonstration project and a zero-emissions heavy-duty truck demonstration project.

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BOARD MEETING DATE: September 9, 2011

AGENDA NO. 34

PROPOSAL: Amend Rule 1147 - NOx Reductions from Miscellaneous Sources

SYNOPSIS: To respond to compliance challenges currently being experienced, staff is recommending delay of the NOx emission limit compliance dates for equipment subject to Rule 1147. The proposed rule also limits the requirements for fuel and time meters. PAR 1147 will also reduce compliance cost due to emissions testing and clarify existing requirements. PAR 1147 will result in delayed emissions reductions from equipment subject to this rule. However, PAR 1147 would achieve the same reductions as the existing rule by 2014.

COMMITTEE: Stationary Source, April 15, 2011, June 17, 2011, and July 22, 2011

**RECOMMENDED ACTION:**

Adopt the attached resolution:

1. Certifying the Final Subsequent Environmental Assessment for Proposed Amended Rule 1147 - NOx Reductions from Miscellaneous Sources; and,
2. Amending Rule 1147 - NOx Reductions from Miscellaneous Sources.

Barry R. Wallerstein, D. Env.  
Executive Officer

LT:JC:GQ:WB

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## **Background**

Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources, was adopted by the AQMD Governing Board on December 5, 2008. Rule 1147 established nitrogen oxide (NO<sub>x</sub>) emission limits for a wide variety of combustion equipment. The rule affects new and existing (in-use) combustion equipment requiring permits that are not regulated by other AQMD NO<sub>x</sub> rules. Rule 1147 is based on two control measures from the 2007 Air Quality Management Plan (AQMP): NO<sub>x</sub> reductions from Non-RECLAIM Ovens, Dryers and Furnaces (CMB-01) and Facility Modernization (MSC-01). Rule 1147 is a vital component of our PM<sub>2.5</sub> attainment strategy to meet the federal ambient air quality standard by 2014 as well as provide reductions to meet the ozone standard.

Under Rule 1147, regulated equipment must meet an emission limit of 30 to 60 parts per million (ppm) of NO<sub>x</sub> based on the type of equipment and process temperature. Compliance dates for emission limits are based on the date of equipment manufacture and emission limits are applicable to older equipment first. Owners of in use equipment are provided at least 15 years of use before they must meet emission limits. Small and low emission units are provided at least 20 years of use and must meet emission limits starting in 2017.

Rule 1147 also establishes test methods and provides alternate compliance options including a process for certification of equipment NO<sub>x</sub> emissions through an approved testing program. Other requirements include equipment maintenance and recordkeeping.

Proposed Amended Rule (PAR) 1147 will delay compliance dates, provide alternative compliance options, clarify requirements for small units, reduce testing requirements and require a technology assessment for small sources.

## **Affected Facilities**

A wide variety of processes use equipment that is regulated by Rule 1147. These processes include, but are not limited to, food products preparation, printing, textile processing, product coating; and material processing. A large fraction of the equipment subject to Rule 1147 heats air that is then directed to a process chamber and transfers heat to process materials. Other processes heat materials directly such as kilns, process tanks and metallurgical furnaces.

PAR 1147 affects manufacturers, distributors and wholesalers of combustion equipment, as well as owners and operators of ovens, dryers, furnaces, and other equipment in the District. The units affected by the proposed rule are used in industrial, commercial and institutional settings for a wide variety of processes. Some examples of the processes regulated by the rule include metal casting and forging, coating and curing operations, asphalt manufacturing, baking and printing.

Staff originally estimated approximately 6,600 units subject to the emission limits of Rule 1147 are located at approximately 3,000 facilities. Twenty five percent of these units or about 1,600 units at approximately 800 facilities affected by PR1147 were

estimated to meet the NOx emission limits of Rule 1147. This leaves about 5,000 units in 2,200 facilities that are expected to require retrofit of burners in their equipment. Staff estimated as many as 2,500 permitted units with NOx emission limits greater than one pound per day and an additional 2,500 permitted units with NOx emission limits of less than one pound per day will require modification to comply with the emission limits.

### **Public Process**

For this rule amendment, staff has held seven Task Force meetings with representatives from affected businesses, manufacturers, trade organizations and other interested parties. Staff also had many meetings with manufacturers and distributors of equipment and burner systems. In addition, staff has met individually with and visited local businesses to observe operations and equipment affected by Rule 1147. A Public Workshop and CEQA scoping meeting for PAR 1147 was held on January 26, 2011.

### **Summary of Proposal**

To respond to compliance challenges currently being experienced, staff is recommending that Rule 1147 be amended to delay compliance dates. The key elements of the amendment can be summarized as follows:

- Delay effective dates by one to two years,
- Remove the requirement for the installation of time meters,
- Limit the requirement for fuel meters to units where owners elect to demonstrate compliance using pound per million Btu versus parts per million,
- Provide compliance flexibility to small emitters (one pound per day or less) by clarifying recordkeeping that will easily allow them to identify units eligible for the five year delay of the compliance date,
- Provide additional flexibility in demonstrating compliance through streamlined source testing requirements which also reduce cost to affected businesses,
- Provide alternate compliance opportunities including a mitigation fee option to delay compliance three years for larger units, and
- Commit to conducting a technology assessment prior to the compliance date for small emitters.

The proposed amendment will provide additional flexibility and reduce cost to affected businesses.

In addition, staff has proposed other measures to assist local businesses to comply with the rule and to monitor implementation. To facilitate and encourage the introduction of certified compliant burners and minimize potential source testing costs that will otherwise be incurred by product vendors or impacted facilities, at the June 2011 meeting, the Board approved funding to provide staff and local businesses support for source testing and product vendors with an incentive to voluntarily certify their

products. Staff will also monitor rule implementation including technology availability for unique applications and is proposing a third party review of the future technology assessment (Appendix B).

### **Emission Reductions and Cost Effectiveness**

The proposed amendment will result in emission reductions delayed of 1.4, 0.7, 0.06, 0.12 and 0.6 tons per day in 2011, 2012, 2015, 2016 and 2017, respectively. However, PAR 1147 will achieve the same reductions as the existing rule by 2014.

As PAR 1147 provides delays of compliance dates and other flexibilities that do not affect emission limits, there is no additional cost for this amendment. However, industry questions the cost effectiveness of the adopted rule. As a result, the original rule adoption cost effectiveness analysis was reviewed and additional supplemental analysis is included in the response to comments section of the staff report and summarized along with other key issues. In addition, many components of PAR 1147 are designed to reduce cost to affected businesses. The mitigation fee option will result in costs for facilities selecting that option, but it is expected that facilities will only select that option if it is economically beneficial for them.

### **Key Issues**

Key issues raised at public meetings include: rule implementation and permit streamlining, small business assistance, cost, availability of technology for all applications, requirement for meters, and source testing. These key issues and staff's responses are summarized in Attachment B. It should be acknowledged that several members of the regulated public disagree with staff's assessment relative to the cost and cost effectiveness and to some extent the state of technology. To address these concerns staff commits to conduct a formal technology assessment process and seek a third party review of its findings as outlined in Appendix B of this staff report.

### **AQMP and Legal Mandates**

The California Health and Safety Code requires the AQMD to adopt an Air Quality Management Plan to meet state and federal ambient air quality standards and adopt rules and regulations that carry out the objectives of the AQMP. The Health and Safety Code also requires the AQMD to implement all feasible measures to reduce air pollution. Rule 1147 relies on feasible technologies to further reduce NO<sub>x</sub> emissions. It is anticipated that Rule 1147 will reduce NO<sub>x</sub> emissions by 3.5 tons/day by 2014 with an additional reduction of 0.3 ton/day by 2023 and will help achieve compliance with federal and state ambient air quality standards for ozone and PM<sub>2.5</sub>. Rule 1147 anticipated reductions have already been reviewed and approved by both CARB and EPA and incorporated into the State Implementation Plan (SIP) as commitments, obligating AQMD to meet the emission reduction commitment attributed to the original rule and cover any potential shortfall in emission reductions that may result from PAR 1147 or future amendments, if such a shortfall would interfere with reasonable further progress or attainment.

### **California Environmental Quality Act (CEQA) Analysis**

Pursuant to California Environmental Quality Act (CEQA) Guidelines §15252 and §15162 and SCAQMD Rule 110, the SCAQMD prepared a Draft Subsequent Environmental Assessment (SEA) for proposed amended Rule 1147. The Draft SEA concluded that the proposed project has the potential to generate significant adverse operational air quality impacts. Further, it was concluded that the proposed project would not generate significant adverse environmental impacts to any other environmental topic areas. The Draft SEA was released for a 45-day public review and comment period from April 6, 2011 to May 20, 2011. One comment letter was received during the public comment period relative to the analysis presented in the Draft SEA. No comments in this letter identified other potentially significant adverse impacts from the proposed project. Responses to the comments received have been prepared and the comment letter and its responses are included as Appendix C of the SEA.

Since the release of the Draft SEA, a mitigation fee compliance option along with other minor changes have been added to PAR 1147 and the SEA has been modified to include an analysis of potential impacts that could be generated by these modifications to PAR 1147. However, none of these modifications alter any conclusions reached in the Draft SEA, nor provide new information of substantial environmental importance relative to the draft document. Further, the modifications do not constitute significant new information that would require recirculation of the Draft SEA pursuant to CEQA Guidelines §15088.5. Therefore, the document is now a Final SEA and is included as an attachment to this Governing Board package.

### **Socioeconomic Analysis**

The proposed amendments extend the compliance schedule, resulting in delayed, but no new costs for the affected units. Operators of units with more than 1 pound a day emissions may also elect to pay a mitigation fee in exchange for an additional three year compliance delay. However, participation in the three year mitigation fee delay would be strictly optional and an individual business decision.

Furthermore, the proposed amendments would eliminate the requirement to install meters for units electing to comply with the emissions limits expressed in PPM. Units that elect to comply with emission limits in pounds per million BTU (units with variable firing rate) would now be required to only install fuel meters, as opposed to the requirement to install both time and fuel meters under the existing rule. Therefore, compared to the existing rule, the proposed amendments will result in cost savings. The remaining amendments are administrative and would have few effects on costs.

### **Resource Impacts**

Existing staff resources are adequate to implement the proposed rule.

**Attachments**

- A. Summary of Proposal
- B. Key Issues and Responses
- C. Rule Development Process
- D. Key Contacts List
- E. Resolution
- F. Attachment 1 to Governing Board Resolution for Final SEA
- G. Proposed Amended Rule
- H. Final Staff Report
- I. Final Subsequent Environmental Assessment

**ATTACHMENT A**  
**SUMMARY OF PROPOSAL**

**Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources**

- Delay effective dates by one to two years [ (c)(1), (c)(6), (g)(4), (g)(5), & (g)(6) ],
- Remove the requirement for the installation of time meters [ (c)(8) ],
- Limit the requirement for fuel meters to units where owners elect to demonstrate compliance using pound per million Btu versus parts per million [ (c)(8) ],
- Provide compliance flexibility to small emitters (one pound per day or less) by clarifying recordkeeping that will easily allow them to identify units eligible for the five year delay of the compliance date [ (c)(6) ],
- Provide additional flexibility in demonstrating compliance through streamlined source testing requirements which also reduce cost to affected businesses [ (d)(1) & (d)(7) ],
- Provide alternate compliance opportunities including a mitigation fee option to delay compliance three years [ (c)(14) & (i) ], and
- Commit to conducting a technology assessment prior to the compliance date for small emitters [ (h) ].



**ATTACHMENT B**  
**KEY ISSUES AND RESPONSES**

**Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources**

**Issue** – Compliance dates and implementation.

**Response:** *Implementation dates are delayed 1 to 2 years. Small and low emission units are not subject to limits until 2017 or later. Mitigation fee option for three years delay for larger units. Alternate compliance option for businesses with multiple units. Staff has implemented measures to streamline and reduce cost for permit applications and alternate compliance options.*

**Issue** – Availability of technology for unique applications.

**Response:** *While staff has indentified compliant technologies for most applications, this proposed amendment provides additional time and tools, including later compliance dates for specific processes, 2017 and later compliance dates for small sources, mitigation fee option, continued stakeholder meetings, and a Technology Assessment commitment to allow additional time and opportunity for technology development and review and safeguards in the event the technology does not become available.*

**Issue** – Cost Effectiveness

**Response:** *PAR 1147 would be less costly than the existing rule and the cost effectiveness of the existing rule is consistent with other AQMD rules. Nevertheless, as part of its future technology assessment evaluation efforts, staff is committed to look into the cost effectiveness and affordability of compliant technologies. It should be acknowledged that several members of the regulated public disagree with staff's assessment relative to the cost and cost effectiveness and to some extent the state of technology. To address these concerns staff commits to conduct a formal technology assessment process and seek a third party review of its findings as outlined in Appendix B of this staff report.*

**Issue** – One rule versus equipment or industry specific rules.

**Response:** *Processes are similar in that they all heat air for drying, curing or cooking or heat materials directly with burner exhaust. One rule was adopted in order to provide businesses the most time to prepare. The rule provides different limits based on process temperature, the key factor affecting NO<sub>x</sub> emissions.*

**Issue** – Exempt Specific Equipment or Industries

**Response:** *Most units regulated by Rule 1147 are small sources of emissions but together emissions are significant. Rule 1147 is a SIP-approved rule with emission reductions of 3.5 tons per day by 2014. The Technology Assessment will be completed prior to earliest compliance date for smallest sources in 2017. The findings of the*

*Technology Assessment will determine whether further adjustments to the rule are warranted.*

**Issue** – Source testing cost.

**Response:** *Added test options which reduce cost. The District has already made funds available to assist local distributors, installers and national companies to pre-certify equipment eliminating test requirement for end-users.*

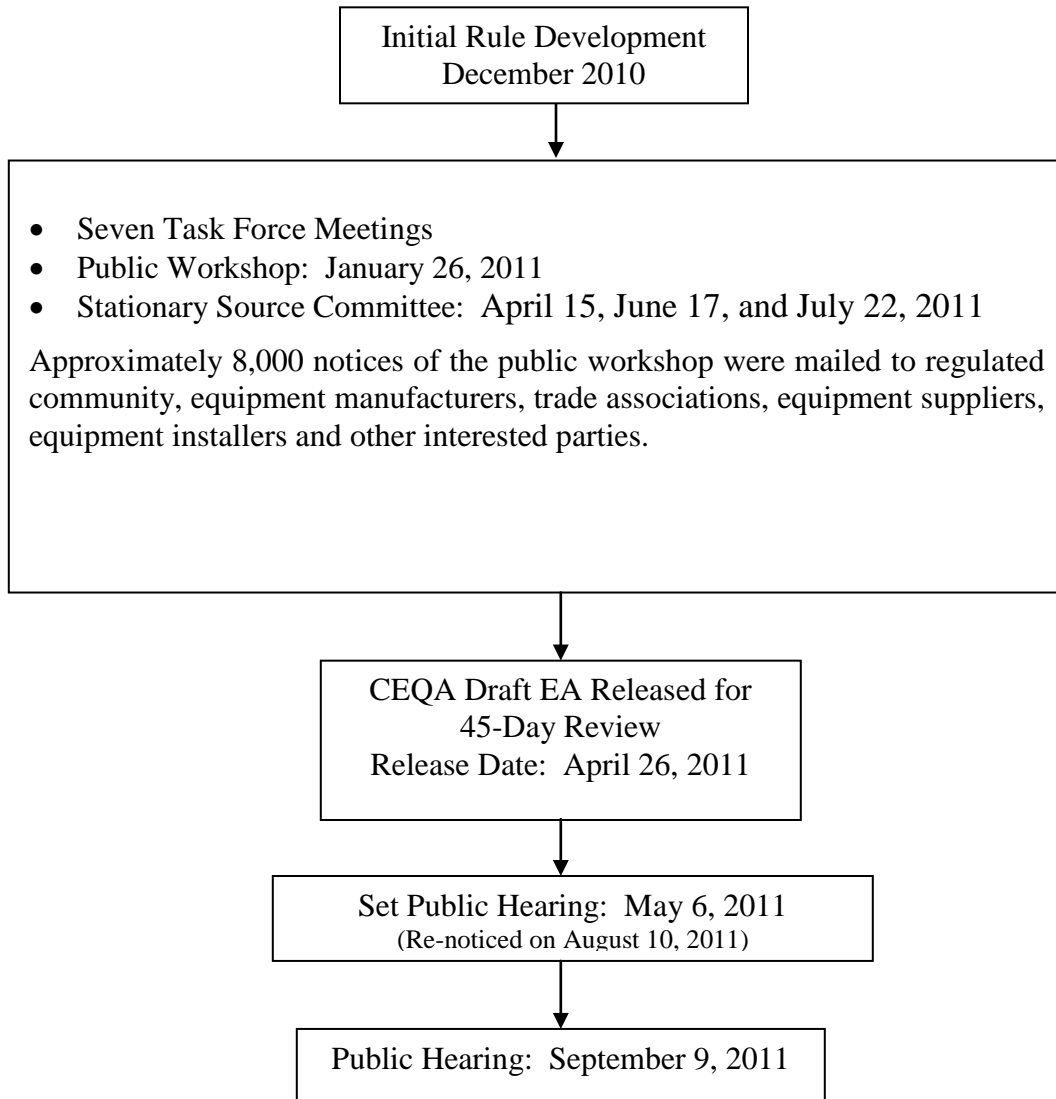
**Issue** –Meter requirement.

**Response:** *Meters are no longer required unless owner elects to comply using pound per million Btu limit. For installed meters, owners have the option to use monthly recordkeeping.*

## ATTACHMENT C

### RULE DEVELOPMENT PROCESS

#### Proposed Amended Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources



**Eight (8) months spent in rule development.**

**ATTACHMENT D**  
**KEY CONTACTS LIST**

1-Day Paint & Body  
Bloomfield Bakers / Lovin Oven  
California Auto Body Association  
California Metals Coalition  
California Small Business Alliance  
Cremation Association of North America  
Eclipse  
Furnace Dynamics  
JE Compliance Services  
J.R. Sandoval Enterprises  
Longo Toyota  
Marco's Collision Centers  
Maruhachi Ceramics of America  
Maximum Technical Services  
Maxon Corporation  
Midco International  
Printing Industries Association of Southern California  
RSM Environmental  
Southern California Gas Company  
U.S. EPA  
Wirth Gas Equipment, Inc.  
Yorke Engineering

## ATTACHMENT E

RESOLUTION NO. - \_\_\_\_\_

**A Resolution of the Governing Board of the South Coast Air Quality Management District (AQMD) certifying the Final Subsequent Environmental Assessment for Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources.**

**A Resolution of the AQMD Governing Board amending Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources.**

**WHEREAS**, the AQMD Governing Board has determined with certainty that Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, is a “project” pursuant to the California Environmental Quality Act (CEQA); and

**WHEREAS**, the AQMD has had its regulatory program certified pursuant to Public Resources Code § 21080.5 and has conducted CEQA review and analysis pursuant to such program (AQMD Rule 110); and

**WHEREAS**, AQMD staff has prepared a Draft Subsequent Environmental Assessment (SEA) pursuant to CEQA Guidelines §15162 and its certified regulatory program and pursuant to CEQA Guidelines §15252, setting forth the potential environmental consequences of Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources; and

**WHEREAS**, the Draft SEA was circulated for 45-day public review and comment period from April 6, 2011 to May 20, 2011; and

**WHEREAS** one comment letter was received relative to the analysis presented in the Draft SEA and responses were prepared for each individual comment in the letter. None of the individual comments in this comment letter identified other potentially significant adverse impacts from the proposed project, and the Draft SEA has been revised such that it is now a Final SEA; and

**WHEREAS**, it is necessary that the adequacy of the Final SEA, including responses to comments, be determined by the AQMD Governing Board prior to its certification; and

**WHEREAS**, it is necessary that the AQMD prepare Findings and a Statement of Overriding Considerations pursuant to CEQA Guidelines §15091 and §15093, respectively, regarding potentially significant adverse environmental impacts

that cannot be mitigated to insignificance; and a Mitigation Monitoring Plan pursuant to Public Resources Code §21081.6, regarding the mitigation included in the Final SEA; and

**WHEREAS**, the AQMD Governing Board voting on Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources has reviewed and considered the Final SEA, including responses to comments prior to its certification; and

**WHEREAS**, the AQMD Governing Board finds and determines, taking into consideration the factors in § (d)(4)(D) of the Governing Board Procedures, that the modifications adopted which have been made to Proposed Rule Amended 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, since notice of public hearing was published do not significantly change the meaning of the proposed project within the meaning of Health and Safety Code § 40726 and would not constitute significant new information requiring recirculation of the Draft CEQA document pursuant to CEQA Guidelines § 15088.5; and

**WHEREAS**, California Health and Safety Code § 40727 requires that prior to adopting, amending or repealing a rule or regulation, the AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non-duplication, and reference based on relevant information presented at the public hearing and in the staff report; and

**WHEREAS**, the AQMD Governing Board obtains its authority to adopt, amend, or repeal rules and regulations from §§ 39002, 40000, 40001, 40440, 40441, 40702, 40725 through 40728, 41508, and 41700 of the California Health and Safety Code; and

**WHEREAS**, the AQMD Governing Board has determined that there is a problem that Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources will help alleviate by delaying the NO<sub>x</sub> emission limit compliance dates and limits the requirements for fuel and time meters; and

**WHEREAS**, the AQMD Governing Board has determined that a need exists to amend Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources to delay the NO<sub>x</sub> emission limit compliance dates and limit the requirements for fuel and time meters; and

**WHEREAS**, the AQMD Governing Board has determined that Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, as proposed 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 Proposed Rule Amended 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, as proposed is in harmony with, and not in conflict with or contradictory to, existing federal or state statutes, court decisions, or regulations; and

**WHEREAS**, the AQMD Governing Board has determined that Proposed Rule Amended 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, as proposed does not impose the same requirements as any existing state or federal regulation and the proposed rule is necessary and proper to execute the powers and duties granted to, and imposed upon, the District; and

**WHEREAS**, the AQMD Governing Board has determined that Proposed Rule Amended 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, as proposed, references the following statutes which the AQMD hereby implements, interprets or makes specific: Health and Safety Code 40001(a) (rules to meet air quality standards); 40440(a) (rules to carry out the plan); 40702 (adoption of rules and regulations); and

**WHEREAS**, the AQMD Governing Board finds that Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources does not make an existing emission limit or standard more stringent, and therefore the requirements of Health and Safety Code § 40727.2 are satisfied; and

**WHEREAS**, the AQMD Governing Board has determined that Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources will not result in increased costs; and

**WHEREAS**, a public hearing has been properly noticed in accordance with the provisions of Health and Safety Code § 40725; and

**WHEREAS**, the AQMD Governing Board has held a public hearing in accordance with all provisions of law; and

**WHEREAS**, the AQMD Governing Board specifies the Manager of Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources as the custodian of the documents or other materials which constitute the record of proceedings upon which the adoption of this proposed project is based, which are located at the South Coast Air Quality Management District, 21865 Copley Drive, Diamond Bar, California; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Governing Board does hereby certify that the Final SEA for Proposed Amended Rule 1147 - NO<sub>x</sub> Reductions from Miscellaneous Sources, including responses to comments, was completed in compliance with CEQA and Rule 110 provisions; and finds that the Final

SEA was presented to the Governing Board, whose members reviewed, considered and approved the information therein prior to acting on PAR 1147; and

**BE IT FURTHER RESOLVED**, that the Governing Board adopts the Findings and Statement of Overriding Considerations pursuant to CEQA Guidelines §15091 and §15093, respectively, and a Mitigation Monitoring Plan pursuant to Public Resources Code §21081.6 regarding potentially significant adverse environmental impacts that cannot be mitigated to insignificance, which are all included as Attachment 1 to this Resolution and incorporated herein by reference; and

**BE IT FURTHER RESOLVED**, that the AQMD Governing Board hereby directs staff to present to the Board no later than August 1, 2012 a proposal for collecting fees, not to exceed \$100 per unit annually, to implement a testing program for equipment subject to Proposed Amended Rule 1147 - NOx Reductions from Miscellaneous Sources; and

**BE IT FURTHER RESOLVED**, if there is an insufficient supply of compliant low-NOx burner technology as determined by the technology assessment specified in Proposed Amended Rule 1147 - NOx Reductions from Miscellaneous Sources, the AQMD Governing Board hereby directs staff to issue a Request for Proposal (RFP) to develop compliant low-NOx burner technologies on or before June 15, 2016; and

**BE IT FURTHER RESOLVED**, that the AQMD Governing Board hereby directs staff to continue its collaborative effort with the operator of an industrial tunnel kiln manufacturing clay roof tiles to demonstrate compliance with the 60 ppm NOx limit and reassess the NOx compliance limit for tunnel kilns as part of future rulemaking, if after due diligence, the operator fails to demonstrate compliance with the rule limit; and

**BE IT FURTHER RESOLVED**, that the AQMD Governing Board does hereby adopt, pursuant to the authority granted by law, Rule 1147 - NOx Reductions from Miscellaneous Sources, as set forth in the attached and incorporated herein by reference.

Dated: \_\_\_\_\_

\_\_\_\_\_  
Clerk of the District Board



# ATTACHMENT F

## SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**Attachment 1 to the Governing Board Resolution for:  
Final Subsequent Environmental Assessment for Proposed Amended Rule 1147 – NOx  
Reductions From Miscellaneous Sources**

**Statement of Findings, Statement of Overriding Considerations, and Mitigation  
Monitoring Plan**

**SCAQMD No. 02012011BAR  
State Clearinghouse No: 2011011088**

**August 2011**

**Executive Officer**

Barry R. Wallerstein, D. Env.

**Deputy Executive Officer**

**Planning, Rule Development and Area Sources**

Elaine Chang, DrPH

**Assistant Deputy Executive Officer**

**Planning, Rule Development and Area Sources**

Laki Tisopoulos, Ph.D., P.E.

**Planning and Rules Manager**

**Planning, Rule Development and Area Sources**

Susan Nakamura

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**Author:** Barbara Radlein Air Quality Specialist

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Program Supervisor, CEQA  
Planning and Rules Manager, Planning, Rule  
Development, and Area Sources  
Program Supervisor, Planning, Rule Development,  
and Area Sources  
District Counsel  
Principal Deputy District Counsel

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

**CHAIRMAN:** WILLIAM A. BURKE, Ed.D.  
Speaker of the Assembly Appointee

**VICE CHAIR:** DENNIS YATES  
Mayor, City of Chino  
Cities Representative, San Bernardino County

**MEMBERS:**

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Supervisor, Fifth District  
Los Angeles County Representative

JOHN J. BENOIT  
Supervisor, Fourth District  
Riverside County Representative

MICHAEL A. CACCIOTTI  
Councilmember, City of South Pasadena  
Cities of Los Angeles County, Eastern Region

JANE CARNEY  
Senate Rules Committee Appointee

JOSIE GONZALES  
Supervisor, Fifth District  
San Bernardino County Representative

RONALD O. LOVERIDGE  
Mayor, City of Riverside  
Cities Representative, Riverside County

JOSEPH K. LYOU, Ph.D.  
Governor's Appointee

JUDY MITCHELL  
Councilmember, Rolling Hills Estates  
Cities of Los Angeles County, Western Region

SHAWN NELSON  
Supervisor, Fourth District  
Orange County Representative

JAN PERRY  
Councilwoman, 9<sup>th</sup> District  
City of Los Angeles Representative

MIGUEL A. PULIDO  
Mayor, City of Santa Ana  
Cities Representative, Orange County

**EXECUTIVE OFFICER:**  
BARRY R. WALLERSTEIN, D.Env.

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## **INTRODUCTION**

The proposed amendments to Rule 1147 - NO<sub>x</sub> Reductions From Miscellaneous Sources, are considered a “project” as defined by the California Environmental Quality Act (CEQA) (California Public Resources Code §§21000 et seq.). The SCAQMD as Lead Agency for the proposed project, prepared a Notice of Preparation/Initial Study (NOP/IS) which identified environmental topics to be analyzed in a Draft Environmental Assessment (EA). The NOP/IS provided information about the proposed project to other public agencies and interested parties prior to the intended release of the Draft EA. The initial evaluation in the NOP/IS identified the topic of air quality and greenhouse gas emissions, specifically operational air quality emissions, as potentially being adversely affected by the proposed project. The NOP/IS was distributed to responsible agencies and interested parties for a 30-day review and comment period from February 1, 2011, to March 2, 2011. During that public comment period, the SCAQMD received no comment letters.

Subsequent to the release of the NOP/IS, further analysis of the proposed project indicated that the preparation of a Subsequent Environmental Assessment (SEA), in lieu of an EA, would be the appropriate document to analyze the potential environmental impacts associated with proposed amend Rule (PAR) 1147 because substantial changes are proposed which will require major revisions that would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects compared to what was analyzed in the Final EA certified at the time Rule 1147 was first adopted (CEQA Guidelines §15162 (a)(1)). Further, PAR 1147 is expected to have significant effects that were not discussed in the previous Final EA (CEQA Guidelines §15162 (a)(3)(A)). In the event that new information becomes available that would change a project, the lead agency shall prepare a subsequent EIR (CEQA Guidelines §15162 (b)). However, under SCAQMD's certified regulatory program, an equivalent document, a SEA is considered to be a substitute for preparing a subsequent EIR. As such, an SEA has been prepared as a public disclosure document intended to: (a) provide the lead agency, responsible agencies, decision makers and the general public with information on the environmental impacts of the proposed project; and, (b) be used as a tool by decision makers to facilitate decision making on the proposed project.

The Draft SEA was released for a 45-day public review and comment period from April 6, 2011 to May 20, 2011. The Draft SEA, was prepared pursuant to CEQA Guidelines §15162, and evaluated the topic of air quality and GHG emissions, specifically operational air quality, as an area that may be adversely affected by the proposed project. The Draft SEA concluded that only the topic of operational air quality emission impacts would have significant adverse impacts.

One comment letter was received during the public comment period on the analysis presented in the Draft SEA. No comments in this letter identified other potentially significant adverse impacts from the proposed project. Responses to this comment letter have been prepared. The comment letter and responses to the comments are included in Appendix C of the Final SEA.

Since the release of the Draft SEA, a mitigation fee compliance option has been added to PAR 1147 and the document has been modified to include an analysis of the mitigation fee compliance option. Although the mitigation fee option has the potential to make significant adverse operational air quality impacts substantially worse (by allowing a delay of compliance dates for up to three years), mitigation measures have been required that reduce the air quality impacts from the mitigation fee option to a level of insignificance. In addition, minor modifications were made to the proposed project. Staff has reviewed the modifications to the

proposed project and concluded that none of the modifications alter any conclusions reached in the Draft SEA, nor provide “significant new information”<sup>1</sup> of substantial importance relative to the draft document. As a result, these minor revisions do not require recirculation of the document pursuant to CEQA Guidelines §15088.5.

### **SUMMARY OF THE PROPOSED PROJECT**

SCAQMD staff is proposing amendments to Rule 1147 – NO<sub>x</sub> Reductions From Miscellaneous Sources, to respond to compliance challenges currently being experienced by certain affected sources and ensure that equipment owners/operators are not unnecessarily burdened with compliance costs. Specifically, PAR 1147 would: 1) remove the requirements for installation of time meters; 2) remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NO<sub>x</sub> emission limits in terms of parts per million (ppm); 3) extend deadlines for demonstrating compliance with the early phases (2010/2011) for NO<sub>x</sub> emission limits by up to two years; and, 4) extend the NO<sub>x</sub> emission limit compliance dates for units with emissions of more than one pound per day by up to three years provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NO<sub>x</sub> emission limit. Other minor changes are proposed for clarity and consistency throughout the rule.

### **SIGNIFICANT ADVERSE IMPACTS WHICH CAN BE REDUCED BELOW A SIGNIFICANT LEVEL OR WERE CONCLUDED TO BE INSIGNIFICANT**

The Final SEA identified air quality as an area that may be adversely affected by the proposed project. The proposed project was evaluated according to the CEQA environmental checklist of approximately 17 environmental topics for potential adverse impacts from a proposed project. The screening analysis concluded that the following environmental areas would not be significantly adversely affected by the proposed project:

- aesthetics
- air quality and greenhouse gases during construction (and greenhouse gases during operation)
- agriculture and forestry resources
- biological resources
- cultural resources
- energy
- geology and soils
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- mineral resources

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<sup>1</sup> Pursuant to CEQA Guidelines §15088.5, “Significant new information” requiring recirculation include, for example, a disclosure showing that:

- (a) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (b) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (c) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (d) The draft EA was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

- noise
- population and housing
- public services
- recreation
- solid/hazardous waste
- transportation/traffic

### **POTENTIAL SIGNIFICANT ADVERSE IMPACTS THAT CANNOT BE REDUCED BELOW A SIGNIFICANT LEVEL**

The Final SEA identified the topic of operational air quality as the only area that may be significantly adversely affected by the proposed project. Two aspects of the rule amendments are considered below.

#### Operational Air Quality Impacts

Of the amendments proposed in PAR 1147, only the amendment to extend deadlines for demonstrating compliance with the early phases (2010/2011) for NO<sub>x</sub> emission limits by up to two years would have adverse operational air quality impacts. Specifically this provision in PAR 1147 will result in a delay of: 1) 0.70 ton per day (1,400 pounds per day) of NO<sub>x</sub> emission reductions in compliance years 2010 and 2011; and, 2) 0.06 ton per day (120 pounds per day) of NO<sub>x</sub> emission reductions in compliance years 2015 and 2016. However, the 0.70 ton per day (1,400 pounds per day) of NO<sub>x</sub> delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 ton per day (120 pounds per day) of delayed NO<sub>x</sub> emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Despite the delay in implementation of some of the compliance dates, the same amount of overall NO<sub>x</sub> emission reductions as estimated for the current rule will be achieved by PAR 1147 in the attainment years for PM<sub>2.5</sub> and ozone (i.e., 3.5 tons per day of NO<sub>x</sub> emission reductions by 2014 and 3.8 tons per day of NO<sub>x</sub> emission reductions by 2023). Nonetheless, the quantity of NO<sub>x</sub> emission reductions delayed exceeds the NO<sub>x</sub> significance threshold for operation of 55 pounds per day and, therefore, is concluded to be significant. Except for NO<sub>x</sub> emissions, no other criteria pollutant emissions exceed the SCAQMD's applicable significance thresholds during operation.

#### Mitigation Fee Option - Direct Air Quality Impacts

Subsequent to the release of the Draft SEA, the proposed project has been revised to extend the NO<sub>x</sub> emission limit compliance dates for units with emissions of more than one pound per day by up to three years (e.g. by 2014) provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NO<sub>x</sub> emission limit through the aforementioned compliance methods.

By allowing an extension in the compliance dates in PAR 1147, some operators of affected equipment may delay their decision to make physical changes to their affected units and instead, take advantage of the mitigation fee option. Doing so could potentially cause additional delays in achieving the proposed NO<sub>x</sub> emission reductions contained in PAR 1147 by an additional 0.175 ton per day (350 pounds per day) to 0.350 ton per day (700 pounds per day) by 2014.

To address the additional delay in NO<sub>x</sub> emission reductions that may result from participation in the mitigation fee option, mitigation measures have been identified that will reduce the air quality impacts from the mitigation fee option to a level of insignificance and the SCAQMD will

require the emissions mitigation fee to fund the leaf blower exchange program to generate equivalent concurrent emission reductions. Thus, any delayed NOx emission reductions that may occur would be expected to be fully offset by the emission reductions anticipated by the leaf blower exchange programs (see discussion in the “Mitigation Monitoring Plan” section).

#### Mitigation Fee Option - Indirect and Cumulative Air Quality Impacts

The peak daily emissions from conducting a leaf blower exchange were estimated to be 1.63 pound per day of VOC, 14.49 pounds per day of CO, 5.56 pounds per day of NOx, 0.02 pound per day of SOx, 0.25 pound per day of PM10, and 0.20 pound per day of PM2.5<sup>2</sup>. In addition, the leaf blower exchange activities were estimated to generate 25.2 metric tons of CO2eq emissions per year<sup>3</sup>. Thus, the peak daily construction emissions from conducting a leaf blower exchange event would not generate significant adverse air quality impacts because none of the criteria pollutant emissions exceed the SCAQMD’s CEQA significance thresholds for the construction phase of a project. The analysis also showed that the operation of more efficient leaf blowers will provide an air quality benefit as old dirty equipment will be replaced with low emission equipment. With the exception of GHG emission reduction benefits, no other operational air quality impacts, either positive or negative, were identified as a result of using new low emission leaf blowers.

#### Mitigation Fee Option - Conclusion

In conclusion, any delayed NOx emission reductions that may occur as part of the mitigation fee option in PAR 1147 would be expected to be fully offset by NOx emission reductions occurring from leaf blower exchange program. Based on the previous discussion, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program, will not cause any new significant adverse air quality impacts or make the significant air quality impacts previously analyzed in the Draft SEA substantially worse. Further, the modifications to the proposed project relative to implementing the mitigation fee option will not alter any conclusions previously reached in the Draft SEA, nor provide new information of substantial importance relative to the draft document.

### **STATEMENT OF FINDINGS**

Public Resources Code §21081 and CEQA Guidelines §15091(a) state that no public agency shall approve or carry out a project for which a CEQA document has been completed which identifies one or more significant adverse environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. Additionally, the findings must be supported by substantial evidence in the record (CEQA Guidelines §15091(b)). As identified in the Final SEA and summarized above, the proposed project has the potential to create significant adverse operational air quality impacts. The SCAQMD Governing Board, therefore, makes the following findings regarding the proposed project. The findings are supported by substantial evidence in the record as explained in each finding. This Statement of Findings will be included in the record of project approval and will also be noted in the Notice of Decision. The Findings made by the SCAQMD Governing Board are based on the following significant adverse impact identified in the Final SEA.

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<sup>2,3</sup> The peak daily emissions are based on the leaf blower exchange analysis prepared for Rule 2702, which analyzed the impacts of exchanging 15,730 leaf blowers. The maximum number of leaf blowers assumed to be funded and exchanged using the PAR 1147 mitigation fee option is 3,000 per year or 9,000 over the three-year delay.

**Potential NOx emission reductions delayed exceed the SCAQMD’s applicable significance air quality thresholds and cannot be mitigated to insignificance.**

Finding and Explanation:

As explained above, except for NOx emissions, no other criteria pollutant emissions exceed the SCAQMD’s applicable significance thresholds during operation. Thus, PAR 1147 is concluded to result in adverse significant operational NOx air quality impacts.

The Governing Board finds that although feasible mitigation measures have been identified that would mitigate some of the potentially significant adverse impacts to operational air quality, they do not reduce the operational air quality impacts to less than significant levels. CEQA defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors" (Public Resources Code §21061.1).

The Governing Board finds further that the Final SEA considered alternatives pursuant to CEQA Guidelines §15126.6, but, aside from the No Project Alternative, no project alternatives would reduce to insignificant levels the significant air quality impacts identified for the proposed project and still achieve the objectives of the proposed project. The administrative record for the CEQA document and adoption of the rule amendments is maintained by the Office of Planning, Rule Development and Area Sources.

Conclusion

The Governing Board finds that the findings required by CEQA Guidelines §15091(a) are supported by substantial evidence in the record. The record of approval for this project may be found in the SCAQMD’s Clerk of the Board’s Office located at SCAQMD headquarters in Diamond Bar, California.

**STATEMENT OF OVERRIDING CONSIDERATIONS**

If significant adverse impacts of a proposed project remain after incorporating mitigation measures, or no measures or alternatives to mitigate the adverse impacts are identified, the lead agency must make a determination that the benefits of the project outweigh the unavoidable adverse environmental effects if it is to approve the project. CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project [CEQA Guidelines §15093(a)]. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” [CEQA Guidelines §15093 (a)]. Accordingly, a Statement of Overriding Considerations regarding potentially significant adverse operational NOx air quality impacts resulting from the proposed project has been prepared. This Statement of Overriding Considerations is included as part of the record of the project approval for the proposed project. Pursuant to CEQA Guidelines §15093(c), the Statement of Overriding Considerations will also be noted in the Notice of Decision for the proposed project.

Despite the inability to incorporate changes into the proposed project that will mitigate potentially significant adverse operational air quality impacts to a level of insignificance, the



SCAQMD's Governing Board finds that the following benefits and considerations outweigh the significant unavoidable adverse environmental impacts:

1. The analysis of potential adverse environmental impacts incorporates a “worst-case” approach. This entails the premise that whenever the analysis requires that assumptions be made, those assumptions that result in the greatest adverse impacts are typically chosen. This method likely overestimates the actual emission reductions delayed from the proposed project.
2. The potential adverse impacts from implementing PAR 1147 consist solely of delays in anticipated NOx emission reductions, not increases.
3. Despite the delay in some of the compliance dates, the same amount of overall NOx emission reductions as estimated for the current rule will be achieved upon full compliance with PAR 1147 and on the attainment dates for PM2.5 and ozone (i.e., 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).
4. In consideration of the total net accumulated emission reductions projected overall, the delay in NOx emission reductions would not interfere with the air quality progress and attainment demonstration projected in the AQMP. Indeed, the 2007 AQMP indicated that, based on future anticipated overall reduction in emissions, the Basin would achieve the federal ozone ambient air quality standard by the year 2024 and the PM2.5 standard by 2015 (SCAQMD, 2007). Therefore, cumulative air quality impacts from the proposed project and all other AQMP control measures, when considered together, are not expected to be significant because ongoing implementation of AQMP control measures is expected to result in net emission reductions and overall air quality improvement.
5. The proposed project will help relieve certain affected industries of the compliance challenges currently being experienced by certain affected sources with the existing Rule 1147 and ensures that equipment owners/operators are not unnecessarily burdened with compliance costs.

The SCAQMD's Governing Board finds that the aforementioned considerations outweigh the unavoidable significant effects to the environment as a result of the proposed project.

#### **MITIGATION MONITORING PLAN**

When making findings as required by Public Resources Code §21081 and CEQA Guidelines §15091, the lead agency must adopt a reporting or monitoring program for the changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment (Public Resources Code §21081.6 and CEQA Guidelines §15097[a]). To fulfill the requirements of Public Resources Code §21081.6 and CEQA Guidelines §15097, the SCAQMD has developed this mitigation monitoring plan for anticipated impacts resulting from implementing the proposed project.

**Project-Specific Mitigation For Air Quality Impacts During Operation:** The analysis indicates that there will be a temporary delay in the overall reduction in NOx emissions during the operational phase of the proposed project. The amount of NOx emission reductions delayed exceeds the applicable significance threshold (55 pounds per day) during operation for NOx. Thus, there are adverse significant air quality impacts with the operational phase of the proposed

project. If significant adverse environmental impacts are identified in a CEQA document, the CEQA document shall describe feasible measures that could minimize the significant adverse impacts (CEQA Guidelines §15126.4). However, because of the compliance challenges with certain effective dates in the rule that face operators of equipment subject to Rule 1147, there are no feasible mitigation measures that would achieve the delayed NOx emissions on the original schedule. Consequently, the operational air quality impacts from the proposed project cannot be mitigated.

**Project-Specific Mitigation For The Mitigation Fee Option - Direct Air Quality Impacts:**

To address the additional delay in NOx emission reductions that may result from participation in the mitigation fee option, the SCAQMD will require the emissions mitigation fee to fund leaf blower exchange programs to generate equivalent concurrent emission reductions. Thus, any delayed NOx emission reductions that may occur would be expected to be fully offset by the emission reductions anticipated by the leaf blower exchange programs as explained in the following paragraphs.

Since 2006, the SCAQMD has annually conducted a leaf blower exchange program to encourage professional gardeners and landscapers operating within the SCAQMD's four-county jurisdiction to surrender their old, polluting backpack leaf blowers and purchase new, low-emission/low-noise leaf blowers at a reduced price. The leaf blower exchange program has been very successful, resulting in the exchange of over 6,000 leaf blowers to date and has always been oversubscribed.

In order for manufacturers to participate in the leaf blower exchange program, the new leaf blower engines need to be certified by the California Air Resources Board (CARB) for sale in California, and must meet certified emission levels. Since the new leaf blowers are quieter and operate with 50 percent less emissions than the older models being replaced, the leaf blower exchange program results in reductions in both emissions and noise. The quantity of NOx emission reductions projected to be generated by the leaf blower exchange program for years 2012, 2013 and 2014 would be approximately 0.175 ton per day to 0.350 ton per day for an exchange of 1,400 to 2,800 leaf blowers per year, respectively. In addition, manufacturers that participate in providing the qualifying leaf blowers for the program must contractually agree to not request emissions credits for the NOx emission reductions generated by the sale of leaf blowers.

Thus, any delayed NOx emission reductions that may occur as part of the mitigation fee option in PAR 1147 would be expected to be fully offset by NOx emission reductions occurring from leaf blower exchange program. However, NOx emission impacts from delaying Rule 1147 compliance dates that are not offset by the mitigation fee option (not covered by subdivision (i) of PAR 1147) remain significant.

**Impact Summary of Mitigation Measures AQ-1 to AQ-4:** Project-specific emissions of NOx emission reductions delayed, based on a “worst-case” analysis, would exceed the SCAQMD's regional mass daily significance threshold for this pollutant. Based on the preceding discussion, NOx emission reductions from leaf blower programs specifically funded by the PAR 1147 mitigation fees will offset the NOx emission reductions delayed associated with implementing the mitigation fee option but will not mitigate emissions from delays not covered by subdivision (i) of PAR 1147.

**Mitigation Measures:** The following mitigation measures are required for implementation of the mitigation fee option in PAR 1147:

AQ-1 SCAQMD is required to apply the mitigation fees received from implementing the mitigation fee option in PAR 1147 to fund additional leaf blower exchange events. Except for GHG emission reductions, all other criteria pollutant and VOC emission reductions must be applied to reducing significant adverse NOx emission impacts or retired for the benefit of the environment and cannot be applied to other programs.

AQ-2 The new leaf blowers used in the leaf blower exchange program are required to be certified by CARB and must meet certified emission levels no higher than those identified by CARB in Table 1 (referred to as Table 4-3 in the Final SEA for PAR 1147):

**Table 1  
CARB’s Leaf Blower Emission Standards**

<b>Leaf Blower Engine Size</b>	<b>Hydrocarbon plus NOx</b>	<b>Carbon Monoxide</b>	<b>Particulate Matter (PM standard applies only to 2-stroke engines)</b>
<50 cc	25 g/kW-hr	536 g/kW-hr	2.0 g/kW-hr
50-80cc inclusive	36 g/kW-hr	536 g/kW-hr	2.0 g/kW-hr

AQ-3 Manufacturers that participate in providing the qualifying leaf blowers for the leaf blower exchange program must contractually agree to not request emission credits for the NOx emission reductions or any other reductions generated by the sale of leaf blowers.

AQ-4 Mitigation fees applied to the leaf blower exchange program must be in addition to any existing funding applied to that program (i.e., mitigation fees cannot replace any existing leaf blower exchange funding). However, this does not guarantee that existing levels of funding will be continued but only that SCAQMD will not substitute mitigation fees for existing funding sources.

No other feasible mitigation measures have been identified that would further reduce emissions.

**Implementing Parties:** The SCAQMD’s Governing Board finds that implementing the mitigation measures AQ-1 through AQ-4 is the responsibility of the SCAQMD.

**Monitoring Agency:** The SCAQMD’s Governing Board finds that through its discretionary authority to implement this project, the SCAQMD will ensure compliance with mitigation measures AQ-1 through AQ-4. Mitigation monitoring and reporting will be accomplished as follows:

**Project-Specific Mitigation For The Mitigation Fee Option - Indirect and Cumulative Air Quality Impacts:** The peak daily emissions from conducting a leaf blower exchange were estimated to be 1.63 pound per day of VOC, 14.49 pounds per day of CO, 5.56 pounds per day of

NO<sub>x</sub>, 0.02 pound per day of SO<sub>x</sub>, 0.25 pound per day of PM<sub>10</sub>, and 0.20 pound per day of PM<sub>2.5</sub>. In addition, the leaf blower exchange activities were estimated to generate 25.2 metric tons of CO<sub>2</sub>eq emissions per year. Thus, the peak daily emissions from conducting a leaf blower exchange event would not generate significant adverse air quality impacts because none of the criteria pollutant emissions exceed the SCAQMD's CEQA significance thresholds for the construction phase of a project. The analysis also showed that the operation of more efficient leaf blowers will provide an air quality benefit as old dirty equipment will be replaced with low emission equipment. With the exception of GHG emission reductions, no other operational air quality impacts, either positive or negative, were identified as a result of using new low emission leaf blowers. Since no significant adverse environmental impacts are identified for indirect and cumulative air quality impacts associated with the mitigation fee option, no additional mitigation measures are required.

## **CONCLUSION**

Based on a “worst-case” analysis, the potential adverse operational air quality impacts from the adoption and implementation of the proposed project are considered significant and unavoidable. While feasible mitigation measures have been identified that would reduce the impacts associated with implementing the mitigation fee option, they do not reduce the operational air quality impacts from the entire project to less than significant levels. Further, no additional feasible mitigation measures or project alternatives have been identified that would reduce these impacts to insignificance.

## ATTACHMENT G

(Adopted December 5, 2008)(Date of Adoption)

### **PARULE 1147. NO<sub>x</sub> REDUCTIONS FROM MISCELLANEOUS SOURCES**

(a) Purpose and Applicability

The purpose of this rule is to reduce nitrogen oxide emissions from gaseous and liquid fuel fired combustion equipment as defined in this rule. This rule applies to ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, crematories, incinerators, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, afterburners, degassing units, vapor incinerators, catalytic or thermal oxidizers, soil and water remediation units and other combustion equipment with nitrogen oxide emissions that require a District permit and are not specifically required to comply with a nitrogen oxide emission limit by other District Regulation XI rules. This rule does not apply to solid fuel-fired combustion equipment, internal combustion engines subject to District Rule 1110.2, turbines, charbroilers, or boilers, water heaters, thermal fluid heaters and enclosed process heaters subject to District Rules 1109, 1146, 1146.1, or 1146.2 and equipment subject to District Rules 1111, 1112, 1117, 1118, 1121, or 1135.

(b) Definitions

- (1) ANNUAL CAPACITY FACTOR means the ratio of the ANNUAL HEAT INPUT of a unit in a calendar year to the amount of fuel it could have burned if it had operated at the rated heat input capacity for 100 percent of the time during the calendar year.
- (2) ANNUAL HEAT INPUT means the actual amount of heat released by fuels burned in a unit during a calendar year, based on the fuel's higher heating value.
- (3) BTU means British thermal unit or units.
- (4) COMBUSTION MODIFICATION means replacement of a burner(s).
- (5) FOOD OVEN means an oven used to heat or cook food used for human consumption.
- (6) HEATER means any combustion equipment that is fired with gaseous and/or liquid fuels and which transfers heat from combusted fuel to materials or air contained in the unit or in an adjoining cabinet, container or structure. Heater does not include any boiler or PROCESS HEATER designed to transfer heat to water or process streams that is subject to any

NOx emission limits of District Rules 1109, 1146, 1146.1 or 1146.2, and does not include any internal combustion engine or turbine.

- (7) HEAT INPUT means the higher heating value of the fuel to the unit measured as BTU per hour.
- (8) HEAT OUTPUT means the enthalpy of the working fluid output of the unit.
- (9) IN-USE UNIT means any UNIT that is demonstrated to the Executive Officer that it was in operation at the current location prior to January 1, 2010.
- (10) MAKE-UP AIR HEATER means a UNIT used to heat incoming air in order to maintain the temperature of a spray booth, container, room or other enclosed space where a person is working including spray booths that are also used for drying coatings and auto body spray booths with an adjacent contiguous section for drying automobile coatings. A MAKE-UP AIR HEATER is not a burner used to heat an oven, dryer, heater or other unit where workers are not present during heating.
- (11) NOx EMISSIONS means the sum of nitrogen oxide and nitrogen dioxide in the flue gas, collectively expressed as nitrogen dioxide.
- (12) PROCESS HEATER means any equipment that is fired with gaseous and/or liquid fuels and which transfers heat from combusted fuel to water or process streams. PROCESS HEATER does not include any furnace, kiln or oven used for melting, heat treating, annealing, drying, curing, baking, cooking, calcining, or vitrifying; or any unfired waste heat recovery heater that is used to recover sensible heat from the exhaust of any combustion equipment.
- (13) PROTOCOL means a South Coast Air Quality Management District approved test protocol for determining compliance with emission limits for applicable equipment.
- (14) RATED HEAT INPUT CAPACITY means the gross HEAT INPUT of the combustion UNIT specified on a permanent rating plate attached by the manufacturer to the device. If the UNIT has been altered or modified such that its gross HEAT INPUT is higher or lower than the rated HEAT INPUT capacity specified on the original manufacturer's permanent rating plate, the new gross HEAT INPUT shall be considered as the rated HEAT INPUT capacity.

- (154) REMEDIATION UNIT means a device used to capture or incinerate air toxics, VOCs or other combustible vapors extracted from soil or water.
- (165) RESPONSIBLE OFFICIAL means:
- (A) For a corporation: a president or vice-president of the corporation in charge of a principal business function or a duly authorized person who performs similar policy-making functions for the corporation; or
  - (B) For a partnership or sole proprietorship: general partner or proprietor, respectively.
  - (C) For a government agency: a duly authorized person
- (176) TENTER FRAME DRYER is a cloth dryer that holds the edges of the material as it is dried in order to control shrinkage.
- (187) THERM means 100,000 BTU.
- (198) UNIT means any oven, dryer, dehydrator, heater, kiln, calciner, furnace, crematory, incinerator, heated pot, cooker, roaster, fryer, heated tank and evaporator, distillation unit, afterburner, degassing unit, vapor incinerator, catalytic or thermal oxidizer, soil or water remediation units and other combustion equipment with nitrogen oxide emissions requiring a District permit and not specifically required to comply with a NOx emission limit by other District Regulation XI rules. UNIT does not mean any solid fuel fired combustion equipment, internal combustion engine subject to District Rule 1110.2, turbine, charbroiler, or boiler, water heater, thermal fluid heaters or enclosed process heater subject to District Rules 1109, 1146, 1146.1, or 1146.2 or equipment subject to District Rules 1111, 1112, 1117, 1118, 1121, or 1135.
- (2019) VAPOR INCINERATOR means a furnace, afterburner, or other device for burning and destroying air toxics, VOCs or other combustible vapors in gas or aerosol form in gas streams.
- (c) Requirements
- (1) On or after January 1, 2010 any person owning or operating a unit subject to this rule shall not operate the unit in a manner that exceeds the applicable nitrogen oxide emission limit specified in Table 1 at the time a District permit is required for operation of a new, relocated or modified unit or, for in-use units, in accordance with the compliance schedule in Table 2, or at the time of a combustion modification.

**Table 1 – NO<sub>x</sub> Emission Limit**

Equipment Category(ies)	NO <sub>x</sub> Emission Limit		
	PPM @ 3% O <sub>2</sub> , dry or Pound/mmBtu heat input		
	Process Temperature		
<b>Gaseous Fuel-Fired Equipment</b>	≤ 800° F	> 800 ° F and < 1200° F	≥ 1200 ° F
Asphalt Manufacturing Operation	40 ppm	40 ppm	
Afterburner, Degassing Unit, Remediation Unit, Thermal Oxidizer, Catalytic Oxidizer or Vapor Incinerator <sup>1</sup>	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Evaporator, Fryer, Heated Process Tank, or Parts Washer	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu	
Metal Heat Treating, Metal Melting Furnace, Metal Pot, or Tar Pot	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Oven, Dehydrator, Dryer, Heater, Kiln, Crematory, Incinerator, Calciner, Cooker, Roaster, Furnace, or Heated Storage Tank	30 ppm or 0.036 lb/mmBtu	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Make-Up Air Heater or other Air Heater located outside of building with temperature controlled zone inside building	30 ppm or 0.036 lb/mmBtu		
Tenter Frame or Fabric or Carpet Dryer	30 ppm or 0.036 lb/mmBtu		
Other Unit or Process Temperature	30 ppm or 0.036 lb/mmBtu	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
<b>Liquid Fuel-Fired Equipment</b>	≤ 800° F	> 800 ° F and < 1200° F	≥ 1200 ° F
All liquid fuel-fired Units	40 ppm or 0.053 lb/mmBtu	40 ppm or 0.053 lb/mmBtu	60 ppm or 0.080 lb/mmBtu

1. Emission limit applies to burners in units fueled by 100% natural gas that are used to incinerate air toxics, VOCs, or other vapors; or to heat a unit. The emission limit applies solely when burning 100% fuel and not when the burner is incinerating air toxics, VOCs, or other vapors. The unit shall be tested or certified to meet the emission limit while fueled with natural gas.



**Table 2 – Compliance Schedule for In-Use Units**

<b>Equipment Category(ies)</b>	<b><u>Submit Permit Application</u></b>	<b><u>Unit Shall Be in Compliance Date</u></b>
Remediation UNIT <del>Upon combustion modification or change of location for units</del> manufactured prior to 1998	<u>Seven months prior to combustion modification or change of location.</u>	<u>Upon combustion modification or change of location</u> <del>B</del> beginning <del>January</del> <u>March 1, 2012</u>
Tar Pot <del>Permit Application for Change of Ownership or New Equipment</del>		<del>Upon</del> <u>All new permit applications</u> <del>B</del> beginning <del>January</del> <u>1, 2013</u>
Afterburner, degassing unit, catalytic oxidizer, thermal oxidizer, vapor incinerator, evaporator, food oven, fryer, heated process tank, parts washer or spray booth make-up air heater manufactured prior to 1998	<u>December 1, 2013</u>	July 1, 2014 <del>3</del>
Other UNIT manufactured prior to 1986	<u>December 1, 2011</u>	July 1, 2012 <del>0</del>
Other UNIT manufactured prior to 1992	<u>December 1, 2011</u>	July 1, 2012 <del>4</del>
Other UNIT manufactured prior to 1998	<u>December 1, 2012</u>	July 1, 2013 <del>2</del>
Any UNIT manufactured after 1997	<u>December 1 of the year prior to the compliance date</u>	July 1 of the year the unit is 15 years old

(2) Unit age shall be based on:

(A) ~~†~~The original date of manufacture ~~and~~ determined by:

- ~~(iA)~~ Original manufacturer's identification or rating plate permanently fixed to the equipment. If not available, then;
- ~~(iiB)~~ Invoice from manufacturer for purchase of equipment. If not available, then;
- ~~(iiiC)~~ Information submitted to AQMD with prior permit applications for the specific unit. If not available, then;
- ~~(ivD)~~ Unit is deemed by AQMD to be 20 years old; or

(B) The date that operations start for a tunnel kiln or crematory rebuilt prior to January 1, 2010 with new burner(s) as determined by:

- (i) Production or fuel usage records after burner installation, and
- (ii) Invoice for burner(s) installation. If not available, then;
- (iii) Invoice for burner(s) purchase. If not available, then;

- (iv#) Manufacture date of burner(s) as identified by an attached manufacturers identification or rating plate or date stamp.
- (3) In accordance with the schedule in the permit, Owners or operators of units ~~operating with flue gas oxygen concentrations greater than 18%~~ shall determine compliance with the emission limit specified in Table 1 using a District approved test protocol ~~to determine compliance with the emission limit specified in Table 1.~~ The test protocol shall be submitted to the District at least 90 days prior to the scheduled test and approved by the District Source Testing Division.
- (4) Notwithstanding the requirements of paragraph (c)(1), units with combustion modifications completed prior to December 5, 2008 and after January 1, 2000 that resulted in replacement of more than 75% of the rated heat input capacity shall comply with the applicable emission limit specified in Table 1 of paragraph (c)(1) ten years from the date the modification was performed.
- (5) The date a combustion modification, as specified in paragraphs (c)(1) and (c)(4), is performed; shall be determined according to subparagraph (c)(2)(B), if not available, then subparagraph (c)(2)(C).
- (6) Notwithstanding the requirements of paragraph (c)(1), a unit with a District permit to construct or permit to operate, and with ~~a permit emissions limit~~ of one pound per day or less of nitrogen oxides ~~on July 1, 2009, shall comply~~ may defer compliance with the applicable emission limit specified in Table 1 of paragraph (c)(1) for up to five years later than ~~from~~ the applicable compliance date in Table 2 of (c)(1). NOx emissions of one pound per day or less shall be demonstrated by one of the following requirements:
- (A) A unit has a rated heat input capacity of 400,000 Btu or less.
- (B) The unit as of (date of adoption) has a NOx permit emission limit of one pound per day or less, a permit condition with a process limit that results in one pound per day or less of NOx emissions including but not limited to fuel use, material throughput or operating schedule, or actual operations that results in one pound per day or less of NOx emissions. Daily operating records of unit fuel use or process rate and daily operating hours demonstrating

that starting January 1, 2012 until the date of compliance, the unit has a maximum emission rate of 1 pound of NOx per day.

(C) Owners or operators of units with installed non-resettable totalizing time or fuel meters may elect to comply with the requirements of (c)(6) by requesting, no later than January 1, 2012, unit permit conditions of limits on operating hours per calendar month and/or a fuel meter and a limit on the amount of fuel use per calendar month so that monthly NOx emissions are 30 pounds or less. Monthly emissions with a time meter shall be calculated using the maximum hourly emission rate in pounds multiplied by the hours of operation each calendar month. The maximum hourly emission rate shall be equal to the rated heat input capacity of the unit multiplied by the unit's emissions at the rated heat input capacity in pound per million Btu. Monthly emissions calculated with a fuel meter shall be equal to the unit's emission rate per unit of fuel multiplied by the amount of fuel used that calendar month.

Owners or operators of units complying under this paragraph that fail to continuously demonstrate compliance with the applicable daily or monthly requirements shall comply with the applicable emission limit in Table 1 by the applicable compliance date in Table 2 or within 210 days from the date the unit first fails to continuously comply with the daily or monthly emission limit whichever is later.

- (7) On or after January 1, 2010, any person owning or operating a unit subject to this rule shall perform combustion system maintenance in accordance with the manufacturer's schedule and specifications as identified in the manual and other written materials supplied by the manufacturer or distributor. The owner or operator shall maintain on site at the facility where the unit is being operated a copy of the manufacturer's, ~~and/or~~ distributor's, installer's or maintenance company's written maintenance schedule and instructions and retain a record of the maintenance activity for a period of not less than three years. The owner or operator shall maintain on site at the facility where the unit is being operated a copy of the District certification or District approved source test reports, conducted by an independent third party, demonstrating the specific unit complies with the emission limit. The source test report(s) must identify that the source test was conducted pursuant to a District approved protocol. The

model and serial numbers of the specified unit shall clearly be indicated on the source test report(s). The owner or operator shall maintain on the unit in an accessible location a permanent rating plate. The maintenance instructions, maintenance records and the source test report(s) or District certification shall be made available to the Executive Officer upon request.

- (8) ~~On or after January 1, 2011, a~~Any person owning or operating a unit subject to this rule complying with Table 1 using pounds per million BTU, shall install and maintain in service non-resettable, totalizing, fuel ~~and time~~-meters for each unit's fuel(s) prior to the compliance determination specified in paragraph (c)(3). Owners or operators of a unit with a combustion system that operates at only one firing rate that comply with an emission limit using pounds per million BTU shall install a non-resettable, totalizing, time or fuel meter for each fuel.
- (9) Meters ~~specified in paragraph (e)(8)~~ that require electric power to operate shall be provided a permanent supply of electric power that cannot be unplugged, switched off, or reset except by the main power supply circuit for the building and associated equipment or the unit's safety shut-off switch. Any person operating a unit subject to this rule shall not shut off electric power to a unit meter unless the unit is not operating and is shut down for maintenance or safety.
- (10) On or before the compliance date, the owner or operator of a unit shall demonstrate compliance with the applicable emission limit in Table 1 pursuant to the provisions of subdivisions (d) or (e).
- (11) Compliance by Certification  
For units that do not allow adjustment of the fuel and combustion air for the combustion system by the owner or operator, and upon approval by the Executive Officer, an owner or operator may demonstrate compliance with the emission limit and demonstration requirement of this subdivision by certification granted to the manufacturer for any model of equipment sold for use in the District. Any unit certified pursuant to subdivision (e) shall be deemed in compliance with the emission limit in Table 1 and demonstration requirement of this subdivision, unless a District source test shows non-compliance.
- (12) Identification of Units  
(A) New Manufactured Units

The manufacturer shall display the model number and the rated heat input capacity of the unit complying with subdivision (c) on a ~~the shipping container and~~ permanent rating plate. The manufacturer shall also display the District certification status on ~~the shipping container and on~~ the unit when applicable.

(B) Modified Units

The owner or operator of a unit with a modified combustion system (new or modified burners) shall display the new rated heat input capacity on a new permanent supplemental rating plate installed in an accessible location on the unit or burner. The gross heat input shall be based on the maximum fuel input corrected for fuel heat content, temperature and pressure. Gross heat input shall be demonstrated by a calculation based on fuel consumption recorded by an in-line fuel meter by the manufacturer or installer.

- (13) The owner or operator shall maintain on site a copy of all documents identifying the unit's rated heat input capacity for as long as the unit is retained on-site. The rated heat input capacity shall be identified by a manufacturer's or distributor's manual or invoice and a permanent rating plate attached to the unit. If a unit is modified, the rated heat input capacity shall be calculated pursuant to subparagraph (c)(12)(B). The documentation of rated heat input capacity for modified units shall include the name of the company and person modifying the unit, a description of all modifications, the dates the unit was modified and calculation of rated heat input capacity. The documentation for modified units shall be signed by the highest ranking person modifying the unit.

(14) Alternate Compliance Plans

- (A) Owners or operators of facilities with five or more in-use units with permit emissions ~~limits~~ greater than one pound per day NOx that will require burner modifications may submit an alternate compliance plan by ~~July~~January 1, 2012~~09~~ to phase-in compliance of all units starting ~~January~~April 1, 2012~~0~~ and ending before January 1, 2015. The alternate compliance plan shall identify the units included in the plan and a schedule identifying when each unit will comply with the emission limit and the compliance determination for each unit will be completed. At least one unit shall be modified to comply with the applicable emission limit of

this rule by ~~April~~ January 1, 2012~~10~~. Each year thereafter, ~~up to a maximum of four years,~~ a minimum of 20 percent of additional units and no less than one unit shall be modified to comply with the applicable emission limit. All units must comply with the applicable emission limit of this rule ~~before~~ by January 1, 2015.

(B) Owners or operators of facilities with pollution control unit(s) in series with process unit(s) (e.g., an oven and afterburner) that have NOx emissions greater than one pound per day and different compliance dates may elect to synchronize compliance of all units in the series on one date no later than December 1, 2013.

(d) Compliance Determination

(1) All ~~emission compliance~~ determinations pursuant to paragraph (c)(6) shall be calculated:

(A) Using a District approved test protocol averaged over a period of at least 15 and no more than 60 consecutive minutes;

(B) ~~At least 15 minutes a~~ After unit start up; and

(C) In the unit's as-found operating condition.

~~Each time an emission compliance determination is required by this rule shall be made in the maximum heat input range at which the unit normally operates;~~ a ~~An~~ additional ~~emission compliance~~ determination shall be made using a heat input of less than ~~2~~35% of the rated heat input capacity for any of the following types of units with process temperature less than 1200 °F that operate with variable heat input that falls below 50% rated heat input capacity during normal operation: ~~Afterburner, Degassing Unit, Remediation Unit, Thermal Oxidizer, Catalytic Oxidizer, Vapor Incinerator,~~ Make-Up Air Heater, other Air Heater located outside of process building, Oven, Dehydrator, Dryer, Tenter-Frame Dryer, Fabric Dryer, Carpet Dryer, Heater, ~~Kiln, Crematory, Incinerator, Calciner,~~ Cooker, Roaster, non-metallurgical Furnace, or Heated Storage Tank ~~that operates with variable heat input that falls below 50% rated heat input capacity during normal operation.~~

For ~~emission compliance~~ determinations after the initial approved test, the operator is not required to resubmit a protocol for approval if: there is a previously approved protocol and the unit has not been altered in a manner

that requires a permit alteration; and rule or permit emission limits have not changed since the previous test.

- (2) All parts per million emission limits specified in subdivision (c) are referenced at 3 percent volume stack gas oxygen on a dry basis.
- (3) Compliance with the NO<sub>x</sub> emission limits of subdivision (c) and determination of stack-gas oxygen and carbon dioxide concentrations for this rule shall be determined according to the following procedures:
  - (A) District Source Test Method 100.1 – Instrumental Analyzer Procedures for Continuous Gaseous Emission Sampling (March 1989); or
  - ~~(B) District Source Test Method 7.1 – Determination of Nitrogen Oxide Emissions from Stationary Sources (March 1989); or~~
  - ~~(BC)~~ ASTM Method D6522-00 – Standard Test Method for Determination of Nitrogen Oxides, Carbon Monoxide, and Oxygen Concentrations in Emissions from Natural Gas-Fired Reciprocating Engines, Combustion Turbines, Boilers, and Process Heaters Using Portable Analyzers; or
  - ~~(CD)~~ United States Environmental Protection Agency Conditional Test Method CTM-030 – Determination of Nitrogen Oxides, Carbon Monoxide, and Oxygen Emissions from Natural Gas-Fired Engines, Boilers and Process Heaters Using Portable Analyzers; ~~or~~ and
  - ~~(D) District Source Test Method 7.1 – Determination of Nitrogen Oxide Emissions from Stationary Sources (March 1989); and~~
  - (E) District Source Test Method 10.1 – Carbon Monoxide and Carbon Dioxide by Gas Chromatograph/Non-Dispersive Infrared Detector (GC/NDIR) – Oxygen by Gas Chromatograph-Thermal Conductivity (GC/TCD) (March 1989); or
  - (F) Any alternative test method determined approved before the test in writing by the Executive Officers of the District, the California Air Resources Board and the United States Environmental Protection Agency.
- (4) For any operator who chooses to comply using the pound per million Btu ~~of heat input compliance option of subdivision (e)~~, NO<sub>x</sub> emissions in

pounds per million Btu of heat input shall be calculated using procedures in 40 CFR Part 60, Appendix A, Method 19, Sections 2 and 3.

- (5) Records of source tests shall be maintained for ten years and made available to District personnel upon request. Emissions determined to exceed any limits established by this rule through the use of any of the test methods specified in subparagraphs (d)(3)(A) through (d)(3)(F) shall constitute a violation of this rule.
- (6) All emission-compliance determinations shall be made using an independent contractor to conduct ~~the source~~ testing, which that is approved by the Executive Officer under the Laboratory Approval Program for the necessary-applicable test methods.
- (7) For equipment with two or more units in series or multiple units with a common exhaust or units with one dual purpose burner that both heats the process and incinerates VOC, toxics or PM, the owner or operator may demonstrate compliance with the emission limits in Table 1 by one of the following:
  - (A) Test each unit separately and demonstrate each unit's compliance with the applicable limit, or
  - (B) Test only after the last unit in the series and at the end of a common exhaust for multiple units or dual purpose burner, when all units are operating, and demonstrate that the series of units either meet:
    - (i) The lowest emission limit in Table 1 applicable to any of the units in series, or
    - (ii) A heat input weighted average of all the applicable emission limits in Table 1 using the following calculation.

$$\text{Weighted Limit} = \frac{\sum [(EL_X) * (Q_X)]}{\sum [Q_X]}$$

Where:

EL<sub>X</sub> = emission limit for unit X

Q<sub>X</sub> = total heat input for unit X during test



## (e) Certification

## (1) Unit Certification

For units that do not allow adjustment of the fuel and combustion air for the combustion system by the owner or operator, any manufacturer or distributor that distributes for sale or sells units or burner systems for use in the District may elect to apply to the Executive Officer to certify such units or burner systems as compliant with subdivision (c).

## (2) Manufacturer Confirmation of Emissions

Any manufacturer's application to the Executive Officer to certify a model of equipment as compliant with the emission limit and demonstration requirement of subdivision (c) shall obtain confirmation from an independent contractor that is approved by the Executive Officer under the Laboratory Approval Program for the necessary test methods prior to applying for certification that each unit model complies with the applicable requirements of subdivision (c). This confirmation shall be based upon District approved emission tests of standard model units and a District approved protocol shall be adhered to during the confirmation testing of all units subject to this rule. Emission testing shall comply with the requirements of paragraphs (d)(1) through (d)(5) except emission determinations shall be made at 100% rated heat input capacity and an additional emission determination shall be made using a heat input of less than 235% of the rated heat input capacity for any Afterburner, Degassing Unit, Remediation Unit, Thermal Oxidizer, Catalytic Oxidizer, Vapor Incinerator, Make-Up Air Heater, other Air Heater located outside of process building, Oven, Dehydrator, Dryer, Tenter-Frame Dryer, Fabric Dryer, Carpet Dryer, Heater, Kiln, Crematory, Incinerator, Calciner, Cooker, Roaster, non-metallurgical Furnace, or Heated Storage Tank.

## (3) When applying for unit(s) certification, the manufacturer shall submit to the Executive Officer the following:

(A) A statement that the model is in compliance with subdivision (c). The statement shall be signed and dated by the manufacturer's responsible official and shall attest to the accuracy of all statements;

## (B) General Information

- (i) Name and address of manufacturer,
- (ii) Brand name, if applicable,

- (iii) Model number, as it appears on the unit rating plate; and
      - (iv) Rated Heat Input Capacity, gross output of burner(s) and number of burners;
    - (C) A description of each model being certified; and
    - (D) A source test report verifying compliance with the applicable emission limit in subdivision (c) for each model to be certified. The source test report shall be prepared by the confirming independent contractor and shall contain all of the elements identified in the District approved Protocol for each unit tested. The source test shall have been conducted no more than ninety (90) days prior to the date of submittal to the Executive Officer.
  - (4) When applying for unit certification, the manufacturer shall submit the information identified in paragraph (e)(3) no more than ninety (90) days after the date of the source test identified in subparagraph (e)(3)(D) and at least 120 days prior to the date of the proposed sale and installation of any District certified unit.
  - (5) The Executive Officer shall certify a unit model which complies with the provisions of subdivision (c) and of paragraphs (e)(2), (e)(3), and (e)(4).
  - (6) Certification status shall be valid for ~~five~~ years from the date of approval by the Executive Officer. After the ~~fifth~~ year, recertification shall be required by the Executive Officer according to the requirements of paragraphs (e)(2), (e)(3), and (e)(4).
- (f) Enforcement
- (1) The Executive Officer may inspect certification records and unit installation, operation, maintenance, repair, combustion modification and test records of owners, operators, manufacturers, distributors, retailers, and installers of units located in the District, and conduct such tests as are deemed necessary to ensure compliance with this rule. Tests shall include emission determinations, as specified in paragraph (d)(1) to (d)(4), of a random sample of any category of units subject to this rule.
  - (2) An emission determination specified under paragraph (f)(1) that finds emissions in excess of those allowed by this rule or permit conditions shall constitute a violation of this rule.

## (g) Exemptions

- (1) The provisions of this rule shall not apply to units:
  - (A) subject to the nitrogen oxide limits of District Rules 1109, 1110.2, 1111, 1112, 1117, 1121, 1134, 1135, 1146, 1146.1, or 1146.2; or
  - (B) located at RECLAIM facilities.
- (2) The provisions of this rule shall not apply to charbroilers.
- (3) The provisions of this rule shall not apply to:
  - (A) Flares subject to District Rule 1118;
  - (B) Flares, afterburners, degassing units, thermal or catalytic oxidizers or vapor incinerators in which a fuel, including but not limited to natural gas, propane, butane or liquefied petroleum gas, is used only to maintain a pilot for vapor ignition or is used for five minutes or less to bring a unit up to operating temperature;
  - (C) Municipal solid waste incinerators with a District permit operating before December 5, 2008;
  - (D) An afterburner or vapor incinerator with a District permit operating before December 5, 2008 that has an integrated thermal fluid heat exchanger that captures heat from the afterburner or vapor incinerator and an oven or furnace exhaust in order to reduce fuel consumption by an oven or the afterburner or vapor incinerator; or
  - (E) A flare, afterburner, degassing unit, remediation unit, thermal oxidizer, catalytic oxidizer or vapor incinerator process in which a fuel, including but not limited to natural gas, propane, butane or liquefied petroleum gas, is mixed with air toxics, VOCs, landfill gas, digester gas or other combustible vapors prior to incineration in the unit, in order to maintain vapor concentration above the upper explosion limit or above a manufacturer specified limit in order to maintain combustion or temperature in the unit. This exemption does not apply to a burner with a separate fuel line used to heat up or maintain temperature of a unit or incinerate air toxics, VOCs or other combustible vapors in a gas stream moving past the burner flame.
- (4) New afterburners, degassing units, thermal oxidizers, catalytic oxidizers, vapor incinerators, and spray booth make-up air heaters installed for use at a specific facility after December 5, 2008 and before January-March 1,

201~~2~~<sup>4</sup>, are exempt from the emission limit in Table 1 until July 1 of the year the unit is 15 years old.

- (5) New or relocated remediation units installed after December 5, 2008 and before ~~January~~<sup>March</sup> 1, 201~~2~~<sup>4</sup>, are exempt from the emission limit in Table 1 until a combustion modification or change of location on or after January 1, 201~~2~~<sup>4</sup>.
- (6) New food ovens, fryers, heated process tanks, parts washers, and evaporators installed after December 5, 2008 and operating before January 1, 201~~4~~<sup>3</sup>, are exempt from the emission limit in Table 1 until July 1 of the year the unit is 15 years old.
- (7) Remediation units are exempt from the applicable emission limit in Table 1 while fueled with propane, butane or liquefied petroleum gas in a location where natural gas is not available. Remediation units must comply with the emission limit when natural gas is available and while fueled with natural gas.

(h) Technology Assessment

- (1) On or before December 7, 2015, the Executive Officer shall conduct a technology assessment and shall report to the Governing Board on the availability of burner systems and units for processes with NOx emissions of one pound per day or less.

(i) Mitigation Fee Compliance Option

- (1) An owner or operator of a unit with emissions of more than 1 pound per day may elect to delay the applicable compliance date in Table 2 of paragraph (c)(1) or (c)(4) three years by submitting an alternate compliance plan and paying an emissions mitigation fee to the District in lieu of meeting the applicable NOx emission limit in Table 1.

(2) Compliance Demonstration

An owner or operator of a unit electing to comply with the mitigation fee compliance option shall:

- (A) Submit an alternate compliance plan and pay the mitigation fee to the Executive Officer at least 150 days prior to the applicable compliance date in Table 2 of paragraph (c)(1) or (c)(4), and

(B) Maintain on-site a copy of verification of mitigation fee payment and AQMD approval of the alternate compliance plan that shall be made available upon request to AQMD staff.

(3) Plan Submittal

The alternate compliance plan submitted pursuant to paragraphs (i)(1) and (i)(2) shall include:

(A) A completed AQMD Form 400A with company name, AQMD Facility ID, identification that application is for a compliance plan (section 7 of form), and identification that request is for the Rule 1147 mitigation fee compliance option (section 9 of form);

(B) Attached documentation of unit fuel use for previous 5 years, description of weekly operating schedule, unit permit ID, unit heat rating (Btu/hour), and fee calculation;

(C) Filing fee payment; and

(D) Mitigation fee payment as calculated by Equation 1.

Equation 1:

$$\text{MF} = R \times (3 \text{ years}) \times (L_1 - L_0) \times (AF) \times (k)$$

Where,

MF = Mitigation fee, \$

R = Fee Rate = \$12.50 per pound (\$6.25 per pound for a small business with 10 or fewer employees and gross annual receipts of \$500,000 or less)

L<sub>1</sub> = Default NO<sub>x</sub> emission factor, 0.136 lbs of NO<sub>x</sub>/mmBtu for natural gas and LPG, and 0.160 lb/mmBtu for fuel oils

L<sub>0</sub> = Applicable NO<sub>x</sub> emission limit specified in Table 1 in lbs/mmBtu

AF = Annual average fuel usage of unit for previous 5 years, mmscf/yr for natural gas or gallons for liquid fuel

k = unit conversion for cubic feet of natural gas to Btu = 1,050 Btu/scf, 95,500 Btu/gallon for LPG, and 138,700 Btu/gallon for fuel oil

# ATTACHMENT H

## SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

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### **Staff Report**

### **Proposed Rule 1147 – NO<sub>x</sub> Reductions From Miscellaneous Sources**

**September 2011**

#### **Deputy Executive Officer**

Planning, Rule Development, and Area Sources  
Elaine Chang, Dr. PH

#### **Assistant Deputy Executive Officer**

Planning, Rule Development, and Area Sources  
Laki Tisopulos, Ph.D., P.E.

#### **Planning and Rules Manager**

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

Chairman:                               WILLIAM A. BURKE, Ed.D.  
Speaker of the Assembly Appointee

Vice Chairman:                       DENNIS YATES  
Mayor, City of Chino  
Cities Representative, San Bernardino County

**MEMBERS:**

MICHAEL D. ANTONOVICH  
Supervisor, Fifth District  
Los Angeles County Representative

JOHN J. BENOIT  
Supervisor, Fourth District  
Riverside County Representative

MICHAEL CACCIOTI  
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City of Los Angeles

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Mayor, City of Santa Ana  
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**EXECUTIVE OFFICER:**

BARRY R. WALLERSTEIN, D.Env.

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## **EXECUTIVE SUMMARY**

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## EXECUTIVE SUMMARY

To respond to compliance challenges currently being experienced, staff has developed an amendment of Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources. The proposed amended rule (PAR 1147) is intended to provide relief to the regulated community by extending the compliance dates and providing other flexibility and clarification that will ultimately reduce implementation costs and facilitate compliance. PAR 1147 will result in delayed emissions reductions but will achieve the same NO<sub>x</sub> reductions by 2014 as the current SIP approved rule.

Rule 1147 was adopted on December 5, 2008 and is a vital component of our attainment strategy to meet the federal PM<sub>2.5</sub> ambient air quality standard by 2014 as well as meet the ozone standard. Rule 1147 is based on two control measures from the 2007 Air Quality Management Plan (AQMP): NO<sub>x</sub> reductions from Non-RECLAIM Ovens, Dryers and Furnaces (CMB-01) and Facility Modernization (MSC-01). Rule 1147 established nitrogen oxide (NO<sub>x</sub>) emission limits for a wide variety of combustion equipment and affects both new and existing (in-use) combustion equipment.

Under Rule 1147, equipment requiring AQMD permits that are not regulated by other NO<sub>x</sub> rules must meet an emission limit of 30 to 60 parts per million (ppm) of NO<sub>x</sub> depending upon equipment type and process temperature. Compliance dates for emission limits are based on the date of equipment manufacture and emission limits are applicable to older equipment first. Owners of existing equipment are provided at least 15 years of use before they must meet rule emission limits and the first units that must meet the emission limits are at least 25 years old. Small sources, regardless of equipment age, are not subject to rule emission limits until 2017 and specific categories of new units have later compliance dates.

Rule 1147 also establishes test methods and provides alternate compliance options including a process for certification of equipment NO<sub>x</sub> emissions through an AQMD approved testing program. Certification eliminates the requirement for end-users to test their equipment. Other rule requirements include equipment maintenance and recordkeeping.

The key elements of the proposed amendment are as follows:

- Delay effective dates by one to two years,
- Remove the requirement for the installation of time meters,
- Limit the requirement to install fuel meters only to units where owners elect to demonstrate compliance using the “pound per million Btu” compliance unit versus parts per million,

- Provide compliance flexibility to small emitters (one pound per day or less) by clarifying recordkeeping that will easily allow them to identify units eligible for the five year delay of the compliance date (2017 and later),
- Provide larger emitters with alternate compliance opportunities including a mitigation fee option to delay compliance three years with reduced fee for small business, and
- Provide additional flexibility in demonstrating compliance through streamlined source testing requirements which also reduce cost to affected businesses,
- Commit to conducting a technology assessment prior to the effective date for small sources.

In developing this amendment, staff has worked extensively with all stakeholders. Staff has held six Task Force meetings with representatives from affected businesses, manufacturers, trade organizations and other interested parties. Staff has also had separate meetings with manufacturers and distributors of equipment and burner systems. In addition, staff has met individually with and visited local businesses to observe operations and equipment affected by Rule 1147. Staff is committed to continued discussion with industry through the Rule 1147 Task Force on issues affecting small businesses including availability of low NOx burners for unique applications and specific processes.

The majority of the comments made at the Public Workshop and Task Force meetings for PAR 1147 supported the proposed delay of compliance dates and limits on the use of meters. However, some consultants commented that the compliance delay was not needed and the AQMD should have made a greater effort to educate businesses affected by Rule 1147. A more enhanced outreach program to the regulated community continues to be a high priority for the AQMD.

The comments on the proposed amendments received at the workshop and meetings typically fit into two categories. One set of comments dealt with implementation of the rule and asked for clarification or simplification of rule requirements. In response, staff has proposed a number of changes relating to equipment identification, maintenance, recordkeeping, and source testing requirements, which ultimately can result in cost savings compared to the original rule. In addition, PAR 1147 includes a mitigation fee option that allows business with equipment emissions greater than one pound per day to delay compliance by three years but will provide emission reductions from other sources during that three year period. Together with AQMD efforts to streamline the permit modification process, PAR 1147 will help businesses comply with rule requirements.

The second category of comments received addressed issues beyond the scope of the current proposal which is crafted to respond to the existing compliance challenge. These comments included proposals for new alternative industry-specific rules, questioning

availability of low NOx replacement burners, requests for exemption from the rule for small sources, requests to reevaluate rule cost and cost effectiveness and a request to require a cost effectiveness analysis for every piece of equipment subject to the rule. To address many of these issues and as previously stated, PAR 1147 commits the District to conduct a technology assessment for smaller sources with emissions of one pound per day or less no later than 18 months prior to the first effective compliance date for these smaller sources (July 1, 2017). A draft work statement for the PAR 1147 technology assessment, including an independent third party review, is included in Appendix B of this report. Regardless, staff will continue to monitor implementation of the rule to identify and resolve compliance issues and may propose future amendment if necessary.

## **CHAPTER 1: BACKGROUND**

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**INTRODUCTION**

**REGULATORY HISTORY**

**AFFECTED INDUSTRIES**

**PUBLIC PROCESS**

## INTRODUCTION

The California Health and Safety Code requires the AQMD to adopt an Air Quality Management Plan to meet state and federal ambient air quality standards and adopt rules and regulations that carry out the objectives of the AQMP. The Health and Safety Code also requires the AQMD to implement all feasible measures to reduce air pollution. The NO<sub>x</sub> reductions from Rule 1147 are essential for achieving compliance with federal and state ambient air quality standards for PM<sub>2.5</sub>, PM<sub>10</sub> and ozone.

To respond to compliance challenges currently being experienced, staff is recommending delay of the NO<sub>x</sub> emission limit compliance dates for equipment subject to Rule 1147. While PAR 1147 will result in delayed emission reductions, the delay will not impact the 2014 NO<sub>x</sub> emission commitment currently in the SIP approved rule. The proposed rule also limits the requirements for fuel and time meters. PAR 1147 will also reduce compliance cost due to emissions testing, clarify existing requirements, require a technology assessment and add a mitigation fee option with lower fees for small businesses. Small sources (less than 1 pound per day) are not subject to rule emission limits until 2017.

## REGULATORY HISTORY

Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources, was adopted by the AQMD Governing Board on December 5, 2008. Rule 1147 is a vital component of our attainment strategy to meet the federal PM<sub>2.5</sub> ambient air quality standard by 2014 as well as meet the ozone standard. Rule 1147 incorporates two control measures of the 2007 Air Quality Management Plan (AQMP): NO<sub>x</sub> Reductions from Non-RECLAIM Ovens, Dryers and Furnaces (CMB-01) and Facility Modernization (MSC-01).

Control measure MCS-01 proposed that equipment operators meet best available control technology (BACT) emission limits at the end of the equipment's useful life. Control measure CMB-01 proposed emission NO<sub>x</sub> limits in the range of 20 ppm to 60 ppm (referenced to 3% oxygen) for ovens, dryers, kilns, furnaces and other miscellaneous combustion equipment. Emission reductions from the equipment addressed by Rule 1147 and control measure CMB-01 of the 2007 AQMP were proposed in prior AQMPs (e.g., control measure 97CMB-092 from the 1997 AQMP).

Rule 1147 established nitrogen oxide (NO<sub>x</sub>) emission limits for a wide variety of combustion equipment and affects both new and existing (in-use) combustion equipment. Rule 1147 requires equipment with AQMD permits that are not regulated by other NO<sub>x</sub> rules to meet an emission limit of 30 to 60 parts per million (ppm) of NO<sub>x</sub> depending upon equipment type and process temperature. Compliance dates for emission limits are based on the date of equipment manufacture and emission limits are applicable to older equipment first. Owners of existing equipment are provided at least 15 years of use

before they must meet rule emission limits. Most of the equipment will comply with rule emission limits when it is 20 to 30 years old. In addition, owners of small units and units with emissions of one pound per day or less will comply with emission limits later starting in 2017.

Rule 1147 also established test methods and provides alternate compliance options including a process for certification of equipment NOx emissions through an AQMD approved testing program. Other rule requirements include equipment maintenance and recordkeeping.

## **AFFECTED INDUSTRIES**

A wide variety of processes use equipment that is regulated by Rule 1147. These processes include, but are not limited to, food products preparation, printing, textile processing, product coating; and material processing. A large fraction of the equipment subject to Rule 1147 heats air that is then directed to a process chamber and transfers heat to process materials. Other processes heat materials directly such kilns, process tanks and metallurgical furnaces.

Proposed Amended Rule (PAR) 1147 affects manufacturers (NAICS 31-33), distributors and wholesalers (NAICS 42) of combustion equipment, as well as owners and operators of ovens, dryers, furnaces, and other equipment in the District (NAICS 21, 23, 31-33, 42, 44, 45, 48, 49, 51-56, 61, 62, 71, 72, 81, and 92). The units affected by the proposed rule are used in industrial, commercial and institutional settings for a wide variety of processes. Some examples of the processes regulated by the rule include metal casting and forging, coating and curing operations, asphalt manufacturing, baking and printing.

Staff originally estimated approximately 6,600 units subject to the emission limits of Rule 1147 are located at approximately 3,000 facilities. Staff estimated that about 1,600 units at about 800 facilities affected by PR1147 were estimated to meet the NOx emission limits of Rule1147. This leaves about 2,200 facilities that are expected to require retrofit of burners in their equipment. Staff estimated as many as 2,500 permitted units with NOx emission limits greater than one pound per day and an additional 2,500 permitted units with NOx emission limits of less than one pound per day will require modification to comply with the emission limits.

## **PUBLIC PROCESS**

For this rule amendment, staff has held six Task Force meetings with representatives from affected businesses, manufacturers, trade organizations and other interested parties. Staff also had many meetings with manufacturers and distributors of equipment and burner systems. In addition, staff has met individually with and visited local businesses to

observe operations and equipment affected by Rule 1147. A Public Workshop and CEQA scoping meeting for PAR 1147 was held on January 26, 2011.



## **CHAPTER 2: SUMMARY OF PROPOSED RULE 1147**

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### **PROPOSED AMENDED RULE REQUIREMENTS**

## PROPOSED AMENDED RULE REQUIREMENTS

To respond to compliance challenges currently being experienced, staff is recommending that Rule 1147 be amended. The key elements of the amendment can be summarized as follows:

- Delay effective dates by one to two years,
- Remove the requirement for the installation of time meters
- Limit the requirement for fuel meters to units where owners elect to demonstrate compliance using pound per million Btu versus parts per million,
- Provide compliance flexibility to small emitters (one pound per day or less) by clarifying recordkeeping that will easily allow them to identify units eligible for the five year delay of the compliance date,
- Provide additional flexibility in demonstrating compliance through streamlined source testing requirements which also reduce cost to affected businesses,
- Provide alternate compliance opportunities including a mitigation fee option to delay compliance three years, and
- Commit to conducting a technology assessment prior to the compliance date for small emitters.

The proposed amendment will provide additional flexibility and reduce cost to affected businesses. The following paragraphs describe in more detail the proposed amendment.

Staff is recommending delay of the compliance dates by one to two years for existing (in-use) permitted equipment. The following table provides a summary of the existing Rule 1147 compliance dates for in-use equipment and the proposed changes.

PAR 1147 also delays, until 2017 through 2019, the compliance dates for existing (in-use) small equipment and low emitters 5 years later than the schedule in the table. In addition, PAR 1147 delays the emission limit compliance dates for specific types of new equipment consistent with the delay for in-use equipment identified in the table. These proposed changes are found in paragraphs (g)(4), (g)(5) and (g)(6) of PAR 1147. This allows businesses to install these specific types of new equipment today and not comply with rule emission limits until the unit is 15 years old.

The proposed rule amendment also limits the requirement for meters in paragraph (c)(8). Meters will be required only for units when the owner elects to comply with the NOx emission limit expressed in pounds per million Btu of fuel.

### Current and Proposed Compliance Schedule for In-Use Units

Equipment Category(ies)	Compliance Dates in Existing Rule	Proposed Compliance Dates
Remediation UNIT Upon combustion modification or change of location for units manufactured prior to 1998	Beginning January 1, 2011	Beginning March 1, 2012
Tar Pot Permit Application	Beginning January 1, 2012	Beginning January 1, 2013
Afterburner, degassing unit, catalytic oxidizer, thermal oxidizer, vapor incinerator, evaporator, food oven, fryer, heated process tank, parts washer or spray booth make-up air heater manufactured prior to 1998	July 1, 2013	July 1, 2014
Other UNIT manufactured prior to 1986	July 1, 2010	July 1, 2012
Other UNIT manufactured prior to 1992	July 1, 2011	July 1, 2012
Other UNIT manufactured prior to 1998	July 1, 2012	July 1, 2013
Any UNIT manufactured after 1997	July 1 of the year the unit is 15 years old	July 1 of the year the unit is 15 years old

PAR 1147 provides additional options to reduce cost and assist facility compliance and permit processing including: eliminating some test requirements, providing flexibility for testing multiple units of same type of equipment, units with dual purpose burners (burners designed as afterburners with heat recovery that provides heat for drying, baking, heat setting or curing in the same unit) or units in series (e.g., oven and afterburner), extending the application date for facilities with five or more units to request an alternate compliance schedule (paragraph (c)(14), and providing additional flexibility through a new mitigation fee option to delay compliance by three years for larger sources.

Although these test options are not designed to be an economic incentive program, the additional test options in PAR 1147 would comply with U.S. EPA guidance in "Improving Air Quality with Economic Incentive Programs," January 2001 (EPA-452/R-01-001). AQMD Rule 1147 is a new rule and adding these test options is necessary in order to effectively regulate these types of equipment for the first time. These options are

necessary in order to test units which cannot be tested individually (e.g., similar equipment with common exhaust and dual chambered equipment such as burn-off furnaces and crematories where the individual chambers cannot be tested). While these test options provide the operator with additional flexibility in source testing a group of units using a common exhaust stack, it should be noted that AQMD policy and past practice dictates that in the event test results indicate an exceedance of rule emission limits, each unit in the group of units tested will be determined to exceed the rule emission limit.

Source testing requirements are revised to require high and low fire testing for low temperature units only. Staff has determined that testing high temperature processes at different firing rates is not required to assure the lowest emission burners have been installed. In addition the firing rate for testing at low fire has been raised from 25% to 35% in order to provide flexibility for equipment and operations with a limited firing range. These changes will not affect the emission reductions achieved by the rule.

PAR 1147 also clarifies and provides additional options for businesses to identify equipment with emissions of one pound per day or less that are eligible for a later compliance date starting in 2017. Equipment eligible for a later compliance date pursuant to paragraph (c)(6) will be identified through recordkeeping in addition to permit conditions or process limitations that result in emissions of one pound per day or less. A variety of permit conditions have been used by AQMD to identify equipment that is not subject to BACT or offsets because they have emissions of one pound per day or less. During the last decade AQMD has used operating limits with time or fuel meters or equipment rating to identify equipment with emissions of one pound per day or less. However, other permit conditions are also used and the following list provides a summary of the types of conditions found in AQMD permits:

- A permit condition of one pound per day or less.
- The unit rated heat capacity specified on the permit.
- A condition in the unit permit with a process limit resulting in one pound per day or less of NO<sub>x</sub> emissions including but not limited to fuel use, material throughput or operating schedule. A person owning or operating a unit subject to this type of condition maintains records of unit fuel use, material throughput, operating hours or other relevant process activity.
- A permit condition limiting the number of operating hours per day or month and recordkeeping. Emissions are calculated as the unit's maximum hourly emission rate in pounds multiplied by hours of operation. The maximum hourly emission rate is equal to the rated heat input capacity of the unit multiplied by the unit's emissions at the rated heat input capacity.

- A permit condition limiting daily or monthly fuel use and recordkeeping. Emissions are calculated as the process emission rate per unit of fuel multiplied by the amount of fuel used.

PAR 1147 identifies a variety of options for units to qualify for the five-year compliance delay including the above types of permit conditions. To qualify for the five-year extension, the owner/operator must keep detailed operating records for the unit. These operating records may consist of gas use, operating hours, or other process parameters. An owner or operator of a unit may choose to add a time or fuel meter to assist recordkeeping for a unit. Addition of a meter does not require a permit modification. However, if the unit's permit does not have one of the above types of conditions, the owner/operator may request such a modification to the permit and install a time or fuel meter to help demonstrate the unit qualifies for the later compliance date. In addition, the owner/operator may use monthly recordkeeping to qualify for the 5 year extension if they have installed a meter.

A mitigation fee compliance option was developed in response to industry concerns regarding the wide variety of equipment regulated by the rule and integration of low NOx technology into unique applications. The proposed mitigation fee compliance option will provide businesses with larger units that are not eligible for the 5 year compliance extension an option to delay compliance three years. An owner of a unit with emissions greater than one pound per day can request a three year compliance delay in exchange for a fee that will be used by the AQMD to generate concurrent emission reductions. This option can be used to provide a delay for unique applications or processes which require additional time to incorporate low NOx technology and could also be used to provide additional time to phase in compliance for multiple units at a facility. To request the mitigation fee option, the unit(s) owner or operator will submit a completed one page form (Form 400A), supporting information and pay the compliance plan filing fee identified in AQMD Rule 306.

The mitigation fee is based on the fee from the AQMD minor source BACT guidelines and small businesses, as defined in the rule, receive a 50% discount on the fee. The fees for the mitigation option will be collected in advance to fund or co-fund projects with concurrent emission reductions. Emission reductions ~~can~~ could be achieved through a variety of demonstration projects including but not limited to replacement of commercial leaf blowers with electric units, automobile scrapping, co-funding with Carl Moyer or similar programs or purchasing of emission reduction credits or mobile source emission reduction credits for the relevant three year period. AQMD has now determined that the fees will be used to fund replacement of commercial leaf blowers. This use will provide sufficient emission reductions to compensate for this delay.

Of the potential projects for achieving emission reductions, AQMD staff is proposing to use Rule 1147 mitigation fees to fund replacement of gasoline-powered commercial leaf blowers with electric units. The leaf blower exchange program in the AQMD has been

very successful and can achieve the necessary emission reductions. In previous years, AQMD has exchanged 1,500 leaf blowers per year and the demand for electric blowers is much greater. Staff estimates that the mitigation fee option could result in emissions forgone of 0.175 to 0.350 tons/day NOx in 2014. This is 5% to 10% of the Rule 1147 NOx reductions projected for 2014. An exchange of 1,400 to 2,800 leaf blower units per year from 2012 to 2014 will result in equivalent emission reductions of 0.175 to 0.350 tons per day respectively in 2014. Staff has calculated that the expected mitigation fees received will be sufficient to fund the exchange of this number of leaf blowers and that there is sufficient demand to support the exchange.

In addition, to address concerns expressed by the regulated community about the availability of compliant low-NOx burner technology for unique applications, PAR 1147 requires the District to perform a technology assessment 18 months prior to the date that small and low emission units must comply with NOx emission limits. A draft work statement for the PAR 1147 technology assessment, including an independent third party review, is included in Appendix B. PAR 1147 also includes administrative changes to clarify rule requirements including testing, identification of equipment rating, recordkeeping and exemptions. These proposed changes are in response to requests and comments from affected businesses and consultants.

## **CHAPTER 3: IMPACT ASSESSMENT**

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**IMPACT ANALYSIS**

**COST EFFECTIVENESS**

**CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS**

**SOCIOECONOMIC ASSESSMENT**

**INCREMENTAL COST EFFECTIVENESS**

**COMPARATIVE ANALYSIS**

**PUBLIC COMMENTS AND KEY ISSUES**

## IMPACT ANALYSIS

The proposed amendment will result in emission reductions delayed of 1.4, 0.7, 0.06, 0.12 and 0.6 tons per day in 2011, 2012, 2015, 2016 and 2017, respectively. Emission reductions are delayed from 2015 through 2017 because units with emissions of one pound per day or less have five years more than units with emissions greater than one pound per day. A delay for units with emissions greater than one pound per day also provides a delay for lower emitting units. However, PAR 1147 will achieve the same reductions as the existing rule in 2013, 2014, 2018 and later years. All units will meet the Rule 1147 NO<sub>x</sub> limits by 2023. The following table illustrates the changes in emission reductions by year from adoption of PAR 1147.

**PAR 1147 Emission Reductions (Tons/day)**

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Rule 1147	0.7	0.7	0.7	0.7	0.7	0.06	0.06	0.06	0.06	0.06
PAR 1147			1.4	1.4	0.7			0.12	0.12	0.06

## COST EFFECTIVENESS

As PAR 1147 provides delays of compliance dates and other flexibility that do not affect emission limits, there is no additional cost for this amendment and a cost effectiveness analysis was not prepared for the proposed amendment. In addition, many components of PAR 1147 are designed to reduce cost to affected businesses. The mitigation fee option will result in costs for facilities selecting that option, but it is expected that facilities will only select that option if it is economically beneficial for them. However, the issue of cost and cost effectiveness of the existing rule has been raised at the Public Workshop and Task Force meetings and is therefore discussed in the section of this report on public comments and key issues.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ANALYSIS

Pursuant to California Environmental Quality Act (CEQA) Guidelines §15252 and §15162 and SCAQMD Rule 110, the SCAQMD prepared a Draft Subsequent Environmental Assessment (SEA) for proposed amended Rule 1147. The Draft SEA concluded that the proposed project has the potential to generate significant adverse operational air quality impacts. Further, it was concluded that the proposed project would not generate significant adverse environmental impacts to any other environmental topic areas. The Draft SEA was released for a 45-day public review and comment period from April 6, 2011 to May 20, 2011. One comment letter was received during the public comment period relative to the analysis presented in the Draft SEA. No comments in this letter identified other potentially significant adverse impacts from the proposed project.



Responses to the comments received have been prepared and the comment letter and its responses are included as Appendix C of the SEA.

Since the release of the Draft SEA, a mitigation fee compliance option along with other minor changes have been added to PAR 1147 and the SEA has been modified to include an analysis of potential impacts that could be generated by these modifications to PAR 1147. However, none of these modifications alter any conclusions reached in the Draft SEA, nor provide new information of substantial environmental importance relative to the draft document. Further, the modifications do not constitute significant new information that would require recirculation of the Draft SEA pursuant to CEQA Guidelines §15088.5. Therefore, the document is now a Final SEA and is included as an attachment to this Governing Board package.

~~Pursuant to California Environmental Quality Act (CEQA) Guidelines §15252 and §15162 and SCAQMD Rule 110, the SCAQMD prepared a Draft Subsequent Environmental Assessment (SEA) for proposed amended Rule 1147. The Draft SEA concluded that the proposed project has the potential to generate significant adverse operational air quality impacts. Further, it was concluded that the proposed project would not generate significant adverse environmental impacts to any other environmental topic areas. The Draft SEA was released for a 45-day public review and comment period from April 6, 2011 to May 20, 2011. One comment letter was received during the public comment period relative to the analysis presented in the Draft SEA. None of the individual comments in this comment letter identified other potentially significant adverse impacts from the proposed project. Responses to the comments received will be prepared and the comment letter and its responses will be included as Appendix C of the SEA.~~

~~Since the release of the Draft SEA, a mitigation fee compliance option and other minor changes have been added to PAR 1147. The proposed modifications will be evaluated and the SEA will be modified, as necessary, to include an analysis of potential impacts that could be generated by the proposed modifications to PAR 1147. The purpose of the analysis of the proposed modifications is to determine whether or not they alter any conclusions reached in the Draft SEA or provide new information of substantial importance that could require recirculation of the Draft SEA pursuant to CEQA Guidelines §15088.5.~~

## **SOCIOECONOMIC ASSESSMENT**

The proposed amendments extend the compliance schedule, resulting in delayed costs for the affected units. In addition, the compliance schedule for low emitters (no more than 1 pound a day) is also delayed. Low emitters are eligible for a five-year delay when identified through permit conditions or recordkeeping. Those with more than 1 pound a day emissions may also elect to pay a mitigation fee in exchange for an additional three year compliance delay. The three year mitigation fee delay would be an individual business decision.

Units that elect to comply with emission limits in pounds per million BTU (units with variable firing rate) would now be required to only install fuel meters under the proposed amendments, as opposed to the requirement to install both time and fuel meters under the existing rule. Furthermore, there would be no meter requirement for units with emission limits in PPM.

Therefore, compared the existing rule, the proposed amendments will result in cost savings. The remaining amendments are administrative and would have few effects on costs.

There are three CEQA alternatives to the proposed amendments. Alternative A is the No Project Alternative where the proposed amendments would not be adopted. Alternative B, a less stringent alternative than the proposed amendments, would have an additional delay in the compliance schedule of two to three years beyond the proposed amendments. Alternative C is more stringent than the proposed amendments in that it has less of a delay in the compliance schedule than the proposed amendments. Compared to the existing Rule 1147, Alternative C has delays in compliance schedule from 6 months to 1.5 years.

Compared to the No Project Alternative, Alternative B would have more delayed costs and achieve more savings than Alternative C and the proposed amendments. Affected facilities would face fewer delayed costs and have fewer savings under Alternative C than those under the proposed amendments because the former has a shorter delay in the compliance schedule than the latter.

### **~~DRAFT FINDINGS UNDER CALIFORNIA HEALTH AND SAFETY (H&S) CODE 40727~~**

~~California H&S Code §40727 requires that prior to adopting, amending or repealing a rule or regulation, the AQMD Governing Board shall make findings of necessity, authority, clarity, consistency, non duplication, and reference based on relevant information presented at the public hearing and in the staff report.~~

#### ~~Necessity~~

~~A need exists to amend Rule 1147 to provide the regulated community with additional time to address compliance challenges due to, in part, the an economic downturn the region is experiencing and to minimize the cost impacts of the rule by limiting the requirements for fuel and time meters only to those applications that are necessary to demonstrate compliance.~~

#### ~~Authority~~

~~The AQMD Governing Board has authority to amend existing Rule 1147 pursuant to California H&S Code §§ 39002, 40000, 40001, 40440, 40441, 40702, 40725 through 40728, and 41508.~~

#### ~~Clarity~~

~~The proposed amended rule is written or displayed so that its meaning can be easily understood by the persons directly affected.~~

#### Consistency

~~The proposed amended rule is in harmony with and not in conflict with or contradictory to, existing statutes, court decisions or state or federal regulations.~~

#### Non Duplication

~~The proposed amended rule will not impose the same requirements as any existing state or federal regulations. The amendments are necessary and proper to execute the powers and duties granted to, and imposed upon, AQMD.~~

#### Reference

~~By adopting the proposed amended rule, the AQMD Governing Board will be implementing, interpreting and making specific the provisions of the California H&S Code §§ 39002, 40001, 40440(a), 40702, and 40725 through 40728.5.~~

## **INCREMENTAL COST EFFECTIVENESS**

California H&S Code § 40920.6 requires an incremental cost effectiveness analysis for BARCT rules or emission reduction strategies when there is more than one control option which would achieve the emission reduction objective of the proposed amendments, relative to ozone, CO, SO<sub>x</sub>, NO<sub>x</sub>, and their precursors. The proposed amendment does not include new BARCT requirements; therefore this provision does not apply to the proposed amendment.

## **COMPARATIVE ANALYSIS**

A comparative analysis, as required by H&S Code §40727.2, is applicable when an amended rule or regulation imposes, or has the potential to impose, a new emissions limit, or other air pollution control requirements. The proposed amendment does not impose new requirements and a comparative analysis is not required.

## **PUBLIC COMMENTS AND KEY ISSUES**

The majority of the comments made at the Public Workshop and Task Force meetings for PAR 1147 supported the proposed delay of compliance dates and limits on the use of meters. However, some consultants commented that the compliance delay was not needed and the AQMD should have made a greater effort to educate businesses affected by Rule 1147. A more enhanced outreach program to the regulated community continues to be a high priority for the AQMD.

The comments on the proposed amendments received at the workshop and meetings typically fit into two categories. One set of comments dealt with implementation of the rule and asked for clarification or simplification of rule requirements. In response, staff has proposed a number of administrative changes relating to equipment identification,

maintenance, recordkeeping, and source testing requirements. Staff has also proposed to streamline some test requirements and provide flexibility in how equipment is tested, which ultimately can result in cost savings compared to the original rule. In addition to the 5-year extension the rule provides to the smaller emitters, PAR 1147 includes a mitigation fee option that would allow larger emitters to delay compliance by three years. Together with AQMD efforts to streamline the permit modification process, PAR 1147 will help businesses comply with rule requirements.

The second category of comments received addressed issues beyond the scope of the current proposal which is crafted to respond to the existing compliance challenge. These comments included development of new industry-specific rules, questioning availability of low NO<sub>x</sub> replacement burners, requests for exemption from the rule for small sources, and requests to reevaluate rule cost effectiveness and require a cost effectiveness analysis for every piece of equipment subject to the rule. To address many of these issues and as previously stated, PAR 1147 requires the District conduct a technology assessment for smaller sources with emissions of one pound per day or less no later than 18 months prior to the first effective compliance date for these smaller sources (July 1, 2017). Regardless, these issues were not limited solely to small sources. The following discussion provides responses to these and other comments affecting both large and small sources.

**Equipment or Industry Specific Rules** – A number of individuals requested the AQMD replace Rule 1147 with equipment or industry specific rules. Alternatively, some also requested that Rule 1147 be divided into more categories of equipment. These comments reflect similar comments made during rule development in 2007 and 2008. The decision to regulate these sources through one rule is based on a number of factors. In Control Measure CMB-01 of the 2007 AQMP, the AQMD committed to achieving most of the emission reductions (3.5 tons/day) from these remaining unregulated combustion sources by 2014. The most effective way to provide all affected business the maximum amount of time to prepare for equipment changes to achieve these reductions was adoption of one rule as early as possible.

In addition, the processes regulated under Rule 1147 are similar from the standpoint that they operate under the same heat transfer principles. Regardless of the type of business or equipment, all Rule 1147 equipment either heat solid materials directly or provide large volumes of heated air for drying and curing. While the functions of the equipment vary, the principles involved in providing heat are the same. Melting or heating asphalt, metal, and plastic or curing coatings uses the same physical heat transfer processes as incineration, sintering, calcining, cooking food, or drying cloth or printed materials. A burner either directly provides convective and radiant heat to solid material or an air stream or provides heat indirectly through a heat exchanger or tube that heats air or material.

The most important factor in determining an appropriate emission level is the process temperature, which was reflected in the Rule 1147 emission limits. The similarities in the heat transfer process and the importance of process temperature support the use of one rule encompassing many types of industries.

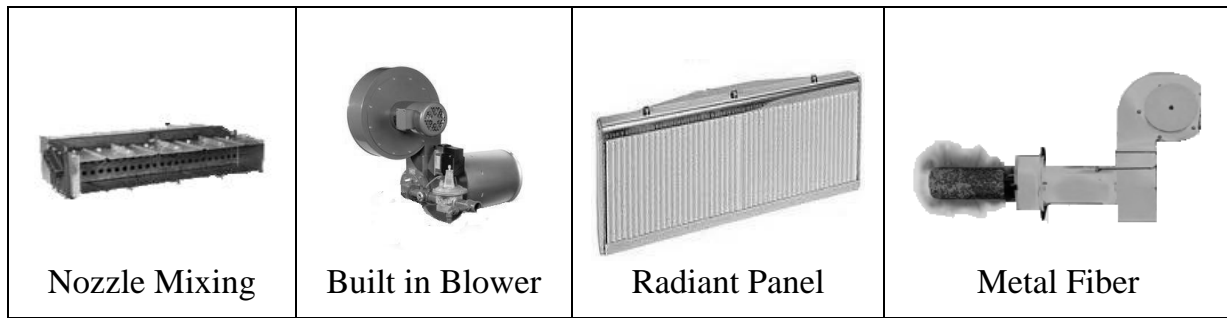
During the initial rule development Rule 1147 included more equipment categories. However, when some proposed emission limits changed, Rule 1147 task force members suggested to combine categories with similar emission limits. This led to the equipment categories identified in the rule today.

It should be acknowledged, however, that while rule 1147 compliant low NOx burners are designed to operate under the same heat transfer principles, their physical characteristics (size and configuration) may differ depending upon the industry that they serve. While there are many rule-compliant burners available, staff is committed to work with all stakeholders to ensure burners are available for all industry sectors prior to the effective dates and will be prepared to make industry specific adjustments if warranted by the circumstances.

**Low-NOx Burner Technology** – Low-NOx burners for ovens, dryers, furnaces and heaters can achieve less than 10 ppm NOx (at a reference level of 3% oxygen) in low temperature applications such as ovens and dryers. In high temperature applications, burners for furnaces, kilns, metal heat-treating and afterburners typically achieve NOx emission levels of 30 to 60 ppm. These emission levels have been achieved in practice since the 1980s. The manufacturers of burners for these processes all use similar approaches to achieve low NOx levels.

The principal technique to reduce NOx involves premixing of fuel and air before combustion takes place. This results in a lower and more uniform flame temperature, which reduces formation of NOx. Some premix burners also use staged combustion with a fuel rich zone to start combustion and stabilize the flame and a fuel lean zone to complete combustion and reduce the peak flame temperature. Many burners also combine these techniques with a form of flue gas recirculation (FGR) in which the burner flame induces recirculation in the combustion chamber so that a small amount of exhaust is mixed with fuel and air prior to burning. FGR has been used effectively for many decades to reduce NOx emissions.

Burners may also be designed to spread flames over a larger area to reduce hot spots and lower NOx emissions. A good example of this is radiant premix burners with ceramic, sintered metal or metal fiber heads that spread the flame, lower peak flame temperature and NOx, and produce more radiant heat. These burners can be run with low heat output where the burner head glows red or with higher heat output in a blue flame mode, which produces less radiant heat and more convective heat but maintains NOx emissions in the 10 to 30 ppm range. The following figures illustrate four types of premix low NOx gas fired burners. Each type of burner uses different techniques to reduce emissions but is used in a wide variety of applications.



**Efficiency of Low NO<sub>x</sub> Burners** – Statements by industry representatives were made at the Rule 1147 Public Workshop and Task Force meetings that low NO<sub>x</sub> burners are less efficient and use more fuel than the burners in older equipment. However, the examples provided as evidence were misleading. In fact, during the last decade California gas utilities have provided efficiency rebates to businesses that replace old “atmospheric” burner equipment and early model low NO<sub>x</sub> burners with new equipment using more efficient low NO<sub>x</sub> burners.

Discussions of efficiency need to be clear about what is meant by “efficiency.” Is it the percentage of available energy released from the fuel by that specific burner, the amount of heat transferred to the material being heated, or the total system efficiency? The equipment regulated by Rule 1147 either heat solid materials directly or heat air which is used to heat or dry a product. The total efficiency of these processes are affected by many factors including the amount of primary air mixed with fuel, the amount of secondary air used by the burner during combustion, the nature of the material(s) being heated, and the amount of additional air drawn through the system for the heating or drying process or for maintaining temperature uniformity. When any burner is replaced, these systems need to be adjusted. This requirement is not unique to lower NO<sub>x</sub> burners. Burners wear out and need to be replaced. If the same burner is not available or the business owner chooses a different model or vender, the system will require adjustment of fans, dampers and the new burner(s) to maintain efficiency.

Modern low NO<sub>x</sub> burners are more efficient because they produce more energy from the same amount of fuel. This efficiency is best illustrated by the significantly lower emissions of carbon monoxide and unburned hydrocarbons in the exhaust of these burners. In addition, replacing an old indirect air heating unit (using a heat exchanger) with a new direct air heating unit that complies with both Rule 1147 and occupational exposure limits can reduce fuel consumption more than 20%.

Most of the examples provided to support the claim that new burners in existing systems are less efficient were installation of a higher output burner compared to the existing burner. However, installing a higher capacity burner does not mean the equipment uses more fuel. The following written comment from one of the attendees of the Public Workshop explains the flaw in this logic: *“if you are replacing a” ... “2.0 (mmBTU) burner with an(other manufacturers)” ... “burner you will possibly need to apply a 2.5 mmBTU unit because that is the closest size you can use without doing an actual oven*

capacity survey. The real point is that the burner will only use what the oven demands. If it ran on 1.65 mmBTU's before the change out it will still run on 1.65 mmBTU's. The "larger" burner is a result of supplier convenience, not the related efficiency of the burner process." Thus, the burner will still use the same amount of fuel.

As discussed above, Staff acknowledges that burner replacements will also require adjustment of other components in a system to maintain efficiency including blowers (fans) and dampers regulating air flow through the system. System fans or dampers (intake and exhaust) will need adjustment to compensate for the increased flow of air through the burner. However, decreasing fan speeds to compensate for additional air through the burner also reduces electricity cost and damper adjustments are relatively simple compared with other changes required for a retrofit. Rebates from electric utilities are also available when the new low NOx burner fan is more efficient than the fan for the old burner.

**Burner Availability** - Staff has reexamined the issue of availability of compliant burner systems and the information used to establish the NOx limits. Staff reviewed burners available for a number of manufacturers and found that for the categories of equipment covered by Rule 1147, there were at a minimum three manufacturers providing burners for each category. In many cases, there were more than three manufacturers providing compliant burners for a category of equipment subject to Rule 1147. Manufacturers provide a number of burner sizes in each product line. Each burner is designed to be used in a specific heat output range. A typical small burner from many companies can be used at a maximum of 1 million Btu per hour or at one tenth of the maximum (100,000 Btu/hr).

A summary of the variety of burners available by process category is provided in the following table. There are also electric burners, heaters and dryers for processes such as smokehouses, small roasters and spray booths. In addition, a unit with small burner and a much larger afterburner (oven, roaster, smoker, furnace, etc.) could comply with the PAR 1147 NOx limit without changing the small primary burner by using the new weighted average emissions test.

### Low NOx Burner Availability

Equipment Vendor	Oven	Dryer	Furnace	Booth	Makeup Air	After burner	Metal Heating	Metal Melting	Kiln	Asphalt
A	7	7	3	5	2	2	1	1	3	
B	3	3	2	3	3	3	2	2	4	
C	1	1		1	1	1				
D	1	1	1			1	5	2	3	1
E	1	1	1				3	1	1	1
F	1	1	1						1	2

In addition, a number of equipment vendors have approached the AQMD regarding new compliant burners and have stated they want to certify their burner emissions. These vendors have new burners in development for spray booths, dryers, crematories, coffee roasters, and heated process tanks, parts washers and food ovens. One manufacturer of burners for spray booths, heaters and dryers for autobody and other coating operations has developed a lower cost burner for smaller operations. The manufacturer of this burner is currently undergoing certification of its product in booths and dryers from several manufacturers for both new and retrofit applications. Regardless, as stated previously, staff is committed to continue to work with all stakeholders to ensure that compliant burners are available for all applications prior to the effective dates and will be prepared to propose industry specific adjustments if warranted by the circumstances.

**Rule 1147 Emission Limits** - Appendix A of this report includes charts identifying the BACT decisions and source tests used as the basis for Rule 1147 emission limits. Some of the BACT decisions still in use today date back to 1988 (BACT in 1990 for smokehouses is an electric burner for the smoke generator and a boiler for providing steam heat – 30 ppm NOx) but most were established between 1998 and 2006. Some BACT limits are based on information from other agencies. For example, the BACT limit of 30 ppm NOx for spray booths, makeup air units and other equipment where workers may be exposed is based on the occupational exposure limit for that equipment.

The processes regulated under Rule 1147 either heat solid materials directly or provide large volumes of heated air for drying and curing materials. Afterburners and related devices incinerate vapors, particulates and toxics, but do this using a burner to provide heat to the incineration device. While processes vary, the principles involved in providing heat are the same. A burner either directly provides convective and radiant heat to solid material or an air stream or provides heat indirectly through a heat exchanger or tube that heats air or material.

An examination of the BACT determinations and source tests for permit applications indicate that low temperature processes, including ovens, dryers, and make up air heaters achieve emissions of 10 to 30 ppm NOx and high temperature processes such as metal melting, other furnaces, afterburners and kilns can achieve between 40 and 60 ppm. The emission limits in Rule 1147 represent the high end of the range established as BACT for these processes and are significantly less stringent than the limits for boilers, water heaters, and turbines (6 to 20 ppm at 3% oxygen).

**Cost and Cost Effectiveness** - Most of the comments on cost or cost effectiveness focused on equipment with emissions less than one pound per day. One pound per day of NOx is equal to the daily NOx emissions of about 550 new cars or 1,030 new residential water heaters. In Rule 1147, one pound per day of NOx emissions is used as the criteria to extend the compliance date five years for small equipment and low emitters. This five-year extension means that small sources and low emitters have until 2017 at the earliest to comply with emission limits.



Initially comments received at public meetings regarding cost effectiveness focused on extreme cases where the primary burner in a unit is very small but the process required a large afterburner to control VOC, particulate or toxic emissions (i.e., smokehouses and coffee roasters). Other examples included units that are only used a few hours every day. Some consultants have suggested that the cost effectiveness for these processes is in the hundreds of thousands to millions of dollars per ton.

Staff does not agree with these assertions because there are small cost effective low NO<sub>x</sub> radiant burners for the above applications and electric burners are also a viable low cost alternative. In fact, since 1990, BACT for a smokehouse smoke generator is an electric burner. A third alternative for small primary burners coupled with a much larger afterburner, as is found in smokehouses and coffee roasters is the new weighted emission test in PAR 1147. If the unit's total emissions are equivalent to those for compliant burners, the owner would not have to replace the small primary burner.

Because the replacement of the heating unit in a process is done at the end of its useful life, it is not appropriate to include many of the other ancillary costs suggested in meetings and written comments. Maintenance is required for both old and new technologies and source tests are not required after the first year, so it is not appropriate to include these as recurring costs. In addition, regardless of replacement with a noncompliant or a low emission unit at the end-of-life, the owner must pay local building and safety fees so this cost has not been included in cost effectiveness calculations. AQMD staff has surveyed local cities and counties to identify the range of permit fees that business owners can expect. Typical local permit fees for modifications to a Rule 1147 affected unit are in the range of \$190 to \$648. If a modification is valued at more than \$25,000, then fees range from \$233 to \$1,874. These fee totals include plumbing and mechanical plan check, building permit, permit issuance and other related fees. Note that plan submittals and associated fees are typically included in a contractor's price along with equipment and installation costs. As such, these costs are included in the cost estimates provided by installers to the AQMD for rule adoption and this amendment.

In addition, replacing a heating system at the end of its useful life when it is not required by Rule 1147 requires an AQMD permit modification and associated fee. The permit modification is triggered when identical replacement units are not available. Most units more than 10 years old cannot be replaced with identical units because manufacturers routinely change their products. However, for Rule 1147 required replacements, the AQMD fee has been reduced to an administrative fee, so there is a significant costs savings which has not been included in cost effectiveness calculations. In addition, the cost savings of the administrative AQMD fee compared to standard permit fees is approximately the cost of a source test. Further, a business which buys a certified unit will not require a source test. Compliance expenses such as testing are included in the socioeconomic analysis and are not part of the cost effectiveness calculation.

In some cases, a retrofit or replacement of old equipment can trigger a requirement for the owner to meet current building and fire code requirements and this cost may not be covered by the local utility. However, in situations where utility equipment does not meet

current code, they represent a risk which would come with other costs such as higher insurance premiums. Such costs would not be attributed to this rulemaking because they occur whenever old equipment is replaced at the end of its useful life.

Heating units used in spray booths, dryers, ovens and other units affected by Rule 1147 are expected to last 10 to 15 years depending upon the type of unit and use. Rule 1147 requires replacement of small units when they are 20 to 30 years old starting in 2017. Because Rule 1147 requires replacement of heating systems at the end of their useful life, the appropriate equipment cost is the difference between a new compliant system and a new non-compliant replacement.

In order to provide perspective on the cost and cost effectiveness for Rule 1147, an analysis of the cost effectiveness for a typical small emitter is provided in the following example. Using a typical emission reduction from a small source of one-half of a pound (0.5 lb/day) and a facility operating schedule of 5 days a week, then the emission reduction over 15 years for this is very close to one ton (1,950 pounds). A number of consultants and equipment providers have indicated that the typical cost for retrofitting or replacing a unit with these emissions is between \$11,000 and \$19,000 and the average is about \$15,000. With an emission reduction of one ton, this example results in a cost effectiveness of \$11,000 to \$19,000 per ton for the typical retrofit of a small source with an average cost effectiveness of \$15,000 per ton. However, because a new burner system is installed at the end of the useful life of the old burner(s), the true cost is the increased cost for the Rule 1147 compliant components compared with non-compliant replacements. Based on this cost difference, the cost effectiveness is significantly lower than \$15,000 per ton. For example, the cost difference between a new noncompliant unit and a new compliant unit might be \$5,000 dollars and the cost effectiveness would then be \$5,000 per ton.

In addition, there are also potential cost savings when replacing older equipment including fuel cost. Many of the smaller equipment with emissions less than one pound per day have older atmospheric burners or use systems with heat exchangers (indirect heating). New burners premix air and fuel to improve combustion efficiency and reduce emissions. The increased fuel efficiency of a new system can pay for itself over the life of equipment. In addition, replacing an indirect heating system (exhaust to air heat exchanger) with a direct air heating unit that meets Rule 1147 and occupational exposure limits will increase efficiency and reduce fuel cost by 20% or more. Over 15 years, an average monthly fuel cost savings of \$50 based on a monthly fuel cost of \$200 to \$300 for a small unit will result in a total savings of \$9,000 over the life of the equipment.

When potential fuel cost savings of \$9,000 are included in the calculations for the above retrofit example with an emission reduction of 0.5 pound per day, then the cost effectiveness improves to an average of \$6,000 per ton (with a range of \$2,000 - \$10,000 per ton). In addition, when the calculation procedure uses the price difference between compliant and noncompliant replacements as the cost, the cost effectiveness improves even more.

Another example of the cost effectiveness for Rule 1147 is when replacing heating units in typical spray booths used by small auto body repair shops or other small coating operations with low usage. NO<sub>x</sub> emissions for these operations are typically about 0.13 pounds per day which means they will be replaced when they are 20 to 30 years old. These older spray booths use indirect air heating units where heated air is provided to the booth by a fan blowing air past a heat exchanger. This type of unit is at most about 80% efficient. One fifth or more of the energy from combustion goes out the exhaust stack.

New replacement indirect air heaters can be installed for as little as \$6,000 (\$5,000 + \$1,000 installation). However, many non-compliant replacements can be significantly more costly. The average cost for installing a Rule 1147 compliant direct air heating replacement is about \$15,000. If the higher fuel cost of an indirect air heating unit is added to the lifetime cost of the unit (\$50 or more per month depending upon use), the total lifetime cost (15 years) to the business is the same as buying a new rule compliant direct air heating unit with lower emissions (\$6,000 + \$9,000 = \$15,000). If the cost of the direct heating replacement at the high end of the typical cost range is used for the replacement cost (\$19,000), and the replacement reduces NO<sub>x</sub> emissions by an average of 0.1 pound per day, then the cost effectiveness over 15 years is about \$20,500 per ton (\$4,000 / 0.195 ton).

Questions were also raised in task force meetings about the AQMDs authority to use different cost effectiveness levels in rule adoptions. Air pollution districts in California have the authority to pass rules in their own jurisdictions and each consider cost and cost effectiveness in their decisions. The above examples of cost effectiveness for Rule 1147 as adopted are well within the range of cost effectiveness for NO<sub>x</sub> rules adopted by the AQMD Governing Board. The cost effectiveness for the last amendment of AQMD Rule 1146.2 in May 2006 for small boilers 300,000 Btu/hour to 400,000 Btu/hour was about \$22,000 per ton. For the September 2008 amendment of AQMD Rule 1146.1 (small boilers 2 to 5 million Btu per hour), the range of the cost effectiveness was \$14,400 to \$33,500 per ton. In addition, the recent amendment of the AQMD SO<sub>x</sub> RECLAIM program had cost effectiveness up to \$50,000 per ton. Other air pollution districts in California have passed NO<sub>x</sub> control rules with cost effectiveness as high as \$60,000 per ton (e.g., San Joaquin Valley Air Pollution Control District).

Not only is the typical cost effectiveness for small sources regulated by PAR 1147 within the range of the cost effectiveness for recent NO<sub>x</sub> rule amendments passed by the AQMD, it is similar to the AQMD BACT cost effectiveness guideline for minor sources. The current AQMD minor source BACT cost effectiveness criteria for NO<sub>x</sub> and VOC respectively are about \$25,000 and \$26,500 dollars per ton (adjusted to 2011 equipment costs pursuant to AQMD BACT Guidelines).

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## Appendix A – BACT Determinations and Source Tests

Figure A-1

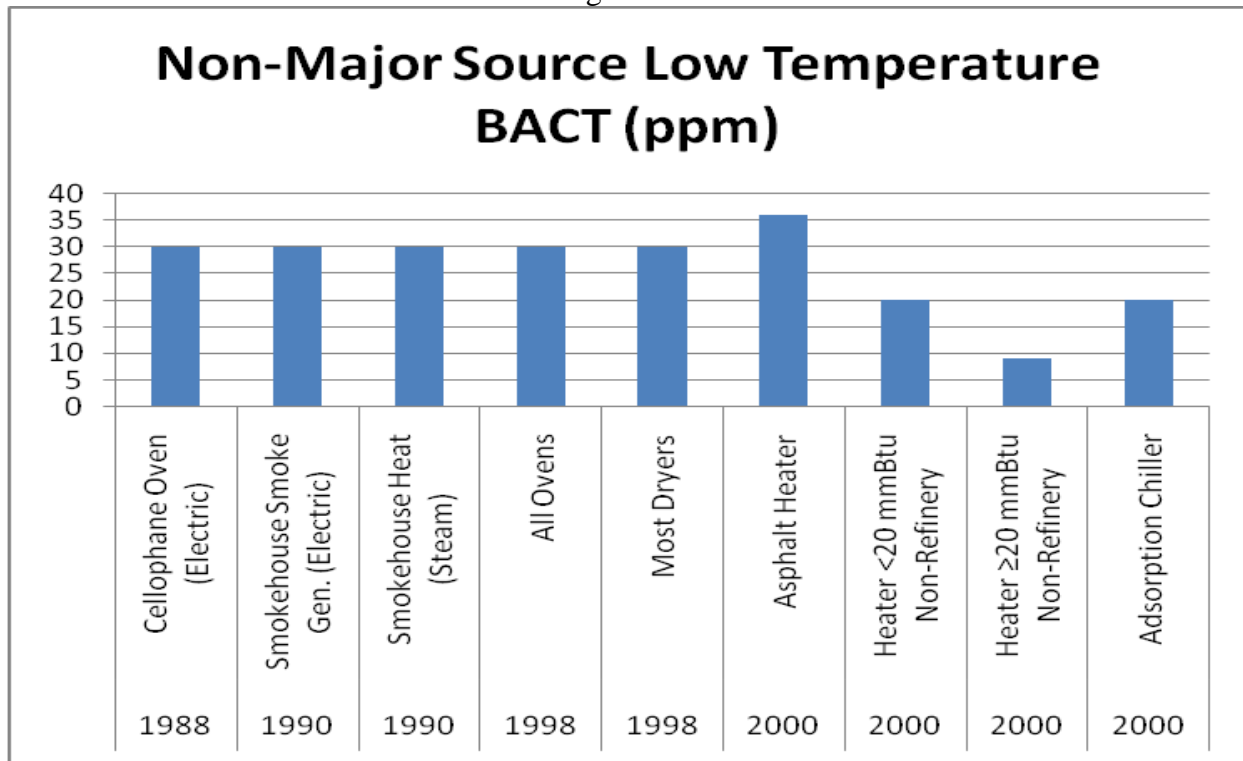


Figure A-2

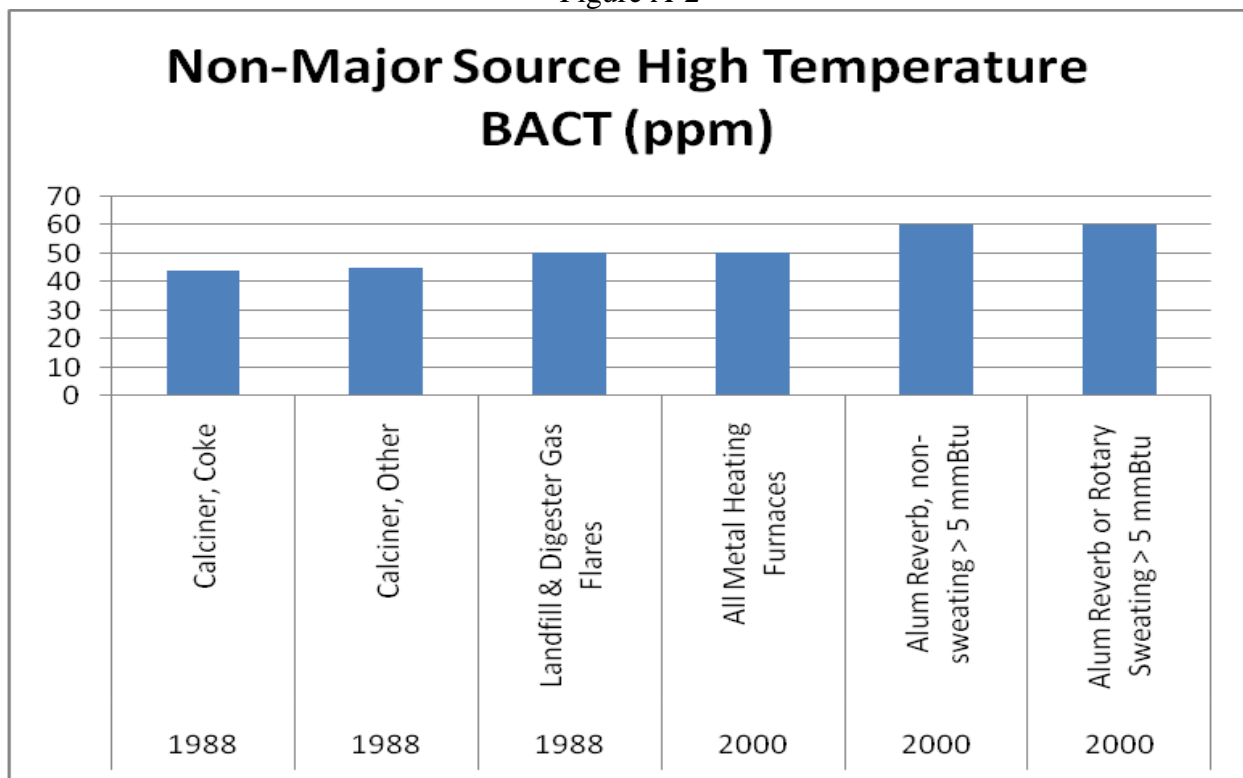


Figure A-3

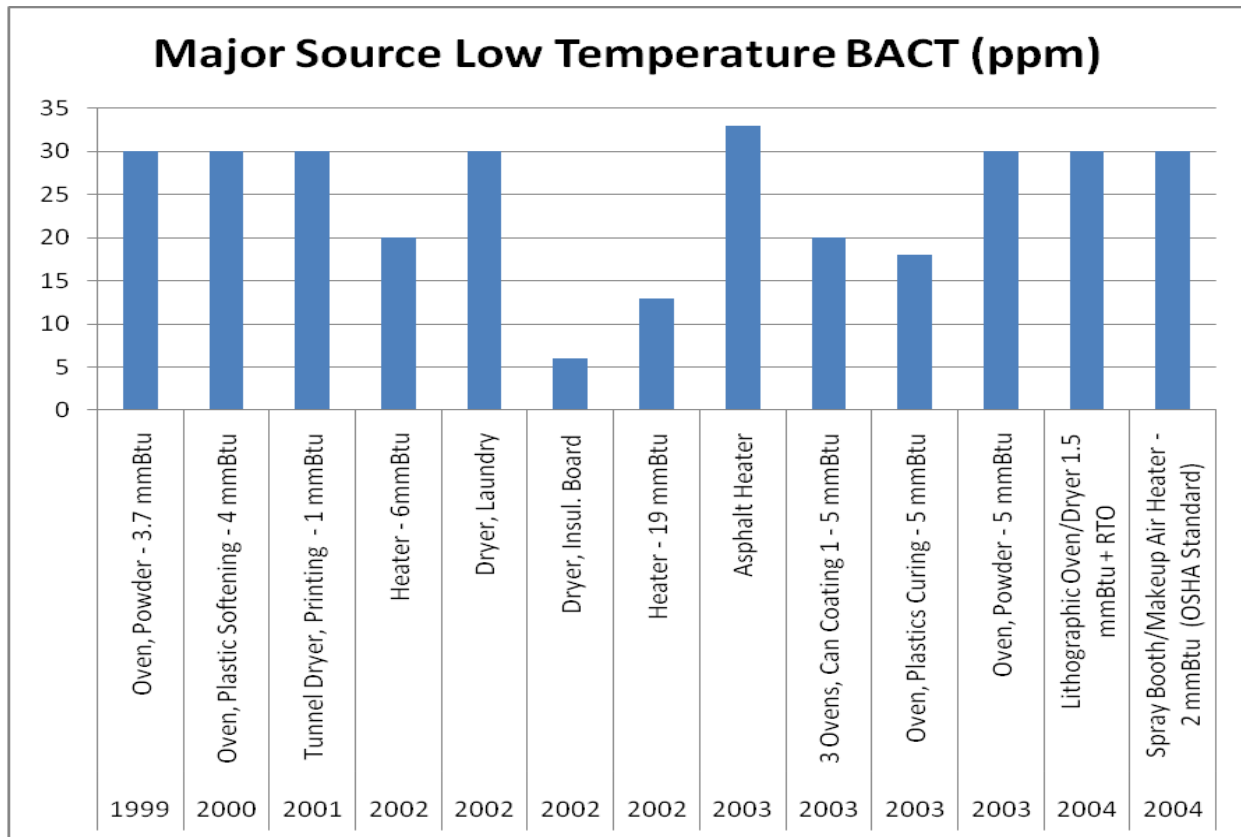


Figure A-4

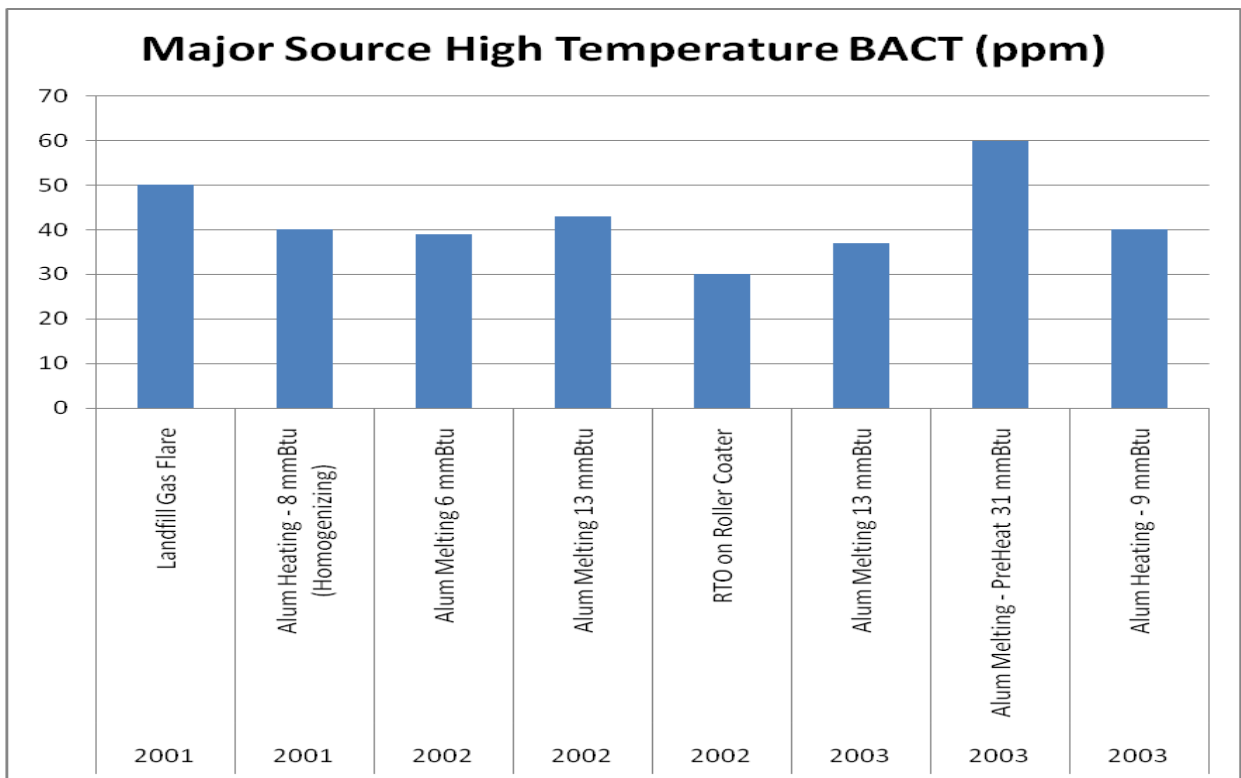


Figure A-5



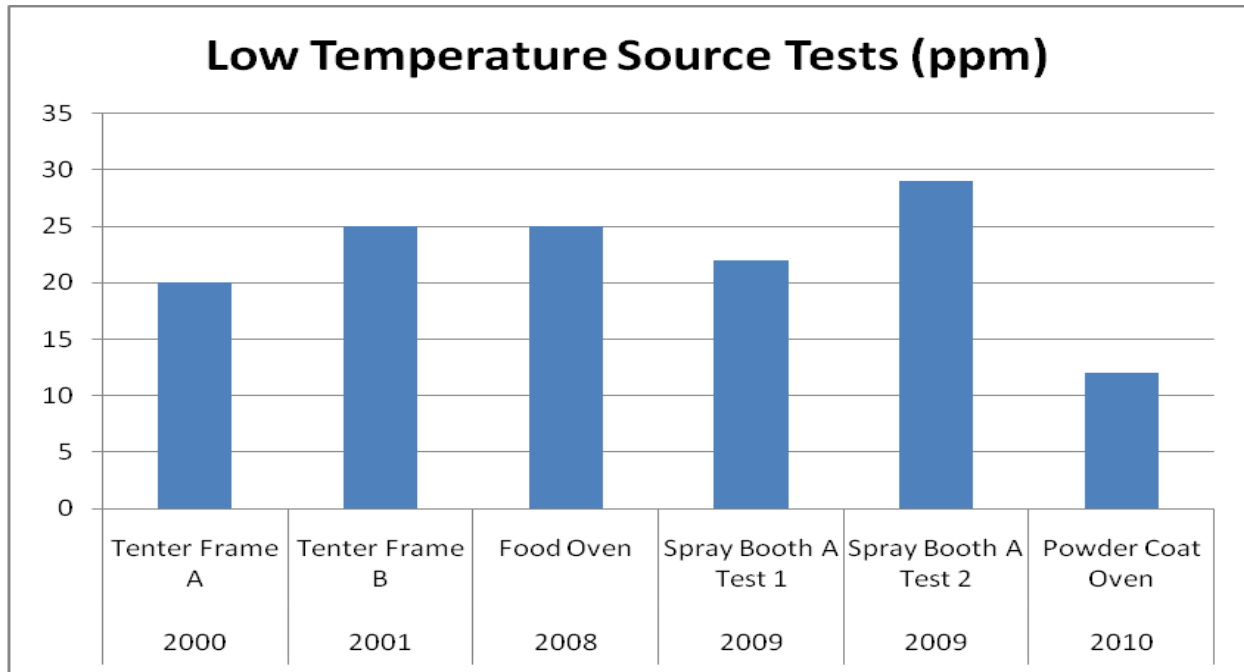
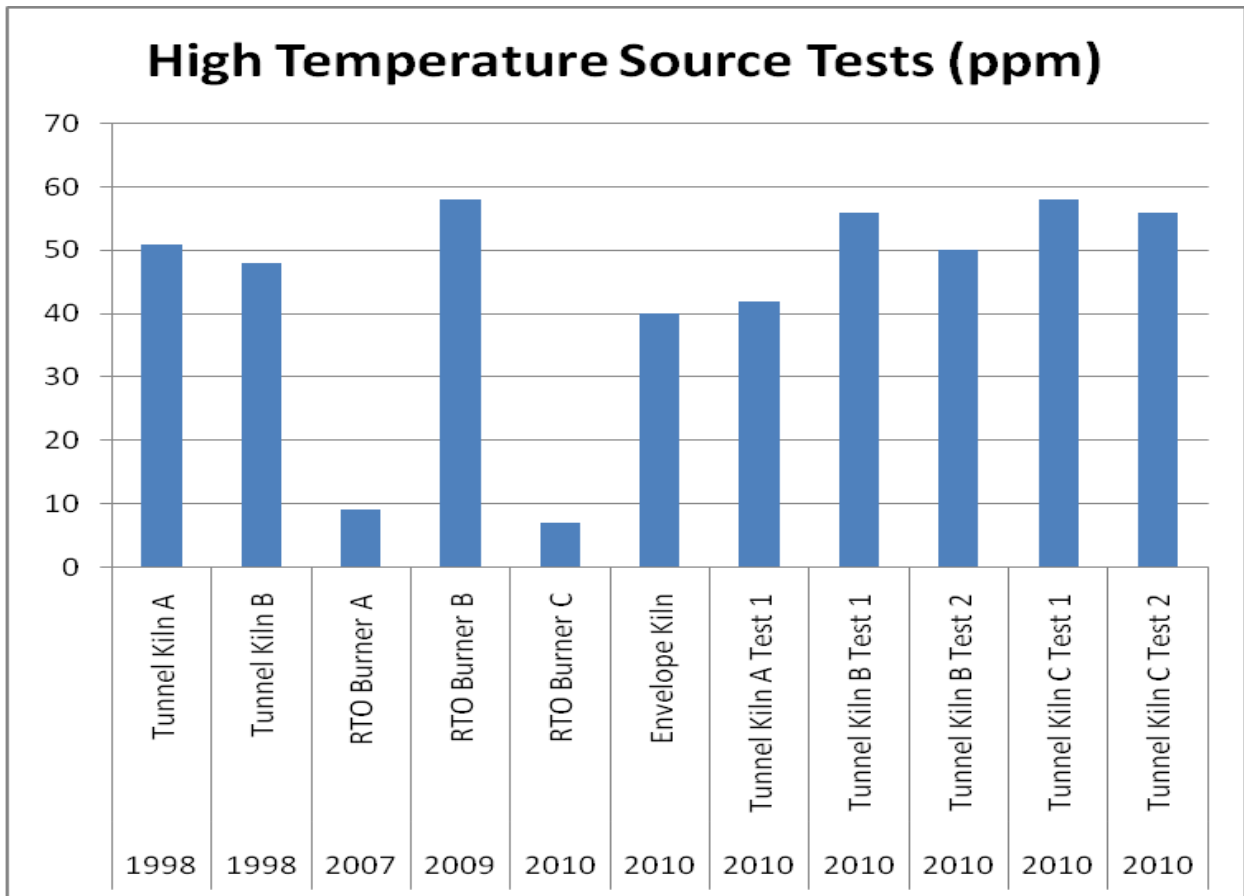


Figure A-6



Appendix B – Draft Technology Assessment Work Statement

## **Draft Work Statement for Rule 1147 Technology Assessment**

The Technology Assessment for PAR 1147 would be done in cooperation with industry, trade associations and the public. To that end, staff intends to continue to hold task force meetings periodically during the implementation phase of Rule 1147, and, specifically ask for the regulated community's input in identifying processes and equipment of concern to be further evaluated as part of the Technology Assessment. It is envisioned that the Technology Assessment would include at minimum the following elements:

1. Study Background and Objectives
2. Processes and Equipment of Concern
3. Evaluation Methodology
4. Findings
  - a. Review of Compliant and Non-Compliant Equipment
  - b. Cost of Compliant and Non-Compliant Equipment
  - c. Installation Costs
  - d. Operating Costs of Compliant and Non-Compliant Equipment over the Expected Life
  - e. Emissions
5. Conclusions and Recommendations
  - a. Cost Effectiveness and Affordability
  - b. Equipment Availability
  - c. Recommendations

### **Final Report Preparation Process**

Following the initial stakeholder input and its independent analysis of the issues, staff will first prepare a preliminary draft of the Technology Assessment report and present it to the stakeholders for their review and comment. A draft report will then be prepared incorporating stakeholder input.

Staff will also solicit a third party expert's review prior to finalizing the Technology Assessment. A final Technology Assessment report will then be prepared incorporating the third party expert's input.

An RFP would be issued by the AQMD to identify the third party that will conduct the review of the Draft Report for the Technology Assessment. As part of the review of the Draft Report, the contractor would evaluate available and potential low NOx burners and control systems, the cost differential between standard and low NOx units, fuel and utility costs and potential savings, and emissions for typical units. The contractor would also analyze cost effectiveness of low NOx systems relative to non-compliant burners and cost impacts on selected industries.

In addition to periodic stakeholder meetings, staff also commits to providing the Stationary Source Committee with periodic status updates.

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ATTACHMENT I

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

**Final Subsequent Environmental Assessment for  
Proposed Amended Rule 1147 – NOx Reductions From Miscellaneous Sources**

**August 2011**

**SCAQMD No. 02012011BAR  
State Clearinghouse No: 2011011088**

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## PREFACE

This document constitutes the Final Subsequent Environmental Assessment (SEA) for Proposed Amended Rule 1147 – NO<sub>x</sub> Reductions From Miscellaneous Sources. A Draft SEA was released for a 45-day public review and comment period from April 6, 2011 to May 20, 2011 which identified the topic of “air quality and greenhouse gas emissions,” specifically operational air quality, as an area that would exceed the SCAQMD's significance thresholds associated with implementing the proposed project. One comment letter was received from the public regarding the analysis in the Draft SEA. This comment letter and the responses to individual comments are included in Appendix C of this document. No comments in this letter identified other potentially significant adverse impacts from the proposed project.

Also, since the release of the Draft SEA, a mitigation fee compliance option has been added to PAR 1147 and the SEA has been modified to include an environmental analysis of the mitigation fee compliance option. Although the mitigation fee option has the potential to make significant adverse operational air quality impacts substantially worse, mitigation measures have been required that will reduce the air quality impacts from the mitigation fee option to a level of insignificance. In addition, minor modifications were made to the proposed project. To facilitate identification, modifications to the document are included as underlined text and text removed from the document is indicated by ~~striketrough~~. Staff has reviewed the modifications to the proposed project and concluded that none of the modifications alter any conclusions reached in the Draft SEA, nor provide new information of substantial importance relative to the draft document. As a result, neither the mitigation fee option nor these minor revisions require recirculation of the document pursuant to CEQA Guidelines §15088.5. Therefore, this document now constitutes the Final SEA for the proposed project.

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## LIST OF ACRONYMS & TERMS

AAM = annual arithmetic mean  
AB = Assembly Bill  
AQMP = Air Quality Management Plan  
ATCM = Airborne Toxic Control Measure  
Basin = South Coast Air Basin  
CAA = Clean Air Act  
CalEPA = California Environmental Protection Agency  
CalOSHA = California Occupational Safety and Health Administration  
CARB = California Air Resources Board  
CCR = California Code of Regulations  
CEQA = California Environmental Quality Act  
CFR = Code of Federal Regulations  
CO<sub>2</sub> = carbon dioxide  
CO<sub>2</sub>eq = carbon dioxide equivalent  
CO = carbon monoxide  
District = South Coast Air Quality Management District  
EA = Environmental Assessment  
gal = gallons  
GHG = greenhouse gases  
GMC = Growth Management Chapter  
GWP = global warming potential  
hr = hour  
HSC = Health and Safety Code  
lb = pound  
MDAB = Mojave Desert Air Basin  
mmBTU = million British Thermal Units  
MT/yr = metric tons per year  
NAAQS = National Ambient Air Quality Standards  
NESHAP = National Emission Standard for Hazardous Air Pollutants  
NOC = Notice of Completion  
NOP/IS = Notice of Preparation/Initial Study  
NO<sub>x</sub> = oxides of nitrogen  
NOV = Notice of Violation  
NTC = Notice to Comply  
O<sub>3</sub> = ozone  
OPR = Office of Planning and Research  
OSHA = Occupational Safety and Health Administration  
PAR = Proposed Amended Rule  
PM = particulate matter  
PM<sub>2.5</sub> = particulate matter with an aerodynamic diameter of 2.5 microns or less  
PM<sub>10</sub> = particulate matter with an aerodynamic diameter of 10 microns or less  
ppm = parts per million  
RCPG = Regional Comprehensive Plan Guide  
SB = Senate Bill  
SCAG = Southern California Association of Governments  
SCAQMD = South Coast Air Quality Management District  
SEA = Subsequent Environmental Assessment

SIP = State Implementation Plan  
SO<sub>2</sub> = sulfur dioxide  
SO<sub>3</sub> = sulfur trioxide  
SO<sub>x</sub> = oxides of sulfur  
SSAB = Salton Sea Air Basin  
TAC = toxic air contaminant  
tons/day = tons per day  
μg/m<sup>3</sup> = micrograms per cubic meter  
USEPA = United States Environmental Protection Agency  
VOC = volatile organic compound

## **CHAPTER 1**

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### **EXECUTIVE SUMMARY**

**Introduction**

**California Environmental Quality Act**

**Previous CEQA Documentation for Rule 1147**

**Intended Uses of this Document**

**Areas of Controversy**

**Executive Summary**

## INTRODUCTION

The California Legislature created the South Coast Air Quality Management District (SCAQMD) in 1977<sup>1</sup> as the agency responsible for developing and enforcing air pollution control rules and regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin referred to herein as the district. By statute, the SCAQMD is required to adopt an air quality management plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the district<sup>2</sup>. Furthermore, the SCAQMD must adopt rules and regulations that carry out the AQMP<sup>3</sup>. The 2007 AQMP concluded that major reductions in emissions of oxides of nitrogen (NOx), sulfur oxides (SOx), and particulate matter (PM) are necessary to attain the state and national ambient air quality standards for ozone (the key ingredient of smog), particulate matter with an aerodynamic diameter of 10 microns or less (PM10) and particulate matter with an aerodynamic diameter of 2.5 microns or less (PM2.5). Although volatile organic compound (VOC) emission reductions are also necessary, more emphasis is placed on NOx and SOx emission reductions because they provide greater ozone and PM emission reduction benefits than VOC emission reductions. Ozone, a criteria pollutant, is formed when NOx and VOCs react in the atmosphere and has been shown to adversely affect human health and to contribute to the formation of PM10 and PM2.5.

As part of the NOx reduction goals in the AQMP, SCAQMD adopted Rule 1147 - NOx Reductions From Miscellaneous Sources, in December 2008, to control NOx emissions from miscellaneous gas and liquid fuel fired combustion equipment, including, but not limited to: ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, degassing units, incinerators, and soil remediation units. Rule 1147 requires new, modified, relocated and in-use combustion equipment to comply with equipment-specific NOx emission limits. For in-use equipment, compliance dates for emission limits are based on the date of equipment manufacture, and emission limits are applicable to older equipment first. Owners of equipment are provided at least 15 years before they must modify or replace existing equipment to meet emission limits. Rule 1147 also contains test methods and provides alternate compliance options including a process for certification of equipment NOx emissions through an approved testing program. Other requirements include equipment maintenance, meters and recordkeeping.

SCAQMD staff's recent evaluation of the state of compliance with Rule 1147 as well as feedback from industry revealed that some equipment owners/operators are experiencing compliance challenges, in particular, with certain effective dates in the rule. The aforementioned evaluation by SCAQMD staff combined with industry feedback also revealed that the installation of time meters, while helpful, is not essential for compliance determination. Similarly, installation of fuel meters may not be essential for compliance determination depending on the compliance option chosen by the equipment operator. To address these compliance challenges and ensure that equipment owners/operators are not unnecessarily burdened with **additional compliance** costs, SCAQMD staff is proposing to amend Rule 1147 to delay implementation of the NOx emission limit compliance dates for existing (in-use) permitted equipment, to eliminate the requirement for the installation of time meters, and to modify the requirement for the installation of fuel meters. In the meantime, so that facilities do not incur unnecessary expenses associated with complying with the current requirements in Rule 1147 that are the focus of the

<sup>1</sup> The Lewis-Presley Air Quality Management Act, 1976 Cal. Stats., ch 324 (codified at Health & Safety Code, §§40400-40540).

<sup>2</sup> Health & Safety Code, §40460 (a).

<sup>3</sup> Health & Safety Code, §40440 (a).

amendments considered as part of this proposed project, the Executive Officer intends to exercise enforcement discretion with regard to Rule 1147 until the proposed rule amendments are presented to the SCAQMD's Governing Board. Enforcement discretion means that the SCAQMD will not issue any new Notices of Violations (NOVs) or Notices to Comply (NTCs) and will cancel any previously issued NOVs and NTCs specifically related to the items that are subject of the proposed rule amendments, until the proposed rule amendments have been acted on by the Governing Board. Proposed Amended Rule (PAR) 1147 will result in a delay of: 1) 0.70 ton per day of NOx emission reductions in compliance years 2010 and 2011; and, 2) 0.06 ton per day of NOx emission reductions in compliance years 2015 and 2016. However, the 0.70 ton per day of NOx delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 ton per day of delayed NOx emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Thus, despite the delay in implementation of some of the compliance dates, the same amount of overall NOx emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g., 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).

A ~~Final Draft~~ Subsequent Environmental Assessment (SEA), prepared pursuant to the California Environmental Quality Act (CEQA), identified the environmental topic “air quality and greenhouse gas (GHG) emissions,” specifically operational air quality, as an area that may be adversely affected by the proposed project. This ~~Final Draft~~ SEA analyzes whether the potential impacts to this environmental topic are significant. No other potentially significant environmental impacts were identified.

## **CALIFORNIA ENVIRONMENTAL QUALITY ACT**

The proposed amendments to Rule 1147 are considered a “project” as defined by CEQA. CEQA requires that the potential adverse environmental impacts of proposed projects be evaluated and that methods to reduce or avoid identified significant adverse environmental impacts of these projects be implemented if feasible. The purpose of the CEQA process is to inform the SCAQMD's Governing Board, public agencies, and interested parties of potential adverse environmental impacts that could result from implementing the proposed project and to identify feasible mitigation measures or alternatives, when an impact is significant.

California Public Resources Code §21080.5 allows public agencies with regulatory programs to prepare a plan or other written documents in lieu of an environmental impact report once the Secretary of the Resources Agency has certified the regulatory program. The SCAQMD's regulatory program was certified by the Secretary of Resources Agency on March 1, 1989, and is codified as SCAQMD Rule 110 (the rule which implements the SCAQMD's certified regulatory program). CEQA and Rule 110 require that potential adverse environmental impacts of proposed projects be evaluated and that feasible methods to reduce or avoid significant adverse environmental impacts of these projects be identified.

The SCAQMD as Lead Agency for the proposed project, prepared a Notice of Preparation/Initial Study (NOP/IS) which identified environmental topics to be analyzed in a Draft Environmental Assessment (EA). The NOP/IS provided information about the proposed project to other public agencies and interested parties prior to the intended release of the Draft EA. The NOP/IS was distributed to responsible agencies and interested parties for a 30-day review and comment period from February 1, 2011, to March 2, 2011. The initial evaluation in the NOP/IS identified the topic of air quality and GHG emissions, specifically operational air quality emissions, as potentially being adversely affected by the proposed project. During that public comment

period, the SCAQMD received no comment letters. The NOP/IS is attached to this SEA as Appendix B, and can also be obtained by visiting the following website at:

<http://www.aqmd.gov/ceqa/documents/2011/aqmd/NOP-IS/PAR1147nop-is.pdf>

Subsequent to the release of the NOP/IS, further analysis of the proposed project indicated that the preparation of a ~~Draft~~-SEA, in lieu of an ~~Draft~~-EA, would be the appropriate document to analyze the potential environmental impacts associated with PAR 1147 because new information of substantial importance, which was not known and could not have been known at the time the Final EA was certified for the adoption of Rule 1147, became available (CEQA Guidelines §15162 (a)(3)). Further, PAR 1147 is expected to have significant effects that were not discussed in the previous Final EA (CEQA Guidelines §15162 (a)(3)(A)). In the event that new information becomes available that would change a project, the lead agency shall prepare a subsequent EIR (CEQA Guidelines §15162 (b)). However, under SCAQMD's certified regulatory program, an equivalent document, a subsequent EA, can be a substitute for preparing a subsequent EIR. As such, this ~~Final Draft~~-SEA has been prepared as a public disclosure document intended to: (a) provide the lead agency, responsible agencies, decision makers and the general public with information on the environmental impacts of the proposed project; and, (b) be used as a tool by decision makers to facilitate decision making on the proposed project.

~~The Draft SEA was released for a 45-day public review and comment period from April 6, 2011 to May 20, 2011. Thus, this~~ Draft SEA, ~~was~~ prepared pursuant to CEQA Guidelines §§15162 and 15252, and identified the topic of air quality and GHG emissions, specifically operational air quality, as an area that may be adversely affected by the proposed project. ~~Theis~~ Draft SEA ~~analyzes whether or not concluded that only~~ the topic of operational air quality emission impacts ~~are would have~~ significant adverse impacts.

~~One comment letter was received during the public comment period on the analysis presented in the Draft SEA. Responses to this comment letter have been prepared. The comment letter along with the responses are included in Appendix C of this Final SEA. Any comments received during the public comment period on the analysis presented in this Draft SEA will be responded to and included in the Final SEA.~~

~~Subsequent to the release of the Draft SEA, a mitigation fee compliance option has been added to PAR 1147 and this SEA has been modified to include an environmental analysis of the mitigation fee compliance option. Although the mitigation fee option has the potential to make significant adverse operational air quality impacts substantially worse, a mitigation measure has been included that will reduce the air quality impacts from the mitigation fee option to a level of insignificance. In addition, minor modifications were made to the proposed project. Staff has reviewed the modifications to the proposed project and concluded that none of the modifications alter any conclusions reached in the Draft SEA, nor provide new information of substantial importance relative to the draft document. As a result, neither the mitigation fee option nor these minor revisions require recirculation of the document pursuant to CEQA Guidelines §15088.5. Therefore, this document now constitutes the Final SEA for the proposed project. Lastly, pPrior to making a decision on the proposed amendments to Rule 1147, the SCAQMD Governing Board must review and certify the Final SEA, including responses to comments, for the if any comment letters ~~are that was~~ received.~~

#### **PREVIOUS CEQA DOCUMENTATION FOR RULE 1147**

This ~~Final Draft~~-SEA is a comprehensive environmental document that analyzes potential environmental impacts from the proposed amendments to Rule 1147. SCAQMD rules, as

ongoing regulatory programs, have the potential to be revised over time due to a variety of factors (e.g., regulatory decisions by other agencies, new data, and lack of progress in advancing the effectiveness of control technologies to comply with requirements in technology forcing rules, etc.). Rule 1147 was adopted in December 2008 and has not been amended; thus, only one previous environmental analysis has been prepared. The following summarizes the previously prepared CEQA document for Rule 1147 and is included for informational purposes. The following document can be obtained by submitting a Public Records Act request to the SCAQMD's Public Records Unit. In addition, a link for downloading the file from the SCAQMD's website is provided. The following is a summary of the contents of this document.

**Final Environmental Assessment for Proposed Rule 1147 – NO<sub>x</sub> Reductions from Miscellaneous Sources; December 2008 (SCAQMD No. 081015JJI; State Clearinghouse No. 2008101082):** Rule 1147 - NO<sub>x</sub> Emissions from Miscellaneous Sources was adopted to implement 2007 AQMP control measures CMB-01 (NO<sub>x</sub> Reductions from Non-RECLAIM Ovens, Dryers, and Furnaces) and MCS-01 (Facility Modernization) to achieve NO<sub>x</sub> reductions from miscellaneous gas and liquid fuel fired combustion equipment, including, but not limited to: ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, degassing units, incinerators, and soil remediation units. At the time of adoption, Rule 1147 was estimated to reduce annual average emissions of NO<sub>x</sub> by 3.5 tons per day by 2014 and 3.8 tons per day by 2023. A Draft EA for the adoption of Rule 1147 was released for a 30-day public review and comment period from October 16, 2008 to November 14, 2008. No comment letters were received from the public relative to the Draft EA. The environmental analysis in the Draft EA concluded that the adoption of proposed Rule 1147 would not generate any significant adverse environmental impacts. After circulation of the Draft EA, a Final EA was prepared and certified by the SCAQMD Governing Board on December 5, 2008. This document can be obtained by visiting the following website at:

<http://www.aqmd.gov/ceqa/documents/2008/aqmd/finalEA/FEA1147.pdf>

#### **INTENDED USES OF THIS DOCUMENT**

In general, a CEQA document is an informational document that informs a public agency's decision-makers and the public generally of potentially significant adverse environmental effects of a project, identifies possible ways to avoid or minimize the significant effects, and describes reasonable alternatives to the project (CEQA Guidelines §15121). A public agency's decision-makers must consider the information in a CEQA document prior to making a decision on the project. Accordingly, this ~~Final Draft~~ SEA is intended to: (a) provide the SCAQMD Governing Board and the public with information on the environmental effects of the proposed project; and, (b) be used as a tool by the SCAQMD Governing Board to facilitate decision making on the proposed project.

Additionally, CEQA Guidelines §15124(d)(1) requires a public agency to identify the following specific types of intended uses of a CEQA document:

1. A list of the agencies that are expected to use the SEA in their decision-making;
2. A list of permits and other approvals required to implement the project; and,
3. A list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

There are no permits or other approvals required to implement the project. Moreover, the project is not subject to any other related environmental review or consultation requirements.



To the extent that local public agencies, such as cities, county planning commissions, et cetera, are responsible for making land use and planning decisions related to projects that must comply with the requirements in the proposed project, they could possibly rely on this SEA during their decision-making process. Similarly, other single purpose public agencies approving projects at facilities complying with the proposed project may rely on this SEA.

### AREAS OF CONTROVERSY

CEQA Guidelines §15123(b)(2) requires a public agency to identify the areas of controversy in the CEQA document, including issues raised by agencies and the public. Over the course of developing the proposed project, the predominant concerns expressed by representatives of industry and environmental groups, either in public meetings or in written comments, regarding the proposed project are highlighted in Table 1-1.

**Table 1-1**  
**Areas of Controversy**

	<b>Area of Controversy</b>	<b>Topics Raised by the Public</b>	<b>SCAQMD Evaluation</b>
1.	Burner Availability	Suppliers cannot consistently provide a burner that meets the emission limit for a particular application.	SCAQMD staff has reviewed available products from the six major suppliers of burners for the affected equipment. For each major category of equipment regulated by Rule 1147, at least three companies provide burners that currently meet the emission limits in the rule. For types of equipment where there are a limited number of available burners or burner sizes, the current version of Rule 1147 as well as PAR 1147 provides additional time for both new and existing equipment to comply (e.g., spray booths, heated process tanks, and food ovens).
2.	Burner Fuel Penalty <u>and Fuel Efficiency</u>	For some retrofits, installing a burner with a higher BTU rating than the original may be necessary depending on the equipment category and retrofit burner availability. Doing so can result in a less efficient system and more fuel use.	<p>The choice of retrofit burner is made by the owner and their consultant, as applicable, based upon process requirements. In some cases, a retrofit burner with an identical heat rating (e.g., BTU per hour) may not be available. Instead, the retrofit burner may have a higher heat rating than the original burner. Having a higher heat rating, however, does not necessarily mean that the overall system would operate at that higher capacity because many of the new low NO<sub>x</sub> burners are replacing “atmospheric” burners which do not premix fuel and air prior to combustion. The new low NO<sub>x</sub> burners use less fuel than the atmospheric burners because they combust the fuel more efficiently.</p> <p>A common technique used to lower NO<sub>x</sub> emissions is by increasing the amount of extra primary combustion air mixed with the fuel prior to combustion (e.g., increasing the amount of excess air). Increasing the amount of excess air will reduce the flame temperature and NO<sub>x</sub> emissions, as well as also reduce the temperature of combustion gasses through dilution. While this reduction in flue gas temperature has the potential to reduce process efficiency if no other adjustments are made, processes can be adjusted to compensate for the higher levels of excess air in the burner with no loss in efficiency or increase in fuel consumption. The increase in air going through the burner can be</p>

		offset by reducing the amount of other air pulled into the system by a blower or exhaust fan. This can be done by reducing the speed of the exhaust fan (which saves energy also) or by adjusting the intake damper so that less air is pulled in for heating. When a process pulls in the same amount of air, regardless of the source, and produces heated air at the same temperature, the same fuel use and efficiency will occur. Lastly, higher excess air entering the burners can also maintain a more uniform temperature by minimizing temperature stratification to produce a better product and reduce fuel use.
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Pursuant to CEQA Guidelines §15131(a), “Economic or social effects of a project shall not be treated as significant effects on the environment.” CEQA Guidelines §15131(b) states further, “Economic or social effects of a project may be used to determine the significance of physical changes caused by the project.” Physical changes caused by the proposed project have been evaluated in Chapter 4 of this SEA. No direct or indirect physical changes resulting from economic or social effects have been identified as a result of implementing the proposed project.

Of the topics discussed to address the concerns raised relative to CEQA and the secondary impacts that would be associated with implementing the proposed project, to date, no other controversial issues were raised as a part of developing the proposed project.

## EXECUTIVE SUMMARY

CEQA Guidelines §15123 requires a CEQA document to include a brief summary of the proposed actions and their consequences. In addition, areas of controversy including issues raised by the public must also be included in the executive summary (see preceding discussion). This ~~Final Draft~~ SEA consists of the following chapters: Chapter 1 – Executive Summary; Chapter 2 – Project Description; Chapter 3 – Existing Setting, Chapter 4 – Potential Environmental Impacts and Mitigation Measures; Chapter 5 – Project Alternatives; Chapter 6 - Other CEQA Topics and various appendices. The following subsections briefly summarize the contents of each chapter.

### Summary of Chapter 1 – Executive Summary

Chapter 1 includes a discussion of the legislative authority that allows the SCAQMD to amend and adopt air pollution control rules, identifies general CEQA requirements and the intended uses of this CEQA document, and summarizes the remaining five chapters that comprise this ~~Final Draft~~ SEA.

### Summary of Chapter 2 - Project Description

The proposed amendments to Rule 1147 would apply to the following categories of gaseous and liquid fuel-fired combustion equipment: 1) remediation units; 2) tar pots; 3) other units manufactured prior to 1986; 4) other units manufactured prior to 1992; and 5) other units manufactured prior to 1998. Specifically, the following amendments would:

- remove the requirements for the installation of time meters;
- remove the requirements for the installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NO<sub>x</sub> emission limits in terms of parts per million (ppm); ~~and~~;

- extend the NOx emission limit compliance dates in Table 2 – Compliance Schedule for In-Use Units for certain equipment categories by up to two years; and,-
- extend the NOx emission limit compliance dates for units with emissions of more than one pound per day by up to three years provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NOx emission limit in Table 1 – NOx Emission Limit.

Other minor changes are also proposed for clarity and consistency throughout the rule. A copy of PAR 1147 can be found in Appendix A of this Final Draft SEA.

### **Summary of Chapter 3 - Existing Setting**

Pursuant to the CEQA Guidelines §15125, Chapter 3 – Existing Setting, includes descriptions of those environmental areas that could be adversely affected by the proposed project as identified in the NOP/IS (Appendix BE). The following subsection briefly highlights the existing setting for the topic of air quality and GHG emissions which has been identified as having potentially significant adverse affects from implementing the proposed project.

#### **Air Quality and GHG Emissions**

Air quality in the area of the SCAQMD's jurisdiction has shown substantial improvement over the last two decades. Nevertheless, some federal and state air quality standards are still exceeded frequently and by a wide margin. Of the National Ambient Air Quality Standards (NAAQS) established for seven criteria pollutants (ozone, lead, sulfur dioxide, nitrogen dioxide, carbon monoxide, PM10 and PM2.5), the area within the SCAQMD's jurisdiction is only in attainment with carbon monoxide, sulfur dioxide, and nitrogen dioxide standards. Air monitoring for PM10 indicates that SCAQMD has attained the NAAQS but USEPA has not yet approved the SCAQMD's request for re-designation. Effective December 31, 2010, the Los Angeles County portion of the SCAQMD has been designated as non-attainment for the new federal standard for lead, based on emissions from two specific facilities. Chapter 3 provides a brief description of the existing air quality setting for each criteria pollutant, as well as the human health effects resulting from exposure to each criteria pollutant. In addition, this section includes a discussion on greenhouse gases (GHGs), climate change and toxic air contaminants (TACs).

### **Summary of Chapter 4 - Environmental Impacts**

CEQA Guidelines §15126(a) requires that a CEQA document shall identify and focus on the “significant environmental effects of the proposed project.” Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects.

The proposed project could cause significant adverse environmental impacts to operational air quality emissions). Specifically, analysis of these environmental impacts revealed that potentially significant operational air quality impacts may result from delaying the implementation of some of the compliance dates contained in Rule 1147. Implementation of PAR 1147 means that the compliance dates for meeting the NOx emission limits for existing (in-use) permitted equipment will be delayed by up to two years and the requirement for the installation of time meters will be eliminated. Lastly, PAR 1147 will remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm. (This means that the installation of fuel meters will only be required if the operator intends to comply with the NOx emission limits in terms of lb/MMBTU.) Because PAR 1147 is mainly a delay in implementation, no new physical changes requiring construction are involved with the proposed project. Instead, the same construction

activities and the same environmental impacts associated with installing ultra-low NO<sub>x</sub> burners at the time Rule 1147 was adopted will continue to occur under PAR 1147 but on a delayed schedule. Thus, each affected owner/operator will be expected to comply with the lowered NO<sub>x</sub> emission limits by installing ultra-low NO<sub>x</sub> burners or installing new, compliant equipment, but on a delayed implementation schedule.

PAR 1147 will result in a delay of: 1) 0.70 ton per day of NO<sub>x</sub> emission reductions in compliance years 2010 and 2011; and, 2) 0.06 ton per day of NO<sub>x</sub> emission reductions in compliance years 2015 and 2016. However, the 0.70 ton per day of NO<sub>x</sub> delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 ton per day of delayed NO<sub>x</sub> emission reductions will be recaptured in compliance years 2017 and 2018, respectively. The amount of NO<sub>x</sub> emission reductions delayed is expected to exceed the operational air quality NO<sub>x</sub> significance threshold of 55 pounds per day. For these reasons, operational air quality impacts associated with implementation of PAR 1147 are potentially significant.

Based on the type and size of equipment affected by PAR 1147, at the time of adoption of Rule 1147, carbon dioxide (CO<sub>2</sub>) emissions (e.g., GHG emissions) from the operation of the retrofitted or replaced equipment were estimated to slightly decrease from current levels due to improved burner efficiency. Thus, the delay in compliance dates in PAR 1147, operation of ultra-low NO<sub>x</sub> burners will continue to be expected to result in a similar slight, decrease in GHG emissions. However, the delay in compliance dates in PAR 1147 means the any reductions in GHG emissions will also be delayed. Nonetheless, the amount GHG emission reductions that may be delayed as a result of implementing the proposed project is not expected to exceed the SCAQMD's GHG significance threshold for industrial sources. Thus, implementing PAR 1147 is not expected to generate significant adverse cumulative GHG emission impacts.

Cumulative air quality impacts from the proposed project and all other AQMP control measures considered together are not expected to be significant because the amount of emission reductions to be achieved by the proposed project for NO<sub>x</sub> are expected to meet the emission reduction projections and commitments made by control measures in the 2007 AQMP. Thus, despite the interim delay in implementation of some of the compliance dates, the same amount of overall NO<sub>x</sub> emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g., 3.5 tons per day of NO<sub>x</sub> emission reductions by 2014 and 3.8 tons per day of NO<sub>x</sub> emission reductions by 2023).

Thus, in consideration of the total net accumulated emission reductions projected overall, the delay in NO<sub>x</sub> emission reductions would not interfere with the air quality progress and attainment demonstration projected in the AQMP. Indeed, the 2007 AQMP indicated that, based on future anticipated overall reduction in emissions, the Basin would achieve the federal ozone ambient air quality standard by the year 2024 and the PM<sub>2.5</sub> standard by 2015 (SCAQMD, 2007). Therefore, cumulative air quality impacts from the proposed project and all other AQMP control measures, when considered together, are not expected to be significant because implementation of all AQMP control measures is expected to result in net emission reductions and overall air quality improvement.

### **Potential Environmental Impacts Found Not To Be Significant**

The Initial Study for the proposed project includes an environmental checklist of approximately 17 environmental topics to be evaluated for potential adverse impacts from a proposed project. Review of the proposed project at the NOP/IS stage identified one topic (air quality and GHG

emissions) for further review. Where the Initial Study concluded that the project would have no significant direct or indirect adverse effects on the remaining environmental topics, of the comments received on the NOP/IS or at the public meetings, none of the comments changed this conclusion. The screening analysis concluded that the following environmental areas would not be significantly adversely affected by the proposed project:

- aesthetics
- air quality and greenhouse gases during construction (and greenhouse gases during operation)
- agriculture and forestry resources
- biological resources
- cultural resources
- energy
- geology and soils
- hazards and hazardous materials
- hydrology and water quality
- land use and planning
- mineral resources
- noise
- population and housing
- public services
- recreation
- solid/hazardous waste
- transportation/traffic

### **Consistency**

The Southern California Association of Governments (SCAG) and the SCAQMD have developed, with input from representatives of local government, the industry community, public health agencies, the USEPA-Region IX and the California Air Resources Board (CARB), guidance on how to assess consistency within the existing general development planning process in the Basin. Pursuant to the development and adoption of its Regional Comprehensive Plan Guide (RCPG), SCAG has developed an Intergovernmental Review Procedures Handbook (June 1, 1995). The SCAQMD also adopted criteria for assessing consistency with regional plans and the AQMP in its CEQA Air Quality Handbook. The proposed project is considered to be consistent with SCAG's RCPG because it does not interfere with achieving any of the goals identified in any of the RCPG policies.

### **Other CEQA Topics**

CEQA documents are required to address the potential for irreversible environmental changes, growth-inducing impacts and inconsistencies with regional plans. Consistent with the Final Program Environmental Impact Report (EIR) prepared for the 2007 AQMP, additional analysis of the proposed project confirms that it would not result in irreversible environmental changes or the irretrievable commitment of resources, foster economic or population growth or the construction of additional housing, or be inconsistent with regional plans.

### **Summary Chapter 5 - Alternatives**

Three alternatives to the proposed project are summarized in Table 1-2: Alternative A (No Project), Alternative B (Delayed Compliance), and Alternative C (Expedited Compliance). Pursuant to the requirements in CEQA Guidelines §15126.6 (b) to mitigate or avoid the

significant effects that a project may have on the environment, a comparison of the potentially significant adverse operational air quality impacts from each of the project alternatives for the individual rule components that comprise the proposed project is provided in Table 1-3. Aside from operational air quality impacts, no other potentially significant adverse impacts were identified for the proposed project or any of the project alternatives. The proposed project is considered to provide the best balance between emission reductions and the adverse environmental impacts due to construction and operation activities while meeting the objectives of the project. Therefore, the proposed project is preferred over the project alternatives.

**Table 1-2**  
**Summary of PAR 1147 & Project Alternatives**

Rule Components									
Equipment Category	Current Compliance Schedule	Proposed Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative A: No Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative B: Delayed Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative C: Expedited Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)
In-Use Remediation Units	January 1, 2011	Delay Compliance Date by 1 year & 2 months to January March 1, 2012	0.014 (2011) <u>0.014 (2012)</u>	No change	0	Delay Compliance Date by 2 years to January 1, 2013	0.014 (2011) 0.014 (2012)	Delay Compliance Date by 6 months to July 1, 2011	0.014 (2011)
In-Use Tar Pots	January 1, 2012	Delay Compliance Date by 1 year to January 1, 2013	0.003 (2012)	No change	0	Delay Compliance Date by 2 years to January 1, 2014	0.003 (2012) 0.003 (2013)	Delay Compliance Date by 6 months to July 1, 2012	0.003 (2012)
Other In-Use Units manufactured prior to 1986	July 1, 2010	Delay Compliance Date by 2 years to July 1, 2012	0.700 (2010); 0.700 (2011)	No change	0	Delay Compliance Date by 3 years to July 1, 2013	0.697 (2010) 0.697 (2011) 0.697 (2012)	Delay Compliance Date by 1.5 years to January 1, 2012	0.700 (2010) 0.700 (2011)
Other In-Use Units manufactured prior to 1992	July 1, 2011	Delay Compliance Date by 1 year to July 1, 2012	0.686 (2011)	No change	0	Delay Compliance Date by 2 years to July 1, 2013	0.684 (2011) 0.684 (2012)	Delay Compliance Date by 6 months to January 1, 2012	0.686 (2011)
Other In-Use Units manufactured prior to 1998	July 1, 2012	Delay Compliance Date by 1 year to July 1, 2013	0.697 (2012)	No change	0	Delay Compliance Date by 2 years to July 1, 2014	0.694 (2012) 0.694 (2013)	Delay Compliance Date by 6 months to January 1, 2013	0.697 (2012)
In-Use Equipment Emitting ≤ 1 lb/day NOx	Varies by Equipment Category	Delay schedule in paragraph (c)(6) by 1 to 2 years	0.060 (2015) 0.060 (2016) 0.060 (2017)	No change	0	Exempt from NOx limits & compliance schedule per equipment category	0.3 to 0.9 (2015 & each year after)	Same as Proposed Project	0.060 (2015) 0.060 (2016) 0.060 (2017)
Multiple In-Use Equipment Units operating in series	Varies by Equipment Category	No Change	0	Same as Proposed Project	0	Harmonize compliance dates to the latest of applicable compliance dates, no later than January 1, 2014	0.003 (2010) 0.003 (2011) 0.003 (2012) 0.003 (2013)	Harmonize compliance dates to the earliest applicable compliance date	0

Table 1-2 (continued)

## Summary of PAR 1147 &amp; Project Alternatives

Rule Components									
Equipment Category	Current Compliance Schedule	Proposed Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative A: No Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative B: Delayed Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative C: Expedited Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)
New Afterburners, Degassing Units, Thermal Oxidizers, Catalytic Oxidizers, Vapor Incinerators & Spray Booth Make-Up Air Heaters	15 years if installed after December 5, 2008 & before January 1, 2011	No Change	0	Same as Proposed Project	0	Extend eligibility date for exempt equipment installation by 1 year to January 1, 2012	Accounted for in “Other In-Use Units manufactured prior to 1992” equipment category	Same as Proposed Project	0
New or Relocated Remediation Units	15 years if installed after December 5, 2008 & before January 1, 2011	No Change	0	Same as Proposed Project	0	Extend eligibility date for exempt equipment installation by 1 year to January 1, 2012	Accounted for in “Other In-Use Units manufactured prior to 1992” equipment category	Same as Proposed Project	0
New Food Ovens, Fryers, Heated Process Tanks, Parts Washers & Evaporators	15 years if installed after December 5, 2008 & before January 1, 2013	No Change	0	Same as Proposed Project	0	Extend eligibility date for exempt equipment installation by 1 year to January 1, 2014	Accounted for in “Other In-Use Units manufactured prior to 1998” equipment category	Same as Proposed Project	0



**Table 1-2 (concluded)**  
**Summary of PAR 1147 & Project Alternatives**

Rule Components									
Equipment Category	Current Compliance Schedule	Proposed Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative A: No Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative B: Delayed Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative C: Expedited Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)
In-Use Afterburners, Degassing Units, Catalytic Oxidizers, Thermal Oxidizers, Vapor Incinerators, Evaporators, Food Ovens, Fryers, Heated Process Tanks, Parts Washers & Spray Booth Make-Up Air Heaters manufactured prior to 1988	July 1, 2013	<u>Delay Compliance Date by 1 year to July 1, 2014</u> <u>No Change</u>	<u>0</u> <u>Accounted for in “Other In-Use Units manufactured prior to 1998” equipment category</u>	<u>Same as Proposed Project</u> <u>No Change</u>	0	Delay Compliance Date by 1 year to July 1, 2014	Accounted for in “Other In-Use Units manufactured prior to 1998” equipment category	<u>Same as Proposed Project</u> <u>No Change</u>	0
<u>Mitigation Fee Option eligible for any unit with emissions of more than 1 pound per day</u>	<u>None</u>	<u>Delay Compliance Date by 3 years (date varies by equipment category)</u>	<u>0</u> <sup>4</sup>	<u>No Change</u>	<u>0</u>	<u>No Change</u>	<u>0</u>	<u>No Change</u>	<u>0</u>
<b>Potential NOx Emission Reductions Delayed</b>			0.70 (2010) 1.40 (2011) 0.71 <del>9</del> (2012) 0 (2013-2014) 0.06 (2015) 0.06 (2016) 0.06 (2017) 0 (2018-2019)		0		0.70 (2010) 1.40 (2011) 1.40 (2012) 0.70 (2013) 0 (2014) 0.30 – 0.90 (2015 & each year after)		0.70 (2010) 1.40 (2011) 0.70 (2012) 0 (2013-2014) 0.06 (2015) 0.06 (2016) 0.06 (2017) 0 (2018-2019)

<sup>4</sup> Impacts for NOx emission reductions delayed are mitigated by funding leaf blower exchange programs.

**Table 1-3  
Comparison of Adverse Environmental Impacts of the Alternatives**

<b>Category</b>	<b>Proposed Project</b>	<b>Alternative A: No Project</b>	<b>Alternative B: Delayed Compliance</b>	<b>Alternative C: Expedited Compliance</b>
<b>Air Quality (during operation)</b>	Delays daily NOx emission reductions as follows: 0.70 ton/day in 2010 1.40 ton/day in 2011 0.710 ton/day in 2012 0 ton/day in 2013 0 ton/day in 2014 0.06 ton/day in 2015 0.06 ton/day in 2016 0.06 ton/day in 2017 0 ton/day in 2018 0 ton/day in 2019	No change to NOx emission reduction schedule.	Additional delays in daily NOx emission reductions as follows: 0.70 ton/day in 2010 1.40 ton/day in 2011 1.40 ton/day in 2012 0.70 ton/day in 2013 0 ton/day in 2014 0.30 to 0.90 ton/day in 2015 and for each year after	Fewer delays in daily NOx emission reductions as follows: 0.70 ton/day in 2010 1.40 ton/day in 2011 0.70 ton/day in 2012 0 ton/day in 2013 0 ton/day in 2014 0.06 ton/day in 2015 0.06 ton/day in 2016 0.06 ton/day in 2017 0 ton/day in 2018 0 ton/day in 2019
<b>Air Quality Operational Impacts Significant?</b>	Significant for delayed NOx emission reductions.	Not significant for any pollutant. However, compliance cannot be achieved by the original compliance schedule for most equipment.	Significant for delayed NOx emission reductions and more significant (less stringent) than the proposed project for years 2012, 2013, 2015 and for each year after.	Significant for delayed NOx emission reductions and equivalent to proposed project.

## **CHAPTER 2**

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### **PROJECT DESCRIPTION**

**Project Location**

**Project Background**

**Project Objective**

**Project Description**

**Summary of Affected Equipment and Methods of Compliance**

## PROJECT LOCATION

The SCAQMD has jurisdiction over an area of 10,473 square miles (referred to hereafter as the District), consisting of the four-county South Coast Air Basin and the Riverside County portions of the Salton Sea Air Basin (SSAB) and the Mojave Desert Air Basin (MDAB). The Basin, which is a subarea of the SCAQMD’s jurisdiction, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The 6,745 square-mile Basin includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The Riverside County portion of the SSAB and MDAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. The federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of both Riverside County and the SSAB and is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east (Figure 2-1).



Figure 2-1  
Boundaries of the South Coast Air Quality Management District

## PROJECT BACKGROUND

Adopted in December 2008, Rule 1147 controls NO<sub>x</sub> emissions from miscellaneous gas and liquid fuel fired combustion equipment, including, but not limited to: ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, degassing units, incinerators, and soil remediation units. Under Rule 1147, regulated equipment must meet an emission limit of 30 ppm to 60 ppm of NO<sub>x</sub> based on the type of equipment. Alternatively, equipment may meet a NO<sub>x</sub> limit between 0.036 pounds per million British Thermal Units (lb/MMBTU) and 0.080 lb/MMBTU based on the type of equipment.

Compliance is phased in for equipment based on age. Effective January 1, 2010, new, relocated, or modified equipment (except for tar pots) must comply with the emission limits in Rule 1147.

For in-use equipment, compliance dates for emission limits are based on the date of equipment manufacture, and emission limits are applicable to older equipment first. Owners of equipment are provided at least 15 years before they must modify or replace existing equipment to meet emission limits. Rule 1147 also contains test methods and provides alternate compliance options including a process for certification of equipment NO<sub>x</sub> emissions through an approved testing program. Other requirements include equipment maintenance, meters and recordkeeping.

Rule 1147 contains a phased-in approach for imposing NO<sub>x</sub> emission limits on equipment based on age. For example, as of July 1, 2010, equipment aged 25 years or older was required to meet a specified NO<sub>x</sub> emission limit. One year later, equipment aged between 20 and 25 years old will also be required to meet a specified NO<sub>x</sub> emission limit. Lastly, equipment aged 15 years old will be required to meet another NO<sub>x</sub> emission limit. Exceptions to the basic schedule include soil remediation equipment that must comply on or after January 1, 2011, when a combustion modification or change of location occurs or when a new unit begins operating. Rule 1147 provides additional time for specific categories of equipment that have recently replaced burners or have a permit limit of less than one pound per day NO<sub>x</sub> at the time of Rule 1147 was adopted. The compliance objectives of Rule 1147 are tied to the following compliance dates: 1) 2014 to achieve the federal PM 2.5 standard; and, 2) 2023 to achieve the federal 8-hour ozone standard.

Since the adoption of Rule 1147, some equipment owners/operators are experiencing compliance challenges with certain components of the rule due to the economic downturn, specifically, the cost impacts associated with installing fuel and time meters for each affected unit by January 1, 2011. SCAQMD staff conducted more research and found that installation of time meters is not essential for determining compliance with Rule 1147. Further, SCAQMD staff determined that the need to install fuel meters is essential for determining compliance only for certain circumstances that depend on the compliance option chosen by the equipment operator.

In response to these compliance challenges, SCAQMD staff is proposing to amend Rule 1147 to delay implementation of the NO<sub>x</sub> emission limit compliance dates for existing (in-use) permitted equipment, to eliminate the requirement for the installation of time meters, and to remove the requirement for the installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NO<sub>x</sub> emission limits in terms of ppm.

So that facilities do not incur unnecessary expenses associated with complying with the current requirements in Rule 1147 that are the focus of the amendments considered as part of this proposed project, the Executive Officer is exercising enforcement discretion with regard to Rule 1147 until PAR 1147 is presented to the SCAQMD's Governing Board. Enforcement discretion means that the SCAQMD will not issue any new NOV's or NTC's and will cancel any previously issued NOV's and NTC's specifically related to the items that are subject of PAR 1147, until PAR 1147 is acted on by the Governing Board.

At the time of adoption, Rule 1147 was estimated to reduce annual average emissions of NO<sub>x</sub> by 3.5 tons per day by 2014 and 3.8 tons per day by 2023. Delaying the compliance dates in PAR 1147 means that there will be adjustments to the annual NO<sub>x</sub> emission reductions during varying compliance years as summarized in Table 2-1:

**Table 2-1  
Annual Adjustments to NOx Emission Reductions**

<b>Compliance Year</b>	<b>Current NOx Emission Reductions in Rule 1147 (tons/day)</b>	<b>Proposed NOx Emission Reductions in PAR 1147 (tons/day)</b>
2010	0.70	0
2011	0.70	0
2012	0.70	1.40
2013	0.70	1.40
2014	0.70	0.70
2015	0.06	0
2016	0.06	0
2017	0.06	0.12
2018	0.06	0.12
2019	0.06	0.06

Specifically, implementing PAR 1147 will result in a delay of: 1) 0.70 ton per day of NOx emission reductions in compliance years 2010 and 2011; and, 2) 0.06 ton per day of NOx emission reductions in compliance years 2015 and 2016. However, the 0.70 ton per day of NOx delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 ton per day of delayed NOx emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Thus, despite the delay in implementation of some of the compliance dates, the same amount of overall NOx emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g., 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).

### **PROJECT OBJECTIVE**

The primary focus of the proposed project is to amend Rule 1147 in order to bring compliance relief to owners/operators of affected combustion equipment by: 1) delaying implementation of certain NOx emission limit compliance dates for existing (in-use) permitted equipment; 2) removing the requirement for the installation of gas fuel meters for equipment that currently comply with the NOx emission level in terms of the ppm compliance option; and, 3) removing the requirement for time meters. Other minor changes are proposed for clarity and consistency throughout the proposed amended rule. While PAR 1147 will delay the implementation of some of the compliance dates, the objective is to achieve the same amount of overall NOx emission reductions in PAR 1147 as estimated in the current rule (e.g., 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).

### **PROJECT DESCRIPTION**

The proposed amendments to Rule 1147 would apply to the following categories of gaseous and liquid fuel-fired combustion equipment: 1) remediation units; 2) tar pots; 3) other units manufactured prior to 1986; 4) other units manufactured prior to 1992; and 5) other units manufactured prior to 1998. Specifically, the following amendments would:

- remove the requirements for the installation of time meters;
- remove the requirements for the installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm; ~~and,~~

- extend the NOx emission limit compliance dates in Table 2 – Compliance Schedule for In-Use Units for certain equipment categories by up to two years; and,
- extend the NOx emission limit compliance dates for units with emissions of more than one pound per day by up to three years provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NOx emission limit in Table 1 – NOx Emission Limit.

The following is a summary of the key proposed amendments to Rule 1147. Other minor changes are proposed for clarity and consistency throughout the proposed amended rule. A copy of PAR 1147 can be found in Appendix A of this Final Draft SEA.

#### Subdivision (b) – Definitions

For clarity and consistency throughout the rule, a new definition of “in-use unit” has been added and the definition of “make-up air heater” has been modified.

#### Subdivision (c) – Requirements

The compliance dates in paragraph (c)(1), Table 2 for certain equipment categories have been extended as follows: 1) from January 1, 2011 to March January 1, 2012 for remediation units; 2) from January 1, 2012 to January 1, 2013 for tar pots; 3) from January 1, 2010 to January 1, 2012 for other units manufactured prior to 1986; 4) from January 1, 2011 to January 1, 2012 for other units manufactured prior to 1992; and, 5) from January 1, 2012 to January 1, 2013 for other units manufactured prior to 1998; and, 6) from July 1, 2013 to July 1, 2014 for afterburners, degassing units, catalytic oxidizers, thermal oxidizers, vapor incinerators, evaporators, food ovens, fryers, heated process tanks, parts washers or spray booth make-up air heaters manufactured prior to 1998. In addition, Table 2 has been modified to include permit application submittal dates for each of the equipment categories.

Paragraph (c)(2) has been modified to clarify the starting operations date criteria for any tunnel kiln or crematory rebuilt prior to January 1, 2010.

The compliance determination requirements in paragraph (c)(3) have been modified to rely on the permit schedule, and not the flue gas oxygen concentration, to determine compliance with the NOx emission limits in Table 1.

Paragraph (c)(6) has been clarified to include criteria for demonstrating how NOx emissions of one pound per day or less will be determined when deferring compliance with the applicable NOx emission limits in Table 1.

Paragraph (c)(7) has been clarified to require the installer’s or maintenance company’s written maintenance schedule to be maintained on site at the facility as part of the maintenance activity records.

Lastly, Pparagraph (c)(8) has been modified to remove the requirement for time meters and to remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm.

Paragraph (c)(12) has been modified to: 1) remove the requirement that the shipping container contain the model number and rated heat input capacity of compliant unit and instead require the

information to be posted on the unit or burner; and 2) require the manufacturer or installer to demonstrate the gross heat input.

Lastly, paragraph (c)(14) has been modified to: 1) extend the submittal date of an alternate compliance plan from July 1, 2009 to January 1, 2012 to phase-in compliance of all units starting April 1, 2012 and ending before January 1, 2015; 2) require an alternate compliance plan to identify the units included in the plan and to include a schedule that specifies when each unit will comply with the emission limit and when the compliance determination for each unit will be completed; and, 3) allow the synchronization of all compliance dates into one date for multiple units in series that would otherwise have different compliance dates provided that the compliance date is no later than December 1, 2013.

#### Subdivision (d) – Compliance Determination

Paragraph (d)(1) has been modified to require compliance determinations to be: 1) calculated after unit start up; 2) based on the maximum heat input range at which the unit normally operates; and, 3) based on a heat input of less than 35 percent of the rated heat input capacity for units with process temperatures less than 1200 degrees Fahrenheit that operate with variable heat input that falls below 50 percent rated heat input capacity during normal operation.

Paragraph (d)(3) has been reorganized to clarify when District Source Test Method 7.1 is chosen to demonstrate compliance with the NO<sub>x</sub> emission limits, District Source Test Method 10.1 shall also be used to determine stack-gas oxygen and carbon dioxide concentrations.

New paragraph (d)(7) has been added to specify compliance demonstration requirements for either: 1) equipment with two or more units in series; 2) multiple units with a common exhaust; or, 3) units with one dual purpose burner that both heats the process and incinerates VOC, toxic or PM emissions.

#### Subdivision (e) – Certification

Paragraph (e)(6) has been modified to increase the time that a certification status would be valid from four years to five years and to require recertification after the fifth year.

#### Subdivision (g) – Exemptions

Subparagraph (g)(3)(D) has been modified to clarify the exemption for integrated thermal fluid heat exchanger that capture heat from the afterburner or vapor incinerator and oven or furnace exhaust in order to reduce fuel consumption by an oven, afterburner or vapor incinerator.

Paragraph (g)(4) has been modified to extend the end date of the exemption for new afterburners, degassing units, thermal oxidizers, catalytic oxidizers, vapor incinerators and spray booth make-up air heaters from January 1, 2011 to March 1, 2012.

Paragraph (g)(5) has been modified to extend the end installation date of the exemption for new or relocated remediation unit to March 1, 2012. However, the exemption will expire if there is a combustion modification or change of location that occurs on or after January 1, 2012.

#### Subdivision (h) – Technology Assessment

New subdivision (h) has been added to require the SCAQMD's Executive Officer to conduct a technology assessment and report to the Governing Board on or before December 7, 2015



regarding the availability of burner systems and units for processes with NOx emissions of one pound per day or less.

Subdivision (i) – Mitigation Fee Compliance Option

New paragraph (i)(1) has been added to allow an extension of the NOx emission limit compliance dates for units with emissions of more than one pound per day by up to three years provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NOx emission limit in Table 1 – NOx Emission Limit.

New paragraph (i)(2) has been added to require a compliance demonstration for units that will be subject to the mitigation fee compliance option.

New paragraph (i)(3) has been added to establish plan submittal requirements for the alternate compliance plan.

**SUMMARY OF AFFECTED EQUIPMENT AND METHODS OF COMPLIANCE**

There are approximately 6,600 units located at 3,000 facilities that are subject to the emission limits in Rule 1147. Of these, approximately 1,600 units located at 800 facilities currently meet the NOx emission limits in Rule 1147. At the time Rule 1147 was adopted, SCAQMD staff estimated that there were as many as 2,500 permitted units (excluding remediation units) with NOx emission limits greater than one pound per day that would potentially become subject to the emission limits in Rule 1147 between compliance years 2010 and 2014. Further, an additional 2,500 permitted units with NOx emission limits of less than one pound per day were expected to become subject to the emission limits in Rule 1147 between compliance years 2015 and 2019. In addition, SCAQMD staff estimated that 100 to 200 remediation units per year will become subject to the NOx emission limits in Rule 1147 starting in 2011, and all units would be required to meet the applicable NOx emission limit by 2023.

Table 2-2 provides a summary of the various types of equipment that are subject to the requirements in Rule 1147.

**Table 2-2**  
**Summary of Equipment Categories and NO<sub>x</sub> Emission Limits in Rule 1147**

Equipment Category	NO <sub>x</sub> Emission Limit ppm @ 3% O <sub>2</sub> , dry or lb/mmBtu heat input		
	Process Temperature		
Gaseous Fuel-Fired Equipment	≤ 800 °F	> 800 °F and < 1200 °F	≥ 1200 °F
	Asphalt Manufacturing Operation	40 ppm	40 ppm
Afterburner, Degassing Unit, Remediation Unit, Thermal Oxidizer, Catalytic Oxidizer or Vapor Incinerator <sup>1</sup>	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Evaporator, Fryer, Heated Process Tank, or Parts Washer	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Metal Heat Treating, Metal Melting Furnace, Metal Pot, or Tar Pot	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Oven, Dehydrator, Dryer, Heater, Kiln, Crematory, Incinerator, Calciner, Cooker, Roaster, Furnace, or Heated Storage Tank	30 ppm or 0.036 lb/mmBtu	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Make-Up Air Heater or other Air Heater located outside of building with temperature controlled zone inside building	30 ppm or 0.036 lb/mmBtu	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Tenter Frame or Fabric or Carpet Dryer	30 ppm or 0.036 lb/mmBtu	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Other Unit or Process Temperature	30 ppm or 0.036 lb/mmBtu	30 ppm or 0.036 lb/mmBtu	60 ppm or 0.073 lb/mmBtu
Liquid Fuel-Fired Equipment	Process Temperature		
	≤ 800 °F	> 800 °F and < 1200 °F	≥ 1200 °F
All liquid fuel-fired Units	40 ppm or 0.053 lb/mmBtu	40 ppm or 0.053 lb/mmBtu	60 ppm or 0.080 lb/mmBtu

<sup>1</sup> Emission limit applies to burners in units fueled by 100 percent natural gas that are used to incinerate air toxics, VOCs, or other vapors; or to heat a unit. The emission limit applies solely when burning 100 percent fuel and not when the burner is incinerating air toxics, VOCs, or other vapors. The unit shall be tested or certified to meet the emission limit while fueled with natural gas.

As was assumed at the time of adoption of Rule 1147, delayed compliance with the specified NO<sub>x</sub> emission limits for in-use units as proposed in PAR 1147 is expected to continue to be achieved primarily by installing ultra-low NO<sub>x</sub> burners, but on a delayed installation schedule. For existing (in-use) equipment, compliance with PAR 1147 means that the owner/operator will either retrofit the existing unit with an ultra-low NO<sub>x</sub> burner that the manufacturer has obtained SCAQMD certification as compliant with the NO<sub>x</sub> emission standard or if the existing unit is at the end of its useful life, replace it with a new compliant unit. Retrofitting an existing unit would consist of utilizing a retrofit kit that requires removing the existing burner and replacing it with a compliant, ultra-low NO<sub>x</sub> burner. Similarly, compliance with PAR 1147 for a new unit means that the equipment, at the time of manufacture, will be equipped with compliant ultra-low NO<sub>x</sub> burner technology that the manufacturer has obtained SCAQMD certification to achieve the NO<sub>x</sub> emission standards. No add-on control equipment is expected to be used for either new or existing units to comply with the new NO<sub>x</sub> emission limits because compliance with the existing

NOx limits on a delayed scheduled can be achieved with ultra-low NOx burners. Typically, the size of an ultra-low NOx burner will be about the same size or slightly larger than the burner being replaced. For example, the dimensions of an ultra-low NOx burner are approximately two feet by four feet for an 18 mmBTU/hr unit.

Subsequent to the release of the Draft SEA, the proposed project has been revised to extend the NOx emission limit compliance dates for units with emissions of more than one pound per day by up to three years (e.g., by 2014) provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NOx emission limit through the aforementioned compliance methods.

By allowing an extension in the compliance dates in PAR 1147, some operators of affected equipment may delay their decision to make physical changes to their affected units and instead, take advantage of the mitigation fee option. Doing so could potentially cause additional delays in achieving the proposed NOx emission reductions contained in PAR 1147 by 0.175 ton per day (350 pounds per day) to 0.350 ton per day (700 pounds per day) by 2014.

To address the delay in NOx emissions reductions that may result from participation in the mitigation fee option, the SCAQMD has identified a mitigation measure that would require applying the emissions mitigation fee to fund leaf blower exchange programs to generate equivalent concurrent emission reductions. Thus, any delayed NOx emission reductions that may occur would be expected to be fully offset by the emission reductions occurring from leaf blower exchange program as explained in Chapter 4. In addition, potential indirect impacts from the leaf blower exchange programs are also considered in Chapter 4.

Based on past leaf blower exchange programs, it is expected that they could supply up to 3,000 pounds of NOx emission reductions per year because past leaf blower exchange events have already generated these NOx emission reductions and future events are expected to continue to generate this level of NOx emission reductions. Further, the leaf blower exchanges have been over-subscribed events based on the high demand for the newer, more efficient leaf blowers. In addition, since leaf blowers have a much shorter life-span than lawn mowers, for example, leaf blowers need to be replaced more often. Based on the high demand for the new, more efficient leaf blowers, participation in the future leaf blower exchanges are anticipated to continue to occur at the same levels as in the past. Thus, the NOx emission reductions to be generated by the leaf blower exchange program are expected to be available to offset any additional NOx emission reduction delays that may occur as a result of implementing the mitigation fee option in PAR 1147.

## **CHAPTER 3**

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### **EXISTING SETTING**

**Introduction**

**Existing Setting**

**Air Quality and Greenhouse Gas Emissions**

## **INTRODUCTION**

In order to determine the significance of the impacts associated with a proposed project, it is necessary to evaluate the project's impacts against the backdrop of the environment as it exists at the time the NOP/IS is published. The CEQA Guidelines define "environment" as "the physical conditions that exist within the area which will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance" (CEQA Guidelines §15360; see also Public Resources Code §21060.5). Furthermore, a CEQA document must include a description of the physical environment in the vicinity of the project, as it exists at the time the NOP/IS is published, from both a local and regional perspective (CEQA Guidelines §15125). Therefore, the "environment" or "existing setting" against which a project's impacts are compared consists of the immediate, contemporaneous physical conditions at and around the project site (Remy, et al; 1996).

The following section summarizes the existing setting for air quality and GHG emissions which is the only environmental topic identified in the NOP/IS that may be adversely affected by the proposed project. The Final Program EIR for the 2007 AQMP also contains comprehensive information on existing and projected environmental settings for the topic of air quality and GHG emissions. Copies of the referenced document are available from the SCAQMD's Public Information Center by calling (909) 396-2039.

## **EXISTING SETTING**

Rule 1147 affects the following categories of gaseous and liquid fuel-fired combustion equipment: 1) remediation units; 2) tar pots; 3) other units manufactured prior to 1986; 4) other units manufactured prior to 1992; and, 5) other units manufactured prior to 1998. Specifically, Rule 1147 controls NO<sub>x</sub> emissions from miscellaneous gas and liquid fuel fired combustion equipment, including, but not limited to: ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, degassing units, incinerators, and soil remediation units. Under Rule 1147, regulated equipment must meet an emission limit of 30 ppm to 60 ppm of NO<sub>x</sub> based on the type of equipment. Alternatively, equipment may meet a NO<sub>x</sub> limit between 0.036 lb/MMBTU and 0.080 lb/MMBTU based on the type of equipment

### **Baseline Emission Inventory**

Rule 1147 applies to manufacturers (NAICS 333), distributors and wholesalers (NAICS 423) of combustion equipment, as well as owners and operators of ovens, dryers, furnaces, and other equipment in the district (NAICS 23, 31, 32, and 33, respectively). The units subject to Rule 1147 are used in industrial, commercial and institutional settings for a wide variety of processes. Rule 1147 is applicable to 6,600 units located at 3,000 facilities. At the time Rule 1147 was adopted in 2008, approximately 1,600 units located at 800 facilities already complied with the NO<sub>x</sub> emission limits. The baseline emission inventory for equipment subject to Rule 1147, as summarized in Table 3-1, is 4.9 tons per day of NO<sub>x</sub> (from 2002 NO<sub>x</sub> emissions inventory in the 2007 AQMP). The percent of equipment subject to emission limits in each specific year was based upon a survey of the SCAQMD permit database.

**Table 3-1  
NOx Baseline Emission Inventory for Rule 1147 Equipment**

<b>Fuel</b>	<b>Equipment Category</b>	<b>Typical Uncontrolled NOx Emissions</b>	<b>Rule 1147 NOx Emission Limit</b>	<b>No. of Units</b>	<b>NOx Baseline Emission Inventory (tons/day)</b>
<b>Natural Gas</b>	Asphalt Operations	90-120 ppm	40 ppm	71	0.071
	Open Heated Tank or Evaporator	120 ppm	60 ppm or 0.073 lb/mmBTU	200	0.199
	Degassing, Incinerator, or Soil Remediation > 1200° F	120 ppm		480	0.478
	Fryer	120 ppm		101	0.100
	Metal Heat Treating	150-210 ppm		136	0.135
	Metal Melting Furnace	150-210 ppm		118	0.117
	Metal or Tar Pot	90-210 ppm		237	0.236
	Other > 1200° F	120 ppm		295	0.293
	Oven, Dehydrator, Dryer, Heater, etc. ≤ 800° F	120 ppm		20 ppm or 0.024 lb/mmBTU	2,335
	Degassing, Incinerator, or Soil Remediation ≤ 1200° F	120 ppm	30 ppm or 0.036 lb/mmBTU	479	0.477
	Make Up Air Heater	120 ppm	30 ppm or 0.036 lb/mmBTU	34	0.034
	Oven, Dehydrator, Dryer, Heater, etc. > 800 and ≤ 1200° F	120 ppm		161	0.160
	Tenter Frame or Carpet Dryer	90-120 ppm		45	0.048
	Other Air Heater Outside Building	120 ppm		15	0.015
	Other with Process Temperature ≤ 1200° F	120 ppm		196	0.195
<b>Liquid Fuel</b>	Liquid Fuel > 1200° F	120-180 ppm	60 ppm or 0.080 lb/mmBTU	0	0
	Liquid Fuel ≤ 1200° F	120-180 ppm	40 ppm or 0.053 lb/mmBTU	21	0.021
<b>Total:</b>				<b>4,924</b>	<b>4.899</b>

### **AIR QUALITY AND GREENHOUSE GAS EMISSIONS**

This section provides an overview of air quality in the District. A more detailed discussion of current and projected future air quality in the District, with and without additional control measures can also be found in the Final Program EIR for the 2007 AQMP (Chapter 3).

It is the responsibility of the SCAQMD to ensure that state and federal ambient air quality standards are achieved and maintained in its geographical jurisdiction. Health-based air quality standards have been established by California and the federal government for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), particulate matter less than 10 microns (PM<sub>10</sub>), particulate matter less than 2.5 microns (PM<sub>2.5</sub>) sulfur dioxide

(SO<sub>2</sub>) and lead. These standards were established to protect sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. The California standards are more stringent than the federal standards and in the case of PM<sub>10</sub> and SO<sub>2</sub>, far more stringent. California has also established standards for sulfates, visibility reducing particles, hydrogen sulfide, and vinyl chloride. The state and national ambient air quality standards for each of these pollutants and their effects on health are summarized in Table 3-2. The SCAQMD monitors levels of various criteria pollutants at 34 monitoring stations. The 2009 air quality data from SCAQMD's monitoring stations are presented in Table 3-3.

**Table 3-2  
State and Federal Ambient Air Quality Standards**

AIR POLLUTANT	STATE STANDARD	FEDERAL PRIMARY STANDARD	MOST RELEVANT EFFECTS
	CONCENTRATION, AVERAGING TIME		
Carbon Monoxide (CO)	20 ppm, 1-hour average > 9.0 ppm, 8-hour average >	35 ppm, 1-hour average > 9 ppm, 8-hour average >	(a) Aggravation of angina pectoris and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; and, (d) Possible increased risk to fetuses.
Ozone (O <sub>3</sub> )	0.07 ppm, 8-hour average >	0.075 ppm, 8-hour average >	(a) Short-term exposures: 1) Pulmonary function decrements and localized lung edema in humans and animals; and, 2) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (b) Long-term exposures: Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (c) Vegetation damage; and, (d) Property damage.
Nitrogen Dioxide (NO <sub>2</sub> )	0.18 ppm, 1-hour average > 0.030 ppm, annual average >	0.0534 ppm, AAM >	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; and, (c) Contribution to atmospheric discoloration.
Sulfur Dioxide (SO <sub>2</sub> )	0.25 ppm, 1-hour average > 0.04 ppm, 24-hour average >	0.075 ppm (99 <sup>th</sup> percentile) 0.14 ppm, 24-hour average > 0.03 ppm, AAM >	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma.
Suspended Particulate Matter (PM <sub>10</sub> )	50 µg/m <sup>3</sup> , 24-hour > 20 µg/m <sup>3</sup> , AAM >	150 µg/m <sup>3</sup> , 24-hour >	(a) Excess deaths from short-term exposures and exacerbation of symptoms in sensitive patients with respiratory disease; and, (b) Excess seasonal declines in pulmonary function, especially in children.

KEY:

ppm = parts per million

AAM = Annual Arithmetic Mean

µg/m<sup>3</sup> = micrograms per cubic meter

**Table 3-2 (concluded)**  
**State and Federal Ambient Air Quality Standards**

AIR POLLUTANT	STATE STANDARD	FEDERAL PRIMARY STANDARD	MOST RELEVANT EFFECTS
	CONCENTRATION, AVERAGING TIME		
Suspended Particulate Matter (PM <sub>2.5</sub> )	12 µg/m <sup>3</sup> , AAM >	15 µg/m <sup>3</sup> , AAM > 35 µg/m <sup>3</sup> , 24-hour >	(a) Increased hospital admissions and emergency room visits for heart and lung disease; (b) Increased respiratory symptoms and disease; and, (c) Decreased lung functions and premature death.
Lead	1.5 µg/m <sup>3</sup> , 30-day average >=	0.15 µg/m <sup>3</sup> , rolling three-month average > 1.5 µg/m <sup>3</sup> , quarterly average >	(a) Increased body burden; and, (b) Impairment of blood formation and nerve conduction.
Sulfates (SO <sub>x</sub> )	25 µg/m <sup>3</sup> , 24-hour average >=		(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; and, (f) Property damage.
Visibility-Reducing Particles	Insufficient amount to give an extinction coefficient >0.23 inverse kilometers (visual range to less than 10 miles) with relative humidity less than 70 percent, 8-hour average (10am – 6pm PST)		Nephelometry and AISI Tape Sampler; instrumental measurement on days when relative humidity is less than 70 percent.
Vinyl Chloride	0.010 ppm, 24-hour average >=		Known carcinogen.
Hydrogen Sulfide	0.03 ppm, 1-hour average >=		Odor annoyance.

## KEY:

ppm = parts per million

AAM = Annual Arithmetic Mean

µg/m<sup>3</sup> = micrograms per cubic meter



**Table 3-3**  
**2009 Air Quality Data – South Coast Air Quality Management District**

CARBON MONOXIDE (CO)						
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Max. Conc. ppm, 1-hour	Max. Conc. ppm, 8-hour	No. Days Standard Exceeded <sup>a)</sup>	
					Federal > 9.0 ppm, 8-hour	State > 9.0 ppm, 8-hour
<b>LOS ANGELES COUNTY</b>						
1	Central Los Angeles	357	3	2.2	0	0
2	Northwest Coastal Los Angeles County	365	2	1.5	0	0
3	Southwest Coastal Los Angeles County	349	2	1.9	0	0
4	South Coastal Los Angeles County 1	362	3	2.2	0	0
4	South Coastal Los Angeles County 2	--	--	--	--	--
6	West San Fernando Valley	365	4	2.8	0	0
7	East San Fernando Valley	365	3	2.9	0	0
8	West San Gabriel Valley	365	4	2.1	0	0
9	East San Gabriel Valley 1	357	3	1.7	0	0
9	East San Gabriel Valley 2	351	3	2.1	0	0
10	Pomona/Walnut Valley	365	3	1.8	0	0
11	South San Gabriel Valley	365	3	2.1	0	0
12	South Central Los Angeles County	354	7	4.6	0	0
13	Santa Clarita Valley	361	2	1.4	0	0
<b>ORANGE COUNTY</b>						
16	North Orange County	365	4	2.3	0	0
17	Central Orange County	365	3	2.7	0	0
18	North Coastal Orange County	362	3	2.2	0	0
19	Saddleback Valley	362	2	1.0	0	0
<b>RIVERSIDE COUNTY</b>						
22	Norco/Corona	--	--	--	--	--
23	Metropolitan Riverside County 1	364	2	1.9	0	0
23	Metropolitan Riverside County 2	365	3	1.8	0	0
23	Mira Loma	364	3	2.4	0	0
24	Perris Valley	--	--	--	--	--
25	Lake Elsinore	365	1	0.7	0	0
29	Banning Airport	--	--	--	--	--
30	Coachella Valley 1**	365	2	0.7	0	0
30	Coachella Valley 2**	--	--	--	--	--
<b>SAN BERNARDINO COUNTY</b>						
32	Northwest San Bernardino Valley	365	2	1.5	0	0
33	Southwest San Bernardino Valley	--	--	--	--	--
34	Central San Bernardino Valley 1	365	2	1.5	0	0
34	Central San Bernardino Valley 2	363	3	1.9	0	0
35	East San Bernardino Valley	--	--	--	--	--
37	Central San Bernardino Mountains	--	--	--	--	--
38	East San Bernardino Mountains	--	--	--	--	--
DISTRICT MAXIMUM			7	4.6	0	0
SOUTH COAST AIR BASIN			7	4.6	0	0

## KEY:

ppm = parts per million

-- = Pollutant not monitored

\*\* Salton Sea Air Basin

- a) The federal 8-hour standard (8-hour average CO > 9 ppm) and state 8-hour standard (8-hour average CO > 9.0 ppm) were not exceeded. The federal and state 1-hour standards (35 ppm and 20 ppm) were not exceeded either.

**Table 3-3 (continued)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

OZONE (O <sub>3</sub> )											
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Max. Conc. in ppm 1-hr	Max. Conc. in ppm 8-hr	4th High Conc. ppm 8-hr	No. Days Standard Exceeded					
						Health Advisory	Federal <sup>b)</sup>			State <sup>c)</sup>	
						≥ 0.15 ppm 1-hr	> 0.12 ppm 1-hr	> 0.08 ppm 8-hr	> 0.075 ppm 8-hr	> 0.09 ppm 1-hr	> 0.070 ppm 8-hr
<b>LOS ANGELES COUNTY</b>											
1	Central Los Angeles	365	0.14	0.100	0.073	0	1	2	3	5	365
2	Northwest Coastal Los Angeles County	365	0.13	0.094	0.075	0	1	3	6	5	365
3	Southwest Coastal Los Angeles County	352	0.08	0.070	0.061	0	0	0	--	--	352
4	South Coastal Los Angeles County 1	363	0.09	0.068	0.064	0	0	0	--	--	363
4	South Coastal Los Angeles County 2	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	365	0.13	0.100	0.093	0	1	19	15	31	365
7	East San Fernando Valley	365	0.15	0.096	0.086	1	1	14	16	28	365
8	West San Gabriel Valley	365	0.18	0.114	0.095	1	3	12	12	19	365
9	East San Gabriel Valley 1	365	0.15	0.107	0.091	1	4	17	23	32	365
9	East San Gabriel Valley 2	352	0.15	0.118	0.108	3	7	42	45	64	352
10	Pomona/Walnut Valley	365	0.14	0.099	0.095	0	1	23	25	37	365
11	South San Gabriel Valley	365	0.13	0.101	0.072	0	1	3	8	6	365
12	South Central Los Angeles County	354	0.10	0.086	0.064	0	0	1	2	1	354
13	Santa Clarita Valley	357	0.14	0.122	0.103	0	5	64	57	77	357
<b>ORANGE COUNTY</b>											
16	North Orange County	365	0.11	0.082	0.075	0	0	3	4	9	365
17	Central Orange County	365	0.09	0.077	0.068	0	0	1	--	2	365
18	North Coastal Orange County	365	0.09	0.075	0.066	0	0	0	--	3	365
19	Saddleback Valley	362	0.12	0.095	0.084	0	0	10	7	14	362
<b>RIVERSIDE COUNTY</b>											
22	Norco/Corona	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	346	0.12	0.100	0.089	0	0	35	25	57	346
23	Metropolitan Riverside County 2	--	--	--	--	--	--	--	--	--	--
23	Mira Loma	364	0.12	0.090	0.086	0	0	22	15	37	364
24	Perris Valley	354	0.13	0.108	0.101	0	1	67	53	88	354
25	Lake Elsinore	365	0.13	0.105	0.096	0	1	37	24	65	365
29	Banning Airport	359	0.13	0.104	0.100	0	1	70	55	93	359
30	Coachella Valley 1**	365	0.12	0.098	0.096	0	0	53	--	73	365
30	Coachella Valley 2**	365	0.10	0.090	0.085	0	0	24	--	41	365
<b>SAN BERNARDINO COUNTY</b>											
32	Northwest San Bernardino Valley	365	0.15	0.121	0.102	1	3	49	51	71	365
33	Southwest San Bernardino Valley	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	365	0.14	0.128	0.100	0	3	48	45	65	365
34	Central San Bernardino Valley 2	363	0.15	0.126	0.101	1	2	62	53	79	363
35	East San Bernardino Valley	365	0.15	0.122	0.100	1	1	73	62	91	365
37	Central San Bernardino Mountains	364	0.15	0.121	0.110	2	7	92	70	107	364
38	East San Bernardino Mountains	--	--	--	--	--	--	--	--	--	--
<b>DISTRICT MAXIMUM</b>				0.18	0.128	0.110	3	7	92	70	107
<b>SOUTH COAST AIR BASIN</b>				0.18	0.128	0.110	6	15	113	102	133

## KEY:

ppm = parts per million

-- = Pollutant not monitored

\*\* Salton Sea Air Basin

- b) The federal 1-hour ozone standard was revoked and replaced by the 8-hour average ozone standard effective June 15, 2005. USEPA has revised the federal 8-hour ozone standard from 0.084 ppm to 0.075 ppm, effective May 27, 2008.
- c) The 8-hour average California ozone standard of 0.070 ppm was established effective May 17, 2006.

**Table 3-3 (continued)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

NITROGEN DIOXIDE (NO <sub>2</sub> )					
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Max. Conc. <sup>d)</sup> ppm, 1-hour	98 <sup>th</sup> Percentile Conc. ppm, 1-hour	Annual Average <sup>d)</sup> AAM Conc. ppm
<b>LOS ANGELES COUNTY</b>					
1	Central Los Angeles	365	0.12	0.07	0.0281
2	Northwest Coastal Los Angeles County	355	<del>0.17</del> 0.08	0.06	0.0170
3	Southwest Coastal Los Angeles County	--	0.08	0.07	0.0159
4	South Coastal Los Angeles County 1	362	0.11	0.07	0.0212
4	South Coastal Los Angeles County 2	--	--	--	--
6	West San Fernando Valley	365	0.07	0.06	0.0171
7	East San Fernando Valley	353	0.09	0.07	0.0274
8	West San Gabriel Valley	365	0.08	0.06	0.0221
9	East San Gabriel Valley 1	365	0.10	0.07	0.0194
9	East San Gabriel Valley 2	350	0.09	0.06	0.0170
10	Pomona/Walnut Valley	365	0.10	0.08	0.0274
11	South San Gabriel Valley	361	0.10	0.07	0.0259
12	South Central Los Angeles County	--	0.09	0.07	0.0214
13	Santa Clarita Valley	--	<del>0.13</del> 0.06	0.05	0.0151
<b>ORANGE COUNTY</b>					
16	North Orange County	365	0.10	0.06	0.0206
17	Central Orange County	365	0.07	0.06	0.0179
18	North Coastal Orange County	365	0.07	0.06	0.0130
19	Saddleback Valley	--	--	--	--
<b>RIVERSIDE COUNTY</b>					
22	Norco/Corona	--	--	--	--
23	Metropolitan Riverside County 1	357	0.08	0.06	0.0171
23	Metropolitan Riverside County 2	365	0.08	0.06	0.0200
23	Mira Loma	--	0.08	0.05	0.0158
24	Perris Valley	--	--	--	--
25	Lake Elsinore	365	0.06	0.04	0.0129
29	Banning Airport	--	0.06	0.05	0.0109
30	Coachella Valley 1**	349	0.05	0.04	0.0081
30	Coachella Valley 2**	--	--	--	--
<b>SAN BERNARDINO COUNTY</b>					
32	Northwest San Bernardino Valley	363	0.11	0.07	0.0239
33	Southwest San Bernardino Valley	--	--	--	--
34	Central San Bernardino Valley 1	365	0.11	0.07	0.0235
34	Central San Bernardino Valley 2	363	0.08	0.06	0.0196
35	East San Bernardino Valley	--	--	--	--
37	Central San Bernardino Mountains	--	--	--	--
38	East San Bernardino Mountains	--	--	--	--
DISTRICT MAXIMUM			0.17	0.08	0.0281
SOUTH COAST AIR BASIN			0.17	0.08	0.0281

## KEY:

ppm = parts per million

AAM = Annual Arithmetic Mea

-- = Pollutant not monitored

\*\* Salton Sea Air Basin

d) The federal standard is annual arithmetic mean NO<sub>2</sub> > 0.534 ppm. CARB has revised the NO<sub>2</sub> 1-hour standard from 0.25 ppm to 0.18 ppm and has established a new annual standard of 0.030 ppm, effective March 20, 2008.

**Table 3-3 (continued)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

SULFUR DIOXIDE (SO <sub>2</sub> )				
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Maximum Conc. <sup>e)</sup> ppm, 1-hour	Maximum Conc. <sup>e)</sup> ppm, 24-hour
<b>LOS ANGELES COUNTY</b>				
1	Central Los Angeles	365	0.01	0.002
2	Northwest Coastal Los Angeles County	--	--	--
3	Southwest Coastal Los Angeles County	--	0.02	0.006
4	South Coastal Los Angeles County 1	361	0.02	0.005
4	South Coastal Los Angeles County 2	--	--	--
6	West San Fernando Valley	--	--	--
7	East San Fernando Valley	362	0.01	0.003
8	West San Gabriel Valley	--	--	--
9	East San Gabriel Valley 1	--	--	--
9	East San Gabriel Valley 2	--	--	--
10	Pomona/Walnut Valley	--	--	--
11	South San Gabriel Valley	--	--	--
12	South Central Los Angeles County	--	--	--
13	Santa Clarita Valley	--	--	--
<b>ORANGE COUNTY</b>				
16	North Orange County	--	--	--
17	Central Orange County	--	--	--
18	North Coastal Orange County	364	0.01	0.004
19	Saddleback Valley	--	--	--
<b>RIVERSIDE COUNTY</b>				
22	Norco/Corona	--	--	--
23	Metropolitan Riverside County 1	364	0.01	0.003
23	Metropolitan Riverside County 2	--	--	--
23	Mira Loma	--	--	--
24	Perris Valley	--	--	--
25	Lake Elsinore	--	--	--
29	Banning Airport	--	--	--
30	Coachella Valley 1**	--	--	--
30	Coachella Valley 2**	--	--	--
<b>SAN BERNARDINO COUNTY</b>				
32	Northwest San Bernardino Valley	--	--	--
33	Southwest San Bernardino Valley	--	--	--
34	Central San Bernardino Valley 1	365	0.01	0.002
34	Central San Bernardino Valley 2	--	--	--
35	East San Bernardino Valley	--	--	--
37	Central San Bernardino Mountains	--	--	--
38	East San Bernardino Mountains	--	--	--
DISTRICT MAXIMUM				0.02
SOUTH COAST AIR BASIN				0.02

## KEY:

ppm = parts per million

-- = Pollutant not monitored

\*\* Salton Sea Air Basin

- e) The state standards are 1-hour average SO<sub>2</sub> > 0.25 ppm and 24-hour average SO<sub>2</sub> > 0.04 ppm. The federal standards are annual arithmetic mean SO<sub>2</sub> > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm. The federal and state SO<sub>2</sub> standards were not exceeded.

**Table 3-3 (continued)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

SUSPENDED PARTICULATE MATTER PM10 <sup>f)</sup>						
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Max. Conc. $\mu\text{g}/\text{m}^3$ , 24-hour	No. (%) Samples Exceeding Standard		Annual Average <sup>g)</sup> AAM Conc. $\mu\text{g}/\text{m}^3$
				Federal > 150 $\mu\text{g}/\text{m}^3$ , 24-hour	State > 50 $\mu\text{g}/\text{m}^3$ , 24-hour	
<b>LOS ANGELES COUNTY</b>						
1	Central Los Angeles	60	72	0	4(6.7)	33.1
2	Northwest Coastal Los Angeles County	--	--	--	--	--
3	Southwest Coastal Los Angeles County	60	52	0	1(1.7)	25.4
4	South Coastal Los Angeles County 1	57	62	0	3(5.3)	30.5
4	South Coastal Los Angeles County 2	56	83	0	5(8.9)	33.2
6	West San Fernando Valley	--	--	--	--	--
7	East San Fernando Valley	60	80	0	11(18.3)	39.2
8	West San Fernando Valley	--	--	--	--	--
9	East San Gabriel Valley 1	52	74	0	7(13.5)	32.0
9	East San Gabriel Valley 2	--	--	--	--	--
10	Pomona/Walnut Valley	--	--	--	--	--
11	South San Gabriel Valley	--	--	--	--	--
12	South Central Los Angeles County	--	--	--	--	--
13	Santa Clarita Valley	53	56	0	1(1.9)	23.4
<b>ORANGE COUNTY</b>						
16	North Orange County	--	--	--	--	--
17	Central Orange County	56	63	0	1(1.8)	30.9
18	North Coastal Orange County	--	--	--	--	--
19	Saddleback Valley	59	41	0	0	23.0
<b>RIVERSIDE COUNTY</b>						
22	Norco/Corona	59	79	0	7(11.9)	35.6
23	Metropolitan Riverside County 1	118	77	0	34(28.8)	42.5
23	Metropolitan Riverside County 2	--	--	--	--	--
23	Mira Loma	59	108	0	33(55.9)	53.4
24	Perris Valley	58	80	0	9(15.5)	34.8
25	Lake Elsinore	--	--	--	--	--
29	Banning Airport	59	99	0	1(1.7)	25.9
30	Coachella Valley 1**	54	140	0	1(1.9)	22.6
30	Coachella Valley 2**	120	132	0	9(7.5)	32.5
<b>SAN BERNARDINO COUNTY-</b>						
32	Northwest San Bernardino Valley	--	--	--	--	--
33	Southwest San Bernardino Valley	61	70	0	8(13.1)	35.3
34	Central San Bernardino Valley 1	60	75	0	13(21.7)	40.2
34	Central San Bernardino Valley 2	52	66	0	11(21.2)	41.5
35	East San Bernardino Valley	60	52	0	2(3.3)	30.2
37	Central San Bernardino Mountains	50	57	0	1(2.0)	24.1
38	East San Bernardino Mountains	--	--	--	--	--
<b>DISTRICT MAXIMUM</b>				140	0	34
<b>SOUTH COAST AIR BASIN</b>				108	0	59

## KEY:

$\mu\text{g}/\text{m}^3$  = micrograms per cubic meter of air    AAM = Annual Arithmetic Mean    -- = Pollutant not monitored    \*\* Salton Sea Air Basin

- f) PM10 samples were collected every six days at all sites except for Station Number 4144 and 4157 where samples were collected every three days.
- g) Federal annual PM 10 standard (AAM > 50  $\mu\text{g}/\text{m}^3$ ) was revoked effective December 17, 2006. State standard is annual average (AAM) >20  $\mu\text{g}/\text{m}^3$ .

**Table 3-3 (continued)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

SUSPENDED PARTICULATE MATTER PM <sub>2.5</sub> <sup>h)</sup>						
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Max. Conc. $\mu\text{g}/\text{m}^3$ , 24-hour	98 <sup>th</sup> Percentile Conc. in $\mu\text{g}/\text{m}^3$ 24-hr	No. (%) Samples Exceeding Federal Std $> 35 \mu\text{g}/\text{m}^3$ , 24-hour	Annual Average <sup>i)</sup> AAM Conc. $\mu\text{g}/\text{m}^3$
<b>LOS ANGELES COUNTY</b>						
1	Central Los Angeles	365	61.7	34.0	7(1.9)	14.3
2	Northwest Coastal Los Angeles County	--	--	--	--	--
3	Southwest Coastal Los Angeles County	--	--	--	--	--
4	South Coastal Los Angeles County 1	365	63.4	34.2	6(1.6)	13.0
4	South Coastal Los Angeles County 2	365	55.8	30.5	4(1.1)	12.5
6	West San Fernando Valley	122	39.9	27.2	1(0.8)	11.4
7	East San Fernando Valley	295	67.5	34.4	4(1.4)	14.4
8	West San Gabriel Valley	122	52.0	35.7	3(2.5)	12.3
9	East San Gabriel Valley 1	189	72.1	42.9	6(3.2)	12.8
9	East San Gabriel Valley 2	--	--	--	--	--
10	Pomona/Walnut Valley	--	--	--	--	--
11	South San Gabriel Valley	124	71.1	35.4	3(2.4)	14.8
12	South Central Los Angeles County	122	69.2	37.7	3(2.5)	14.7
13	Santa Clarita Valley	--	--	--	--	--
<b>ORANGE COUNTY</b>						
16	North Orange County	--	--	--	--	--
17	Central Orange County	365	64.6	32.1	4(1.1)	11.8
18	North Coastal Orange County	--	--	--	--	--
19	Saddleback Valley	122	39.2	23.8	1(0.8)	9.5
<b>RIVERSIDE COUNTY</b>						
22	Norco/Corona	--	--	--	--	--
23	Metropolitan Riverside County 1	365	54.5	39.6	12(3.4)	15.3
23	Metropolitan Riverside County 2	122	42.2	34.0	2(1.6)	13.4
23	Mira Loma	295	49.3	40.6	16(5.4)	16.9
24	Perris Valley	--	--	--	--	--
25	Lake Elsinore	--	--	--	--	--
29	Banning Airport	--	--	--	--	--
30	Coachella Valley 1**	122	21.8	14.6	0	6.7
30	Coachella Valley 2**	122	27.6	17.0	0	7.9
<b>SAN BERNARDINO COUNTY</b>						
32	Northwest San Bernardino Valley	--	--	--	--	--
33	Southwest San Bernardino Valley	122	46.9	35.9	3(2.5)	14.7
34	Central San Bernardino Valley 1	122	46.4	32.7	2(1.6)	14.3
34	Central San Bernardino Valley 2	122	37.9	35.2	3(2.4)	13.0
35	East San Bernardino Valley	--	--	--	--	--
37	Central San Bernardino Mountains	--	--	--	--	--
38	East San Bernardino Mountains	61	40.8	29.4	1(1.6)	9.9
<b>DISTRICT MAXIMUM</b>				72.1	42.9	16
<b>SOUTH COAST AIR BASIN</b>				72.1	42.9	27

## KEY:

$\mu\text{g}/\text{m}^3$  = micrograms per cubic meter of air    AAM = Annual Arithmetic Mean    -- = Pollutant not monitored    \*\* Salton Sea Air Basin

- h) PM<sub>2.5</sub> samples were collected every three days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every six days.  
i) USEPA has revised the federal 24-hour PM<sub>2.5</sub> standard from 65  $\mu\text{g}/\text{m}^3$  to 35  $\mu\text{g}/\text{m}^3$ , effective December 17, 2006.  
j) Federal PM<sub>2.5</sub> standard is annual average (AAM)  $> 15 \mu\text{g}/\text{m}^3$ . State standard is annual average (AAM)  $> 12 \mu\text{g}/\text{m}^3$ .

**Table 3-3 (continued)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

TOTAL SUSPENDED PARTICULATES TSP <sup>k)</sup>				
Source Receptor Area No.	Location of Air Monitoring Station	No. Days of Data	Max. Conc. $\mu\text{g}/\text{m}^3$ , 24-hour	Annual Average AAM Conc. $\mu\text{g}/\text{m}^3$
<b>LOS ANGELES COUNTY</b>				
1	Central Los Angeles	61	148	66.8
2	Northwest Coastal Los Angeles County	59	99	50.8
3	Southwest Coastal Los Angeles County	48	87	42.4
4	South Coastal Los Angeles County 1	60	128	55.4
4	South Coastal Los Angeles County 2	59	159	65.2
6	West San Fernando Valley	--	--	--
7	East San Fernando Valley	--	--	--
8	West San Gabriel Valley	59	153	48.5
9	East San Gabriel Valley 1	58	208	74.9
9	East San Gabriel Valley 2	--	--	--
10	Pomona/Walnut Valley	--	--	--
11	South San Gabriel Valley	59	194	69.7
12	South Central Los Angeles County	57	118	59.6
13	Santa Clarita Valley	--	--	--
<b>ORANGE COUNTY</b>				
16	North Orange County	--	--	--
17	Central Orange County	--	--	--
18	North Coastal Orange County	--	--	--
19	Saddleback Valley	--	--	--
<b>RIVERSIDE COUNTY</b>				
22	Norco/Corona	--	--	--
23	Metropolitan Riverside County 1	60	161	87.6
23	Metropolitan Riverside County 2	61	162	66.0
23	Mira Loma	--	--	--
24	Perris Valley	--	--	--
25	Lake Elsinore	--	--	--
29	Banning Airport	--	--	--
30	Coachella Valley 1 **	--	--	--
30	Coachella Valley 2 **	--	--	--
<b>SAN BERNARDINO COUNTY</b>				
32	Northwest San Bernardino Valley	59	123	58.5
33	Southwest San Bernardino Valley	--	--	--
34	Central San Bernardino Valley 1	58	185	84.3
34	Central San Bernardino Valley 2	61	125	74.3
35	East San Bernardino Valley	--	--	--
37	Central San Bernardino Mountains	--	--	--
38	East San Bernardino Mountains	--	--	--
DISTRICT MAXIMUM				208
SOUTH COAST AIR BASIN				208

## KEY:

$\mu\text{g}/\text{m}^3$  = micrograms per cubic meter of air      AAM = Annual Arithmetic Mean      -- = Pollutant not monitored      \*\* Salton Sea Air Basin

k) Total suspended particulates were determined from samples collected every six days by the high volume sampler method, on glass fiber filter media.

**Table 3-3 (concluded)**  
**2009 Air Quality Data – South Coast Air Quality Management District**

Source Receptor Area No.	Location of Air Monitoring Station	LEAD <sup>1)</sup>		SULFATES (SO <sub>x</sub> ) <sup>1)</sup>	
		Max. Monthly Average Conc. <sup>m)</sup> $\mu\text{g}/\text{m}^3$	Max. Quarterly Average Conc. <sup>m)</sup> $\mu\text{g}/\text{m}^3$	Max. Conc. $\mu\text{g}/\text{m}^3$ , 24-hour	No. (%) Samples Exceeding State Standard $\geq 25 \mu\text{g}/\text{m}^3$ , 24-hour
<b>LOS ANGELES COUNTY</b>					
1	Central Los Angeles	0.02	0.02	0.00	0.00
2	Northwest Coastal Los Angeles County	--	--	--	--
3	Southwest Coastal Los Angeles County	0.01	0.01		
4	South Coastal Los Angeles County 1	0.01	0.01	0.00	0.00
4	South Coastal Los Angeles County 2	0.01	0.01		
6	West San Fernando Valley	--	--	--	--
7	East San Fernando Valley	--	--	--	--
8	West San Gabriel Valley	--	--	--	--
9	East San Gabriel Valley 1	--	--	--	--
9	East San Gabriel Valley 2	--	--	--	--
10	Pomona/Walnut Valley	--	--	--	--
11	South San Gabriel Valley	0.02	0.02	0.01	0.01
12	South Central Los Angeles County	0.03	0.02	0.01	0.01
13	Santa Clarita Valley	--	--	--	--
<b>ORANGE COUNTY</b>					
16	North Orange County	--	--	--	--
17	Central Orange County	--	--	--	--
18	North Coastal Orange County	--	--	--	--
19	Saddleback Valley	--	--	--	--
<b>RIVERSIDE COUNTY</b>					
22	Norco/Corona	--	--	--	--
23	Metropolitan Riverside County 1	0.00	0.00	7.3	0
23	Metropolitan Riverside County 2	0.00	0.00	6.8	0
23	Mira Loma	--	--	--	--
24	Perris Valley	--	--	--	--
25	Lake Elsinore	--	--	--	--
29	Banning Airport	--	--	--	--
30	Coachella Valley 1**	--	--	--	--
30	Coachella Valley 2**	--	--	--	--
<b>SAN BERNARDINO COUNTY</b>					
32	Northwest San Bernardino Valley	0.00	0.00	6.8	0
33	Southwest San Bernardino Valley	--	--	--	--
34	Central San Bernardino Valley 1	--	--	6.7	0
34	Central San Bernardino Valley 2	0.01	0.00	7.1	0
35	East San Bernardino Valley	--	--	--	--
37	Central San Bernardino Mountains	--	--	--	--
38	East San Bernardino Mountains	--	--	--	--
DISTRICT MAXIMUM		0.01	0.01	13.6	0
SOUTH COAST AIR BASIN		0.01	0.01	13.6	0

## KEY:

 $\mu\text{g}/\text{m}^3$  = micrograms per cubic meter of air

-- = Pollutant not monitored

\*\* Salton Sea Air Basin

1) Lead and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

m) Federal lead standard is quarterly average  $> 1.5 \mu\text{g}/\text{m}^3$ ; and state standard is monthly average  $\geq 1.5 \mu\text{g}/\text{m}^3$ . USEPA has established the federal standard of  $0.15 \mu\text{g}/\text{m}^3$ , rolling 3-month average, as of October 15, 2008.



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## **Criteria Pollutants**

### **Carbon Monoxide**

CO is a colorless, odorless, relatively inert gas. It is a trace constituent in the unpolluted troposphere, and is produced by both natural processes and human activities. In remote areas far from human habitation, carbon monoxide occurs in the atmosphere at an average background concentration of 0.04 ppm, primarily as a result of natural processes such as forest fires and the oxidation of methane. Global atmospheric mixing of CO from urban and industrial sources creates higher background concentrations (up to 0.20 ppm) near urban areas. The major source of CO in urban areas is incomplete combustion of carbon-containing fuels, mainly gasoline. In 2002, approximately 98 percent of the CO emitted into the Basin's atmosphere was from mobile sources. Consequently, CO concentrations are generally highest in the vicinity of major concentrations of vehicular traffic.

CO is a primary pollutant, meaning that it is directly emitted into the air, not formed in the atmosphere by chemical reaction of precursors, as is the case with ozone and other secondary pollutants. Ambient concentrations of CO in the Basin exhibit large spatial and temporal variations due to variations in the rate at which CO is emitted and in the meteorological conditions that govern transport and dilution. Unlike ozone, CO tends to reach high concentrations in the fall and winter months. The highest concentrations frequently occur on weekdays at times consistent with rush hour traffic and late night during the coolest, most stable portion of the day.

Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of worsening oxygen supply to the heart.

Inhaled CO has no direct toxic effect on the lungs, but exerts its effect on tissues by interfering with oxygen transport by competing with oxygen to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for oxygen supply can be adversely affected by exposure to CO. Individuals most at risk include patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes.

Reductions in birth weight and impaired neurobehavioral development have been observed in animals chronically exposed to CO resulting in COHb levels similar to those observed in smokers. Recent studies have found increased risks for adverse birth outcomes with exposure to elevated CO levels. These include pre-term births and heart abnormalities.

Carbon monoxide concentrations were measured at 25 locations in the Basin and neighboring SSAB areas in 2009. Carbon monoxide concentrations did not exceed the standards in 2009. The highest one-hour average carbon monoxide concentration recorded (7.0 ppm in the South Central Los Angeles County area) was 20 percent of the federal one-hour carbon monoxide standard of 35 ppm. The highest eight-hour average carbon monoxide concentration recorded (4.6 ppm in the South Central Los Angeles County area) was 51 percent of the federal eight-hour carbon monoxide standard of 9.0 ppm. The state one-hour standard is also 9.0 ppm. The highest eight-hour average carbon monoxide concentration is 23 percent of the state eight-hour carbon monoxide standard of 20 ppm.

The 2003 AQMP revisions to the SCAQMD's CO Plan served two purposes: it replaced the 1997 attainment demonstration that lapsed at the end of 2000; and it provided the basis for a CO maintenance plan in the future. In 2004, the SCAQMD formally requested the USEPA to re-designate the Basin from non-attainment to attainment with the CO National Ambient Air Quality Standards. On February 24, 2007, USEPA published in the Federal Register its proposed decision to re-designate the Basin from non-attainment to attainment for CO. The comment period on the re-designation proposal closed on March 16, 2007 with no comments received by the USEPA. On May 11, 2007, USEPA published in the Federal Register its final decision to approve the SCAQMD's request for re-designation from non-attainment to attainment for CO, effective June 11, 2007.

### **Ozone**

Ozone (O<sub>3</sub>), a colorless gas with a sharp odor, is a highly reactive form of oxygen. High ozone concentrations exist naturally in the stratosphere. Some mixing of stratospheric ozone downward through the troposphere to the earth's surface does occur; however, the extent of ozone transport is limited. At the earth's surface in sites remote from urban areas ozone concentrations are normally very low (e.g., from 0.03 ppm to 0.05 ppm).

While ozone is beneficial in the stratosphere because it filters out skin-cancer-causing ultraviolet radiation, it is a highly reactive oxidant. It is this reactivity which accounts for its damaging effects on materials, plants, and human health at the earth's surface.

The propensity of ozone for reacting with organic materials causes it to be damaging to living cells and ambient ozone concentrations in the Basin are frequently sufficient to cause health effects. Ozone enters the human body primarily through the respiratory tract and causes respiratory irritation and discomfort, makes breathing more difficult during exercise, and reduces the respiratory system's ability to remove inhaled particles and fight infection.

Individuals exercising outdoors, children and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible subgroups for ozone effects. Short-term exposures (lasting for a few hours) to ozone at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple sports and live in high ozone communities. Elevated ozone levels are also associated with increased school absences.

Ozone exposure under exercising conditions is known to increase the severity of the abovementioned observed responses. Animal studies suggest that exposures to a combination of pollutants which include ozone may be more toxic than exposure to ozone alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.

In 2009, the SCAQMD regularly monitored ozone concentrations at 29 locations in the Basin and SSAB. All areas monitored were below the stage 1 episode level (0.20 ppm), but the maximum concentrations in the Basin exceeded the health advisory level (0.15 ppm). Maximum

ozone concentrations in the SSAB areas monitored by the SCAQMD were lower than in the Basin and were below the health advisory level.

In 2009, the maximum ozone concentrations in the Basin continued to exceed federal standards by wide margins. Maximum one-hour and eight-hour average ozone concentrations were 0.18 ppm and 0.128 ppm (the maximum one-hour was recorded in the West San Gabriel Valley area, the eight-hour maximum was recorded in the Central San Bernardino Valley area). The federal one-hour ozone standard was revoked and replaced by the eight-hour average ozone standard effective June 15, 2005. USEPA has revised the federal eight-hour ozone standard from 0.84 ppm to 0.075 ppm, effective May 27, 2008. The maximum eight-hour concentration was 171 percent of the new federal standards. The maximum eight-hour concentration was 183 percent of the eight-hour state ozone standard of 0.070 ppm.

The objective of the 2007 AQMP is to attain and maintain ambient air quality standards. Based upon the modeling analysis described in the Program Environmental Impact Report for the 2007 AQMP, implementation of all control measures contained in the 2007 AQMP is anticipated to bring the District into compliance with the federal eight-hour ozone standard by 2024 and the state eight-hour ozone standard beyond 2024.

### **Nitrogen Dioxide**

NO<sub>2</sub> is a reddish-brown gas with a bleach-like odor. Nitric oxide (NO) is a colorless gas, formed from the nitrogen (N<sub>2</sub>) and oxygen (O<sub>2</sub>) in air under conditions of high temperature and pressure which are generally present during combustion of fuels; NO reacts rapidly with the oxygen in air to form NO<sub>2</sub>. NO<sub>2</sub> is responsible for the brownish tinge of polluted air. The two gases, NO and NO<sub>2</sub>, are referred to collectively as NO<sub>x</sub>. In the presence of sunlight, NO<sub>2</sub> reacts to form nitric oxide and an oxygen atom. The oxygen atom can react further to form ozone, via a complex series of chemical reactions involving hydrocarbons. Nitrogen dioxide may also react to form nitric acid (HNO<sub>3</sub>) which reacts further to form nitrates, components of PM<sub>2.5</sub> and PM<sub>10</sub>.

Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposures to NO<sub>2</sub> at levels found in homes with gas stoves, which are higher than ambient levels found in southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO<sub>2</sub> in healthy subjects. Larger decreases in lung functions are observed in individuals with asthma and/or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. More recent studies have found associations between NO<sub>2</sub> exposures and cardiopulmonary mortality, decreased lung function, respiratory symptoms and emergency room asthma visits.

In animals, exposure to levels of NO<sub>2</sub> considerably higher than ambient concentrations results in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of ozone exposure increases when animals are exposed to a combination of ozone and NO<sub>2</sub>.

In 2009, nitrogen dioxide concentrations were monitored at 20 locations. No area of the Basin or SSAB exceeded the federal or state standards for nitrogen dioxide. The Basin has not exceeded the federal standard for nitrogen dioxide (0.0534 ppm) since 1991, when the Los Angeles County portion of the Basin recorded the last exceedance of the standard in any county within the United States.

In 2009, the maximum annual average concentration was recorded at 0.0281 ppm in the Central Los Angeles area. Effective March 20, 2008, CARB has revised the nitrogen dioxide one-hour standard from 0.25 ppm to 0.18 ppm and established a new annual standard of 0.30 ppm. In addition, USEPA has established a new federal one-hour NO<sub>2</sub> standard of 0.100 ppm (98<sup>th</sup> percentile concentration), effective April 7, 2010. The highest one-hour average concentration recorded (~~0.12-0.17 ppm~~ in ~~Northwest Coastal-Central~~ Los Angeles County) was ~~67-94~~ percent of the state one-hour standard. NO<sub>x</sub> emission reductions continue to be necessary because it is a precursor to both ozone and PM (PM<sub>2.5</sub> and PM<sub>10</sub>) concentrations.

### **Sulfur Dioxide**

SO<sub>2</sub> is a colorless gas with a sharp odor. It reacts in the air to form sulfuric acid (H<sub>2</sub>SO<sub>4</sub>), which contributes to acid precipitation, and sulfates, which are components of PM<sub>10</sub> and PM<sub>2.5</sub>. Most of the SO<sub>2</sub> emitted into the atmosphere is produced by burning sulfur-containing fuels.

Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics. All asthmatics are sensitive to the effects of SO<sub>2</sub>. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, is observed after acute higher exposure to SO<sub>2</sub>. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO<sub>2</sub>.

Animal studies suggest that despite SO<sub>2</sub> being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract.

Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO<sub>2</sub> levels. In these studies, efforts to separate the effects of SO<sub>2</sub> from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.

No exceedances of federal or state standards for sulfur dioxide occurred in 2009 at any of the six SCAQMD locations monitored. The maximum one-hour sulfur dioxide concentration was 0.02 ppm, as recorded in both the Southwest Coastal Los Angeles County and South Coastal Los Angeles County areas. The maximum 24-hour sulfur dioxide concentration was 0.006 ppm, as recorded in Southwest Coastal Los Angeles County area. The USEPA revised the federal sulfur dioxide standard by establishing a new one-hour standard of 0.075 ppm and revoking the existing annual arithmetic mean (0.03 ppm) and the 24-hour average (0.14 ppm), effective August 2, 2010. The state standards are 0.25 ppm for the one-hour average and 0.04 ppm for the 24-hour average. Though sulfur dioxide concentrations remain well below the standards, sulfur dioxide is a precursor to sulfate, which is a component of fine particulate matter, PM<sub>10</sub>, and PM<sub>2.5</sub>. Standards for PM<sub>10</sub> and PM<sub>2.5</sub> were both exceeded in 2009. Sulfur dioxide was not measured at SSAB sites in 2009. Historical measurements showed concentrations to be well below standards and monitoring has been discontinued.

### **Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>)**

Of great concern to public health are the particles small enough to be inhaled into the deepest parts of the lung. Respirable particles (particulate matter less than about 10 micrometers in diameter) can accumulate in the respiratory system and aggravate health problems such as

asthma, bronchitis and other lung diseases. Children, the elderly, exercising adults, and those suffering from asthma are especially vulnerable to adverse health effects of PM10 and PM2.5.

A consistent correlation between elevated ambient fine particulate matter (PM10 and PM2.5) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. Studies have reported an association between long term exposure to air pollution dominated by fine particles (PM2.5) and increased mortality, reduction in life-span, and an increased mortality from lung cancer.

Daily fluctuations in fine particulate matter concentration levels have also been related to hospital admissions for acute respiratory conditions, to school and kindergarten absences, to a decrease in respiratory function in normal children and to increased medication use in children and adults with asthma. Studies have also shown lung function growth in children is reduced with long-term exposure to particulate matter. In addition to children, the elderly, and people with pre-existing respiratory and/or cardiovascular disease appear to be more susceptible to the effects of PM10 and PM2.5.

The SCAQMD monitored PM10 concentrations at 21 locations in 2009. The federal 24-hour PM10 standard ( $150 \mu\text{g}/\text{m}^3$ ) was not exceeded at any of the locations monitored in 2009. The maximum 24-hour PM10 concentration of  $140 \mu\text{g}/\text{m}^3$  was recorded in the Coachella Valley No. 1 area. The maximum 24-hour PM10 concentration in the Coachella Valley No. 1 area is 93 percent of the federal standard. The much more stringent state 24-hour PM10 standard ( $50 \mu\text{g}/\text{m}^3$ ) was exceeded in all but one of the 21 monitoring stations. The maximum annual average PM10 concentration of  $53.4 \mu\text{g}/\text{m}^3$  was recorded in Mira Loma. The maximum annual average PM10 concentration in Mira Loma is 267 percent of the state standard. The federal annual PM10 standard has been revoked.

In 2009, PM2.5 concentrations were monitored at 20 locations throughout the District. USEPA revised the federal 24-hour PM2.5 standard from  $65 \mu\text{g}/\text{m}^3$  to  $35 \mu\text{g}/\text{m}^3$ , effective December 17, 2006. In 2009, the maximum PM2.5 concentrations in the Basin exceeded the new federal 24-hour PM2.5 standard in all but two locations. The maximum 24-hour PM2.5 concentration of  $72.1 \mu\text{g}/\text{m}^3$  was recorded in the East San Gabriel Valley No. 1 area, which represents 206 percent of the federal standard of  $35 \mu\text{g}/\text{m}^3$ . The maximum annual average concentration of  $16.9 \mu\text{g}/\text{m}^3$  was recorded in Mira Loma, which represents 113 percent of the federal standard of  $15 \mu\text{g}/\text{m}^3$  and 141 percent of the state standard of  $12 \mu\text{g}/\text{m}^3$ .

Similar to PM10 concentrations, PM2.5 concentrations were higher in the inland valley areas of San Bernardino and Metropolitan Riverside counties. However, PM2.5 concentrations were also high in Central Los Angeles County. The high PM2.5 concentrations in Los Angeles County are mainly due to the secondary formation of smaller particulates resulting from mobile and stationary source activities. In contrast to PM10, PM2.5 concentrations were low in the Coachella Valley area of SSAB. PM10 concentrations are normally higher in the desert areas due to windblown and fugitive dust emissions.

### **Lead**

Lead in the atmosphere is present as a mixture of a number of lead compounds. Leaded gasoline and lead smelters have been the main sources of lead emitted into the air. Due to the phasing out of leaded gasoline, there was a dramatic reduction in atmospheric lead in the Basin over the past 28 years.

Fetuses, infants, and children are more sensitive than others to the adverse effects of lead exposure. Exposure to low levels of lead can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased lead levels are associated with increased blood pressure.

Lead poisoning can cause anemia, lethargy, seizures, and death. It appears that there are no direct effects of lead on the respiratory system. Lead can be stored in the bone from early-age environmental exposure, and elevated blood lead levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland), and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of lead because of previous environmental lead exposure of their mothers.

The federal and state standards for lead were not exceeded in any area of the SCAQMD in 2008. There have been no violations of the standards at the SCAQMD's regular air monitoring stations since 1982, as a result of removal of lead from gasoline. The maximum quarterly average lead concentration ( $0.01 \mu\text{g}/\text{m}^3$  at monitoring stations in South San Gabriel Valley, South Central Los Angeles County, and Central San Bernardino Valley No. 2) was 0.7 percent of the federal quarterly average lead standard ( $1.5 \mu\text{g}/\text{m}^3$ ). The maximum monthly average lead concentration ( $0.01 \mu\text{g}/\text{m}^3$  in South San Gabriel Valley and South Central Los Angeles County), measured at special monitoring sites immediately adjacent to stationary sources of lead was 0.7 percent of the state monthly average lead standard. No lead data were obtained at SSAB and Orange County stations in 2009. Because historical lead data showed concentrations in SSAB and Orange County areas to be well below the standard, measurements have been discontinued.

On November 12, 2008, USEPA published new national ambient air quality standards for lead, which became effective January 12, 2009. The existing national lead standard,  $1.5 \mu\text{g}/\text{m}^3$ , was reduced to  $0.15 \mu\text{g}/\text{m}^3$ , averaged over a rolling three-month period. The new federal standard was not exceeded at any source/receptor location in 2009. Nevertheless, USEPA designated the Los Angeles County portion of the Basin as non-attainment for the new lead standard, effective December 31, 2010, based on emissions from two battery recycling facilities. In addition, in November 2010, the SCAQMD adopted Rule 1420.1 – Emissions Standard for Lead from Large Lead-Acid Battery Recycling Facilities to ensure that lead emissions do not exceed the new federal standard.

### **Sulfates**

Sulfates ( $\text{SO}_x$ ) are chemical compounds which contain the sulfate ion and are part of the mixture of solid materials which make up  $\text{PM}_{10}$ . Most of the sulfates in the atmosphere are produced by oxidation of  $\text{SO}_2$ . Oxidation of sulfur dioxide yields sulfur trioxide ( $\text{SO}_3$ ) which reacts with water to form sulfuric acid, which contributes to acid deposition. The reaction of sulfuric acid with basic substances such as ammonia yields sulfates, a component of  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$ .

Most of the health effects associated with fine particles and  $\text{SO}_2$  at ambient levels are also associated with  $\text{SO}_x$ . Thus, both mortality and morbidity effects have been observed with an increase in ambient  $\text{SO}_x$  concentrations. However, efforts to separate the effects of  $\text{SO}_x$  from the effects of other pollutants have generally not been successful.

Clinical studies of asthmatics exposed to sulfuric acid suggest that adolescent asthmatics are possibly a subgroup susceptible to acid aerosol exposure. Animal studies suggest that acidic particles such as sulfuric acid aerosol and ammonium bisulfate are more toxic than non-acidic particles like ammonium sulfate. Whether the effects are attributable to acidity or to particles remains unresolved.

In 2009, the state 24-hour sulfate standard ( $25 \mu\text{g}/\text{m}^3$ ) was not exceeded in any of the monitoring locations in the Basin. No sulfate data were obtained at SSAB and Orange County stations in 2009. Historical sulfate data showed concentrations in the SSAB and Orange County areas to be well below the standard; thus, measurements in these areas have been discontinued. There are no federal sulfate standards.

### **Visibility Reducing Particles**

Since deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality, the state of California has adopted a standard for visibility or visual range. Until 1989, the standard was based on visibility estimates made by human observers. The standard was changed to require measurement of visual range using instruments that measure light scattering and absorption by suspended particles.

The visibility standard is based on the distance that atmospheric conditions allow a person to see at a given time and location. Visibility reduction from air pollution is often due to the presence of sulfur and nitrogen oxides, as well as particulate matter. Visibility degradation occurs when visibility reducing particles are produced in sufficient amounts such that the extinction coefficient is greater than 0.23 inverse kilometers (to reduce the visual range to less than 10 miles) at relative humidity less than 70 percent, 8-hour average (from 10 am to 6 pm) according to the state standard. Future-year visibility in the Basin is projected empirically using the results derived from a regression analysis of visibility with air quality measurements. The regression data set consisted of aerosol composition data collected during a special monitoring program conducted concurrently with visibility data collection (prevailing visibility observations from airports and visibility measurements from District monitoring stations). A full description of the visibility analysis is given in Technical Report V-C of the 1994 AQMP.

With future year reductions of PM<sub>2.5</sub> from implementation of all proposed emission controls for 2015, the annual average visibility would improve from 12 miles (calculated for 2005) to over 20 miles at Rubidoux, for example. Visual range in 2021 at all other Basin sites is expected to equal or exceed the Rubidoux visual range. Visual range is expected to double from the 2005 baseline due to reductions of secondary PM<sub>2.5</sub>, directly emitted PM<sub>2.5</sub> (including diesel soot) and lower nitrogen dioxide concentrations as a result of 2007 AQMP controls.

### **Vinyl Chloride**

Vinyl chloride is a colorless compound that is highly toxic and a known carcinogen that causes a rare cancer of the liver (USEPA, 2001). At room temperature, vinyl chloride is a gas with a sickly sweet odor that is easily condensed. However, it is stored as a liquid. Due to the hazardous nature of vinyl chloride to human health there are no end products that use vinyl chloride in its monomer form. Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polymer polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end

products such as PVC pipe and bottles. The SCAQMD does not monitor for vinyl chloride at their air monitoring stations.

### **Volatile Organic Compounds**

It should be noted that there are no state or national ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because limiting VOC emissions reduces the rate of photochemical reactions that contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM10 and lower visibility levels.

Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOCs because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis, even at low concentrations. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, one hydrocarbon component of VOC emissions, is known to be a human carcinogen.

### **Non-Criteria Pollutants**

Although the SCAQMD's primary mandate is attaining the State and National Ambient Air Quality Standards for criteria pollutants within the District, SCAQMD also has a general responsibility pursuant to HSC §41700 to control emissions of air contaminants and prevent endangerment to public health. Additionally, state law requires the SCAQMD to implement airborne toxic control measures (ATCM) adopted by CARB, and to implement the Air Toxics "Hot Spots" Act. As a result, the SCAQMD has regulated pollutants other than criteria pollutants such as TACs, greenhouse gases and stratospheric ozone depleting compounds. The SCAQMD has developed a number of rules to control non-criteria pollutants from both new and existing sources. These rules originated through state directives, Clean Air Act (CAA) requirements, or the SCAQMD rulemaking process.

In addition to promulgating non-criteria pollutant rules, the SCAQMD has been evaluating AQMP control measures as well as existing rules to determine whether or not they would affect, either positively or negatively, emissions of non-criteria pollutants. For example, rules in which VOC components of coating materials are replaced by a non-photochemically reactive chlorinated substance would reduce the impacts resulting from ozone formation, but could increase emissions of toxic compounds or other substances that may have adverse impacts on human health.

The following sections summarize the existing setting for the two major categories of non-criteria pollutants: compounds that contribute to ozone depletion and global warming, and TACs.

### **Greenhouse Gases**

The SCAQMD adopted a "Policy on Global Warming and Stratospheric Ozone Depletion" on April 6, 1990. The policy commits the SCAQMD to consider global impacts in rulemaking and in drafting revisions to the AQMP. In March 1992, the SCAQMD Governing Board reaffirmed this policy and adopted amendments to the policy to include the following directives:

- phase out the use and corresponding emissions of chlorofluorocarbons (CFCs), methyl chloroform (1,1,1-trichloroethane or TCA), carbon tetrachloride, and halons by December 1995;



- phase out the large quantity use and corresponding emissions of hydrochlorofluorocarbons (HCFCs) by the year 2000;
- develop recycling regulations for HCFCs;
- develop an emissions inventory and control strategy for methyl bromide; and,
- support the adoption of a California greenhouse gas emission reduction goal.

Gases that trap heat in the atmosphere are often called greenhouse gases (GHGs), comparable to a greenhouse, which captures and traps radiant energy. GHGs are emitted by natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature. Global warming is the observed increase in average temperature of the earth's surface and atmosphere. The primary cause of global warming is an increase of GHGs in the atmosphere. The six major GHGs are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), and perfluorocarbon (PFCs). The GHGs absorb longwave radiant energy emitted by the Earth, which warms the atmosphere. The GHGs also emit longwave radiation both upward to space and back down toward the surface of the Earth. The downward part of this longwave radiation emitted by the atmosphere is known as the "greenhouse effect." Emissions from human activities such as electricity production and vehicles have elevated the concentration of these gases in the atmosphere.

CO<sub>2</sub> is an odorless, colorless natural greenhouse gas. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (human caused) sources of CO<sub>2</sub> are from burning coal, oil, natural gas, and wood. CO<sub>2</sub> emissions in the Basin were determined for the year 2002, which was the base year used in determining GHG emissions for the 2007 AQMP. The total CO<sub>2</sub> emissions in the Basin were estimated to be about 153 million metric tons (SCAQMD, 2007 AQMP) of which:

- 48 percent was contributed by on-road mobile sources;
- 34 percent was contributed by point sources;
- 12 percent was contributed by area sources; and
- 6 percent was contributed off-road mobile sources.

CH<sub>4</sub> is a flammable gas and is the main component of natural gas. N<sub>2</sub>O, also known as laughing gas, is a colorless greenhouse gas. Some industrial processes such as fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions also contribute to the atmospheric load of N<sub>2</sub>O. HFCs are synthetic man-made chemicals that are used as a substitute for chlorofluorocarbons (whose production was stopped as required by the Montreal Protocol) for automobile air conditioners and refrigerants. The two main sources of PFCs are primary aluminum production and semiconductor manufacture. SF<sub>6</sub> is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF<sub>6</sub> is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Scientific consensus, as reflected in recent reports issued by the United Nations Intergovernmental Panel on Climate Change, is that the majority of the observed warming over the last 50 years can be attributable to increased concentration of GHGs in the atmosphere due to human activities. Industrial activities, particularly increased consumption of fossil fuels (e.g., gasoline, diesel, wood, coal, etc.), have heavily contributed to the increase in atmospheric levels of GHGs. As reported by the California Energy Commission (CEC), California contributes 1.4 percent of the global and 6.2 percent of the national GHGs emissions (CEC, 2006). The most

recent GHG inventory for California is presented in Table 3-4 (CARB, 2007). Approximately 80 percent of GHGs in California are from fossil fuel combustion and over 70 percent of GHG-CO<sub>2</sub> equivalent emissions are CO<sub>2</sub> emissions (see Table 3-4).

**Table 3-4  
California GHG Emissions and Sinks Summary  
(Million MTCO<sub>2</sub>eq)**

Categories Included in the Inventory	1990	2004
<b>ENERGY</b>	<b>386.41</b>	<b>420.91</b>
<i>Fuel Combustion Activities</i>	<b>381.16</b>	<b>416.29</b>
Energy Industries	157.33	166.43
Manufacturing Industries & Construction	24.24	19.45
Transport	150.02	181.95
Other Sectors	48.19	46.29
Non-Specified	1.38	2.16
<i>Fugitive Emissions from Fuels</i>	<b>5.25</b>	<b>4.62</b>
Oil and Natural Gas	2.94	2.54
Other Emissions from Energy Production	2.31	2.07
<b>INDUSTRIAL PROCESSES &amp; PRODUCT USE</b>	<b>18.34</b>	<b>30.78</b>
Mineral Industry	4.85	5.90
Chemical Industry	2.34	1.32
Non-Energy Products from Fuels & Solvent Use	2.29	1.37
Electronics Industry	0.59	0.88
Product Uses as Substitutes for Ozone Depleting Substances	0.04	13.97
Other Product Manufacture & Use Other	3.18	1.60
Other	5.05	5.74
<b>AGRICULTURE, FORESTRY, &amp; OTHER LAND USE</b>	<b>19.11</b>	<b>23.28</b>
Livestock	11.67	13.92
Land	0.19	0.19
Aggregate Sources & Non-CO <sub>2</sub> Emissions Sources on Land	7.26	9.17
<b>WASTE</b>	<b>9.42</b>	<b>9.44</b>
Solid Waste Disposal	6.26	5.62
Wastewater Treatment & Discharge	3.17	3.82
<b>EMISSION SUMMARY</b>		
Gross California Emissions	<b>433.29</b>	<b>484.4</b>
Sinks and Sequestrations	<b>-6.69</b>	<b>-4.66</b>
<b>Net California Emissions</b>	<b>426.60</b>	<b>479.74</b>

Source: CARB, 2007

In June 2005, Governor Schwarzenegger signed Executive Order #S-3-05 which established the following greenhouse gas reduction targets:

- By 2010, reduce GHGs to 2000 emission levels,
- By 2020, reduce GHGs to 1990 emission levels, and
- By 2050, reduce GHGs to 80 percent below 1990 emission levels.

On September 27, 2006, Assembly Bill (AB) 32, the California Global Warming Solutions Act, of 2006 was enacted by the State of California and signed by Governor Schwarzenegger. AB 32

expanded on Executive Order #S-3-05. The legislature stated that “global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California.” AB 32 represents the first enforceable state-wide program in the United States to cap all GHG emissions from major industries that includes penalties for non-compliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce greenhouse gas emissions in California and from power generation facilities located outside the state that serve California residents and businesses.

AB 32 requires CARB to:

- Establish a statewide GHG emissions cap for 2020, based on 1990 emissions by January 1, 2008;
- Adopt mandatory reporting rules for significant sources of GHG by January 1, 2008;
- Adopt an emissions reduction plan by January 1, 2009, indicating how emissions reductions will be achieved via regulations, market mechanisms, and other actions; and
- Adopt regulations to achieve the maximum technologically feasible and cost-effective reductions of GHG by January 1, 2011.

The combination of Executive Order #S-3-05 and AB 32 will require significant development and implementation of energy efficient technologies and shifting of energy production to renewable sources.

Consistent with the requirement to develop an emission reduction plan, CARB prepared a Scoping Plan indicating how GHG emission reductions will be achieved through regulations, market mechanisms, and other actions. The Scoping Plan was released for public review and comment in October 2008 and approved by CARB on December 11, 2008. The Scoping Plan calls for reducing greenhouse gas emissions to 1990 levels by 2020. This means cutting approximately 30 percent from business-as-usual (BAU) emission levels projected for 2020, or about 15 percent from today’s levels. Key elements of CARB staff’s recommendations for reducing California’s greenhouse gas emissions to 1990 levels by 2020 contained in the Scoping Plan include the following:

- Expansion and strengthening of existing energy efficiency programs and building and appliance standards;
- Expansion of the Renewables Portfolio Standard to 33 percent;
- Development of a California cap-and-trade program that links with other Western Climate Initiative (WCI) Partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gases and pursuing policies and incentives to achieve those targets;
- Adoption and implementation of existing State laws and policies, including California’s clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Targeted fees, including a public good charge on water use, fees on high GWP gases and a fee to fund the state’s long-term commitment to AB 32 administration.

In response to the comments received on the Draft Scoping Plan and at the November 2008 public hearing, CARB made a few changes to the Draft Scoping Plan, primarily to:

- State that California “will transition to 100 percent auction” of allowances and expects to “auction significantly more [allowances] than the Western Climate Initiative minimum;”

- Make clear that allowance set-asides could be used to provide incentives for voluntary renewable power purchases by businesses and individuals and for increased energy efficiency;
- Make clear that allowance set-asides can be used to ensure that voluntary actions, such as renewable power purchases, can be used to reduce greenhouse gas emissions under the cap;
- Provide allowances are not required from carbon neutral projects; and
- Mandate that commercial recycling be implemented to replace virgin raw materials with recyclables.

On August 24, 2007, Governor Schwarzenegger signed into law Senate Bill (SB) 97 – CEQA: Greenhouse Gas Emissions stating, “This bill advances a coordinated policy for reducing greenhouse gas emissions by directing the Office of Planning and Research (OPR) and the Resources Agency to develop CEQA guidelines on how state and local agencies should analyze, and when necessary, mitigate greenhouse gas emissions.” Specifically, SB 97 requires OPR, by July 1, 2009, to prepare, develop, and transmit guidelines to the Resources Agency for the feasible mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency would be required to certify and adopt those guidelines by January 1, 2010. The OPR would be required to periodically update the guidelines to incorporate new information or criteria established by the CARB pursuant to the California Global Warming Solutions Act of 2006. SB 97 also identifies a limited number of types of projects that would be exempt under CEQA from analyzing GHG emissions. Finally, SB 97 will be repealed on January 1, 2010.

Consistent with SB 97, on June 19, 2008, OPR released its “Technical Advisory on CEQA and Climate Change,” which was developed in cooperation with the Resources Agency, the California Environmental Protection Agency (CalEPA), and the CARB. According to OPR, the “Technical Advisory” offers the informal interim guidance regarding the steps lead agencies should take to address climate change in their CEQA documents, until CEQA guidelines are developed pursuant to SB 97 on how state and local agencies should analyze, and when necessary, mitigate greenhouse gas emissions.

According to OPR, lead agencies should determine whether greenhouse gases may be generated by a proposed project, and if so, quantify or estimate the GHG emissions by type and source. Second, the lead agency must assess whether those emissions are individually or cumulatively significant. When assessing whether a project’s effects on climate change are “cumulatively considerable” even though its GHG contribution may be individually limited, the lead agency must consider the impact of the project when viewed in connection with the effects of past, current, and probable future projects. Finally, if the lead agency determines that the GHG emissions from the project as proposed are potentially significant, it must investigate and implement ways to avoid, reduce, or otherwise mitigate the impacts of those emissions.

On July 30, 2008, USEPA released a draft Advance Notice of Proposed Rulemaking (ANPR) “Regulating Greenhouse Gas Emissions Under the Clean Air Act.” The ANPR solicits public comments, which must be received on or before November 28, 2008, and presents the following relevant information:

- Reviews the various CAA provisions that may be applicable to regulate GHGs;
- Examines the issues that regulating GHGs under those provisions may raise;

- Provides information regarding potential regulatory approaches and technologies for reducing GHG emissions; and
- Raises issues relevant to possible legislation and the potential for overlap between legislation and CAA regulation.

The SCAQMD has established a policy, adopted by the SCAQMD Governing Board at its September 5, 2008 meeting, to actively seek opportunities to reduce emissions of criteria, toxic, and climate change pollutants. The policy includes the intent to assist businesses and local governments implementing climate change measures, decrease the agency's carbon footprint, and provide climate change information to the public. The SCAQMD will take the following actions:

1. Work cooperatively with other agencies/entities to develop quantification protocols, rules, and programs related to greenhouse gases;
2. Share experiences and lessons learned relative to the Regional Clean Air Incentives Market (RECLAIM) to help inform state, multi-state, and federal development of effective, enforceable cap-and-trade programs. To the extent practicable, staff will actively engage in current and future regulatory development to ensure that early actions taken by local businesses to reduce greenhouse gases will be treated fairly and equitably. SCAQMD staff will seek to streamline administrative procedures to the extent feasible to facilitate the implementation of AB 32 measures;
3. Review and comment on proposed legislation related to climate change and greenhouse gases, pursuant to the 'Guiding Principles for SCAQMD Staff Comments on Legislation Relating to Climate Change' approved at the Board Special Meeting in April 2008;
4. Provide higher priority to funding Technology Advancement Office (TAO) projects or contracts that also reduce greenhouse gas emissions;
5. Develop recommendations through a public process for an interim greenhouse gas CEQA significance threshold, until such time that an applicable and appropriate statewide greenhouse gas significance level is established. Provide guidance on analyzing greenhouse gas emissions and identify mitigation measures. Continue to consider GHG impacts and mitigation in SCAQMD lead agency documents and in comments when SCAQMD is a responsible agency;
6. Revise the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning to include information on greenhouse gas strategies as a resource for local governments. The Guidance Document will be consistent with state guidance, including CARB's Scoping Plan;
7. Update the Basin's greenhouse gas inventory in conjunction with each Air Quality Management Plan. Information and data used will be determined in consultation with CARB, to ensure consistency with state programs. Staff will also assist local governments in developing greenhouse gas inventories;
8. Bring recommendations to the Board on how the agency can reduce its own carbon footprint, including drafting a Green Building Policy with recommendations regarding SCAQMD purchases, building maintenance, and other areas of products and services. Assess employee travel as well as other activities that are not part of a GHG inventory and determine what greenhouse gas emissions these activities represent, how they could be reduced, and what it would cost to offset the emissions;
9. Provide educational materials concerning climate change and available actions to reduce greenhouse gas emissions on the SCAQMD website, in brochures, and other

venues to help cities and counties, businesses, households, schools, and others learn about ways to reduce their electricity and water use through conservation or other efforts, improve energy efficiency, reduce vehicle miles traveled, access alternative mobility resources, utilize low emission vehicles and implement other climate friendly strategies; and

10. Conduct conferences, or include topics in other conferences, as appropriate, related to various aspects of climate change, including understanding impacts, technology advancement, public education, and other emerging aspects of climate change science.

On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency. SCAQMD's recommended interim GHG significance threshold proposal uses a tiered approach to determining significance. Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA. Tier 2 consists of determining whether or not the project is consistent with a GHG reduction plan that may be part of a local general plan, for example. Tier 3 establishes a screening significance threshold level to determine significance using a 90 percent emission capture rate approach, which corresponds to 10,000 metric tons of CO<sub>2</sub> equivalent emissions per year (MTCO<sub>2</sub>eq/yr). Tier 4, to be based on performance standards, is yet to be developed. Under Tier 5 the project proponent would allow offsets to reduce GHG emission impacts to less than the proposed screening level. If CARB adopts statewide significance thresholds, SCAQMD staff plans to report back to the Governing Board regarding any recommended changes or additions to the SCAQMD's interim threshold.

On April 13, 2009, OPR submitted to the Natural Resources Agency its proposed amendments to the CEQA Guidelines for GHG emissions. The proposed amendments provided guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in draft CEQA documents. The Natural Resources Agency conducted a formal rulemaking process and on December 20, 2009, they adopted amendments to the CEQA Guidelines for GHG emissions as directed by SB 97. On February 16, 2010, the Office of Administrative Law approved the amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations (CCR). The amendments became effective on March 18, 2010.

### **Climate Change**

Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. Historical records have shown that temperature changes have occurred in the past, such as during previous ice ages. Some data indicate that the current temperature record differs from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change constructed several emission trajectories of greenhouse gases needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of greenhouse gases at 400 to 450 ppm carbon dioxide-equivalent concentration is required to keep global mean warming below two degrees Celsius, which is assumed to be necessary to avoid dangerous climate change.

The potential health effects from global climate change may arise from temperature increases, climate-sensitive diseases, extreme events, and air quality. There may be direct temperature effects through increases in average temperature leading to more extreme heat waves and less extreme cold spells. Those living in warmer climates are likely to experience more stress and heat-related problems (i.e., heat rash and heat stroke). In addition, climate sensitive diseases may

increase, such as those spread by mosquitoes and other disease carrying insects. Those diseases include malaria, dengue fever, yellow fever, and encephalitis. Extreme events such as flooding and hurricanes can displace people and agriculture, which would have negative consequences. Drought in some areas may increase, which would decrease water and food availability. Global warming may also contribute to air quality problems from increased frequency of smog and particulate air pollution.

The impacts of climate change will also affect projects in various ways. Effects of climate change are specifically mentioned in AB 32 such as rising sea levels and changes in snow pack. The extent of climate change impacts at specific locations remains unclear. However, it is expected that California agencies will more precisely quantify impacts in various regions of the State. As an example, it is expected that the DWR will formalize a list of foreseeable water quality issues associated with various degrees of climate change. Once state government agencies make these lists available, they could be used to more precisely determine to what extent a project creates global climate change impacts.

### **Toxic Air Contaminants**

On March 17, 2000, the SCAQMD Governing Board approved “An Air Toxics Control Plan for the Next Ten Years.” The Air Toxics Control Plan identifies potential strategies to reduce toxic levels in the Basin over the ten years following adoption. To the extent the strategies are implemented by the relevant agencies, the plan will improve public health by reducing health risks associated with both mobile and stationary sources. Exposure to toxic air contaminants (TACs) can increase the risk of contracting cancer or result in other deleterious health effects which target such systems as cardiovascular, reproductive, hematological, or nervous. The health effects may be through short-term, high-level or “acute” exposure or long-term, low-level or “chronic” exposure.

Historically, the SCAQMD has regulated criteria air pollutants using either a technology-based or an emissions limit approach. The technology-based approach defines specific control technologies that may be installed to reduce pollutant emissions. The emission limit approach establishes an emission limit, and allows industry to use any emission control equipment, as long as the emission requirements are met. The regulation of toxic air contaminants (TACs) often uses a health risk-based approach, but may also require a regulatory approach similar to criteria pollutants, as explained in the following subsections.

### **Control of TACs Under the TAC Identification and Control Program**

California's TAC identification and control program, adopted in 1983 as AB 1807, is a two-step program in which substances are identified as TACs, and ATCMs are adopted to control emissions from specific sources. CARB has adopted a regulation designating all 188 federal hazardous air pollutants (HAPs) as TACs.

ATCMs are developed by CARB and implemented by the SCAQMD and other air districts through the adoption of regulations of equal or greater stringency. Generally, the ATCMs reduce emissions to achieve exposure levels below a determined health threshold. If no such threshold levels are determined, emissions are reduced to the lowest level achievable through the best available control technology unless it is determined that an alternative level of emission reduction is adequate to protect public health.

Under California law, a federal National Emission Standard for Hazardous Air Pollutants (NESHAP) automatically becomes a state ATCM, unless CARB has already adopted an ATCM

for the source category. Once a NESHAP becomes an ATCM, CARB and each air pollution control or air quality management district have certain responsibilities related to adoption or implementation and enforcement of the NESHAP/ATCM.

### **Control of TACs Under the Air Toxics "Hot Spots" Act**

The Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588) establishes a state-wide program to inventory and assess the risks from facilities that emit TACs and to notify the public about significant health risks associated with the emissions. Facilities are phased into the AB 2588 program based on their emissions of criteria pollutants or their occurrence on lists of toxic emitters compiled by the SCAQMD. Phase I consists of facilities that emit over 25 tons per year of any criteria pollutant and facilities present on the SCAQMD's toxics list. Phase I facilities entered the program by reporting their air TAC emissions for calendar year 1989. Phase II consists of facilities that emit between 10 and 25 tons per year of any criteria pollutant, and submitted air toxic inventory reports for calendar year 1990 emissions. Phase III consists of certain designated types of facilities which emit less than 10 tons per year of any criteria pollutant, and submitted inventory reports for calendar year 1991 emissions. Inventory reports are required to be updated every four years under the state law.

In October 1992, the SCAQMD Governing Board adopted public notification procedures for Phase I and II facilities. These procedures specify that AB 2588 facilities must provide public notice when exceeding the following risk levels:

- Maximum Individual Cancer Risk: greater than 10 in 1 million ( $10 \times 10^{-6}$ )
- Total Hazard Index: greater than 1.0 for TACs except lead, or  $> 0.5$  for lead

Public notice is to be provided by letters mailed to all addresses and all parents of children attending school in the impacted area. In addition, facilities must hold a public meeting and provide copies of the facility risk assessment in all school libraries and a public library in the impacted area.

The SCAQMD continues to complete its review of the health risk assessments submitted to date and may require revision and resubmission as appropriate before final approval. Notification will be required from facilities with a significant risk under the AB 2588 program based on their initial approved health risk assessments and will continue on an ongoing basis as additional and subsequent health risk assessments are reviewed and approved.

### **Control of TACs With Risk Reduction Audits and Plans**

Senate Bill (SB) 1731, enacted in 1992 and codified at HSC §44390 et seq., amended AB 2588 to include a requirement for facilities with significant risks to prepare and implement a risk reduction plan which will reduce the risk below a defined significant risk level within specified time limits. SCAQMD Rule 1402 - Control of Toxic Air Contaminants From Existing Sources, was adopted on April 8, 1994, to implement the requirements of SB 1731.

In addition to the TAC rules adopted by SCAQMD under authority of AB 1807 and SB 1731, the SCAQMD has adopted source-specific TAC rules, based on the specific level of TAC emitted and the needs of the area. These rules are similar to the state's ATCMs because they are source-specific and only address emissions and risk from specific compounds and operations.



**Cancer Risks from Toxic Air Contaminants**

New and modified sources of toxic air contaminants in the District are subject to Rule 1401 - New Source Review of Toxic Air Contaminants and Rule 212 - Standards for Approving Permits. Rule 212 requires notification of the SCAQMD's intent to grant a permit to construct a significant project, defined as a new or modified permit unit located within 1000 feet of a school (a state law requirement under AB 3205), a new or modified permit unit posing an maximum individual cancer risk of one in one million ( $1 \times 10^{-6}$ ) or greater, or a new or modified facility with criteria pollutant emissions exceeding specified daily maximums. Distribution of notice is required to all addresses within a 1/4-mile radius, or other area deemed appropriate by the SCAQMD. Rule 1401 currently controls emissions of carcinogenic and non-carcinogenic (health effects other than cancer) air contaminants from new, modified and relocated sources by specifying limits on cancer risk and hazard index (explained further in the following discussion), respectively.

**Health Effects**

One of the primary health risks of concern due to exposure to TACs is the risk of contracting cancer. The carcinogenic potential of TACs is a particular public health concern because it is currently believed by many scientists that there is no "safe" level of exposure to carcinogens. Any exposure to a carcinogen poses some risk of causing cancer. It is currently estimated that about one in four deaths in the United States is attributable to cancer. About two percent of cancer deaths in the United States may be attributable to environmental pollution (Doll and Peto 1981). The proportion of cancer deaths attributable to air pollution has not been estimated using epidemiological methods.

**Non-Cancer Health Risks from Toxic Air Contaminants**

Unlike carcinogens, for most TAC non-carcinogens it is believed that there is a threshold level of exposure to the compound below which it will not pose a health risk. CalEPA's Office of Environmental Health Hazard Assessment (OEHA) develops Reference Exposure Levels (RELs) for TACs which are health-conservative estimates of the levels of exposure at or below which health effects are not expected. The non-cancer health risk due to exposure to a TAC is assessed by comparing the estimated level of exposure to the REL. The comparison is expressed as the ratio of the estimated exposure level to the REL, called the hazard index (HI).

## **CHAPTER 4**

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### **ENVIRONMENTAL IMPACTS**

**Introduction**

**Potential Environmental Impacts and Mitigation Measures**

**Potential Environmental Impacts Found Not to be Significant**

**Significant Irreversible Environmental Changes**

**Potential Growth-Inducing Impacts**

**Consistency**

## INTRODUCTION

The CEQA Guidelines require environmental documents to identify significant environmental effects that may result from a proposed project [CEQA Guidelines §15126.2(a)]. Direct and indirect significant effects of a project on the environment should be identified and described, with consideration given to both short- and long-term impacts. The discussion of environmental impacts may include, but is not limited to: the resources involved; physical changes; alterations of ecological systems; health and safety problems caused by physical changes; and, other aspects of the resource base, including water, scenic quality, and public services. If significant adverse environmental impacts are identified, the CEQA Guidelines require a discussion of measures that could either avoid or substantially reduce any adverse environmental impacts to the greatest extent feasible [CEQA Guidelines §15126.4].

CEQA Guidelines indicate that the degree of specificity required in a CEQA document depends on the type of project being proposed [CEQA Guidelines §15146]. The detail of the environmental analysis for certain types of projects cannot be as great as for others. For example, the environmental document for projects, such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan, should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the analysis need not be as detailed as the analysis of the specific construction projects that might follow. As a result, this ~~Final Draft~~ SEA analyzes impacts on a regional level and impacts on the level of individual industries or individual facilities only where feasible.

The categories of environmental impacts to be studied in a CEQA document are established by CEQA [Public Resources Code, §21000 et seq.], and the CEQA Guidelines, as promulgated by the State of California Secretary of Resources. Under the CEQA Guidelines, there are approximately 17 environmental categories in which potential adverse impacts from a project are evaluated. Projects are evaluated against the environmental categories in an Environmental Checklist and those environmental categories that may be adversely affected by the proposed project are further analyzed in the appropriate CEQA document.

## POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Pursuant to CEQA, an Initial Study, including an environmental checklist, was prepared for this project (see Appendix ~~BC~~). Of the 17 potential environmental impact categories, one (air quality and GHG emissions) was identified as being potentially adversely affected by the proposed project. No comment letters were received on the Initial Study.

The topic of operational air quality emissions is further evaluated in detail in this ~~Final Draft~~ SEA. The environmental impact analysis for this environmental topic incorporates a “worst-case” approach. This approach entails the premise that whenever the analysis requires that assumptions be made, those assumptions that result in the greatest adverse impacts are typically chosen. This method ensures that all potential effects of the proposed project are documented for the decision-makers and the public. Accordingly, the following analyses use a conservative “worst-case” approach for analyzing the potentially significant adverse environmental impacts associated with the implementation of the proposed project.

## AIR QUALITY

The initial evaluation in the NOP/IS identified the topic of air quality and GHG emissions as potentially being adversely affected by the proposed project. Under this topic, the construction impacts for air quality and GHG emissions and operational GHG emissions were determined in the NOP/IS to be less than significant and therefore, not requiring further evaluation in this ~~Final Draft~~ SEA. Thus, only operational air quality emissions were identified in the NOP/IS as needing further analysis in this ~~Final Draft~~ SEA.

### Significance Criteria

To determine whether air quality impacts from adopting and implementing the proposed project are significant, impacts will be evaluated and compared to the following criteria. If impacts exceed any of the significance thresholds in Table 4-1, they will be considered significant. All feasible mitigation measures will be identified and implemented to reduce significant impacts to the maximum extent feasible. The proposed project will be considered to have significant adverse air quality impacts if any one of the thresholds in Table 4-1 are equaled or exceeded.

The SCAQMD makes significance determinations for construction impacts based on the maximum or peak daily emissions during the construction period, which provides a “worst-case” analysis of the construction emissions. Similarly, significance determinations for operational emissions are based on the maximum or peak daily allowable emissions during the operational phase.

### Project-Specific Air Quality Impacts During Operation

There are approximately 6,600 units located at 3,000 facilities that are subject to the emission limits in Rule 1147. Of these, approximately 1,600 units located at 800 facilities currently meet the NO<sub>x</sub> emission limits in Rule 1147. At the time Rule 1147 was adopted, SCAQMD staff estimated that there were as many as 2,500 permitted units (excluding remediation units) with NO<sub>x</sub> emission limits greater than one pound per day that would potentially become subject to the emission limits in Rule 1147 between compliance years 2010 and 2014. Further, an additional 2,500 permitted units with NO<sub>x</sub> emission limits of less than one pound per day were expected to become subject to the emission limits in Rule 1147 between compliance years 2015 and 2019. In addition, SCAQMD staff estimated that 100 to 200 remediation units per year will be subject to the NO<sub>x</sub> emission limits in Rule 1147 starting in 2011, and all units would be required to meet the applicable NO<sub>x</sub> emission limit by 2023.

At the time of adoption of Rule 1147, the NO<sub>x</sub> emissions inventory for equipment subject to Rule 1147 as summarized in Table 3-1, was 4.9 tons per day of NO<sub>x</sub> (from the 2002 NO<sub>x</sub> emissions inventory in the 2007 AQMP). Further, the 2014 annual average NO<sub>x</sub> inventory was projected to be 6.2 tons per day. At the time of adoption, Rule 1147 was estimated to reduce annual average emissions of NO<sub>x</sub> by 3.5 tons per day by 2014 and 3.8 tons per day by 2023.

Emission reductions were calculated based on typical uncontrolled emissions, the emission limits, and information from the SCAQMD permit database. Based on a review of equipment permit limits, approximately 25 percent of the equipment in each category already met the NO<sub>x</sub> emission limits. SCAQMD staff estimated the average reduction for uncontrolled units would be approximately 75 percent. Applying a 75 percent reduction to three-fourths of the inventory produces an overall reduction of about 56 percent.

**Table 4-1  
SCAQMD Air Quality Significance Thresholds**

<b>Mass Daily Thresholds <sup>a</sup></b>		
<b>Pollutant</b>	<b>Construction <sup>b</sup></b>	<b>Operation <sup>c</sup></b>
<b>NOx</b>	100 lbs/day	55 lbs/day
<b>VOC</b>	75 lbs/day	55 lbs/day
<b>PM10</b>	150 lbs/day	150 lbs/day
<b>PM2.5</b>	55 lbs/day	55 lbs/day
<b>SOx</b>	150 lbs/day	150 lbs/day
<b>CO</b>	550 lbs/day	550 lbs/day
<b>Lead</b>	3 lbs/day	3 lbs/day
<b>Toxic Air Contaminants (TACs), Odor, and GHG Thresholds</b>		
<b>TACs</b> (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million) Chronic & Acute Hazard Index $\geq$ 1.0 (project increment)	
<b>Odor</b>	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
<b>GHG</b>	10,000 MT/yr CO <sub>2</sub> eq for industrial facilities	
<b>Ambient Air Quality Standards for Criteria Pollutants <sup>d</sup></b>		
<b>NO<sub>2</sub></b> 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
<b>PM<sub>10</sub></b> 24-hour average annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>e</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
<b>PM<sub>2.5</sub></b> 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>e</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
<b>SO<sub>2</sub></b> 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm (federal – 99 <sup>th</sup> percentile) 0.04 ppm (state)	
<b>Sulfate</b> 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
<b>CO</b> 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
<b>Lead</b> 30-day Average Rolling 3-month average Quarterly average	1.5 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal) 1.5 $\mu\text{g}/\text{m}^3$ (federal)	

<sup>a</sup> Source: SCAQMD CEQA Handbook (SCAQMD, 1993)

<sup>b</sup> Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

<sup>c</sup> For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

<sup>d</sup> Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

<sup>e</sup> Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day    ppm = parts per million     $\mu\text{g}/\text{m}^3$  = microgram per cubic meter     $\geq$  = greater than or equal to  
MT/yr CO<sub>2</sub>eq = metric tons per year of CO<sub>2</sub> equivalents    > = greater than

Emission reduction estimates for each rule category were based upon the number of units in that rule category and an average emission reduction per unit. Yearly reduction estimates were based on the percentage of equipment that was anticipated to be subject to the emission limits in that year. Emission reductions in the first five years would be attributed to units with permitted NOx emission limits greater than one pound per day. Emission reductions in the last eight years would be due to NOx reductions from units with permit limits of one pound per day or less.

Delaying the compliance dates in PAR 1147 means that there will be adjustments to the annual operational NOx emission reductions during varying compliance years as summarized in Table 4-2. In addition, Table 4-43 summarizes the NOx emission reductions delayed on an equipment category basis per compliance year.

**Table 4-2  
Annual Adjustments to NOx Emission Reductions**

<b>Compliance Year</b>	<b>Current NOx Emission Reductions in Rule 1147 (tons/day)</b>	<b>Proposed NOx Emission Reductions in PAR 1147 (tons/day)</b>
2010	0.70	0
2011	0.70	0
2012	0.70	1.40
2013	0.70	1.40
2014	0.70	0.70
2015	0.06	0
2016	0.06	0
2017	0.06	0.12
2018	0.06	0.12
2019	0.06	0.06

Implementing PAR 1147 will result in a delay of: 1) 0.70 tons/day (1,400 lbs/day) of NOx emission reductions in compliance years 2010 and 2011; and, 2) 0.06 tons/day (120 lbs/day) of NOx emission reductions in compliance years 2015 and 2016. However, the 0.70 tons/day of NOx delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 tons/day of delayed NOx emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Thus, despite the delay in implementation of some of the compliance dates, the same amount of overall NOx emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g. 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023). However, the quantity of NOx emission reductions delayed exceeds the NOx significance threshold for operation of 55 pounds per day. Thus, PAR 1147 will result in adverse significant operational air quality impacts.

### **Mitigation Fee Option - Direct Air Quality Impacts**

Subsequent to the release of the Draft SEA, the proposed project has been revised to extend the NOx emission limit compliance dates for units with emissions of more than one pound per day by up to three years (e.g. by 2014) provided that an alternate compliance plan is submitted and an emissions mitigation fee is paid in lieu of meeting the applicable NOx emission limit through the aforementioned compliance methods.

By allowing an extension in the compliance dates in PAR 1147, some operators of affected equipment may delay their decision to make physical changes to their affected units and instead, take advantage of the mitigation fee option. Doing so could potentially cause additional delays in achieving the proposed NOx emission reductions contained in PAR 1147 by an additional 0.175 ton per day (350 pounds per day) to 0.350 ton per day (700 pounds per day) by 2014. This potential delay in NOx emission reductions is considered to be a substantial increase in operational air quality impacts from PAR 1147 that were already concluded to be significant.

### **Mitigation Fee Option - Indirect and Cumulative Air Quality Impacts**

In an effort to mitigate direct air quality impacts from implementing the mitigation fee option (see Project-Specific Mitigation for Air Quality Impacts During Operation), all mitigation fees will be used to reduce NOx emissions through the SCAQMD's leaf blower exchange program. Indirect air quality effects that may be generated by the leaf blower exchange program have been previously evaluated in the Final Program Environmental Assessment (PEA) for Proposed Rule 2702 – Greenhouse Gas Reduction Program<sup>5</sup> (SCAQMD, 2008) which will be used as a surrogate air quality analysis for the mitigation fee option.

The adoption of Rule 2702 established a Greenhouse Gas (GHG) Reduction Program for GHG reduction projects in the district and provided GHG certified emission reductions through SCAQMD-funded projects to reduce emissions using money from program participants who need certified GHG reductions. All GHG reduction projects are required to follow approved protocols and funding from parties seeking GHG emission reductions will be submitted to the SCAQMD, which will fund projects through contractual agreements. Projects funded through the GHG Reduction Program may also provide co-benefits of reducing criteria or toxic pollutants that can benefit local and regional air quality. The mitigation fee option proposed in PAR 1147 would rely on NOx emission reduction co-benefits that will be achieved by the leaf blower exchange program.

GHG Reduction Program protocols were developed in collaboration with CARB and were analyzed in the Final PEA for the following project categories: 1) boiler efficiency; 2) lawn mowers; 3) leaf blowers; 4) truck stop electrification; and, 5) replacement of High Global Warming Potential (GWP) refrigerants. Each of these protocols identify what actions can be taken to reduce GHGs, how those reductions will be quantified, and how long the project will be considered additional (i.e., how many years the project may qualify for certified GHG reductions).

The following describes the assumptions of indirect air quality impacts that could occur under the leaf blower protocol analyzed in the Final PEA. The analysis of the leaf blower exchange protocol for Rule 2702 assumed the program funding of \$2.8 million, which was based on the potential funding availability at the time. Based on the cost of leaf blowers at the time, the \$2.8 million was assumed to cover the cost of purchasing 15,730 leaf blowers<sup>6</sup>.

The Rule 2702 analysis assumed that old leaf blowers are exchanged at store locations that normally sell leaf blowers. Because more leaf blowers would be expected to be delivered to assure sufficient supply, new delivery truck trips were expected and analyzed for Rule 2702.

<sup>5</sup> SCAQMD, Final Program Environmental Assessment for: Proposed Rule 2702 – Greenhouse Gas Reduction Program, SCH No. 2008111002, SCAQMD No. 081104MK, December 31, 2008.

<sup>6</sup> To date, most of the emission reductions through Rule 2702 have been directed to tree planting programs and some funding has been directed to boil protocol projects. No funding has been directed to the leaf blower exchange program.

However, because store locations were assumed to only be able accommodate a minor increase in the number of leaf blowers due to space limitations, fewer leaf blowers get sold at each exchange resulting in the need for more exchanges each year. More exchanges were concluded to result in less vehicle distance traveled as it is more likely that a participant would visit a local exchange than an exchange located farther away. On average, three to five leaf blowers have been exchanged per purchaser. Historically, 1,500 leaf blowers have been exchanged at six to ten events per year. The leaf blower exchange events are popular and all of the available leaf blowers have been over-subscribed for each event. Because of the program's popularity, a maximum of 500 leaf blowers were assumed to be exchanged on any given day and a maximum of 32 events were assumed to be conducted to exchange all 15,730 leaf blowers that were assumed to be financed by the initial program funding for Rule 2702. Thus, if five leaf blowers are exchanged per purchaser, 100 vehicles were assumed to be traveling to the local store location on a given day. Further, two haul trucks were assumed to be needed to transport the old leaf blower units to a scrap and destruction location.

The peak daily emissions from conducting a leaf blower exchange based on exchanging 15,730 leaf blowers per year were estimated to be 1.63 pound per day of VOC, 14.49 pounds per day of CO, 5.56 pounds per day of NOx, 0.02 pound per day of SOx, 0.25 pound per day of PM10, and 0.20 pound per day of PM2.5. In addition, the construction activities were estimated to generate 25.2 metric tons of CO<sub>2</sub>eq emissions per year. Thus, the peak daily indirect emissions from conducting a leaf blower exchange event pursuant to Rule 2702 would not generate significant adverse air quality impacts because none of the criteria pollutant emissions exceed the SCAQMD's CEQA significance thresholds for the construction phase of a project. Subsequent to adoption of Rule 2702, \$1,500,000 was collected and used for tree planting programs. In addition \$300,000 was used for boiler replacement programs. No other funding has been provided to fund any of the other approved protocols, including leaf SCAQMD leaf blower exchanges.

The maximum number of leaf blowers that would be needed for PAR1147 is 9,000 total, so the analysis for Rule 2702 is an over-estimation of the potential impacts of the leaf blower exchange program for PAR 1147. Therefore, since fewer leaf blowers would be exchanged using the mitigation fee option, direct and indirect air quality impacts would be less than impacts identified for Rule 2702 and, as a result, would also be less than significant.

With the exception of GHG and criteria pollutant emission reductions, no other operational air quality impacts, either positive or negative, as explained in subsequent sections, were identified as a result of using new low emission leaf blowers to mitigate direct air quality impacts from implementing the mitigation fee option.

**Project-Specific Mitigation For Air Quality Impacts During Operation:** The analysis indicates that there will be a temporary delay in the overall reduction in NOx emissions during the operational phase of the proposed project. The amount of NOx emission reductions delayed exceeds the applicable significance threshold (55 pounds per day) during operation for NOx. Thus, there are adverse significant air quality impacts with the operational phase of the proposed project. If significant adverse environmental impacts are identified in a CEQA document, the CEQA document shall describe feasible measures that could minimize the significant adverse impacts (CEQA Guidelines §15126.4).



Because of the compliance challenges with certain effective dates in the rule that face operators of equipment subject to Rule 1147, there are no feasible mitigation measures that would achieve the delayed NO<sub>x</sub> emissions on the original schedule. Consequently, the operational air quality impacts from the proposed project cannot be mitigated.

Because the mitigation fee option has the potential to make a significant adverse impact substantially worse, the following mitigation measures will be required to be implemented:

- AQ-1 SCAQMD is required to apply the mitigation fees received from implementing the mitigation fee option in PAR 1147 to fund additional leaf blower exchange events. Except for GHG emission reductions, all other criteria pollutant and VOC emission reductions must be applied to reducing significant adverse NO<sub>x</sub> emission impacts or retired for the benefit of the environment and cannot be applied to other programs.
- AQ-2 The new leaf blowers used in the leaf blower exchange program are required to be certified by CARB and must meet certified emission levels no higher than those identified by CARB in Table 4-3.
- AQ-3 Manufacturers that participate in providing the qualifying leaf blowers for the leaf blower exchange program must contractually agree to not request emission credits for the NO<sub>x</sub> emission reductions generated by the sale of leaf blowers.
- AQ-4 Mitigation fees applied to the leaf blower exchange program must be in addition to any existing funding applied to that program (i.e., mitigation fees cannot replace any existing leaf blower exchange funding). However, this does not guarantee that existing levels of funding will be continued but only that SCAQMD will not substitute mitigation fees for existing funding sources.

Since 2006, the SCAQMD has annually conducted leaf blower exchange programs to encourage professional gardeners and landscapers operating within the SCAQMD's four-county jurisdiction to surrender their old, polluting backpack leaf blowers and purchase new, low-emission/low-noise leaf blowers at a reduced price. The programs have been very successful, resulting in the exchange of over 6,000 leaf blowers to date.

In order for manufacturers to participate in the leaf blower exchange programs, the new leaf blower engines need to be certified by CARB for sale in California, and must meet certified emission levels no higher than those identified by CARB as shown in Table 4-3. The analysis also showed that the operation of more efficient leaf blowers will provide an air quality benefit as old dirty equipment will be replaced with low emission equipment. As shown in Table 4-3, the current hydrocarbon(HC) + NO<sub>x</sub> emission standard for leaf blowers ranges from 25 grams/kilowatt-hour to 36 grams/kilowatt-hour, depending on the engine size. However, emissions would be 19 grams/kilowatt-hour from a new more efficient leaf blower. Similarly, while the current CO emission standard is 536 grams/kilowatt-hour, emissions from a new leaf blower would be 490 grams/kilowatt-hour.

**Table 4-3**  
**CARB's Leaf Blower Emission Standards**

<u>Leaf Blower Engine Size</u>	<u>Hydrocarbon plus NOx</u>	<u>Carbon Monoxide</u>	<u>Particulate Matter (PM standard applies only to 2-stroke engines)</u>
<50 cc	25 g/kW-hr	536 g/kW-hr	2.0 g/kW-hr
50-80cc inclusive	36 g/kW-hr	536 g/kW-hr	2.0 g/kW-hr

Since the new leaf blowers are quieter and operate with 50 percent less emissions than the older models being replaced, the leaf blower exchange program results in reductions in both emissions and noise. The quantity of NOx emission reductions projected to be generated by the leaf blower exchange program for years 2012, 2013 and 2014 would be approximately 0.175 ton per day to 0.350 ton per day for an exchange of 1,400 to 2,800 leaf blowers per year, respectively. In addition, manufacturers that participate in providing the qualifying leaf blowers for the program must contractually agree to not request emission credits for the NOx emission reductions generated by the sale of leaf blowers.

Thus, any delayed NOx emission reductions that may occur as part of the mitigation fee option in PAR 1147 would be expected to be fully offset by NOx emission reductions occurring from leaf blower exchange program.

For these reasons, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program, will not cause any new significant air quality impacts or make the significant air quality impacts previously analyzed in the Draft SEA substantially worse. Further, the modifications to the proposed project relative to implementing the mitigation fee option will not alter any conclusions previously reached in the Draft SEA, nor provide new information of substantial importance relative to the draft document. Thus, even with the addition of the mitigation fee option and associated mitigation measures, PAR 1147 will continue to result in adverse significant operational air quality impacts.

**Remaining Air Quality Impacts During Operation:** The air quality analysis concluded that significant adverse operational air quality impacts could be created by the proposed amendments because of a delay of 0.70 tons/day (1,400 lbs/day) of NOx emission reductions in compliance years 2010 and 2011; and, 0.06 tons/day (120 lbs/day) of NOx emission reductions in compliance years 2015 and 2016, would exceed the SCAQMD's NOx significance thresholds of 55 pounds per day. The air quality analysis also concluded that implementation of the mitigation fee option has been shown to create additional significant adverse operational air quality impacts due to the potential for additional delays in NOx emission reductions. However, the mitigation measures for the leaf blower exchange program and the NOx emission reductions that may be generated from the leaf blower exchange program is expected to fully offset any additional delays in NOx emissions reductions from the mitigation fee option in PAR 1147. Thus, implementation of the mitigation fee option will not create additional remaining air quality impacts during operation. Because PAR 1147 will result in significant adverse operational air quality impacts, ~~As a result,~~ a Statement of Findings and a Statement of Overriding Considerations will be prepared for the Governing Board's consideration and approval prior to the public hearings for the proposed amendments.

Table 4-43

## Baseline NOx Emission Inventory and Projected NOx Emission Reductions Delayed per Equipment Category and Compliance Year

Fuel	Equipment Category	Typical Uncontrolled NOx Emissions	Current NOx Emission Limit	No. of Units	NOx Baseline Emission Inventory (tons/day)	Originally Estimated NOx Emission Reductions (tons/day)	PAR 1147 Emission Reductions Delayed per Compliance Year (tons/day)									
							2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Natural Gas	Asphalt Operations	90-120 ppm	40 ppm	71	0.071	0.055	0.010	0.010	0.010	0	0	0.001	0.001	0.001	0	0
	Open Heated Tank or Evaporator	120 ppm	60 ppm or 0.073 lb/mmBtu	200	0.199	0.154	0.028	0.028	0.028	0	0	0.002	0.002	0.002	0	0
	Degassing, Incinerator, or Soil Remediation > 1200° F	120 ppm		480	0.478	0.370	0.068	0.068	0.068	0	0	0.006	0.006	0.006	0	0
	Fryer	120 ppm		101	0.1	0.078	0.014	0.014	0.014	0	0	0.001	0.001	0.001	0	0
	Metal Heat Treating	150-210 ppm		136	0.135	0.105	0.019	0.019	0.019	0	0	0.002	0.002	0.002	0	0
	Metal Melting Furnace	150-210 ppm		118	0.117	0.091	0.017	0.017	0.017	0	0	0.001	0.001	0.001	0	0
	Metal or Tar Pot	90-210 ppm		237	0.236	0.184	0.034	0.034	0.034	0	0	0.003	0.003	0.003	0	0
	Other > 1200° F	120 ppm		295	0.293	0.228	0.042	0.042	0.042	0	0	0.004	0.004	0.004	0	0
	Oven, Dehydrator, Dryer, Heater, etc. ≤ 800° F	120 ppm		20 ppm or 0.024 lb/mmBtu	2335	2.32	1.802	0.332	0.332	0.332	0	0	0.028	0.028	0.028	0
	Degassing, Incinerator, or Soil Remediation ≤ 1200° F	120 ppm	30 ppm or 0.036 lb/mmBtu	479	0.477	0.370	0.068	0.068	0.068	0	0	0.006	0.006	0.006	0	0

Table 4-43 (concluded)

## Baseline NOx Emission Inventory and Projected NOx Emission Reductions Delayed per Equipment Category and Compliance Year

Fuel	Equipment Category	Typical Uncontrolled NOx Emissions	Current NOx Emission Limit	No. of Units	NOx Baseline Emission Inventory (tons/day)	Originally Estimated NOx Emission Reductions (tons/day)	PAR 1147 Emission Reductions Delayed per Compliance Year (tons/day)									
							2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Natural Gas	Make Up Air Heater	120 ppm	30 ppm or 0.036 lb/mmBtu	34	0.034	0.026	0.005	0.005	0.005	0	0	0.000	0.000	0.000	0	0
	Oven, Dehydrator, Dryer, Heater, etc. > 800 and Tenter Frame or Carpet Dryer	120 ppm		161	0.16	0.124	0.023	0.023	0.023	0	0	0.002	0.002	0.002	0	0
	Other Air Heater Outside Building	90-120 ppm		45	0.048	0.035	0.006	0.006	0.006	0	0	0.001	0.001	0.001	0	0
	Other Air Heater Outside Building	120 ppm		15	0.015	0.012	0.002	0.002	0.002	0	0	0.000	0.000	0.000	0	0
	Other with Process Temperature ≤ 1200° F	120 ppm		196	0.195	0.151	0.028	0.028	0.028	0	0	0.002	0.002	0.002	0	0
Liquid Fuel	Liquid Fuel > 1200° F	120-180 ppm	60 ppm or 0.080 lb/mmBtu	0	0	0	0.000	0.000	0.000	0	0	0.000	0.000	0.000	0	0
	≤ 1200*			21	0.021	0.016	0.003	0.003	0.003	0	0	0.000	0.000	0.000	0	0
<b>Total:</b>				<b>4,924</b>	<b>4.899</b>	<b>3.800</b>	<b>0.700</b>	<b>0.700</b>	<b>0.700</b>	<b>0</b>	<b>0</b>	<b>0.060</b>	<b>0.060</b>	<b>0.060</b>	<b>0</b>	<b>0</b>

**Cumulative Air Quality Impacts During Operation:**

In general, the preceding analysis concluded that air quality impacts during operation would be significant from implementing the proposed project because the SCAQMD's significance threshold for operation will be exceeded for NO<sub>x</sub>. Thus, the air quality impacts during operation are considered to be cumulatively considerable pursuant to CEQA Guidelines §15064 (h)(1) and therefore, generate significant adverse cumulative air quality operation impacts. It should be noted, however, that the air quality analysis is a conservative, "worst-case" analysis so the actual operation impacts may not be as great as estimated here if facility operators meet the compliance schedule earlier than planned.

Further, the operational impacts are temporary when compared to the permanent projected emission reductions of NO<sub>x</sub> as a result of the proposed project. In other words, despite the delay in implementation of some of the compliance dates, the same amount of overall NO<sub>x</sub> emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g. 3.5 tons per day of NO<sub>x</sub> emission reductions by 2014 and 3.8 tons per day of NO<sub>x</sub> emission reductions by 2023). Further, the amount of emission reductions to be achieved by the proposed project for NO<sub>x</sub> will, at the very least, meet the emission reduction projections and commitments made in the AQMP.

Even though the proposed project will cause a temporary and significant adverse increase in air emissions during operation, the temporary net amount of NO<sub>x</sub> emission reductions delayed during operation combined with the total permanent emission reductions projected overall during operation would not interfere with the air quality progress and attainment demonstration projected in the AQMP. Further, based on regional modeling analyses performed for the 2007 AQMP, implementing control measures contained in the 2007 AQMP, in addition to the air quality benefits of the existing rules, is anticipated to bring the District into attainment with all national and most state ambient air quality standards by the year 2023. Therefore, cumulative operational air quality impacts from the proposed project, previous amendments and all other AQMP control measures considered together, are not expected to be significant because implementation of all AQMP control measures is expected to result in net emission reductions and overall air quality improvement. This determination is consistent with the conclusion in the 2007 AQMP Final Program EIR that cumulative air quality impacts from all AQMP control measures are not expected to be significant (SCAQMD, 2007). Therefore, there will be no significant cumulative adverse operational air quality impacts from implementing the proposed project.

**Cumulative Mitigation Measures During Operation:** The analysis indicates that the proposed project will result a delay of NO<sub>x</sub> emission reductions during operation of the proposed project, but the delay will not result in adverse significant cumulative air quality impacts because the amount of emission reductions to be achieved by the proposed project for NO<sub>x</sub> will, at the very least, meet the emission reduction projections and commitments made in the AQMP. Thus, no cumulative mitigation measures for operation are required.

**POTENTIAL ENVIRONMENTAL IMPACTS FOUND NOT TO BE SIGNIFICANT**

While all the environmental topics required to be analyzed under CEQA were reviewed to determine if the proposed project would create significant impacts, the screening analysis concluded that the following environmental areas would not be significantly adversely affected by the proposed project: air quality and GHG emissions during construction and GHG emissions during operation, aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water

quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, solid/hazardous waste, and transportation/traffic. The following is a brief discussion of each topic found not to be significant in the NOP/IS.

### **Air Quality and GHG Emissions During Construction**

Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NO<sub>x</sub> burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. Any operator who chooses to install new equipment or retrofit an existing unit to comply with the delayed compliance limits in PAR 1147 is not expected to construct any new buildings or other structures as part of the equipment replacement or retrofit process. However, as was previously analyzed in the December 2008 Final EA, some physical modifications would be necessary depending on whether the operator chooses to replace the existing equipment with a new unit or to retrofit the existing unit with ultra-low NO<sub>x</sub> burner. For example, for completely replacing existing equipment with new compliant equipment, the existing equipment would need to be shut down and allowed to cool, disconnected from fuel and electric utilities, dismantled and removed. For the purpose of this discussion, the new equipment is assumed to be installed at or near the location of the existing equipment.

The physical modifications that are typically involved with retrofitting existing equipment would be removing the old burners, installing new burners, and installing new or reworking existing flue gas ductwork. Specifically, owners/operators of affected facilities who choose to replace existing burners with ultra-low NO<sub>x</sub> burners will first need to pre-order and purchase the appropriate size, style and number of burners, shut down the combustion unit to let it cool, and change out the burners. The burner change-out may involve a contractor or vendor to remove the bolts, possibly cut and re-weld metal seals and re-fire the burners for equipment start-up. Additional work may be necessary such as upgrading the operation control system or installing a new fuel injection system with electronic controls. Once the ultra-low NO<sub>x</sub> burners are in place, the combustion equipment can be fired up and can operate with lower NO<sub>x</sub> emissions.

Due to the relatively straightforward nature and ease of retrofitting existing equipment with ultra low-NO<sub>x</sub> burners, no heavy duty construction activities or equipment are anticipated. Further, the potential adverse construction air quality and GHG impacts were previously analyzed in the December 2008 Final EA and the proposed delay in the compliance dates contained in PAR 1147 will not alter the assumptions or alter the analysis for construction emissions (e.g., criteria pollutants and GHGs). Thus, no new secondary construction impacts are anticipated from the delayed retrofit of equipment with ultra low-NO<sub>x</sub> burners.

As previously discussed in the Indirect and Cumulative Air Quality Impacts section, implementation of the mitigation fee option in PAR 1147 in conjunction with mitigation measures AQ-1, AQ-2, AQ-3, and AQ-4 to obtain NO<sub>x</sub> emission reductions generated by the leaf blower exchange program, will generate peak daily emissions of approximately 1.63 pound per day of VOC, 14.49 pounds per day of CO, 5.56 pounds per day of NO<sub>x</sub>, 0.02 pound per day of SO<sub>x</sub>, 0.25 pound per day of PM<sub>10</sub>, and 0.20 pound per day of PM<sub>2.5</sub>. In addition, the leaf blower exchange program activities were estimated to generate 25.2 metric tons of CO<sub>2</sub>eq emissions per year from haul trucks delivering leaf blowers to exchange locations and motorists traveling to the exchange event locations to exchange old leaf blowers for new leaf blowers. This GHG emission increase does not take into consideration any potential GHG emission reductions from operating new leaf blowers and retiring the old leaf blowers. Thus, the peak daily indirect emissions from conducting a leaf blower exchange event would not generate

significant adverse air quality impacts because none of the criteria pollutant emissions exceed the SCAQMD's applicable CEQA significance thresholds. These additional indirect emissions attributable to the leaf blower exchange program would not make the significant air quality impacts previously analyzed in the Draft SEA substantially worse. Thus, based upon these considerations, no significant air quality and GHG emission impacts are expected from the proposed project during construction.

### **GHG Emissions During Operation**

Based on the type and size of equipment affected by PAR 1147, CO<sub>2</sub> emissions (e.g., GHGs) from the operation of the retrofitted or replaced equipment are likely to decrease from current levels due to improved burner efficiency. Further, there is no fuel penalty associated with operating equipment with ultra-low NO<sub>x</sub> burners. Thus, even with the delay in compliance dates, operation of ultra-low NO<sub>x</sub> burners are expected to result in a similar slight, less than significant decrease in GHG emissions as was previously analyzed in the December 2008 Final EA. However, the delay in compliance dates means the any reductions in GHG emissions will also be delayed. Based upon these considerations, no significant GHG impacts are expected from the proposed project during operation.

### **Aesthetics**

Since compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NO<sub>x</sub> burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147, only minor construction-related activities associated with installing compliant equipment or retrofitting existing equipment with ultra-low NO<sub>x</sub> burners at affected facilities are expected to occur as a result of PAR 1147 and these construction activities are expected to be confined within the existing footprint of the affected facilities.

The footprint of a compliant new replacement unit versus the footprint of an existing, retrofitted unit that meets the ultra-low NO<sub>x</sub> standards was determined to be similar to each other such that owners/operators who replaced their existing units with new compliant units or retrofit their existing units with ultra-low NO<sub>x</sub> burners, implementation of Rule 1147 would not require the construction of new buildings or other structures that would obstruct scenic resources or degrade the existing visual character of a site, including but not limited to, trees, rock outcroppings, or historic buildings. Further, implementation of Rule 1147 was not determined to involve the demolition of any existing buildings or facilities, to require any subsurface activities, or to require the acquisition of any new land or the surrendering of existing land, or the modification of any existing land use designations or zoning ordinances. Thus, any compliance relief provided by PAR 1147 will only delay the installation or retrofit of ultra-low NO<sub>x</sub> burners and reduce the number time meters and fuel meters that would have otherwise been installed under Rule 1147.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NO<sub>x</sub> emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on aesthetics because leaf blowers are already used by gardening and landscaping services and would not be permanently located in areas that could adversely affect scenic vistas or the visual character or an area. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Further, leaf blowers are not a new source of substantial light or glare



which would adversely affect day or nighttime views in the area because leaf blowing is an existing activity that typically takes place during daylight hours. For this reason, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on aesthetics (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to aesthetics resources would be substantially less compared to Rule 2702.

For these reasons, PAR 1147 is not expected to degrade the visual character of any site where a facility is located and that operates an affected unit or its surroundings, affect any scenic vista, damage scenic resources. Further, since PAR 1147 does not require existing facilities to operate at night, no new sources of substantial light or glare are expected. Therefore, for these aforementioned reasons, the proposed project is not expected to create significant adverse aesthetics impacts.

### **Agriculture and Forestry Resources**

As mentioned previously in the summary of aesthetics, any construction and operational activities that would occur as a result of implementing PAR 1147 are expected to be minimal and to occur within the confines of the existing affected facilities. The proposed project would be consistent with the industrial or commercial zoning requirements for the various facilities and there are no agricultural or forestry resources or operations on or near the affected facilities. No agricultural resources including Williamson Act contracts are located within or would be impacted by construction activities at the affected facilities. Therefore, any delays of installing new equipment units or retrofitting existing units to comply with revised compliance timelines in PAR 1147 would not result in any new construction of buildings or other structures that would convert any classification of farmland to non-agricultural use or conflict with zoning for agricultural use or a Williamson Act contract.

PAR 1147 would also not result in any new construction of buildings or other structures that would cause the loss of forest land or conversion of forest land to non-forest use. Because there are no forestry resources or operations on or near the affected facilities, PAR 1147 would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g)).

Lastly, since PAR 1147 would not substantially change the facility or process for which the NOx control equipment are utilized, there are no provisions in PAR 1147 that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements relative to agriculture and forestry resources will be altered by PAR 1147.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on agriculture or forestry leaf blowers are portable equipment that are already used by gardening and landscaping services in typically urban areas. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Thus, implementation of the mitigation fee option in PAR 1147 will not require converting farmland to non-agricultural use or conflict with zoning for agricultural use or a Williamson Act contract because commercial



agricultural activities do not typically occur in urban settings due to zoning restrictions. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on agriculture resources (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to agriculture and forestry resources would be substantially less compared to Rule 2702.

Therefore, for these aforementioned reasons, the proposed project is not expected to create significant adverse agriculture and forestry resource impacts.

### **Biological Resources**

With only minor construction-related activities associated with installing compliant equipment or retrofitting existing equipment with ultra-low NO<sub>x</sub> burners at affected facilities expected to occur as a result of PAR 1147 and that these construction activities are expected to be confined within the existing footprint of the affected facilities, the delayed installation of new equipment units or retrofit of existing units to comply with PAR 1147 would not result in any new construction of buildings or other structures. Further, all of the affected units operating at existing facilities are located primarily in industrial and commercial areas, which have already been greatly disturbed. In general, these areas currently do not support riparian habitat, federally protected wetlands, or migratory corridors. Additionally, special status plants, animals, or natural communities are not expected to be found within close proximity to the affected facilities. Therefore, the proposed project would have no direct or indirect impacts that could adversely affect plant or animal species or the habitats on which they rely in the SCAQMD's jurisdiction. The current and expected future land use development to accommodate population growth is primarily due to economic considerations or local government planning decisions. A conclusion in the Final Program EIR for the 2007 AQMP was that population growth in the region would have greater adverse effects on plant species and wildlife dispersal or migration corridors in the basin than SCAQMD regulatory activities, (e.g., air quality control measures or regulations). The current and expected future land use development to accommodate population growth is primarily due to economic considerations or local government planning decisions.

Further, the proposed project is not envisioned to conflict with local policies or ordinances protecting biological resources or local, regional, or state conservation plans. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project. Additionally, the proposed project will not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other relevant habitat conservation plan, and would not create divisions in any existing communities because all activities associated with complying with the proposed project will occur at existing industrial and commercial facilities.

The SCAQMD, as the Lead Agency for the proposed project, has found that, when considering the record as a whole, there is no evidence that PAR 1147 will have potential for any new adverse effects on wildlife resources or the habitat upon which wildlife depends. Accordingly, based upon the preceding information, the SCAQMD has, on the basis of substantial evidence, rebutted the presumption of adverse effect contained in §753.5 (d), Title 14 of the California Code of Regulations.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NO<sub>x</sub> emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on biological resources because the usage of leaf

blowers are currently used in existing urban environments with the purpose of landscaping, grass cutting, weed control, and leaf management. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Further, no new property is required for the exchange and operation of new leaf blowers. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on biological resources (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to biological resources would be substantially less compared to Rule 2702.

Therefore, the proposed project is not expected to create significant adverse biological resource impacts.

### **Cultural Resources**

There are existing laws in place that are designed to protect and mitigate potential impacts to cultural resources. Installing ultra-low NOx burner technology and any other associated equipment to comply with PAR 1147 may require disturbance of previously disturbed areas, i.e., existing industrial or commercial facilities. However, since construction-related activities are expected to be confined within the existing footprint of the affected facilities, PAR 1147 is not expected to require physical changes to the environment, which may disturb historical, paleontological or archaeological resources. Furthermore, it is envisioned that these areas are already either devoid of significant cultural resources or whose cultural resources have been previously disturbed. Therefore, the proposed project has no potential to cause a substantial adverse change to a historical or archaeological resource, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or disturb any human remains, including those interred outside a formal cemeteries. PAR 1147 is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources in the District.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on cultural resources because leaf blowers are currently used in existing urban environments with the purpose of landscaping, grass cutting, weed control, and leaf management and the exchanges of leaf blowers do not involve any level of construction that would have any impact on cultural resources. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on cultural resources (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to cultural resources would be substantially less compared to Rule 2702.

PAR 1147 is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources in the District.

### **Energy**

The majority of the universe of sources that are regulated by PAR 1147 is fired with natural gas. As discussed in the air quality section regarding GHG emissions, due to ultra-low NOx burner retrofits that will occur on a delayed implementation schedule, PAR 1147 is expected to result in a slight decrease in the demand for natural gas, as new burners are expected to be more efficient than existing affected equipment. However, when this decrease in natural gas is scheduled to occur will vary according to the delayed compliance dates proposed in PAR 1147. Nevertheless, based upon these considerations, PAR 1147 is not expected to use energy in a wasteful manner, and will not exceed SCAQMD energy significance thresholds. There will be no substantial depletion of energy resources nor will significant amounts of fuel be needed when compared to existing supplies.

As a result, PAR 1147 would not conflict with energy conservation plans, use non-renewable resources in a wasteful manner, or result in the need for new or substantially altered power or natural gas systems. Since PAR 1147 would primarily affect existing equipment operating at existing facilities and because compliant equipment, if installed, will be more efficient than existing equipment, the proposed project will not conflict with adopted energy conservation plans because existing facilities would be expected to continue implementing any existing energy conservation plans. Additionally, operators of affected facilities are expected to comply with existing energy conservation plans and standards to minimize operating costs, while still complying with the requirements of PAR 1147.

Lastly, PAR 1147 would not create any significant effects on peak and base period demands for electricity and other forms of energy since no construction of buildings or other structures are anticipated as a result of the affected facilities operating equipment that is either manufactured or retrofitted with ultra-low NOx burner technology.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have a less than significant impact on energy because there will be a temporary increased need for diesel and gasoline fuel to power on-road mobile sources, such as delivery trucks, haul trucks and workers' vehicles. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. The Final PEA for Rule 2702 estimated that the leaf blower exchange program would result in an increase of approximately 427 gallons of diesel fuel and 1,728 gallons of gasoline during activities associated with exchanging 15,730 leaf blowers per year. However, during leaf blowing operations, there will be an energy benefit because gasoline-fueled leaf blowers are expected to be 26 percent more efficient than the 2-stroke engine older models so there will be 26 percent less gasoline used than with the current older models. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have a less than significant adverse impact on energy (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to energy resources would be substantially less compared to Rule 2702.

In light of the preceding discussion, PAR 1147 would not create any significant effects on peak and base period demands for electricity and other forms of energy and it is expected to comply with existing energy standards. Therefore, PAR 1147 is not expected to generate significant adverse energy impacts.

## Geology and Soils

Southern California is an area of known seismic activity. Structures must be designed to comply with the Uniform Building Code Zone 4 requirements if they are located in a seismically active area. The local city or county is responsible for assuring that a proposed project complies with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the code is to provide structures that will: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage but with some non-structural damage; and, 3) resist major earthquakes without collapse but with some structural and non-structural damage.

The Uniform Building Code bases seismic design on minimum lateral seismic forces (“ground shaking”). The Uniform Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represent the foundation conditions at the site. Accordingly, the existing buildings and equipment at existing affected facilities are likely to conform to the Uniform Building Code and all other applicable state codes in effect at the time they were constructed.

Since implementing PAR 1147 is expected to involve the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at existing facilities, no new buildings or structures are expected to be constructed and no soil disruption from excavation, grading, or filling activities; changes in topography or surface relief features; erosion of beach sand; or changes in existing siltation rates are anticipated. Since soil disruption is not expected to occur as a result of implementing the proposed project, the soil types present at the affected facilities will not be further susceptible to expansion or liquefaction. Similarly, subsidence is not anticipated to be a problem since no excavation, grading, or filling activities will occur at affected facilities. Further, PAR 1147 would not involve drilling or removal of underground products (e.g., water, crude oil, et cetera) that could produce new, or make worse existing subsidence effects. Additionally, the affected areas are not envisioned to be prone to new risks from landslides or have unique geologic features since the existing affected facilities are located in industrial or commercial areas where such features have already been altered or removed. As a result, substantial exposure of people or structure to the risk of loss, injury, or death involving seismic-related activities is not anticipated.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on geology and soils because leaf blowers are portable equipment that are currently used in existing urban environments for the purpose of landscaping, grass cutting, weed control, and leaf management without being dependent upon soil structure or stability in order to function. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Thus, exchanging existing leaf blowers with new leaf blowers will not expose people or structures to new risks of loss, injury, or death involving: rupture of an earthquake fault, seismic ground shaking, ground failure or landslides. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on geology and soils (SCAQMD, 2008). Since fewer leaf

blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to geology and soils would be substantially less compared to Rule 2702.

Lastly, since PAR 1147 will affect operations at primarily existing facilities, it is expected that people or property will not be exposed to new impacts relative to expansive soils or soils incapable of supporting water disposal, nor will any existing impacts be made worse. Further, PAR 1147 would not require installation of septic tanks or other alternative waste water systems.

Based upon the aforementioned considerations, significant geology and soils impacts are not expected from the implementation of the proposed project.

### **Hazards and Hazardous Materials**

There are no provisions in PAR 1147 that would increase the amount of hazardous materials used or generated by facility owners/operators. Further, because implementation of PAR 1147 will be the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at the affected facilities, no raw material deliveries or waste disposal truck trips that handle hazardous materials will be associated with the proposed project after the applicable compliance dates.

As indicated in the discussion under energy, PAR 1147 applies to combustion equipment operations that are mainly fired with natural gas, though a small percentage are fired with liquid fuel; both are flammable substances. Because the ultra-low NOx burner technology is more efficient than existing burner technologies, upon installation, implementation of PAR 1147 is expected to slightly reduce the demand for fuel compared to what is currently used at existing affected facilities. As a result, implementation of PAR 1147 is not expected to noticeably change or may slightly reduce any existing flammability hazard that may be associated with operating these combustion devices. In summary, implementation of PAR 1147 is not expected to increase any existing flammability hazard associated with firing ultra-low NOx burners.

Since PAR 1147 would primarily affect existing combustion equipment that is primarily located at existing facilities, existing emergency planning is anticipated to adequately minimize the risk associated installing new compliant equipment or retrofitting existing equipment with ultra-low NOx burners. Businesses are required to report increases in the storage or use of flammable and otherwise hazardous materials to local fire departments. PAR 1147 is not expected to increase the amount of materials used or generated at affected facilities that would contain hazardous materials nor is it expected to significantly increase the demand of fuels (natural gas and liquid fuel) or other flammable substances.

In addition, local fire departments ensure that adequate permit conditions are in place to protect against potential risk of upset. The Uniform Fire Code and Uniform Building Code are set standards intended to minimize risks from flammable or otherwise hazardous materials. Local jurisdictions are required to adopt the uniform codes or comparable regulations. Local fire agencies require permits for the use or storage of hazardous materials and permit modifications for proposed increases in their use. Permit conditions depend on the type and quantity of the hazardous materials at the facility. Permit conditions may include, but are not limited to, specifications for sprinkler systems, electrical systems, ventilation, and containment. The fire departments make annual business inspections to ensure compliance with permit conditions and other appropriate regulations.

Further, all hazardous materials are expected to be used in compliance with established Occupational Safety and Health Administration (OSHA) or California Occupational Safety and Health Administration (CalOSHA) regulations and procedures, including providing adequate ventilation, using recommended personal protective equipment and clothing, posting appropriate signs and warnings, and providing adequate worker health and safety training. When taken together, the aforementioned regulations provide comprehensive measures to reduce hazards of explosive or otherwise hazardous materials. Compliance with these and other federal, state and local regulations and proper operation and maintenance of equipment should ensure the potential for explosions or accidental releases of hazardous materials is not significant.

In general, the purpose of PAR 1147 is to bring compliance relief to owners/operators of affected combustion equipment by: 1) delaying implementation of certain NOx emission limit compliance dates for existing (in-use) permitted equipment; 2) removing the requirement for the installation of gas fuel meters for equipment that currently comply with the NOx emission level in terms of ppm; and, 3) removing the requirement for time meters. While delaying implementation will delay some NOx emission reductions originally projected during the adoption of Rule 1147, eventually the overall NOx emission reductions will be achieved from a large variety of combustion equipment at existing facilities, which will ultimately improve air quality and reduce adverse human health impact related to poor air quality. Since operations of these equipment categories occur primarily at existing facilities located in industrial or commercial areas, implementation of PAR 1147 is not expected to increase existing, or create any new hazardous emissions which would adversely affect existing/proposed schools or public/private airports located in close proximity to the affected facilities.

Even if some affected facilities are designated pursuant to Government Code §65962.5 as a large quantity generator of hazardous waste, it is not anticipated that complying with PAR 1147 will alter in any way how operators of affected facilities manage their hazardous wastes and that they will continue to be managed in accordance with all applicable federal, state, and local rules and regulations.

Aside from the use of natural gas and liquid fuel needed to fuel the equipment, it should again be noted that PAR 1147 has no provisions that dictate the use of, or generate any new hazardous material. Under PAR 1147, owners or operators of the affected facilities will still have the flexibility and more time to choose the type of compliant combustion equipment (i.e., to install new equipment or retrofit existing equipment with ultra-low NOx burners) for their operations. Either way, the installation of new compliant equipment or the retrofit of existing equipment will not pose a substantial safety hazard. Therefore, it is not anticipated that PAR 1147 would require changes to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

In addition, Health and Safety Code (HSC) §25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the emergency release or threatened release of a hazardous material. Business emergency response plans generally require the following:

- Identification of individuals who are responsible for various actions, including reporting, assisting emergency response personnel and establishing an emergency response team;



- Procedures to notify the administering agency, the appropriate local emergency rescue personnel, and the California Office of Emergency Services;
- Procedures to mitigate a release or threatened release to minimize any potential harm or damage to persons, property or the environment;
- Procedures to notify the necessary persons who can respond to an emergency within the facility;
- Details of evacuation plans and procedures;
- Descriptions of the emergency equipment available in the facility;
- Identification of local emergency medical assistance; and
- Training (initial and refresher) programs for employees in:
  1. The safe handling of hazardous materials used by the business;
  2. Methods of working with the local public emergency response agencies;
  3. The use of emergency response resources under control of the handler;
  4. Other procedures and resources that will increase public safety and prevent or mitigate a release of hazardous materials.

In general, every county or city and all facilities using a minimum amount of hazardous materials are required to formulate detailed contingency plans to eliminate, or at least minimize, the possibility and effect of fires, explosion, or spills. In conjunction with the California Office of Emergency Services, local jurisdictions have enacted ordinances that set standards for area and business emergency response plans. These requirements include immediate notification, mitigation of an actual or threatened release of a hazardous material, and evacuation of the emergency area.

Since the facilities that operate equipment subject to the requirements in PAR 1147 are located at existing industrial or commercial sites in urban areas where wildlands are not prevalent, risk of loss or injury associated with wildland fires is not expected.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have a less than significant impact on hazards and hazardous materials because there will be a temporary increased need for diesel and gasoline fuel to power on-road mobile sources, such as delivery trucks, haul trucks and workers' vehicles. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The Final PEA for Rule 2702 estimated that the leaf blower exchange program would result in an increased demand of approximately 427 gallons of diesel fuel and 1,728 gallons of gasoline during the activities associated with exchanging 15,730 leaf blowers per year. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. The leaf blower exchanges are carefully monitored so in the event an accidental release of gasoline occurs, the disposal will be handled by professional employees properly trained in material handling and disposal. During leaf blower operations, there will be a hazards and hazardous materials benefit because gasoline-fueled leaf blowers are expected to be 26 percent more efficient than the 2-stroke engine older models so there will be 26 percent less gasoline used than with the current older models. Thus, the probability of a risk of upset from fuel transport and usage for leaf

blowers is reduced. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on hazards and hazardous materials (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to hazards and hazardous materials would be substantially less compared to Rule 2702.

Based upon these considerations, no significant adverse hazards and hazardous materials impacts are expected from the implementation of PAR 1147.

### **Hydrology and Water Quality**

Since ultra-low NOx burner technology does not utilize water as part of the NOx control process, no additional water demand or wastewater generation is expected to result from the operation of the units equipped with ultra-low NOx burners at the affected facilities. Further, PAR 1147 has no provision that would require the construction of additional water resource facilities, increase the need for new or expanded water entitlements, or alter existing drainage patterns. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. PAR 1147 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, since compliance with PAR 1147 does not involve water that would generate wastewater processes, there would be no change in the composition or volume of existing wastewater streams from the affected facilities. For these reasons, PAR 1147 is not expected to require additional wastewater disposal capacity, violate any water quality standard or wastewater discharge requirements, or otherwise substantially degrade water quality.

Complying with PAR 1147 will not change existing operations at affected facilities, nor would it result in an increased water demand that would cause a generation of increased volumes of wastewater because the ultra-low NOx burners do not require water as part of the NOx control process. As a result, there are no potential changes in water demand or wastewater volume or composition expected from facilities complying with the requirements in PAR 1147. Further, PAR 1147 is not expected to cause affected facilities to violate any water quality standard or wastewater discharge requirements since there would be no water needed and no wastewater volumes generated as a result of implementing with PAR 1147. PAR 1147 is not expected to have any water demand or water quality impacts for the following reasons:

- The proposed project does not increase demand on the existing water supply.
- The proposed project does not increase demand for total water by more than 5,000,000 gallons per day.
- The proposed project does not increase demand for potable water by more than 262,820 gallons per day.
- The proposed project does not require construction of new water conveyance infrastructure.
- The proposed project does not create a substantial increase in mass inflow of effluents to public wastewater treatment facilities.
- The proposed project does not result in a substantial degradation of surface water or groundwater quality.



- The proposed project does not result in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The proposed project does not result in alterations to the course or flow of floodwaters.

Lastly, PAR 1147 will not increase storm water discharge, since no major construction activities are expected at affected facilities. Further, no new areas at existing affected facilities are expected to be paved, so PAR 1147 will not increase storm water runoff during operation. Therefore, no new storm water discharge treatment facilities or modifications to existing facilities will be required due to the implementation of PAR 1147. Accordingly, PAR 1147 is not expected to generate any impacts relative to construction of new storm water drainage facilities.

Because the NO<sub>x</sub> control process of the burners in the equipment affected by PAR 1147 does not rely on water, no increase to any affected facilities' existing water demand is expected. Because ultra-low NO<sub>x</sub> burner technology does not utilize water, implementation of PAR 1147 will not increase demand for, or otherwise affect groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. In addition, implementation of PAR 1147 will not increase demand for water from existing entitlements and resources, and will not require new or expanded entitlements. Since equipment affected by PAR 1147 generally occur in existing structures at existing facilities, no paving is required that might interfere with groundwater recharge. Therefore, no water demand impacts are expected as the result of implementing PAR 1147.

Implementation of PAR 1147 will occur at existing facilities that are typically located in industrial or commercial areas that are paved and already have drainage infrastructures in place. Since PAR 1147 does not involve major construction activities that would include activities such as site preparation, grading, et cetera, no changes to storm water runoff, drainage patterns, groundwater characteristics, or flow are expected. Therefore, these impact areas are not expected to be affected by PAR 1147.

The proposed project will not require construction of new housing, contribute to the construction of new building structures, or require modifications or changes to existing structures. Further, PAR 1147 is not expected to require additional workers at affected facilities. Therefore, PAR 1147 is not expected to generate construction of any new structures in 100-year flood areas as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood delineation map. As a result, PAR 1147 is not expected to expose people or structures to any new flooding risks, or make worse any existing flooding risks. Finally, PAR 1147 will not affect any potential flood hazards inundation by seiche, tsunami, or mud flow that may already exist relative to existing facilities or create new hazards at existing facilities.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NO<sub>x</sub> emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on water resources, water quality are expected standards, groundwater supplies, water quality degradation, existing water supplies or wastewater treatment facilities because the exchange and operation of leaf blowers typically do not involve the use of water or generation of wastewater. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and

landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on hydrology and water quality (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to hydrology and water quality would be substantially less compared to Rule 2702.

Based upon these considerations, no hydrology and water quality impacts are expected from the implementation of PAR 1147.

### **Land Use and Planning**

The proposed project does not require construction of new facilities, but any physical effects will occur at existing facilities and, thus, it will not result in physically dividing any established communities. There are no provisions in the proposed project that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by the proposed project. Further, the proposed project would be consistent with the typical industrial, heavy manufacturing zoning of the affected facilities. All proposed modifications are expected to occur within the confines of the existing facilities. The proposed project would not affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities. Further, no new development or alterations to existing land designations will occur as a result of the implementation of the proposed project. Therefore, present or planned land uses in the region will not be affected as a result of the proposed project.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is not expected to have any direct or indirect impacts on land use and planning because leaf blowers are portable equipment and their operation would have no effect on land use designations. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on land use and planning (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to land use and planning would be substantially less compared to Rule 2702.

Based upon these considerations, significant land use planning impacts are not expected from the implementation of the proposed project.

### **Mineral Resources**

There are no provisions of the proposed project that would result in the loss of availability of a known mineral resource of value to the region and the residents of the state such as aggregate, coal, clay, shale, et cetera, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

In addition, implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected

to no impact on mineral resources because operation of the new, more efficient leaf blowers does not require the use of minerals such as ores, sand, gravel et cetera, and thus, would not change the existing uses of, or create new demand for mineral resources. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on mineral resources (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to mineral resources would be substantially less compared to Rule 2702.

### **Noise**

Implementation of PAR 1147 is expected to involve the delayed installation of new compliant equipment or retrofitting of existing units with ultra-low NOx burners at existing facilities. PAR 1147 would only affect combustion equipment at existing facilities. Since installation of new equipment or retrofitting existing equipment does not require heavy-duty construction equipment, no significant adverse noise impacts are anticipated during the construction phase.

No other physical modifications or changes associated with the implementation of PAR 1147 are expected. Thus, PAR 1147 is not expected to expose persons to the generation of excessive noise levels above current facility levels because the proposed project will result in affected facilities operating the same type of equipment at equivalent or similar noise levels and ultra-low NOx combustion technology is not typically a noise intensive technology. It is expected that any facility affected by PAR 1147 will comply with all existing noise control laws or ordinances. Further, OSHA and CalOSHA have established noise standards to protect worker health. It is expected that all workers at affected facilities will continue complying with applicable noise standards.

PAR 1147 is not anticipated to expose people to or generate excessive groundborne vibration or groundborne noise levels since no major construction activities are expected to occur at the existing facilities and the affected equipment are not inherently noisy or create excessive vibrations.

A permanent increase in ambient noise levels at the affected facilities above existing levels as a result of implementing the proposed project is unlikely to occur because any new equipment that would be installed as part of implementing PAR 1147 will be replacing existing equipment with the same or similar noise profiles and retrofitting existing equipment with ultra-low NOx burners will not change the noise profile of the existing equipment. Therefore, the existing noise levels are unlikely to change and raise ambient noise levels in the vicinities of the existing facilities to above a level of significance in response to implementing PAR 1147.

Implementation of PAR 1147 would not consist of improvements within the existing facilities that would require major construction activities. Even if an affected facility is located near a public/private airport, there are no new noise impacts expected from any of the existing facilities as a result of complying with the proposed project. Thus, PAR 1147 is not expected to expose people residing or working in the project vicinities to excessive noise levels.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have no

significant direct or indirect impacts on noise because the use of low emission leaf blowers is expected to provide a noise reduction benefit since the new leaf blowers are rated at a noise level of 65 dBA, which is much lower than the older leaf blower models. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. For this reason, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on noise (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to noise would be substantially less compared to Rule 2702.

Based upon the aforementioned considerations, significant noise impacts are not expected from the implementation of the proposed project.

### **Population and Housing**

The minimal construction activities associated with the proposed project at each affected facility are not expected to involve the relocation of individuals, require new housing or commercial facilities, or change the distribution of the population. The reason for this conclusion is that operators of affected facilities who need to perform any construction activities to comply with the proposed project can draw from the existing labor pool in the local southern California area. For example, under PAR 1147, the installation of new equipment or retrofitting of existing equipment will likely require the same number of construction workers as previously analyzed at the time of adoption of Rule 1147. That is, only two construction workers at most (one to deliver materials and one to install it) would be needed to either install new compliant equipment or retrofit existing units with ultra-low NOx burners. Nonetheless, it is expected that construction workers needed to implement PAR 1147 can be drawn from the existing labor pool in southern California. Further, PAR 1147 is not anticipated to generate any significant effects, either direct or indirect, on the district's population or population distribution as no additional workers for equipment operation are anticipated to be required at facilities subject to the proposed amendments. Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing PAR 1147. As such, PAR 1147 will not result in changes in population densities or induce significant growth in population

Because the proposed project includes modifications and/or changes at existing facilities located in industrial and commercial settings, the proposed project is not expected to result in the creation of any industry that would affect population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of people or housing elsewhere in the District.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have no significant direct or indirect impacts on population and housing because the replacement of existing leaf blower with a new low emission leaf blower will not change leaf blowing activities in any way such that no construction workers or any change in the existing labor force would be required. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. For this reason, the replacement of existing leaf blowers with more efficient new equipment was concluded in the

Final SEA for Rule 2702 to have no significant adverse impacts on population and housing (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to population and housing would be substantially less compared to Rule 2702.

Based upon these considerations, significant population and housing impacts are not expected from the implementation of the proposed project.

### **Public Services**

Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. No other physical modifications or changes associated with the implementation of PAR 1147 are expected. The overall amount of natural gas and liquid fuel usage at any one facility over their current levels is not expected to change substantially or increase the chances for fires or explosions that could affect local fire departments. Finally, PAR 1147 is not expected to increase the need for security at affected facilities, which could adversely affect local police departments.

The local labor pool (e.g., workforce) of particular affected facility areas is expected to remain the same since PAR 1147 would not trigger any changes to current facility operations. Therefore, with no increase in local population anticipated, no significant adverse impacts are expected to local schools.

PAR 1147 will result in the delayed replacement of existing equipment with functionally identical new equipment or retrofit of existing equipment with ultra-low NOx burners at existing facilities. Besides permitting the equipment or altering permit conditions, there is no other need for government services. Further, implementation of PAR 1147 would not result in the need for new or physically altered public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. There will be no increase in population and, therefore, no need for physically altered public facilities.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have no significant direct or indirect impacts on public services because leaf blower exchange events are carefully monitored so if accidental releases of gasoline were to occur, the amount of gasoline released would not likely cause the need for fire department responders because of the available safety equipment and personnel available at the exchange events. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Further, the disposal of gasoline fuel from the exchanges of leaf blowers is handled by professional employees properly trained in material handling and disposal. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on public services (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to public services would be substantially less compared to Rule 2702.

Based upon these considerations, significant public services impacts are not expected from the implementation of the proposed project.



**Recreation**

As discussed previously under “Land Use,” there are no provisions to the proposed project that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments; no land use or planning requirements are expected to be altered by the proposed project. Further, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities or include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment because the proposed project is not expected to induce population growth.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have no significant direct or indirect impacts on recreation because operation of new leaf blowers will take place at existing locations as part of regular grounds keeping maintenance and would not increase the use of existing neighborhood or regional parks or other recreational facilities. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Further, the leaf blower exchange program would not require the construction or expansion of existing recreational facilities that might create an adverse physical effect on the environment. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on recreation (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to recreation would be substantially less compared to Rule 2702.

Based upon these considerations, significant recreation impacts are not expected from the implementation of the proposed project.

**Solid/Hazardous Waste**

Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. No other physical modifications or changes associated with the implementation of PAR 1147 are expected. Because affected equipment has a finite lifetime, it will ultimately have to be replaced at the end of its useful life. However, the delayed compliance dates for some equipment mean that PAR 1147 may delay replacement. However, affected equipment may also be refurbished and used elsewhere. In addition, any scrap metal from replaced units has economic value and is expected to be recycled, so any solid or hazardous waste impacts specifically associated with PAR 1147 are expected to be minor. As a result, no substantial change in the amount or character of solid or hazardous waste streams is expected to occur. For these reasons, PAR 1147 is not expected to increase the volume of solid or hazardous wastes from affected facilities, require additional waste disposal capacity, or generate waste that does not meet applicable local, state, or federal regulations.

Based upon these considerations, PAR 1147 is not expected to increase the volume of solid or hazardous wastes that cannot be handled by existing municipal or hazardous waste disposal facilities, or require additional waste disposal capacity. Further, implementing PAR 1147 is not

expected to interfere with any affected facility's ability to comply with applicable local, state, or federal waste disposal regulations.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have no significant direct or indirect impacts on solid/hazardous waste because the metal components of old leaf blowers have economic value and are expected to be recycled for metal content. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Therefore, the amount of solid waste that would be sent to a landfill as a result of the leaf blower exchange program would be relatively small since most of the equipment being replaced are comprised primarily of metal components that have commercial value as scrap metal. In addition, fuel from the old leaf blowers will be properly removed from the equipment by professional employees trained in the removal and disposal of the fuel. Because of the high cost of gasoline, the old leaf blowers are not expected to be exchanged with a full tank. Gasoline retrieved from the old equipment is collected at the disposal facility and reused in vehicles. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on solid/hazardous waste (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to solid/hazardous waste would be substantially less compared to Rule 2702

Based upon these considerations, significant solid/hazardous waste impacts are not expected from the implementation of the proposed project.

### **Transportation/Traffic**

PAR 1147 affects a large variety of combustion equipment operating primarily at existing facilities and has no potential to adversely affect transportation. Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. As discussed in the Population and Housing section, the physical modifications or changes associated with the implementation of PAR 1147 would only require two construction workers at most to deliver materials and to install or retrofit equipment. PAR 1147 would have no affect on existing operations at the affected facilities that would change or cause additional transportation demands or services. Therefore, since only two additional construction-related trips per facility and no operational-related trips per facility are anticipated, the implementation of PAR 1147 is not expected to significantly adversely affect circulation patterns on local roadways or the level of service at intersections near affected facilities. Finally, affected facilities are dispersed throughout the District, so it is not expected that construction-related trips to affected facilities would overlap to an appreciable extent.

PAR 1147 will not require operators of existing facilities to construct buildings or other structures that could interfere with flight patterns so the height and appearance of the existing structures are not expected to change. Therefore, implementation of PAR 1147 is not expected to adversely affect air traffic patterns. Further, PAR 1147 will not affect in any way air traffic in the region because it will not require transport of any materials by air.

As the physical modifications that are expected to occur by implementing PAR 1147 are limited to the confines of existing facilities, no offsite modifications to roadways are anticipated for the proposed project that would result in an additional design hazard or incompatible uses.

Any equipment replacements or retrofits associated with implementing PAR 1147 will likely occur in or about the same location within the confines of each existing facility such that no changes to emergency access at or in the vicinity of the affected facilities would be expected. As a result, PAR 1147 is not expected to adversely impact emergency access.

Other than the equipment replacements or retrofits associated with implementing PAR 1147, no facility modifications or changes are expected that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Implementation of the mitigation fee option in PAR 1147 in conjunction with obtaining NOx emission reductions generated by the leaf blower exchange program is expected to have no significant direct or indirect impacts on transportation/traffic because impacts to existing traffic, LOS and parking capacity are not expected to substantially worsen by the leaf blower exchange program. The leaf blower exchange program only results in exchanging existing old, higher polluting leaf blowers used for gardening and landscaping with new low emission leaf blowers. The maximum number of leaf blowers anticipated to be exchanged using the PAR 1147 mitigation fees is 3,000 per year or 9,000 over the three-year delay. Further, a leaf blower event could exchange 500 units per event, but up to ten leaf blowers would be allowed to be exchanged per participant (or business). Historically, an average of five leaf blowers has been exchanged per participant. Approximately 102 participant vehicles are expected to travel to the leaf blower event on a given day plus two workers would be necessary to assist in the leaf blower exchange. The maximum traffic impact estimated to occur during a leaf blower exchange, which could cause 104 additional vehicles trips per event on the roadways potentially increasing congestion on local roadways and intersections in the vicinity of the leaf blower exchange. These vehicle trips are not expected to contribute substantially to congestion on local roadways or intersections because interested parties will be distributed throughout the day and, as a result, would not be expected to increase the volume-to-capacity ratio at any intersection by two percent or more. Thus, the leaf blower exchange program does not have the potential to generate traffic impacts that would exceed any of the applicable significance criteria. In addition, the operation of new low emission leaf blowers would continue to perform the same activities as the old equipment, so no additional laborers would be needed. Further, exchanges of leaf blowers will have no affect on parking or existing parking capacity because, aside from vehicle trips and parking at the exchange event location, the use of new leaf blowers would not create new trips requiring new parking. For these reasons, the replacement of existing leaf blowers with more efficient new equipment was concluded in the Final SEA for Rule 2702 to have no significant adverse impacts on transportation/traffic (SCAQMD, 2008). Since fewer leaf blowers would be exchanged using the PAR 1147 mitigation fee (e.g., 9,000 versus 15,730) any impacts to transportation/traffic would be substantially less compared to Rule 2702.

Based upon these considerations, no significant adverse transportation/traffic impacts are expected from implementing PAR 1147.

#### **SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

CEQA Guidelines §15126(c) requires an environmental analysis to consider "any significant irreversible environmental changes which would be involved if the proposed action should be



implemented." This SEA identified the topic of air quality during operation as the only environmental area potentially adversely affected by the proposed project. Facility operators that install new ultra-low NOx burners or replace existing units according to the compliance schedule are likely to operate these systems for the lifetime of the equipment.

The proposed changes to PAR 1147 would delay 0.70 tons/day (1,400 lbs/day) of NOx emission reductions in compliance years 2010 and 2011; and, 0.06 tons/day (120 lbs/day) of NOx emission reductions in compliance years 2015 and 2016. These delayed NOx emissions reductions will not increase existing emissions, but prevent emissions reductions from occurring in the specified years. However, the 0.70 tons/day of NOx delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 tons/day of delayed NOx emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Thus, despite the delay in implementation of some of the compliance dates, the same amount of overall NOx emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g. 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023). As a result, PAR 1147 would provide human health benefits by reducing population exposures to existing NOx emissions, but on a temporarily delayed schedule. For these aforementioned reasons, the proposed project would not result in irreversible environmental changes or irretrievable commitment of resources.

### **POTENTIAL GROWTH-INDUCING IMPACTS**

CEQA Guidelines §15126(d) requires an environmental analysis to consider the "growth-inducing impact of the proposed action." Implementing the proposed project will not, by itself, have any direct or indirect growth-inducing impacts on businesses in the SCAQMD's jurisdiction because it is not expected to foster economic or population growth or the construction of additional housing and primarily affects existing facilities.

### **CONSISTENCY**

CEQA Guidelines §15125(d) requires an EIR to discuss any inconsistencies between a proposed project and any applicable general plans or regional plans. SCAG and the SCAQMD have developed, with input from representatives of local government, the industry community, public health agencies, the USEPA - Region IX and CARB, guidance on how to assess consistency within the existing general development planning process in the Basin. Pursuant to the development and adoption of its Regional Comprehensive Plan Guide (RCPG), SCAG has developed an Intergovernmental Review Procedures Handbook (June 1, 1995). The SCAQMD also adopted criteria for assessing consistency with regional plans and the AQMP in its CEQA Air Quality Handbook. The following sections address the consistency between the proposed project and relevant regional plans pursuant to the SCAG Handbook and SCAQMD Handbook.

#### **Consistency with Regional Comprehensive Plan and Guide (RCPG) Policies**

The RCPG provides the primary reference for SCAG's project review activity. The RCPG serves as a regional framework for decision making for the growth and change that is anticipated during the next 20 years and beyond. The Growth Management Chapter (GMC) of the RCPG contains population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review. It states that the overall goals for the region are to: 1) re-invigorate the region's economy; 2) avoid social and economic inequities and the geographical isolation of communities; and, 3) maintain the region's quality of life.

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**Consistency with Growth Management Chapter (GMC) to Improve the Regional Standard of Living**

The Growth Management goals are to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The proposed project in relation to the GMC would not interfere with the achievement of such goals, nor would it interfere with any powers exercised by local land use agencies. Further, the proposed project will not interfere with efforts to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.

**Consistency with Growth Management Chapter (GMC) to Provide Social, Political and Cultural Equity**

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goals of minimizing social and geographic disparities and of reaching equity among all segments of society. Consistent with the Growth Management goals, local jurisdictions, employers and service agencies should provide adequate training and retraining of workers, and prepare the labor force to meet the challenges of the regional economy. Growth Management goals also includes encouraging employment development in job-poor localities through support of labor force retraining programs and other economic development measures. Local jurisdictions and other service providers are responsible to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection. Implementing the proposed project has no effect on and, therefore, is not expected to interfere with the goals of providing social, political and cultural equity.

**Consistency with Growth Management Chapter (GMC) to Improve the Regional Quality of Life**

The Growth Management goals also include attaining mobility and clean air goals and developing urban forms that enhance quality of life, accommodate a diversity of life styles, preserve open space and natural resources, are aesthetically pleasing, preserve the character of communities, and enhance the regional strategic goal of maintaining the regional quality of life. The RCPG encourages planned development in locations least likely to cause environmental impacts, as well as supports the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals. While encouraging the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites, the plan discourages development in areas with steep slopes, high fire, flood and seismic hazards, unless complying with special design requirements. Finally, the plan encourages mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and develop emergency response and recovery plans. The proposed project will continue to implement an AQMP control measure, which results in improving air quality in the region. Therefore, in relation to the GMC, the proposed project is not expected to interfere, but rather help with attaining and maintaining the air quality portion of these goals.

**Consistency with Regional Mobility Element (RMP) and Congestion Management Plan (CMP)**

PAR 1147 is consistent with the RMP and CMP since no significant adverse impact to transportation/circulation will result from the temporary delay of NOx emission reductions

within the district. Because affected facilities will not increase their handling capacities, there will not be an increase in material transport trips associated with the implementation of PAR 1147. Therefore, PAR 1147 is not expected to significantly adversely affect circulation patterns or congestion management.

## **CHAPTER 5**

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### **ALTERNATIVES**

**Introduction**

**Alternatives Rejected as Infeasible**

**Lowest Toxic Alternative**

**Description of Alternatives**

**Comparison of Alternatives**

**Conclusion**

## **INTRODUCTION**

This ~~Final Draft~~ SEA provides a discussion of alternatives to the proposed project as required by CEQA. Alternatives include measures for attaining objectives of the proposed project and provide a means for evaluating the comparative merits of each alternative. A ‘no project’ alternative must also be evaluated. The range of alternatives must be sufficient to permit a reasoned choice, but need not include every conceivable project alternative. CEQA Guidelines §15126.6(c) specifically notes that the range of alternatives required in a CEQA document is governed by a ‘rule of reason’ and only necessitates that the CEQA document set forth those alternatives necessary to permit a reasoned choice. The key issue is whether the selection and discussion of alternatives fosters informed decision making and meaningful public participation. A CEQA document need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative. SCAQMD Rule 110 (the rule which implements the SCAQMD’s certified regulatory program) does not impose any greater requirements for a discussion of project alternatives in an environmental assessment than is required for an EIR under CEQA.

Three alternatives to the proposed project are summarized in Table 5-1: Alternative A (No Project), Alternative B (Delayed Compliance), and Alternative C (Expedited Compliance). Pursuant to the requirements in CEQA Guidelines §15126.6 (b) to mitigate or avoid the significant effects that a project may have on the environment, a comparison of the potential operational air quality impacts from each of the project alternatives for the individual rule components that comprise the proposed project is provided in Table 5-2. Aside from this topic, no other significant adverse impacts were identified for the proposed project or any of the project alternatives. The proposed project is considered to provide the best balance between emission reductions and the adverse environmental impacts due operation activities while meeting the objectives of the project. Therefore, the proposed project is preferred over the project alternatives.

## **ALTERNATIVES REJECTED AS INFEASIBLE**

A CEQA document should identify any alternatives that were considered by the lead agency, but were rejected as infeasible during the scoping process and explain the reasons underlying the lead agency’s determination [CEQA Guidelines §15126.6(c)]. No alternative was specifically rejected as being infeasible.

## **LOWEST TOXIC ALTERNATIVE**

In accordance with SCAQMD’s policy document Environmental Justice Program Enhancements for FY 2002-03, Enhancement II-1 recommends that all SCAQMD CEQA assessments include a feasible project alternative with the lowest air toxics emissions. In other words, for any major equipment or process type under the scope of the proposed project that creates a significant environmental impact, at least one alternative, where feasible, shall be considered from a “least harmful” perspective with regard to hazardous air emissions. Because implementation of PAR 1147 would result in a temporary delay in NOx emission reductions, the use of toxic materials is not required or necessary as part of an adjustment to a compliance schedule. Of the alternatives considered, no aspect of any of the alternatives would utilize toxic materials. However, if Alternative A, the no project alternative were implemented, then owners/operators would need to shut down all non-compliant equipment and that would cause a reduction in air toxics. For example, the combustion of diesel fuel produces diesel particulate matter (PM), an air toxic, as a by-product. Thus, any shutdown of non-compliant diesel-fueled equipment would result in a corresponding reduction in the amount of diesel PM emitted. Thus, from the air toxics perspective, when compared to the proposed project and the other alternatives under consideration, if implemented, Alternative A can be considered the lowest toxic alternative.

**Table 5-1  
Summary of PAR 1147 & Project Alternatives**

Rule Components									
Equipment Category	Current Compliance Schedule	Proposed Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative A: No Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative B: Delayed Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative C: Expedited Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)
In-Use Remediation Units	January 1, 2011	Delay Compliance Date by 1 year & <u>2 months</u> to <u>March January-1</u> , 2012	0.014 (2011) <u>0.014 (2011)</u>	No change	0	Delay Compliance Date by 2 years to January 1, 2013	0.014 (2011) 0.014 (2012)	Delay Compliance Date by 6 months to July 1, 2011	0.014 (2011)
In-Use Tar Pots	January 1, 2012	Delay Compliance Date by 1 year to January 1, 2013	0.003 (2012)	No change	0	Delay Compliance Date by 2 years to January 1, 2014	0.003 (2012) 0.003 (2013)	Delay Compliance Date by 6 months to July 1, 2012	0.003 (2012)
Other In-Use Units manufactured prior to 1986	July 1, 2010	Delay Compliance Date by 2 years to July 1, 2012	0.700 (2010); 0.700 (2011)	No change	0	Delay Compliance Date by 3 years to July 1, 2013	0.697 (2010) 0.697 (2011) 0.697 (2012)	Delay Compliance Date by 1.5 years to January 1, 2012	0.700 (2010) 0.700 (2011)
Other In-Use Units manufactured prior to 1992	July 1, 2011	Delay Compliance Date by 1 year to July 1, 2012	0.686 (2011)	No change	0	Delay Compliance Date by 2 years to July 1, 2013	0.684 (2011) 0.684 (2012)	Delay Compliance Date by 6 months to January 1, 2012	0.686 (2011)
Other In-Use Units manufactured prior to 1998	July 1, 2012	Delay Compliance Date by 1 year to July 1, 2013	0.697 (2012)	No change	0	Delay Compliance Date by 2 years to July 1, 2014	0.694 (2012) 0.694 (2013)	Delay Compliance Date by 6 months to January 1, 2013	0.697 (2012)
In-Use Equipment Emitting ≤ 1 lb/day NOx	Varies by Equipment Category	Delay schedule in paragraph (c)(6) by 1 to 2 years	0.060 (2015) 0.060 (2016) 0.060 (2017)	No change	0	Exempt from NOx limits & compliance schedule per equipment category	0.3 to 0.9 (2015 & each year after)	Same as Proposed Project	0.060 (2015) 0.060 (2016) 0.060 (2017)
Multiple In-Use Equipment Units operating in series	Varies by Equipment Category	No Change	0	Same as Proposed Project	0	Harmonize compliance dates to the latest of applicable compliance dates, no later than January 1, 2014	0.003 (2010) 0.003 (2011) 0.003 (2012) 0.003 (2013)	Harmonize compliance dates to the earliest applicable compliance date	0

**Table 5-1 (continued)**  
**Summary of PAR 1147 & Project Alternatives**

Rule Components									
Equipment Category	Current Compliance Schedule	Proposed Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative A: No Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative B: Delayed Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative C: Expedited Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)
New Afterburners, Degassing Units, Thermal Oxidizers, Catalytic Oxidizers, Vapor Incinerators & Spray Booth Make-Up Air Heaters	15 years if installed after December 5, 2008 & before January 1, 2011	No Change	0	Same as Proposed Project	0	Extend eligibility date for exempt equipment installation by 1 year to January 1, 2012	Accounted for in “Other In-Use Units manufactured prior to 1992” equipment category	Same as Proposed Project	0
New or Relocated Remediation Units	15 years if installed after December 5, 2008 & before January 1, 2011	No Change	0	Same as Proposed Project	0	Extend eligibility date for exempt equipment installation by 1 year to January 1, 2012	Accounted for in “Other In-Use Units manufactured prior to 1992” equipment category	Same as Proposed Project	0
New Food Ovens, Fryers, Heated Process Tanks, Parts Washers & Evaporators	15 years if installed after December 5, 2008 & before January 1, 2013	No Change	0	Same as Proposed Project	0	Extend eligibility date for exempt equipment installation by 1 year to January 1, 2014	Accounted for in “Other In-Use Units manufactured prior to 1998” equipment category	Same as Proposed Project	0

**Table 5-1 (concluded)**  
**Summary of PAR 1147 & Project Alternatives**

Rule Components									
Equipment Category	Current Compliance Schedule	Proposed Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative A: No Project	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative B: Delayed Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)	Alternative C: Expedited Compliance	NOx Emission Reductions Delayed per Compliance Year (tons/day)
In-Use Afterburners, Degassing Units, Catalytic Oxidizers, Thermal Oxidizers, Vapor Incinerators, Evaporators, Food Ovens, Fryers, Heated Process Tanks, Parts Washers & Spray Booth Make-Up Air Heaters manufactured prior to 1988	July 1, 2013	<u>Delay Compliance Date by 1 year to July 1, 2014</u> <u>No Change</u>	<u>Accounted for in “Other In-Use Units manufactured prior to 1998” equipment category</u>	<u>Same as Proposed Project</u> <u>No Change</u>	0	Delay Compliance Date by 1 year to July 1, 2014	Accounted for in “Other In-Use Units manufactured prior to 1998” equipment category	<u>Same as Proposed Project</u> <u>No Change</u>	0
<u>Mitigation Fee Option eligible for any unit with emissions of more than 1 pound per day</u>	<u>None</u>	<u>Delay Compliance Date by 3 years (date varies by equipment category)</u>	<u>0<sup>7</sup></u>	<u>No Change</u>	<u>0</u>	<u>No Change</u>	<u>0</u>	<u>No Change</u>	<u>0</u>
<b>Potential NOx Emission Reductions Delayed</b>			0.70 (2010) 1.40 (2011) 0.71 <del>0</del> (2012) 0 (2013-2014) 0.06 (2015) 0.06 (2016) 0.06 (2017) 0 (2018-2019)		0		0.70 (2010) 1.40 (2011) 1.40 (2012) 0.70 (2013) 0 (2014) 0.30 – 0.90 (2015 & each year after)		0.70 (2010) 1.40 (2011) 0.70 (2012) 0 (2013-2014) 0.06 (2015) 0.06 (2016) 0.06 (2017) 0 (2018-2019)

<sup>7</sup> Impacts for NOx emission reductions delayed are mitigated by funding leaf blower exchange programs.



**Table 5-2  
Comparison of Adverse Environmental Impacts of the Alternatives**

Category	Proposed Project	Alternative A: No Project	Alternative B: Delayed Compliance	Alternative C: Expedited Compliance
<b>Air Quality (during operation)</b>	Delays daily NOx emission reductions as follows: 0.70 ton/day in 2010 1.40 ton/day in 2011 0.710 ton/day in 2012 0 ton/day in 2013 0 ton/day in 2014 0.06 ton/day in 2015 0.06 ton/day in 2016 0.06 ton/day in 2017 0 ton/day in 2018 0 ton/day in 2019	No change to NOx emission reduction schedule.	Additional delays in daily NOx emission reductions as follows: 0.70 ton/day in 2010 1.40 ton/day in 2011 1.40 ton/day in 2012 0.70 ton/day in 2013 0 ton/day in 2014 0.30 to 0.90 ton/day in 2015 and for each year after	Fewer delays in daily NOx emission reductions as follows: 0.70 ton/day in 2010 1.40 ton/day in 2011 0.70 ton/day in 2012 0 ton/day in 2013 0 ton/day in 2014 0.06 ton/day in 2015 0.06 ton/day in 2016 0.06 ton/day in 2017 0 ton/day in 2018 0 ton/day in 2019
<b>Air Quality Operational Impacts Significant?</b>	Significant for delayed NOx emission reductions.	Not significant for any pollutant. However, compliance cannot be achieved by the original compliance schedule for most equipment.	Significant for delayed NOx emission reductions and more significant (less stringent) than the proposed project for years 2012, 2013, 2015 and for each year after.	Significant for delayed NOx emission reductions and equivalent to proposed project.

### DESCRIPTION OF ALTERNATIVES

The following proposed alternatives were developed by modifying specific components of the proposed project. The rationale for selecting and modifying specific components of the proposed project to generate feasible alternatives for the analysis is based on CEQA's requirement to present "realistic" alternatives; that is, alternatives that can actually be implemented.

The initial analysis of the proposed project in the NOP/IS determined that, of the amendments proposed, only the components that pertain to the delayed compliance schedule to meet certain NOx emission limits could have potential adverse significant impacts during operation. As such, the following three alternatives were developed by identifying and modifying major components of the proposed project. Specifically, the primary components of the proposed alternatives that have been modified are the source categories that may be affected, and the timing in which compliance with the existing NOx emission limits may be achieved. The alternatives, summarized in Table 5-1 and described in the following subsections, include the following: Alternative A (No Project), Alternative B (Delayed Compliance), and Alternative C (Expedited Compliance). Unless otherwise specifically noted, all other components of the project alternatives are identical to the components of the proposed project. The following subsections provide a brief description of each alternative.

**Alternative A - No Project**

Alternative A or ‘no project’ means that the proposed project would not be adopted and the current universe of equipment will continue to be subject to the NO<sub>x</sub> emission limits according to the current compliance schedule. By not delaying the compliance schedule for certain in-use equipment categories, some equipment owners/operators will continue to experience compliance challenges, in particular, with certain effective dates in the rule. (In some cases, the effective dates may have already passed.) Thus, under Alternative A, owners/operators of equipment not able to meet the applicable NO<sub>x</sub> emission limit by the applicable compliance date will need to shut down the equipment. No adverse significant air quality impacts would occur from shutting down non-compliant equipment under Alternative A because the NO<sub>x</sub> emission reductions would occur according to the original schedule in Rule 1147. Even though Alternative A, the ‘no project’ alternative, does not achieve the goals of the proposed project, it is the environmentally superior alternative in accordance with CEQA Guidelines §15126.6(e)(2) because shutting down non-compliant equipment would reduce NO<sub>x</sub> emissions by the earliest possible dates and, thus, improving air quality in the District.

**Alternative B – Delayed Compliance**

Alternative B is the delayed compliance alternative because it contains an additional two- to three-year delay in the compliance schedule, depending on the equipment category, beyond what is proposed in PAR 1147, for meeting the NO<sub>x</sub> emission limits. Alternative B also contains a unique provision that would harmonize any potential conflicts in compliance dates for multiple in-use equipment units operating in series to the latest of the applicable compliance dates. Lastly, Alternative B contains a provision that would exempt certain in-use equipment emitting less than one pound of NO<sub>x</sub> per day from the NO<sub>x</sub> limits and compliance schedule. Under Alternative B, the amount of NO<sub>x</sub> emission reductions delayed will vary by equipment category and compliance year. In addition, the amount of NO<sub>x</sub> emission reductions to be delayed overall would exceed the air quality significance threshold for NO<sub>x</sub> during operation and thus, would create significant adverse air quality impacts for NO<sub>x</sub> during operation.

**Alternative C – Expedited Compliance**

Alternative C is the expedited compliance alternative because it contains less of a delay in the compliance schedule (e.g., from six-months to 1.5 years, depending on the equipment category) than what is proposed in PAR 1147 for meeting the NO<sub>x</sub> emission limits. Alternative C also contains a unique provision that would harmonize any potential conflicts in compliance dates for multiple in-use equipment units operating in series to the earliest of the applicable compliance dates. Under Alternative C, the amount of NO<sub>x</sub> emission reductions delayed will vary by equipment category and compliance year. In addition, the amount of NO<sub>x</sub> emission reductions to be delayed overall would exceed the air quality significance threshold for NO<sub>x</sub> during operation and thus, would create significant adverse air quality impacts for NO<sub>x</sub> during operation.

**COMPARISON OF THE ALTERNATIVES**

The Environmental Checklist (see Chapter 2 of the Initial Study in Appendix **BE**) identified only air quality during operations as the environmental area that could be significantly adversely affected by the proposed project. The following sections describe the potential adverse impacts that may be generated by each project alternative. Potential adverse impacts for the environmental topics are quantified where sufficient data are available. A comparison of the environmental impacts for each project alternative is provided in Table 5-2. No other environmental topics other than operational air quality were determined to be significantly adversely affected by implementing any project alternative.

## AIR QUALITY

### **Alternative A - No Project**

Unlike the proposed project, it is not anticipated that Alternative A would generate significant adverse impacts during operation because the owners/operators of affected equipment/source categories would be expected to comply with the applicable NO<sub>x</sub> limits in accordance with the current compliance schedule for existing (in-use) equipment. Instead, owners/operators of the affected equipment/source categories would continue existing operations in compliance with the current NO<sub>x</sub> limits well as complying with all other applicable SCAQMD, CARB and USEPA requirements and non-compliant equipment would need to be shutdown. By not adopting the proposed project, current operations mean that each owner/operator of affected equipment would not be able to delay the compliance schedule (e.g., retrofitting existing equipment by installing ultra-low NO<sub>x</sub> burners or replacing old equipment with new equipment at a later time). Further, by not adopting the proposed project, the projected NO<sub>x</sub> emission reductions would be expected to occur according to the original schedule.

This means that there will be no delay in obtaining NO<sub>x</sub> reductions and the corresponding health benefits that result from the NO<sub>x</sub> reductions. Implementing the NO<sub>x</sub> emission reductions according to the current schedule in Rule 1147 would achieve the NO<sub>x</sub> reduction goals and compliance objectives in accordance with the following compliance dates: 2014 to achieve the federal PM 2.5 standard; and, 2023 to achieve the federal 8-hour ozone standard.

Alternative A will achieve the 3.5 tons per day of NO<sub>x</sub> emission reductions by 2014 and 3.8 tons per day of NO<sub>x</sub> emission reductions by 2023. However, Alternative A does not achieve all of the goals of the proposed project because it does not acknowledge that for some equipment categories, the retrofit technology was not available to meet some of compliance dates in 2010 for and may not be available in time to meet the compliance dates in 2011.

### **Alternative B – Delayed Compliance**

Because Alternative B applies the same NO<sub>x</sub> emission reduction targets as the proposed project but on a more extended compliance schedule (e.g., delayed compliance by two- to three- years for certain equipment categories). The amount of NO<sub>x</sub> emission reductions delayed will vary by equipment category and compliance year under Alternative B. In addition, the amount of NO<sub>x</sub> emission reductions to be delayed overall would create significant adverse air quality impacts for NO<sub>x</sub> during operation under Alternative B. When compared to the proposed project, Alternative B would cause equivalent but significant delays in NO<sub>x</sub> emission reductions during compliance years 2010, 2011, and 2014 and more significant delays in NO<sub>x</sub> emissions reductions during compliance years 2012, 2013, 2015 and for each year thereafter. Alternative B does not fully achieve the goals of the proposed project because even though it will achieve 3.5 tons per day of NO<sub>x</sub> emission reductions by 2014, it will not achieve the 3.8 tons per day of NO<sub>x</sub> emission reductions by 2023.

In summary, if Alternative B were implemented, less NO<sub>x</sub> reductions would be achieved and less health benefits from reducing NO<sub>x</sub> overall will be realized between compliance years 2015 and 2023. Alternative B does not minimize the delay in NO<sub>x</sub> emission reductions as compared to the proposed project. Table 5-1 summarizes the NO<sub>x</sub> emission reduction benefits per day for Alternative B.

**Alternative C – Expedited Compliance**

Alternative C proposes the same NOx emission limits as the proposed project but on a more expedited schedule (e.g., delayed compliance by 6 months to 1.5 years for certain equipment categories). The amount of NOx emission reductions delayed will vary by equipment category and compliance year under Alternative C. In addition, the amount of NOx emission reductions to be delayed overall would create significant adverse air quality impacts for NOx during operation under Alternative C. When compared to the proposed project, the expedited compliance schedule under Alternative C will not change the compliance year in which the delay in NOx emissions reductions will occur. As a result, an expedited compliance schedule under Alternative C will result in equivalent NOx emission reductions delayed for each compliance year as the proposed project.

In summary, if Alternative C were implemented, equivalent NOx reductions would be achieved and equivalent health benefits from reducing NOx overall will be realized when compared to the proposed project. Table 5-1 summarizes the NOx emission reduction benefits per day for Alternative C.

**CONCLUSION**

By not adopting the proposed project, Alternative A will achieve the 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023 as would occur under the current version of Rule 1147. Implementing the NOx emission reductions according to the current schedule in Rule 1147 would achieve the NOx reduction goals and compliance objectives in accordance with the following compliance dates: 2014 to achieve the federal PM 2.5 standard; and, 2023 to achieve the federal 8-hour ozone standard. However, Alternative A does not achieve all of the goals of the proposed project because it does not acknowledge that for some equipment categories, the retrofit technology was not available to meet some of compliance dates in 2010 for and may not be available in time to meet the compliance dates in 2011. Implementing Alternative A means that there will be no delay in obtaining NOx emission reductions and the corresponding health benefits that result from the NOx emission reductions. Thus, Alternative A is the environmentally superior alternative. However, if the “no project” alternative is determined to be the environmentally superior alternative, then the CEQA document shall identify an environmentally superior alternative among the other alternatives (CEQA Guidelines §15126.6 (e)(2)). Lastly, because non-compliant equipment may need to be shut down, Alternative A is determined to be the least toxic alternative.

If Alternative B were implemented, less NOx reductions would be achieved and less health benefits from reducing NOx overall will be realized between compliance years 2015 and 2023. Alternative B does not minimize the delay in NOx emission reductions as compared to the proposed project. When compared to the proposed project, Alternative B provides fewer benefits to air quality and public health. Of the adverse environmental impacts that would be generated under Alternative B, the impacts would be more than the proposed project and more than significant for air quality beginning in compliance year 2015 and for any year thereafter.

Alternative C achieves equivalent NOx emission reductions delayed over the same compliance schedule when compared to the proposed project. Alternative C will achieve the 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023 as would occur under the current version of Rule 1147. Implementing the NOx emission reductions according to the schedule in Alternative C would achieve the NOx reduction goals and compliance objectives in accordance with the following compliance dates: 2014 to achieve the federal PM 2.5

standard; and, 2023 to achieve the federal 8-hour ozone standard. Overall, Alternative C has equivalent environmental impacts and expected health benefits as the proposed project. For these aforementioned reasons, aside from Alternative A, Alternative C is concluded to be the environmentally superior alternative.

APPENDIX A of the Final Draft SEA

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**DRAFT PROPOSED AMENDED RULE 1147**

In order to save space and avoid repetition, please refer to the latest version of proposed amended Rule 1147 located elsewhere in the Governing Board Package. The version of Proposed Amended Rule 1147 that was circulated with the Draft SEA and released on April 6, 2011 for a 45-day public review and comment period ending May 20, 2011 was dated January 19, 2011.

Original hard copies of the Draft SEA, which include the draft version of the proposed amended rule listed above, can be obtained through the SCAQMD Public Information Center at the Diamond Bar headquarters or by calling (909) 396-2039.

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**APPENDIX B**

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**NOTICE OF PREPARATION/INITIAL STUDY (Environmental Checklist)**



# South Coast Air Quality Management District

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

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL ASSESSMENT**

**PROJECT TITLE: PROPOSED AMENDED RULE 1147 - NOX REDUCTIONS FROM MISCELLANEOUS SOURCES**

In accordance with the California Environmental Quality Act (CEQA), the South Coast Air Quality Management District (SCAQMD), as the Lead Agency, has prepared this Notice of Preparation (NOP) and Initial Study (IS). This NOP serves two purposes: 1) to solicit information on the scope of the environmental analysis for the proposed project, and 2) to notify the public that the SCAQMD will prepare a Draft Environmental Assessment (EA) to further assess potential environmental impacts that may result from implementing the proposed project.

This letter, NOP and the attached IS are not SCAQMD applications or forms requiring a response from you. Their purpose is simply to provide information to you on the above project. If the proposed project has no bearing on you or your organization, no action on your part is necessary.

Comments focusing on your area of expertise, your agency's area of jurisdiction, or issues relative to the environmental analysis should be addressed to Ms. Barbara Radlein (c/o CEQA) at the address shown above, or sent by FAX to (909) 396-3324 or by email to [bradlein@aqmd.gov](mailto:bradlein@aqmd.gov). Comments must be received no later than 5:00 PM on Wednesday, March 2, 2011. Please include the name and phone number of the contact person for your agency. Questions relative to the proposed amended rule should be directed to Mr. Wayne Barcikowski at (909) 396-3077 or [wbarcikowski@aqmd.gov](mailto:wbarcikowski@aqmd.gov).

The Public Hearing for the proposed amended rule is scheduled for May 6, 2011. (Note: Public meeting dates are subject to change).

**Date:** February 1, 2011

**Signature:** \_\_\_\_\_

*Steve Smith*

Steve Smith, Ph.D.  
Program Supervisor  
Planning, Rules, and Area Sources



**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**  
**21865 Copley Drive, Diamond Bar, CA 91765-4178**

**NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL ASSESSMENT**

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**Project Title:**

Draft Environmental Assessment for Proposed Amended Rule 1147 – NO<sub>x</sub> Reductions From Miscellaneous Sources

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**Project Location:**

South Coast Air Quality Management District (SCAQMD) area of jurisdiction consisting of 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 portions of the Salton Sea Air Basin and the Mojave Desert Air Basin

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**Description of Nature, Purpose, and Beneficiaries of Project:**

To respond to compliance challenges currently being experienced by certain affected sources, SCAQMD staff is proposing amendments to Rule 1147 – NO<sub>x</sub> Reductions From Miscellaneous Sources, that would: 1) remove the requirements for installation of time meters; 2) remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NO<sub>x</sub> emission limits in terms of parts per million (ppm); and; 3) extend deadlines for demonstrating compliance with the early phases (2010/2011) for NO<sub>x</sub> emission limits by up to two years. Other minor changes are proposed for clarity and consistency throughout the rule. The Initial Study identifies the topic of “air quality and greenhouse gas emissions” as an area that may be adversely affected by the proposed project. Impacts to this environmental area will be further analyzed in the Draft EA.

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**Lead Agency:**

South Coast Air Quality Management District

**Division:**

Planning, Rule Development and Area Sources

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**Initial Study and all supporting documentation are available at:**

SCAQMD Headquarters  
21865 Copley Drive  
Diamond Bar, CA 91765

**or by calling:**

(909) 396-2039

**or by accessing the SCAQMD’s website at:**

<http://www.aqmd.gov/ceqa/aqmd.html>

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**The Public Notice of Preparation is provided through the following:**

Los Angeles Times (February 1, 2011)     AQMD Website     AQMD Mailing List

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**Initial Study 30-day Review Period:**

February 1, 2011 – March 2, 2011

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**Scheduled Public Meeting Dates (subject to change):**

Public Workshop/CEQA Scoping Meeting: January 26, 2011, 1:30pm; SCAQMD Headquarters  
SCAQMD Governing Board Hearing: May 6, 2011, 9:00 a.m.; SCAQMD Headquarters

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The proposed project may have statewide, regional or areawide significance; therefore, a CEQA scoping meeting is required (pursuant to Public Resources Code §21083.9(a)(2)).

---

**Send CEQA Comments to:**

Ms. Barbara Radlein

**Phone:**

(909) 396-2716

**Email:**

[bradlein@aqmd.gov](mailto:bradlein@aqmd.gov)

**Fax:**

(909) 396-3324

---

**Direct Questions on Proposed Amendments:**

Mr. Wayne Barcikowski

**Phone:**

(909) 396-3077

**Email:**

[wbarcikowski@aqmd.gov](mailto:wbarcikowski@aqmd.gov)

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**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**

**Initial Study for Proposed Amended Rule 1147 – NOx Reductions From Miscellaneous Sources**

**February 2011**

**SCAQMD No. 02012011BAR**  
**State Clearinghouse No: To Be Determined**

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

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Mayor, City of Santa Ana  
Cities Representative, Orange County

**EXECUTIVE OFFICER:**  
BARRY R. WALLERSTEIN, D.Env.

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## **CHAPTER 1 - PROJECT DESCRIPTION**

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**Introduction**

**California Environmental Quality Act**

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**Alternatives**

## **INTRODUCTION**

The California Legislature created the South Coast Air Quality Management District (SCAQMD) in 1977<sup>8</sup> as the agency responsible for developing and enforcing air pollution control rules and regulations in the South Coast Air Basin (Basin) and portions of the Salton Sea Air Basin and Mojave Desert Air Basin referred to herein as the district. By statute, the SCAQMD is required to adopt an air quality management plan (AQMP) demonstrating compliance with all federal and state ambient air quality standards for the district<sup>9</sup>. Furthermore, the SCAQMD must adopt rules and regulations that carry out the AQMP<sup>10</sup>. The 2007 AQMP concluded that major reductions in emissions of volatile organic compounds (VOCs), oxides of sulfur (SO<sub>x</sub>) and oxides of nitrogen (NO<sub>x</sub>) are necessary to attain the air quality standards for ozone (the key ingredient of smog) and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). Ozone, a criteria pollutant, is formed when VOCs react with NO<sub>x</sub> in the atmosphere and has been shown to adversely affect human health and to contribute to the formation of PM<sub>10</sub> and PM<sub>2.5</sub>.

As part of the NO<sub>x</sub> reduction goals in the AQMP, SCAQMD adopted Rule 1147 - NO<sub>x</sub> Reductions From Miscellaneous Sources, in December 2008, to control NO<sub>x</sub> emissions from miscellaneous gas and liquid fuel fired combustion equipment, including, but not limited to: ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, degassing units, incinerators, and soil remediation units. Rule 1147 requires new, modified, relocated and in-use combustion equipment to comply with equipment-specific NO<sub>x</sub> emission limits. For in-use equipment, compliance dates for emission limits are based on the date of equipment manufacture, and emission limits are applicable to older equipment first. Owners of equipment are provided at least 15 years before they must modify or replace existing equipment to meet emission limits. Rule 1147 also contains test methods and provides alternate compliance options including a process for certification of equipment NO<sub>x</sub> emissions through an approved testing program. Other requirements include equipment maintenance, meters and recordkeeping.

SCAQMD staff's recent evaluation of the state of compliance with Rule 1147 as well as feedback from industry revealed that some equipment owners/operators are experiencing compliance challenges, in particular, with certain effective dates in the rule. The aforementioned evaluation by SCAQMD staff combined with industry feedback also revealed that the installation of time meters, while helpful, is not essential for compliance determination. Similarly, installation of fuel meters is essential for compliance determination depending on the compliance option chosen by the equipment operator. To address these compliance challenges and ensure that equipment owners/operators are not unnecessarily burdened with additional costs, SCAQMD staff is proposing to amend Rule 1147 to delay implementation of the NO<sub>x</sub> emission limit compliance dates for existing (in-use) permitted equipment, to eliminate the requirement for the installation of time meters, and to modify the requirement for the installation of fuel meters. In the meantime, so that facilities do not incur unnecessary expenses associated with complying with the current requirements in Rule 1147 that are the focus of the amendments considered as part of this proposed project, the Executive Officer intends to exercise enforcement discretion with regard to Rule 1147 until the proposed rule amendments are presented to the

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<sup>8</sup> The Lewis-Presley Air Quality Management Act, 1976 Cal. Stats., ch 324 (codified at Health & Safety Code, §§40400-40540).

<sup>9</sup> Health & Safety Code, §40460 (a).

<sup>10</sup> Health & Safety Code, §40440 (a).

SCAQMD's Governing Board<sup>11</sup>. Enforcement discretion means that the SCAQMD will not issue any new Notices of Violations (NOVs) or Notices to Comply (NTCs) and will cancel any previously issued NOVs and NTCs specifically related to the items that are subject of the proposed rule amendments, until the proposed rule amendments have been acted on by the Governing Board. Proposed Amended Rule (PAR) 1147 will result in a delay of: 1) 0.70 tons/day of NOx emission reductions in compliance years 2010 and 2011; and, 2) 0.06 tons/day of NOx emission reductions in compliance years 2015 and 2016. However, the 0.70 tons/day of NOx delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 tons/day of delayed NOx emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Thus, despite the delay in implementation of some of the compliance dates, the same amount of overall NOx emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g. 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).

This Initial Study, prepared pursuant to the California Environmental Quality Act (CEQA), identifies the environmental topic "air quality and greenhouse gas (GHG) emissions" as an area that may be adversely affected by the proposed project. A Draft Environmental Assessment (EA) will be prepared to analyze further whether the potential impacts to this environmental topic are significant. Any other potentially significant environmental impacts identified through this Notice of Preparation/Initial Study process will also be analyzed in the Draft EA.

#### **CALIFORNIA ENVIRONMENTAL QUALITY ACT**

The proposed amendments to Rule 1147 are considered a "project" as defined by CEQA. CEQA requires that the potential adverse environmental impacts of proposed projects be evaluated and that methods to reduce or avoid identified significant adverse environmental impacts of these projects be implemented if feasible. The purpose of the CEQA process is to inform the SCAQMD's Governing Board, public agencies, and interested parties of potential adverse environmental impacts that could result from implementing the proposed project and to identify feasible mitigation measures or alternatives, when an impact is significant.

California Public Resources Code §21080.5 allows public agencies with regulatory programs to prepare a plan or other written documents in lieu of an environmental impact report once the Secretary of the Resources Agency has certified the regulatory program. The SCAQMD's regulatory program was certified by the Secretary of Resources Agency on March 1, 1989, and is codified as SCAQMD Rule 110. Pursuant to Rule 110 (the rule which implements the SCAQMD's certified regulatory program), SCAQMD is preparing a Draft Environmental Assessment (EA) to evaluate potential adverse impacts from the proposed project.

The SCAQMD, as Lead Agency for the proposed project, has prepared this Initial Study (which includes an Environmental Checklist and project description). The Environmental Checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. The Initial Study is also intended to provide information about the proposed project to other public agencies and interested parties prior to the release of the Draft EA. Written comments on the scope of the environmental analysis will be considered (if received by the SCAQMD during the 30-day review period) when preparing the Draft EA.

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<sup>11</sup> Agenda No. 21 - Notification of Executive Officer Enforcement Discretion Regarding Rule 1147, SCAQMD, January 7, 2011. <http://www.aqmd.gov/hb/attachments/2011-2015/2011Jan/2011-Jan7-021.pdf>

## PROJECT LOCATION

PAR 1147 would apply to existing (in-use) permitted equipment, spanning multiple categories of gaseous and liquid fuel-fired combustion equipment, operated at facilities located in industrial and commercial areas throughout the entire SCAQMD jurisdiction. The SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of the four-county South Coast Air Basin (Basin) (Orange County and the non-desert portions of Los Angeles, Riverside and San Bernardino counties), and the Riverside County portions of the Salton Sea Air Basin (SSAB) and Mojave Desert Air Basin (MDAB). The Basin, which is a subarea of the SCAQMD's jurisdiction, is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. It includes all of Orange County and the nondesert portions of Los Angeles, Riverside, and San Bernardino counties. The Riverside County portion of the SSAB is bounded by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley. The federal nonattainment area (known as the Coachella Valley Planning Area) is a subregion of Riverside County and the SSAB that is bounded by the San Jacinto Mountains to the west and the eastern boundary of the Coachella Valley to the east (Figure 1-1).



**Figure 1-1**  
**South Coast Air Quality Management District**

## PROJECT BACKGROUND

Adopted in December 2008, Rule 1147 controls NO<sub>x</sub> emissions from miscellaneous gas and liquid fuel fired combustion equipment, including, but not limited to: ovens, dryers, dehydrators, heaters, kilns, calciners, furnaces, heated pots, cookers, roasters, fryers, closed and open heated tanks and evaporators, distillation units, degassing units, incinerators, and soil remediation units. Under Rule 1147, regulated equipment must meet an emission limit of 30 parts per million (ppm) to 60 ppm of NO<sub>x</sub> based on the type of equipment. Alternatively, equipment may meet a NO<sub>x</sub> limit between 0.036 pounds per million British Thermal Units (lb/MMBTU) and 0.080 lb/MMBTU based on the type of equipment.



Compliance is phased in for equipment based on age. Effective January 1, 2010, new, relocated, or modified equipment (except for tar pots) must comply with the emission limits in Rule 1147. For in-use equipment, compliance dates for emission limits are based on the date of equipment manufacture, and emission limits are applicable to older equipment first. Owners of equipment are provided at least 15 years before they must modify or replace existing equipment to meet emission limits. Rule 1147 also contains test methods and provides alternate compliance options including a process for certification of equipment NO<sub>x</sub> emissions through an approved testing program. Other requirements include equipment maintenance, meters and recordkeeping.

Rule 1147 contains a phased-in approach for imposing NO<sub>x</sub> emission limits on equipment based on age. For example, as of July 1, 2010, equipment aged 25 years or older was required to meet a specified NO<sub>x</sub> emission limit. One year later, equipment aged between 20 and 25 years old will also be required to meet a specified NO<sub>x</sub> emission limit. Lastly, equipment aged 15 years old will be required to meet another NO<sub>x</sub> emission limit. Exceptions to the basic schedule include soil remediation equipment that must comply on or after January 1, 2011, when a combustion modification or change of location occurs or when a new unit begins operating. Rule 1147 provides additional time for specific categories of equipment that have recently replaced burners or have a permit limit of less than one pound per day NO<sub>x</sub> at the time of Rule 1147 was adopted. The compliance objectives of Rule 1143 are tied to the following compliance dates: 1) 2014 to achieve the federal PM 2.5 standard; and, 2) 2023 to achieve the federal 8-hour ozone standard.

Since the adoption of Rule 1147, some equipment owners/operators are experiencing compliance challenges with certain components of the rule due to the economic downturn, specifically, the cost impacts associated with installing fuel and time meters for each affected unit by January 1, 2011. SCAQMD staff conducted more research and found that installation of time meters is not essential for determining compliance with Rule 1147. Further, SCAQMD staff determined that the need to install fuel meters is essential for determining compliance only for certain circumstances that depend on the compliance option chosen by the equipment operator.

In response to these compliance challenges, SCAQMD staff is proposing to amend Rule 1147 to delay implementation of the NO<sub>x</sub> emission limit compliance dates for existing (in-use) permitted equipment, to eliminate the requirement for the installation of time meters, and to remove the requirement for the installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NO<sub>x</sub> emission limits in terms of ppm.

So that facilities do not incur unnecessary expenses associated with complying with the current requirements in Rule 1147 that are the focus of the amendments considered as part of this proposed project, the Executive Officer is exercising enforcement discretion with regard to Rule 1147 until PAR 1147 is presented to the SCAQMD's Governing Board. Enforcement discretion means that the SCAQMD will not issue any new Notices of Violations (NOVs) or Notices to Comply (NTCs) and will cancel any previously issued NOVs and NTCs specifically related to the items that are subject of PAR 1147, until PAR 1147 is acted on by the Governing Board.

At the time of adoption, Rule 1147 was estimated to reduce annual average emissions of NO<sub>x</sub> by 3.5 tons per day by 2014 and 3.8 tons per day by 2023. Delaying the compliance dates in PAR 1147 means that there will be adjustments to the annual NO<sub>x</sub> emission reductions during varying compliance years as summarized in Table 1-1:

**Table 1-1  
Annual Adjustments to NOx Emission Reductions**

<b>Compliance Year</b>	<b>Current NOx Emission Reductions in Rule 1147 (tons/day)</b>	<b>Proposed NOx Emission Reductions in PAR 1147 (tons/day)</b>
2010	0.70	0
2011	0.70	0
2012	0.70	1.40
2013	0.70	1.40
2014	0.70	0.70
2015	0.06	0
2016	0.06	0
2017	0.06	0.12
2018	0.06	0.12
2019	0.06	0.06

Specifically, implementing PAR 1147 will result in a delay of: 1) 0.70 tons/day of NOx emission reductions in compliance years 2010 and 2011; and, 2) 0.06 tons/day of NOx emission reductions in compliance years 2015 and 2016. However, the 0.70 tons/day of NOx delayed emission reductions will be recaptured in compliance years 2012 and 2013 and the 0.06 tons/day of delayed NOx emission reductions will be recaptured in compliance years 2017 and 2018, respectively. Thus, despite the delay in implementation of some of the compliance dates, the same amount of overall NOx emission reductions as estimated in the current rule will be achieved by PAR 1147 (e.g. 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).

### **PROJECT OBJECTIVE**

The primary focus of the proposed project is to amend Rule 1147 in order to bring compliance relief to owners/operators of affected combustion equipment by: 1) delaying implementation of certain NOx emission limit compliance dates for existing (in-use) permitted equipment; 2) removing the requirement for the installation of gas fuel meters for equipment that currently comply with the NOx emission level in terms of the ppm compliance option; and, 3) removing the requirement for time meters. Other minor changes are proposed for clarity and consistency throughout the proposed amended rule. While PAR 1147 will delay the implementation of some of the compliance dates, the objective is to achieve the same amount of overall NOx emission reductions in PAR 1147 as estimated in the current rule (e.g. 3.5 tons per day of NOx emission reductions by 2014 and 3.8 tons per day of NOx emission reductions by 2023).

### **PROJECT DESCRIPTION**

The proposed amendments to Rule 1147 would apply to the following categories of gaseous and liquid fuel-fired combustion equipment: 1) remediation units; 2) tar pots; 3) other units manufactured prior to 1986; 4) other units manufactured prior to 1992; and 5) other units manufactured prior to 1998. Specifically, the following amendments would:

- remove the requirements for installation of time meters;

- remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm; and,
- extend NOx emission limit compliance dates in Table 2 – Compliance Schedule for In-Use Units for certain equipment categories by up to two years.

The following is a summary of the key proposed amendments to Rule 1147. Other minor changes are proposed for clarity and consistency throughout the proposed amended rules. A copy of the proposed amended rule can be found in Appendix A.

#### Subdivision (c) – Requirements

The compliance dates in paragraph (c)(1), Table 2 for certain equipment categories have been extended as follows: 1) from January 1, 2011 to January 1, 2012 for remediation units; 2) from January 1, 2012 to January 1, 2013 for tar pots; 3) from January 1, 2010 to January 1, 2012 for other units manufactured prior to 1986; 4) from January 1, 2011 to January 1, 2012 for other units manufactured prior to 1992; and, 5) from January 1, 2012 to January 1, 2013 for other units manufactured prior to 1998. Lastly, paragraph (c)(8) has been modified to remove the requirement for time meters and to remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm.

#### **ALTERNATIVES**

The Draft EA will discuss and compare alternatives to the proposed project as required by CEQA and by SCAQMD Rule 110. Alternatives must include realistic measures for attaining the basic objectives of the proposed project and provide a means for evaluating the comparative merits of each alternative. In addition, the range of alternatives must be sufficient to permit a reasoned choice and it need not include every conceivable project alternative. The key issue is whether the selection and discussion of alternatives fosters informed decision making and public participation. A CEQA document need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

SCAQMD Rule 110 does not impose any greater requirements for a discussion of project alternatives in an environmental assessment than is required for an Environmental Impact Report under CEQA. Alternatives will be developed based in part on the major components of the proposed rule. The rationale for selecting alternatives rests on CEQA's requirement to present "realistic" alternatives; that is alternatives that can actually be implemented. CEQA also requires an evaluation of a "No Project Alternative."

SCAQMD's policy document Environmental Justice Program Enhancements for fiscal year (FY) 2002-03, Enhancement II-1 recommends that all SCAQMD CEQA assessments include a feasible project alternative with the lowest air toxics emissions. In other words, for any major equipment or process type under the scope of the proposed project that creates a significant environmental impact, at least one alternative, where feasible, shall be considered from a "least harmful" perspective with regard to hazardous air emissions.

The Governing Board may choose to adopt any portion or all of any alternative presented in the EA. The Governing Board is able to adopt any portion or all of any of the alternatives presented because the impacts of each alternative will be fully disclosed to the public and the public will have the opportunity to comment on the alternatives and impacts generated by each alternative.

Written suggestions on potential project alternatives received during the comment period for the Initial Study will be considered when preparing the Draft EA.

## **CHAPTER 2 - ENVIRONMENTAL CHECKLIST**

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**Introduction**

**General Information**

**Potentially Significant Impact Areas**

**Determination**

**Environmental Checklist and Discussion**

## INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

## GENERAL INFORMATION

Project Title:	Proposed Amended Rule 1147 – NOx Reductions From Miscellaneous Sources
Lead Agency Name:	South Coast Air Quality Management District
Lead Agency Address:	21865 Copley Drive, Diamond Bar, CA 91765
CEQA Contact Person:	Barbara Radlein, (909) 396-2716
Rule Contact Person:	Wayne Barcikowski, (909) 396-3077
Project Sponsor's Name:	South Coast Air Quality Management District
Project Sponsor's Address:	21865 Copley Drive, Diamond Bar, CA 91765
General Plan Designation:	Not applicable
Zoning:	Not applicable
Description of Project:	To respond to compliance challenges currently being experienced by certain affected sources, SCAQMD staff is proposing amendments to Rule 1147 – NOx Reductions From Miscellaneous Sources, that would: 1) remove the requirements for installation of time meters; 2) remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm; and; 3) extend deadlines for demonstrating compliance with the early phases (2010/2011) for NOx emission limits by up to two years. Other minor changes are proposed for clarity and consistency throughout the rule.
Surrounding Land Uses and Setting:	Industrial and commercial
Other Public Agencies Whose Approval is Required:	Not applicable

**POTENTIALLY SIGNIFICANT IMPACT AREAS**

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with a "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Aesthetics  | <input type="checkbox"/> Geology and Soils               | <input type="checkbox"/> Population and Housing        |
| <input type="checkbox"/> Agriculture and Forestry Resources                  | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services               |
| <input checked="" type="checkbox"/> Air Quality and Greenhouse Gas Emissions | <input type="checkbox"/> Hydrology and Water Quality     | <input type="checkbox"/> Recreation                    |
| <input type="checkbox"/> Biological Resources                                | <input type="checkbox"/> Land Use and Planning           | <input type="checkbox"/> Solid/Hazardous Waste         |
| <input type="checkbox"/> Cultural Resources                                  | <input type="checkbox"/> Mineral Resources               | <input type="checkbox"/> Transportation/Traffic        |
| <input type="checkbox"/> Energy  | <input type="checkbox"/> Noise                           | <input checked="" type="checkbox"/> Mandatory Findings |

**DETERMINATION**

On the basis of this initial evaluation:

- I find the proposed project, in accordance with those findings made pursuant to CEQA Guidelines §15252, COULD NOT have a significant effect on the environment, and that an ENVIRONMENTAL ASSESSMENT with no significant impacts has been prepared.
- I find that although the proposed project could have a significant effect on the environment, there will NOT be significant effects in this case because revisions in the project have been made by or agreed to by the project proponent. An ENVIRONMENTAL ASSESSMENT with no significant impacts will be prepared.
- I find that the proposed project MAY have a significant effect(s) on the environment, and an ENVIRONMENTAL ASSESSMENT will be prepared.
- I find that the proposed project MAY have a "potentially significant impact" on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL ASSESSMENT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: (a) have been analyzed adequately in an earlier ENVIRONMENTAL ASSESSMENT pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL ASSESSMENT, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

**Date:** February 1, 2011

**Signature:**

*Steve Smith*

\_\_\_\_\_  
Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rules, and Area Sources



## ENVIRONMENTAL CHECKLIST AND DISCUSSION

Implementation of PAR 1147 means that the compliance dates for meeting the NOx emission limits for existing (in-use) permitted equipment will be delayed by up to two years and the requirement for the installation of time meters will be eliminated. Lastly, PAR 1147 will remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm. (This means that the installation of fuel meters will only be required if the operator intends to comply with the NOx emission limits in terms of lb/MMBTU.) Because PAR 1147 is mainly a delay in implementation, no new physical changes requiring construction are involved with the proposed project. Instead, the same construction activities and the same environmental impacts associated with installing ultra-low NOx burners at the time Rule 1147 was adopted will continue to occur under PAR 1147 but on a delayed schedule. Thus, each affected owner/operator will be expected to comply with the lowered NOx emission limits by installing ultra-low NOx burners or installing new, compliant equipment, but on a delayed implementation schedule.

The original analysis of the construction activities is contained in the CEQA document for Rule 1147, the Final Environmental Assessment for Proposed Rule 1147 – NOx Reductions from Miscellaneous Sources, certified by the SCAQMD Governing Board on December 5, 2008 (SCAQMD No. 081015JJI, State Clearinghouse No: 2008101082)<sup>12</sup>. This CEQA document will be referred to herein as the December 2008 Final EA. For the aforementioned reasons, the following analysis will focus on the effect of PAR 1147 in terms of NOx emissions reductions delayed (i.e., emissions reductions that would have occurred according to the original compliance schedule if the original requirements in Rule 1147 were implemented) as a result of delaying the compliance dates and not the environmental effects of the construction activities since there will be no new physical changes associated with PAR 1147.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>12</sup> <http://www.aqmd.gov/ceqa/documents/2008/aqmd/finalEA/FEA1147.pdf>

### **Significance Criteria**

The proposed project impacts on aesthetics will be considered significant if:

- The project will block views from a scenic highway or corridor.
- The project will adversely affect the visual continuity of the surrounding area.
- The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

### **Discussion**

**I. a), b), c) & d)** Implementation of PAR 1147 means that the NOx emission limit compliance dates for existing (in-use) permitted equipment will be delayed by up to two years and the requirement for the installation of time meters will be eliminated. Lastly, PAR 1147 will remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm. (This means that the installation of fuel meters will only be required if the operator intends to comply with the NOx emission limits in terms of lb/MMBTU.)

The analysis in the December 2008 Final EA considered the installation of new compliant units or retrofitting existing units by replacing existing burners with ultra-low NOx burner technology, generally at existing facilities. The footprint of a compliant new replacement unit versus the footprint of an existing, retrofitted unit that meets the ultra-low NOx standards was determined to be similar to each other such that owners/operators who replaced their existing units with new compliant units or retrofit their existing units with ultra-low NOx burners, implementation of Rule 1147 would not require the construction of new buildings or other structures that would obstruct scenic resources or degrade the existing visual character of a site, including but not limited to, trees, rock outcroppings, or historic buildings. Further, implementation of Rule 1147 was not determined to involve the demolition of any existing buildings or facilities, to require any subsurface activities, or to require the acquisition of any new land or the surrendering of existing land, or the modification of any existing land use designations or zoning ordinances. Thus, any compliance relief provided by PAR 1147 will only delay the installation or retrofit of ultra-low NOx burners and reduce the number time meters and fuel meters that would have otherwise been installed under Rule 1147.

For these reasons, PAR 1147 is not expected to degrade the visual character of any site where a facility is located and that operates an affected unit or its surroundings, affect any scenic vista, damage scenic resources. Further, since PAR 1147 does not require existing facilities to operate at night, no new sources of substantial light or glare are expected.

Based upon these considerations, no significant aesthetics impacts are expected from the implementation of PAR 1147 and as such, the topic of aesthetics will not be further analyzed in the Draft EA. Since no significant aesthetics impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FOREST RESOURCES.</b> Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non- agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Project-related impacts on agriculture and forest resources will be considered significant if any of the following conditions are met:

- The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.
- The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.
- The proposed project conflicts with existing zoning for, or causes rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined in Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code § 51104 (g)).
- The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

## Discussion

**II. a), b), c) & d)** Implementation of PAR 1147 means that the NOx emission limit compliance dates for existing (in-use) permitted equipment will be delayed by up to two years and the requirement for the installation of time meters will be eliminated. Lastly, PAR 1147 will remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm. (This means that the installation of fuel meters will only be required if the operator intends to comply with the NOx emission limits in terms of lb/MMBTU.) Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147.

Any construction and operational activities that would occur as a result of implementing PAR 1147 are expected to occur within the confines of the existing affected facilities. The proposed project would be consistent with the industrial or commercial zoning requirements for the various facilities and there are no agricultural or forest resources or operations on or near the affected facilities. No agricultural resources including Williamson Act contracts are located within or would be impacted by construction activities at the affected facilities. Therefore, any delays of installing new equipment units or retrofitting existing units to comply with revised compliance timelines in PAR 1147 would not result in any new construction of buildings or other structures that would convert any classification of farmland to non-agricultural use or conflict with zoning for agricultural use or a Williamson Act contract.

PAR 1147 would also not result in any new construction of buildings or other structures that would cause the loss of forest land or conversion of forest land to non-forest use. Because there are no forestry resources or operations on or near the affected facilities, PAR 1147 would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104 (g)).

Lastly, since PAR 1147 would not substantially change the facility or process for which the NOx control equipment are utilized, there are no provisions in PAR 1147 that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements relative to agriculture and forest resources will be altered by PAR 1147.

Based upon these considerations, no significant agriculture and forest resources impacts are expected from the proposed project and as such, the topic of agriculture and forest resources will not be further analyzed in the Draft EA. Since no significant agriculture and forest resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY AND GREENHOUSE GAS EMISSIONS.</b>				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Diminish an existing air quality rule or future compliance requirement resulting in a significant increase in air pollutant(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Significance Criteria

To determine whether or not air quality impacts from the proposed project may be significant, impacts will be evaluated and compared to the criteria in Table 2-1. If impacts exceed any of the criteria in Table 2-1, they will be considered further in the Draft EA. As necessary, all feasible mitigation measures will be identified in the Draft EA and implemented to reduce significant impacts to the maximum extent feasible.

To determine whether or not greenhouse gas emissions from the proposed project may be significant, impacts will be evaluated and compared to the 10,000 MT CO<sub>2</sub>/year threshold for industrial sources.

**Table 2-1**  
**SCAQMD Air Quality Significance Thresholds**

<b>Mass Daily Thresholds <sup>a</sup></b>		
<b>Pollutant</b>	<b>Construction <sup>b</sup></b>	<b>Operation <sup>c</sup></b>
<b>NO<sub>x</sub></b>	100 lbs/day	55 lbs/day
<b>VOC</b>	75 lbs/day	55 lbs/day
<b>PM<sub>10</sub></b>	150 lbs/day	150 lbs/day
<b>PM<sub>2.5</sub></b>	55 lbs/day	55 lbs/day
<b>SO<sub>x</sub></b>	150 lbs/day	150 lbs/day
<b>CO</b>	550 lbs/day	550 lbs/day
<b>Lead</b>	3 lbs/day	3 lbs/day
<b>Toxic Air Contaminants (TACs), Odor, and GHG Thresholds</b>		
<b>TACs</b> (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk $\geq$ 10 in 1 million Cancer Burden $>$ 0.5 excess cancer cases (in areas $\geq$ 1 in 1 million) Hazard Index $\geq$ 1.0 (project increment)	
<b>Odor</b>	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
<b>GHG</b>	10,000 MT/yr CO <sub>2</sub> eq for industrial facilities	
<b>Ambient Air Quality Standards for Criteria Pollutants <sup>d</sup></b>		
<b>NO<sub>2</sub></b> 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state)	
<b>PM<sub>10</sub></b> 24-hour average annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>e</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
<b>PM<sub>2.5</sub></b> 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) <sup>e</sup> & 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
<b>Sulfate</b> 1-hour average	0.075 ppm (federal – 98 <sup>th</sup> percentile)	
<b>CO</b> 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	
<b>Lead</b> Rolling 3-month average	0.15 $\mu\text{g}/\text{m}^3$ (federal)	

<sup>a</sup> Source: SCAQMD CEQA Handbook (SCAQMD, 1993)

<sup>b</sup> Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).

<sup>c</sup> For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.

<sup>d</sup> Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

<sup>e</sup> Ambient air quality threshold based on SCAQMD Rule 403.

KEY: lbs/day = pounds per day    ppm = parts per million     $\mu\text{g}/\text{m}^3$  = microgram per cubic meter     $\geq$  = greater than or equal to  
MT/yr CO<sub>2</sub>eq = metric tons per year of CO<sub>2</sub> equivalents

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## Discussion

**III. a)** The SCAQMD is required by law to prepare a comprehensive district-wide AQMP which includes strategies (e.g., control measures) to reduce emission levels to achieve and maintain state and federal ambient air quality standards, to ensure that new sources of emissions are planned and operated to be consistent with the SCAQMD's air quality goals, and to protect sensitive receptors and the public in general from the adverse effects of criteria pollutants which are known to have adverse human health effects. The AQMP's air pollution reduction strategies include control measures which target stationary, mobile and indirect sources. These control measures are based on feasible methods of attaining ambient air quality standards. Pursuant to the provisions of both the state and federal Clean Air Acts, the SCAQMD is required to attain the state and federal ambient air quality standards for all criteria pollutants. Rule 1147 was adopted to implement 2007 AQMP control measures CMB-01 (NO<sub>x</sub> Reductions from Non-RECLAIM Ovens, Dryers, and Furnaces) and MCS-01 (Facility Modernization) to achieve NO<sub>x</sub> reductions.

Although the lowered future NO<sub>x</sub> emission limits in Rule 1147 are proposed to be delayed in PAR 1147 for certain equipment categories, when fully implemented, the NO<sub>x</sub> reductions to be achieved will contribute to carrying out the goals of the 2007 AQMP. Further, implementation of all other SCAQMD NO<sub>x</sub> rules along with AQMP control measures, when considered together, is expected to reduce NO<sub>x</sub> emissions throughout the region overall by 2020. For these reasons, reducing NO<sub>x</sub> emissions, even if PAR 1147 is on a delayed implementation schedule for the short term, will help contribute towards attaining and maintaining the state and federal ambient air quality standards over the long term. Thus, PAR 1147 would not conflict or obstruct implementation of the applicable AQMP goals.

**III. b), c), f), & g)** For a discussion of these items, refer to the following analysis.

### Construction Activities

Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NO<sub>x</sub> burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. Any operator who chooses to install new equipment or retrofit an existing unit to comply with the delayed compliance limits in PAR 1147 is not expected to construct any new buildings or other structures as part of the equipment replacement or retrofit process. However, as was previously analyzed in the December 2008 Final EA, some physical modifications would be necessary depending on whether the operator chooses to replace the existing equipment with a new unit or to retrofit the existing unit with ultra-low NO<sub>x</sub> burner. For example, for completely replacing existing equipment with new compliant equipment, the existing equipment would need to be shut down and allowed to cool, disconnected from fuel and electric utilities, dismantled and removed. For the purpose of this discussion, the new equipment is assumed to be installed at or near the location of the existing equipment.

The physical modifications that are typically involved with retrofitting existing equipment would be removing the old burners, installing new burners, and installing new or reworking existing flue gas ductwork. Specifically, owners/operators of affected facilities who choose to replace existing burners with ultra-low NO<sub>x</sub> burners will first need to pre-order and purchase the appropriate size, style and number of burners, shut down the combustion unit to let it cool, and change out the burners. The burner change-out may involve a contractor or vendor to remove

the bolts, possibly cut and re-weld metal seals and re-fire the burners for equipment start-up. Additional work may be necessary such as upgrading the operation control system or installing a fuel injection system with electronic controls. Once the ultra-low NOx burners are in place, the combustion equipment can be fired up and can operate with lower NOx emissions.

Due to the relatively straightforward nature and ease of retrofitting existing equipment with ultra low-NOx burners, no heavy duty construction activities or equipment are anticipated. Further, the potential adverse construction air quality and GHG impacts were previously analyzed in the December 2008 Final EA and the proposed delay in the compliance dates contained in PAR 1147 will not alter the assumptions or alter the analysis for construction emissions (e.g., criteria pollutants and GHGs). Thus, no new secondary construction impacts are anticipated from the delayed retrofit of equipment with ultra low-NOx burners. Based upon these considerations, no significant air quality and GHG impacts are expected from the proposed project during construction and as such, the topic of construction air quality and GHG impacts will not be further analyzed in the Draft EA. Since no significant construction air quality and GHG impacts were identified, no mitigation measures are necessary or required for construction activities.

### **Operation Activities**

Once the ultra-low NOx burners are operational, NOx emissions are expected to be reduced. However, since the compliance dates for reducing NOx emissions are proposed to be delayed, the NOx reductions will occur later than originally planned. Further, the amount of NOx emission reductions delayed is expected to exceed the operational air quality NOx significance threshold of 55 pounds per day. For these reasons, operational air quality impacts associated with implementation of PAR 1147 are potentially significant and will be evaluated further in the Draft EA.

Based on the type and size of equipment affected by PAR 1147, CO2 emissions (e.g., GHGs) from the operation of the retrofitted or replaced equipment are likely to decrease from current levels due to improved burner efficiency. Further, there is no fuel penalty associated with operating equipment with ultra-low NOx burners. Thus, even with the delay in compliance dates, operation of ultra-low NOx burners are expected to result in a similar slight, less than significant decrease in GHG emissions as was previously analyzed in the December 2008 Final EA. However, the delay in compliance dates means the any reductions in GHG emissions will also be delayed.

Based upon these considerations, no significant GHG impacts are expected from the proposed project during operation and as such, the topic of operational GHG impacts will not be further analyzed in the Draft EA. Since no significant operational GHG impacts were identified, no mitigation measures are necessary or required.

Lastly, implementation of PAR 1147, even with delayed compliance dates, in connection with other 2007 AQMP control measures is not considered to be cumulatively considerable and, therefore, is not considered to be a significant cumulative GHG impact.

**III. d)** Affected facilities are not expected to increase exposure by sensitive receptors to substantial pollutant concentrations from the implementation of PAR 1147 for the following reasons: 1) the affected facilities are existing facilities located in industrial or commercial areas; 2) the limited construction emission increases associated with the proposed changes (equipment



replacement or retrofitting existing equipment) are concluded to be less than significant and the delay in compliance dates will not substantially alter the construction emission increases that were previously analyzed at the time Rule 1147 was adopted; and, 3) even with the delay in compliance dates, installation of any new, or retrofits of any existing equipment subject to PAR 1147 is expected to reduce NOx emissions from affected equipment. Therefore, no significant adverse air quality and GHG impacts to sensitive receptors are expected from implementing PAR 1147.

**III. e)** Historically, the SCAQMD has enforced odor nuisance complaints through SCAQMD Rule 402 - Nuisance. Affected facilities are not expected to create objectionable odors affecting a substantial number of people for the following reasons: 1) the affected facilities are existing facilities located in industrial or commercial areas with appropriate controls in place; 2) no heavy-duty construction equipment with associated diesel exhaust odors are necessary to install ultra-low NOx burners and the proposed delay in compliance will not affect the type of construction equipment used; 3) typically no odors are associated with combustion equipment operating in accordance with Rule 1147; and, 4) installation of any new or retrofits of any existing equipment subject to PAR 1147 is expected to reduce NOx emissions from affected equipment. Therefore, no significant odor impacts are expected to result from implementing the PAR 1147.

**III. h)** PAR 1147 is part of a comprehensive ongoing regulatory program that includes implementing related SCAQMD 2007 AQMP control measures as amended or new rules to attain and maintain within a margin of safety all state and national ambient air quality standards for all areas within its jurisdiction. The 2007 AQMP estimates a CO2 reduction of 427,849 metric tons per year by 2014, and a CO2 reduction of 1,523,445 metric tons per year by 2020. The analysis in the December 2008 Final EA demonstrated that there would be an increase in construction-related GHGs by approximately 424.13 metric tons of CO2 between compliance years 2010 and 2014 and 433.59 metric tons of CO2 between compliance years 2015 and 2023. Both of these projected increases were less than the GHG significance threshold for industrial sources (e.g., 10,000 MT/yr CO2eq). Further, this small increase from PAR 1147 construction activities represented 0.000002 percent of GHG emissions as compared to the total projected statewide GHG emissions inventory. The delayed compliance dates proposed in PAR 1147 will not alter the previously analyzed GHG emissions estimates associated with construction in the December 2008 Final EA. While delayed compliance means delayed NOx reductions, it also means delayed construction schedules overall and delayed GHG emissions that would be generated from construction activities.

Lastly, PAR 1147 is not subject to a GHG reduction plan. Thus, implementation of PAR 1147, even with delayed compliance dates, would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions.

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	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Impacts on biological resources will be considered significant if any of the following criteria apply:

- The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.
- The project interferes substantially with the movement of any resident or migratory wildlife species.
- The project adversely affects aquatic communities through construction or operation of the project.

### Discussion

**IV. a), b), c), & d)** PAR 1147 would only affect combustion equipment located at existing facilities located in industrial or commercial areas, which have already been greatly disturbed. Implementation of PAR 1147 means that the NOx emission limit compliance dates for existing (in-use) permitted equipment will be delayed by up to two years and the requirement for the installation of time meters will be eliminated. Lastly, PAR 1147 will remove the requirements for installation of non-resettable totalizing fuel meters if the operator intends to comply with the Rule 1147 NOx emission limits in terms of ppm. (This means that the installation of fuel meters will only be required if the operator intends to comply with the NOx emission limits in terms of lb/MMBTU.) Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. Thus, the delayed installation of new equipment units or retrofit of existing units to comply with PAR 1147 would not result in any new construction of buildings or other structures. In general, the areas where affected equipment is located currently do not typically support riparian habitat, federally protected wetlands, or migratory corridors. Additionally, special status plants, animals, or natural communities are not expected to be found in close proximity to the affected facilities.

**IV. e) & f)** PAR 1147 is not envisioned to conflict with local policies or ordinances protecting biological resources nor local, regional, or state conservation plans because it will only affect combustion equipment primarily located at existing facilities in industrial or commercial areas. Additionally, PAR 1147 will not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other relevant habitat conservation plan for the same reason.

The SCAQMD, as the Lead Agency for the proposed project, has found that, when considering the record as a whole, there is no evidence that PAR 1147 will have potential for any new adverse effects on wildlife resources or the habitat upon which wildlife depends. Accordingly, based upon the preceding information, the SCAQMD has, on the basis of substantial evidence, rebutted the presumption of adverse effect contained in §753.5 (d), Title 14 of the California Code of Regulations.

Based upon these considerations, no significant biological resources impacts are anticipated and as such, the topic of biological resources will not be further analyzed in the Draft EA. Since no significant adverse biological resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES.</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource, site, or feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Impacts to cultural resources will be considered significant if:

- The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.
- Unique paleontological resources are present that could be disturbed by construction of the proposed project.
- The project would disturb human remains.

### Discussion

**V. a), b), c), & d)** Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. As was previously analyzed in the December 2008 Final EA, only minor construction-related activities associated with installing compliant equipment or retrofitting existing equipment with ultra-low NOx burners at affected facilities are expected to occur as a result of PAR 1147 and these construction activities are expected to be confined within the existing footprint of the affected facilities. Thus, no impacts to historical resources are expected to occur as a result of implementing PAR 1147.

Installing add-on controls and any other associated equipment to comply with PAR 1147 may require disturbance of previously disturbed areas, i.e., existing industrial or commercial facilities. However, since construction-related activities are expected to be confined within the existing footprint of the affected facilities, PAR 1147 is not expected to require physical changes to the environment, which may disturb paleontological or archaeological resources. Furthermore, it is envisioned that these areas are already either devoid of significant cultural resources or whose

cultural resources have been previously disturbed. Therefore, the proposed project has no potential to cause a substantial adverse change to a historical or archaeological resource, directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or disturb any human remains, including those interred outside a formal cemeteries. PAR 1147 is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources in the District. PAR 1147 is, therefore, not anticipated to result in any activities or promote any programs that could have a significant adverse impact on cultural resources in the District.

Based upon these considerations, no significant adverse cultural resources impacts are expected from the implementing PAR 1147 and as such, the topic of cultural resources will not be further assessed in the Draft EA. Since no significant cultural resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>VI. ENERGY.</b> Would the project:				
a) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the need for new or substantially altered power or natural gas utility systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create any significant effects on local or regional energy supplies and on requirements for additional energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create any significant effects on peak and base period demands for electricity and other forms of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Impacts to energy and mineral resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable resources in a wasteful and/or inefficient manner.

**Discussion**

**VI. a) & e)** Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation

of time meters and fuel meters that would have otherwise been installed under Rule 1147. Once new ultra-low NOx burners are installed or existing equipment is replaced with new compliant equipment, there will be a slight reduction in demand for natural gas, as new burners are expected to be more efficient than existing affected equipment. As a result, PAR 1147 would not conflict with energy conservation plans, use non-renewable resources in a wasteful manner, or result in the need for new or substantially altered power or natural gas systems. Since PAR 1147 would primarily affect existing equipment operating at existing facilities and because compliant equipment, if installed, will be more efficient than existing equipment, the proposed project will not conflict with adopted energy conservation plans because existing facilities would be expected to continue implementing any existing energy conservation plans. Additionally, operators of affected facilities are expected to comply with existing energy conservation plans and standards to minimize operating costs, while still complying with the requirements of PAR 1147. Accordingly these impact issues will not be further analyzed in the Draft EA.

**VI. b), c), & d)** PAR 1147 would not create any significant effects on peak and base period demands for electricity and other forms of energy since no construction of buildings or other structures are anticipated as a result of the affected facilities operating equipment that is either manufactured or retrofitted with ultra-low NOx burner technology.

The majority of the universe of sources that are regulated by PAR 1147 is fired with natural gas. As discussed in the air quality section regarding GHG emissions, due to ultra-low NOx burner retrofits that will occur on a delayed implementation schedule, PAR 1147 is expected to result in a slight decrease in the demand for natural gas, though when this decrease will occur will vary and will be dependent upon the proposed delayed compliance dates. Nevertheless, based upon these considerations, PAR 1147 is not expected to use energy in a wasteful manner, and will not exceed SCAQMD energy significance thresholds. There will be no substantial depletion of energy resources nor will significant amounts of fuel be needed when compared to existing supplies.

In light of the preceding discussion, PAR 1147 would not create any significant effects on peak and base period demands for electricity and other forms of energy and it is expected to comply with existing energy standards. Therefore, PAR 1147 is not expected to generate significant adverse energy resources impacts and as such, the topic of energy will not be discussed further in the Draft EA. Since no significant energy impacts were identified, no mitigation measures are necessary or required.

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	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS.</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
• Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Impacts on the geological environment will be considered significant if any of the following criteria apply:

- Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.
- Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.
- Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.
- Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.
- Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

**Discussion**

**VII. a)** Southern California is an area of known seismic activity. Structures must be designed to comply with the Uniform Building Code Zone 4 requirements if they are located in a seismically active area. The local city or county is responsible for assuring that a proposed project complies with the Uniform Building Code as part of the issuance of the building permits and can conduct inspections to ensure compliance. The Uniform Building Code is considered to be a standard safeguard against major structural failures and loss of life. The goal of the code is to provide structures that will: 1) resist minor earthquakes without damage; 2) resist moderate earthquakes without structural damage but with some non-structural damage; and 3) resist major earthquakes without collapse but with some structural and non-structural damage.

The Uniform Building Code bases seismic design on minimum lateral seismic forces (“ground shaking”). The Uniform Building Code requirements operate on the principle that providing appropriate foundations, among other aspects, helps to protect buildings from failure during earthquakes. The basic formulas used for the Uniform Building Code seismic design require determination of the seismic zone and site coefficient, which represent the foundation conditions at the site. Accordingly, buildings and equipment at existing affected facilities are likely to conform to the Uniform Building Code and all other applicable state codes in effect at the time they were constructed.

Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. PAR 1147 would only affect combustion equipment located primarily at existing facilities in industrial or commercial areas. Since implementing PAR 1147 is expected to involve the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at existing facilities, no new buildings or structures are expected to be constructed in response to the proposed project. As a result, substantial exposure of people or structure to the risk of loss, injury, or death involving seismic-related activities is not anticipated and will not be further analyzed in the Draft EA.

**VII. b)** Since implementing PAR 1147 is expected to involve the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at existing



facilities, no soil disruption from excavation, grading, or filling activities; changes in topography or surface relief features; erosion of beach sand; or changes in existing siltation rates are anticipated in response to the proposed project.

**VII. c)** Since implementing PAR 1147 is expected to involve the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at existing facilities, it is expected that the soil types present at the affected facilities will not be further susceptible to expansion or liquefaction. Subsidence is not anticipated to be a problem since no excavation, grading, or filling activities will occur at affected facilities. Further, PAR 1147 would not involve drilling or removal of underground products (e.g., water, crude oil, et cetera) that could produce new, or make worse existing subsidence effects. Additionally, the affected areas are not envisioned to be prone to new risks from landslides or have unique geologic features since the affected facilities are located in industrial or commercial areas where such features have already been altered or removed. Finally, since affected equipment are located at existing facilities, PAR 1147 is not expected to alter or make worse any existing potential for subsidence, liquefaction, et cetera.

**VII. d) & e)** Since PAR 1147 will affect operations at primarily existing facilities, it is expected that people or property will not be exposed to new impacts relative to expansive soils or soils incapable of supporting water disposal, nor will any existing impacts be made worse. Further, PAR 1147 would not require installation of septic tanks or other alternative waste water systems. The main effect of PAR 1147 will be the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at the affected facilities.

Based upon these considerations, no geology and soils impacts are expected from the implementation of PAR 1147 and as such, the topic of geology and soils will not be further analyzed in the Draft EA. Since no significant geology and soils impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, and disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Significantly increased fire hazard in areas with flammable materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Impacts associated with hazards will be considered significant if any of the following occur:

- Non-compliance with any applicable design code or regulation.
- Non-conformance to National Fire Protection Association standards.
- Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.
- Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

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## Discussion

**VIII. a)** There are no provisions in PAR 1147 that would increase the amount of hazardous materials used or generated by facility owners/operators. Further, because implementation of PAR 1147 will be the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NO<sub>x</sub> burners at the affected facilities, no raw material deliveries or waste disposal truck trips that handle hazardous materials will be associated with the proposed project after the applicable compliance dates.

As indicated in the discussion under energy, PAR 1147 applies to combustion equipment operations that are mainly fired with natural gas, though a small percentage are fired with liquid fuel; both are flammable substances. Because the ultra-low NO<sub>x</sub> burner technology is more efficient than existing burner technologies, upon installation, implementation of PAR 1147 is expected to slightly reduce the demand for fuel compared to what is currently used at existing affected facilities. As a result, implementation of PAR 1147 is not expected to noticeably change or may slightly reduce any existing flammability hazard that may be associated with operating these combustion devices. In summary, implementation of PAR 1147 is not expected to increase any existing flammability hazard associated with firing ultra-low NO<sub>x</sub> burners.

**VIII. b) & h)** Since PAR 1147 would primarily affect existing combustion equipment that is primarily located at existing facilities, existing emergency planning is anticipated to adequately minimize the risk associated installing new compliant equipment or retrofitting existing equipment with ultra-low NO<sub>x</sub> burners. Businesses are required to report increases in the storage or use of flammable and otherwise hazardous materials to local fire departments. As noted in item VIII. a), PAR 1147 is not expected to increase the amount of materials used or generated at affected facilities that would contain hazardous materials nor is it expected to significantly increase the demand of fuels (natural gas and liquid fuel) or other flammable substances.

In addition, local fire departments ensure that adequate permit conditions are in place to protect against potential risk of upset. The Uniform Fire Code and Uniform Building Code are set standards intended to minimize risks from flammable or otherwise hazardous materials. Local jurisdictions are required to adopt the uniform codes or comparable regulations. Local fire agencies require permits for the use or storage of hazardous materials and permit modifications for proposed increases in their use. Permit conditions depend on the type and quantity of the hazardous materials at the facility. Permit conditions may include, but are not limited to, specifications for sprinkler systems, electrical systems, ventilation, and containment. The fire departments make annual business inspections to ensure compliance with permit conditions and other appropriate regulations.

Further, all hazardous materials are expected to be used in compliance with established Occupational Safety and Health Administration (OSHA) or California Occupational Safety and Health Administration (CalOSHA) regulations and procedures, including providing adequate ventilation, using recommended personal protective equipment and clothing, posting appropriate signs and warnings, and providing adequate worker health and safety training. When taken together, the aforementioned regulations provide comprehensive measures to reduce hazards of explosive or otherwise hazardous materials. Compliance with these and other federal, state and

local regulations and proper operation and maintenance of equipment should ensure the potential for explosions or accidental releases of hazardous materials is not significant.

**VIII. c), e), & f)** In general, the purpose of PAR 1147 is to bring compliance relief to owners/operators of affected combustion equipment by: 1) delaying implementation of certain NOx emission limit compliance dates for existing (in-use) permitted equipment; 2) removing the requirement for the installation of gas fuel meters for equipment that currently comply with the NOx emission level in terms of ppm; and, 3) removing the requirement for time meters. While delaying implementation will delay some NOx emission reductions originally projected during the adoption of Rule 1147, eventually the overall NOx emission reductions will be achieved from a large variety of combustion equipment at existing facilities, which will ultimately improve air quality and reduce adverse human health impact related to poor air quality. Since operations of these equipment categories occur primarily at existing facilities located in industrial or commercial areas, implementation of PAR 1147 is not expected to increase existing, or create any new hazardous emissions which would adversely affect existing/proposed schools or public/private airports located in close proximity to the affected facilities. Accordingly, these impact issues will not be further evaluated in the Draft EA.

**VIII. d)** Even if some affected facilities are designated pursuant to Government Code §65962.5 as a large quantity generator of hazardous waste, it is not anticipated that complying with PAR 1147 will alter in any way how operators of affected facilities manage their hazardous wastes and that they will continue to be managed in accordance with all applicable federal, state, and local rules and regulations.

**VIII. f)** Aside from the use of natural gas and liquid fuel needed to fuel the equipment, it should again be noted that PAR 1147 has no provisions that dictate the use of, or generate any new hazardous material. Under PAR 1147, owners or operators of the affected facilities will still have the flexibility and more time to choose the type of compliant combustion equipment (i.e. to install new equipment or retrofit existing equipment with ultra-low NOx burners) for their operations. Either way, the installation of new compliant equipment or the retrofit of existing equipment will not pose a substantial safety hazard. Therefore, it is not anticipated that PAR 1147 would require changes to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

In addition, Health and Safety Code §25506 specifically requires all businesses handling hazardous materials to submit a business emergency response plan to assist local administering agencies in the emergency release or threatened release of a hazardous material. Business emergency response plans generally require the following:

- Identification of individuals who are responsible for various actions, including reporting, assisting emergency response personnel and establishing an emergency response team;
- Procedures to notify the administering agency, the appropriate local emergency rescue personnel, and the California Office of Emergency Services;
- Procedures to mitigate a release or threatened release to minimize any potential harm or damage to persons, property or the environment;

- Procedures to notify the necessary persons who can respond to an emergency within the facility;
- Details of evacuation plans and procedures;
- Descriptions of the emergency equipment available in the facility;
- Identification of local emergency medical assistance; and
- Training (initial and refresher) programs for employees in:
  1. The safe handling of hazardous materials used by the business;
  2. Methods of working with the local public emergency response agencies;
  3. The use of emergency response resources under control of the handler;
  4. Other procedures and resources that will increase public safety and prevent or mitigate a release of hazardous materials.

In general, every county or city and all facilities using a minimum amount of hazardous materials are required to formulate detailed contingency plans to eliminate, or at least minimize, the possibility and effect of fires, explosion, or spills. In conjunction with the California Office of Emergency Services, local jurisdictions have enacted ordinances that set standards for area and business emergency response plans. These requirements include immediate notification, mitigation of an actual or threatened release of a hazardous material, and evacuation of the emergency area.

**VIII. g)** Since the facilities that operate equipment subject to the requirements in PAR 1147 are located at existing industrial or commercial sites in urban areas where wildlands are not prevalent, risk of loss or injury associated with wildland fires is not expected. Accordingly, this impact issue will not be further evaluated in the Draft EA.

Based upon these considerations, no significant adverse hazards and hazardous materials impacts are expected from the implementation of PAR 1147 and as such, the topic of hazards and hazardous materials impacts will not be further analyzed in the Draft EA. Since no significant hazards and hazardous materials impacts were identified, no mitigation measures are necessary or required.

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	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project:				
a) Violate any water quality standards, waste discharge requirements, exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, or otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Place housing or other structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
f) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, or inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Require or result in the construction of new water or wastewater treatment facilities or new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

#### Water Demand:

- The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use more than 262,820 gallons per day of potable water.
- The project increases demand for total water by more than five million gallons per day.

#### Water Quality:

- The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.
- The project will cause the degradation of surface water substantially affecting current or future uses.
- The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.

- The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.
- The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The project results in alterations to the course or flow of floodwaters.

### **Discussion**

The expected options for compliance with the proposed delayed future NO<sub>x</sub> emission limits will either involve the installation of new compliant equipment or the retrofitting of existing units with ultra-low NO<sub>x</sub> burners at existing facilities. No additional water demand or wastewater generation is expected to result from the operation of the units equipped with ultra-low NO<sub>x</sub> burners at the affected facilities because this type of control technology does not entail the use of water in the NO<sub>x</sub> control process. Further, PAR 1147 has no provision that would require the construction of additional water resource facilities, increase the need for new or expanded water entitlements, or alter existing drainage patterns. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. PAR 1147 would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Further, since compliance with PAR 1147 does not involve wastewater processes, there would be no change in the composition or volume of existing wastewater streams from the affected facilities. In addition, PAR 1147 is not expected to require additional wastewater disposal capacity, violate any water quality standard or wastewater discharge requirements, or otherwise substantially degrade water quality.

**IX. a), g), & i)** Complying with PAR 1147 will not change existing operations at affected facilities, nor would it result in an increased water demand that would cause a generation of increased volumes of wastewater because the ultra-low NO<sub>x</sub> burners do not require water as part of the NO<sub>x</sub> control process. As a result, there are no potential changes in water demand or wastewater volume or composition expected from facilities complying with the requirements in PAR 1147. Further, PAR 1147 is not expected to cause affected facilities to violate any water quality standard or wastewater discharge requirements since there would be no water needed and no wastewater volumes generated as a result of implementing with PAR 1147. PAR 1147 is not expected to have any water demand or water quality impacts for the following reasons:

- The proposed project does not increase demand on the existing water supply.
- The proposed project does not increase demand for total water by more than 5,000,000 gallons per day.
- The proposed project does not increase demand for potable water by more than 262,820 gallons per day.
- The proposed project does not require construction of new water conveyance infrastructure.
- The proposed project does not create a substantial increase in mass inflow of effluents to public wastewater treatment facilities.



- The proposed project does not result in a substantial degradation of surface water or groundwater quality.
- The proposed project does not result in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.
- The proposed project does not result in alterations to the course or flow of floodwaters.

Lastly, PAR 1147 will not increase storm water discharge, since no major construction activities are expected at affected facilities. Further, no new areas at existing affected facilities are expected to be paved, so PAR 1147 will not increase storm water runoff during operation. Therefore, no new storm water discharge treatment facilities or modifications to existing facilities will be required due to the implementation of PAR 1147. Accordingly, PAR 1147 is not expected to generate any impacts relative to construction of new storm water drainage facilities.

**IX. b) & h)** Because the NO<sub>x</sub> control process of the burners in the equipment affected by PAR 1147 does not rely on water, no increase to any affected facilities' existing water demand is expected. Because ultra-low NO<sub>x</sub> burner technology does not utilize water, implementation of PAR 1147 will not increase demand for, or otherwise affect groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. In addition, implementation of PAR 1147 will not increase demand for water from existing entitlements and resources, and will not require new or expanded entitlements. Since equipment affected by PAR 1147 generally occur in existing structures at existing facilities, no paving is required that might interfere with groundwater recharge. Therefore, no water demand impacts are expected as the result of implementing PAR 1147.

**IX. c) & d)** Implementation of PAR 1147 will occur at existing facilities that are typically located in industrial or commercial areas that are paved and already have drainage infrastructures in place. Since PAR 1147 does not involve major construction activities that would include activities such as site preparation, grading, et cetera, no changes to storm water runoff, drainage patterns, groundwater characteristics, or flow are expected. Therefore, these impact areas are not expected to be affected by PAR 1147.

**IX. e) & f)** The proposed project will not require construction of new housing, contribute to the construction of new building structures, or require modifications or changes to existing structures. Further, PAR 1147 is not expected to require additional workers at affected facilities. Therefore, PAR 1147 is not expected to generate construction of any new structures in 100-year flood areas as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood delineation map. As a result, PAR 1147 is not expected to expose people or structures to any new flooding risks, or make worse any existing flooding risks. Finally, PAR 1147 will not affect any potential flood hazards inundation by seiche, tsunami, or mud flow that may already exist relative to existing facilities or create new hazards at existing facilities.

Based upon these considerations, no hydrology and water quality impacts are expected from the implementation of PAR 1147 and as such, the topic of hydrology and water quality will not be

further analyzed in the Draft EA. Since no significant hydrology and water quality impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>X. LAND USE AND PLANNING.</b>				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by local jurisdictions.

**Discussion**

**X. a)** Implementation of PAR 1147 is expected to involve the delayed installation of new compliant equipment or the retrofitting of existing units with ultra-low NOx burners at existing facilities. Since PAR 1147 affects equipment operating at existing facilities, it does not include any components that would require physically dividing an established community.

**X. b)** There are no provisions in PAR 1147 that would affect land use plans, policies, or regulations. Land use and other planning considerations are determined by local governments and no land use or planning requirements will be altered by regulating NOx emissions from affected natural gas-fired or liquid fuel fired combustion equipment. Any delay in replacing one type of combustion equipment with another similar type of combustion equipment or replacing old burners with new ultra-low NOx burners is not considered a change in operations at affected facilities that would require changes to an existing conditional use permit. Further, since PAR 1147 would delay compliance with the lower NOx emission limits for these combustion devices, PAR 1147 would not affect in any way habitat conservation or natural community conservation plans, agricultural resources or operations, and would not create divisions in any existing communities. Therefore, present or planned land uses in the region will not be significantly adversely affected as a result of PAR 1147.

Based upon these considerations, no land use and planning impacts are expected from the implementation of PAR 1147 and as such, the topic of land use and planning will not be further

analyzed in the Draft EA. Since no significant land use and planning impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

- The project would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- The proposed project results in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

**Discussion**

**XI. a) & b)** There are no provisions in PAR 1147 that would result in the loss of availability of a known mineral resource of value to the region and the residents of the state, or of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Based upon these aforementioned considerations, no significant mineral resources impacts are expected from the implementation of PAR 1147 and as such, the topic of mineral resources will not be further analyzed in the Draft EA. Since no significant mineral resources impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XII. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of permanent noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public use airport or private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Impacts on noise will be considered significant if:

- Construction noise levels exceed the local noise ordinances or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three decibels (dBA) at the site boundary. Construction noise levels will be considered significant if they exceed federal Occupational Safety and Health Administration (OSHA) noise standards for workers.
- The proposed project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, project noise sources increase ambient noise levels by more than three dBA at the site boundary.

### Discussion

**XII. a)** Implementation of PAR 1147 is expected to involve the delayed installation of new compliant equipment or retrofitting of existing units with ultra-low NO<sub>x</sub> burners at existing facilities. PAR 1147 would only affect combustion equipment at existing facilities. Since installation of new equipment or retrofitting existing equipment does not require heavy-duty construction equipment, no significant adverse noise impacts are anticipated during the construction phase.

No other physical modifications or changes associated with the implementation of PAR 1147 are expected. Thus, PAR 1147 is not expected to expose persons to the generation of excessive noise levels above current facility levels because the proposed project will result in affected facilities operating the same type of equipment at equivalent or similar noise levels and ultra-low NOx combustion technology is not typically a noise intensive technology. It is expected that any facility affected by PAR 1147 will comply with all existing noise control laws or ordinances. Further, OSHA and CalOSHA have established noise standards to protect worker health. It is expected that all workers at affected facilities will continue complying with applicable noise standards.

**XII. b)** PAR 1147 is not anticipated to expose people to or generate excessive groundborne vibration or groundborne noise levels since no major construction activities are expected to occur at the existing facilities and the affected equipment are not inherently noisy or create excessive vibrations.

**XII. c)** A permanent increase in ambient noise levels at the affected facilities above existing levels as a result of implementing the proposed project is unlikely to occur because any new equipment that would be installed as part of implementing PAR 1147 will be replacing existing equipment with the same or similar noise profiles and retrofitting existing equipment with ultra-low NOx burners will not change the noise profile of the existing equipment. Therefore, the existing noise levels are unlikely to change and raise ambient noise levels in the vicinities of the existing facilities to above a level of significance in response to implementing PAR 1147.

**XII. d)** Implementation of PAR 1147 would not consist of improvements within the existing facilities that would require major construction activities. Even if an affected facility is located near a public/private airport, there are no new noise impacts expected from any of the existing facilities as a result of complying with the proposed project. Thus, PAR 1147 is not expected to expose people residing or working in the project vicinities to excessive noise levels. See also the response to item XII. a).

Based upon these considerations, no significant noise impacts are expected from the implementation of PAR 1147 and as such, the topic of noise is not further evaluated in the Draft EA. Since no significant noise impacts were identified, no mitigation measures are necessary or required.

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	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XIII. POPULATION AND HOUSING.</b>				
Would the project:				
a) Induce substantial growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

- The demand for temporary or permanent housing exceeds the existing supply.
- The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

**Discussion**

**XIII. a)** PAR 1147 would only affect combustion equipment at existing facilities. Implementation of PAR 1147 is expected to involve the delayed installation of new compliant equipment or retrofitting of existing units with ultra-low NOx burners at existing facilities. Under PAR 1147, the installation of new equipment or retrofitting of existing equipment will likely require the same number of construction workers as previously analyzed at the time of adoption of Rule 1147. That is, only two construction workers at most (one to deliver materials and one to install it) would be needed to either install new compliant equipment or retrofit existing units with ultra-low NOx burners. Nonetheless, it is expected that construction workers needed to implement PAR 1147 can be drawn from the existing labor pool in southern California. Further, PAR 1147 is not anticipated to generate any significant effects, either direct or indirect, on the district's population or population distribution as no additional workers for equipment operation are anticipated to be required at facilities subject to the proposed amendments. Human population within the jurisdiction of the SCAQMD is anticipated to grow regardless of implementing PAR 1147. As such, PAR 1147 will not result in changes in population densities or induce significant growth in population.

**XIII. b)** Because PAR 1147 primarily affects existing facilities located mostly in industrial and commercial areas, PAR 1147 is not expected to result in the creation of any industry that would affect population growth, directly or indirectly induce the construction of single- or multiple-family units, or require the displacement of people elsewhere.

Based upon these considerations, significant population and housing impacts are not expected from the implementation of PAR 1147 and as such, the topic of population and housing will not be further evaluated in the Draft EA. Since no significant population and housing impacts were identified, no mitigation measures are necessary or required.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>XIV. PUBLIC SERVICES.</b> Would the proposal result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives.

**Discussion**

**XIV. a) & b)** Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. No other physical modifications or changes associated with the implementation of PAR 1147 are expected. The overall amount of natural gas and liquid fuel usage at any one facility over their current levels is not expected to change substantially or increase the chances for fires or explosions that could affect local fire departments. Finally, PAR 1147 is not expected to increase the need for security at affected facilities, which could adversely affect local police departments.

**XIV. c) & d)** The local labor pool (e.g., workforce) of particular affected facility areas is expected to remain the same since PAR 1147 would not trigger any changes to current facility operations. Therefore, with no increase in local population anticipated, no significant adverse impacts are expected to local schools.

PAR 1147 will result in the delayed replacement of existing equipment with functionally identical new equipment or retrofit of existing equipment with ultra-low NOx burners at existing facilities. Besides permitting the equipment or altering permit conditions, there is no other need for government services. Further, implementation of PAR 1147 would not result in the need for new or physically altered public facilities in order to maintain acceptable service ratios, response times, or other performance objectives. There will be no increase in population and, therefore, no need for physically altered public facilities.

Based upon these considerations, no significant public services impacts are expected from implementing PAR 1147 and as such, the topic of public services will not be further evaluated in the Draft EA. Since no significant public services impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XV. RECREATION.</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment or recreational services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

Impacts to recreation will be considered significant if:

- The project results in an increased demand for neighborhood or regional parks or other recreational facilities.
- The project adversely affects existing recreational opportunities.

**Discussion**

**XV. a) & b)** As previously discussed under the topic of “Land Use and Planning,” there are no provisions in PAR 1147 that would affect land use plans, policies, or regulations. Land use and



other planning considerations are determined by local governments and no land use or planning requirements will be altered by the changes proposed in PAR 1147. Further, PAR 1147 would not increase the demand for or use of existing neighborhood and regional parks or other recreational facilities or require the construction of new or expansion of existing recreational facilities that might have an adverse physical effect on the environment because it will not directly or indirectly increase or redistribute population.

Based upon these considerations, no significant recreation impacts are expected from implementing PAR 1147 and as such, the topic of recreation will not be further evaluated in the Draft EA. Since no significant recreation impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XVI. SOLID/HAZARDOUS WASTE.</b>				
Would the project:				
a) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid and hazardous waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Significance Criteria**

The proposed project impacts on solid/hazardous waste will be considered significant if the following occurs:

- The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

**Discussion**

**XVI. a) & b)** Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. No other physical modifications or changes associated with the implementation of PAR 1147 are expected. Because affected equipment has a finite lifetime, it will ultimately have to be replaced at the end of its useful life. However, the delayed compliance dates for some equipment mean that PAR 1147 may delay replacement. However, affected equipment may also be refurbished and used elsewhere. In addition, any scrap metal from replaced units has economic value and is expected to be recycled, so any solid or hazardous waste impacts specifically associated with PAR 1147 are expected to be minor. As a result, no substantial change in the amount or character of solid or hazardous waste streams is expected to occur. For these reasons, PAR 1147 is not expected to increase the volume of solid or hazardous wastes from affected facilities,

require additional waste disposal capacity, or generate waste that does not meet applicable local, state, or federal regulations.

Based upon these considerations, PAR 1147 is not expected to increase the volume of solid or hazardous wastes that cannot be handled by existing municipal or hazardous waste disposal facilities, or require additional waste disposal capacity. Further, implementing PAR 1147 is not expected to interfere with any affected facility's ability to comply with applicable local, state, or federal waste disposal regulations.

Thus, no significant solid/hazardous waste impacts are expected from implementing PAR 1147 and as such, the topic of solid/hazardous waste will not be further evaluated in the Draft EA. Since no significant solid/hazardous waste impacts were identified, no mitigation measures are necessary or required.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION/TRAFFIC.</b>				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Significance Criteria

Impacts on transportation/traffic will be considered significant if any of the following criteria apply:

- Peak period levels on major arterials are disrupted to a point where level of service (LOS) is reduced to D, E or F for more than one month.
- An intersection's volume to capacity ratio increase by 0.02 (two percent) or more when the LOS is already D, E or F.
- A major roadway is closed to all through traffic, and no alternate route is available.
- The project conflicts with applicable policies, plans or programs establishing measures of effectiveness, thereby decreasing the performance or safety of any mode of transportation.
- There is an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system.
- The demand for parking facilities is substantially increased.
- Water borne, rail car or air traffic is substantially altered.
- Traffic hazards to motor vehicles, bicyclists or pedestrians are substantially increased.
- The need for more than 350 employees
- An increase in heavy-duty transport truck traffic to and/or from the facility by more than 350 truck round trips per day
- Increase customer traffic by more than 700 visits per day.

### Discussion

**XVII. a) & b)** PAR 1147 affects a large variety of combustion equipment operating primarily at existing facilities and has no potential to adversely affect transportation. Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. As discussed in the Population and Housing section, the physical modifications or changes associated with the implementation of PAR 1147 would only require two construction workers at most to deliver materials and to

install or retrofit equipment. PAR 1147 would have no effect on existing operations at the affected facilities that would change or cause additional transportation demands or services. Therefore, since only two additional construction-related trips per facility and no operational-related trips per facility are anticipated, the implementation of PAR 1147 is not expected to significantly adversely affect circulation patterns on local roadways or the level of service at intersections near affected facilities. Finally, affected facilities are dispersed throughout the District, so it is not expected that construction-related trips to affected facilities would overlap to an appreciable extent.

**XVII. c)** Compliance with PAR 1147 means the delayed installation of new compliant units or retrofitting existing units with ultra-low NOx burner technology and the reduced installation of time meters and fuel meters that would have otherwise been installed under Rule 1147. Thus, PAR 1147 will not require operators of existing facilities to construct buildings or other structures that could interfere with flight patterns so the height and appearance of the existing structures are not expected to change. Therefore, implementation of PAR 1147 is not expected to adversely affect air traffic patterns. Further, PAR 1147 will not affect in any way air traffic in the region because it will not require transport of any materials by air.

**XVII. d)** As the physical modifications that are expected to occur by implementing PAR 1147 are limited to the confines of existing facilities, no offsite modifications to roadways are anticipated for the proposed project that would result in an additional design hazard or incompatible uses.

**XVII. e)** Any equipment replacements or retrofits associated with implementing PAR 1147 will likely occur in or about the same location within the confines of each existing facility such that no changes to emergency access at or in the vicinity of the affected facilities would be expected. As a result, PAR 1147 is not expected to adversely impact emergency access.

**XVII. f)** Other than the equipment replacements or retrofits associated with implementing PAR 1147, no facility modifications or changes are expected that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Based upon these considerations, no significant adverse transportation/traffic impacts are expected from implementing PAR 1147 and as such, the topic of transportation/traffic will not be further evaluated in the Draft EA. Since no significant transportation/traffic impacts were identified, no mitigation measures are necessary or required.

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	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

**XVIII. a)** As discussed in the "Biological Resources" section, PAR 1147 is not expected to significantly adversely affect plant or animal species or the habitat on which they rely because the affected equipment is located at primarily existing facilities in industrial or commercial areas which have already been greatly disturbed and that currently do not support such habitats. Additionally, special status plants, animals, or natural communities are not expected to be found within close proximity to the facilities affected by PAR 1147.

**XVIII. b) & c)** As discussed in items I through XVIII above, the proposed project is not expected to create significant adverse impacts to any environmental area except for criteria air pollutants under the topic of air quality and GHGs. Potentially significant adverse criteria air

pollutant impacts under the tops of air quality and GHG emissions will be analyzed in the Draft EA.

## **APPENDIX A of the Initial Study**

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### **PROPOSED AMENDED RULE 1147**

In order to save space and avoid repetition, please refer to the latest version of proposed amended Rule 1147 located elsewhere in Appendix A of the Draft SEA. The version in this Draft SEA is same as the January 19, 2011 version of the proposed amended rule that was circulated with the Notice of Preparation/Initial Study (NOP/IS) that was released on February 1, 2011 for a 30-day public review and comment period ending March 2, 2011.

Original hard copies of the NOP/IS, which include the version of the proposed amended rule listed above, can be obtained through the SCAQMD Public Information Center at the Diamond Bar headquarters or by calling (909) 396-2039.

## **APPENDIX C OF THE FINAL SEA**

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### **COMMENT LETTER ON THE DRAFT SEA AND RESPONSES TO COMMENTS**



## Comment Letter #1



*Furnace Dynamics, Inc.*  
 261 Euclid Ave.  
 Long Beach, CA 90803  
 562-433-3025

May 15, 2011

Ms. Barbara Radlein  
 AQ Specialist  
 South Coast Air Quality Management District  
 7140 Bandini Blvd.  
 Los Angeles, CA 90040

RE: Draft CEQA Document (SEA) Relating Rule 1147 Dated April 1, 2011.

Dear Ms. Radlein,

On behalf of many of the very small sources contained within the purview of Rule 1147 we issue the following comments for your consideration and acknowledgment. Of considerable concern to the regulated community are the inaccuracies that were present in the original document submitted to the Governing Board, ARB and EPA.

These primarily relate to the cost of the program to the regulated community and the issues around cost effectiveness. Originally the staff assessed the cost effectiveness at \$3,000 to \$17,000 per controlled ton of NOx. We have reviewed many of the smaller sources contained in Rule 1147 and have found that the values for cost effectiveness can be up to as much as \$4,000,000 per controlled ton of emissions reduction pursuant to Minor Source Best Available Control Technology Guidelines. The limit contained therein is \$19,100/controlled ton of NOx. We feel that since Rule 1147 is a SIP approved rule and the emissions values stated in the rule are according to many comments by staff are based on BACT and/or BARCT that these guidelines are in plan and should be followed. Staff has deviated from this standard in their evaluations of the cost effectiveness. We would like a legal explanation of why this deviation was made and the justification from this deviation. It should be noted for the record that the majority of the sources covered by the rule will probably fall into the acceptable Guidelines criteria.

1-1

Additionally for your consideration we are providing the following comments relating to the Draft Subsequent Environmental Assessment (SEA) dated April 1, 2011.

**SEA page 1-5: Item #1**

This rule comprises approximately 270 different basic categories (b-cats) of devices. Within those categories of equipment there are sub categories. Staff makes the assumption the there are burners from manufacturers for all categories and sub categories. This is not the case. Whereas there may be burners available for specific categories of equipment within a b-cat, others

1-2

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absolutely do not exist. Staff needs to reevaluate that statement. The burner manufactures are quite candid about their inability to provide burners that will meet the ppm requirements for specific equipment. The problem still exists that there are no burners available to meet emissions requirement. Further, whereas there are some manufacturers that state they have acceptable burners for a certain b-cat, upon closer consideration they admit that they cannot provide acceptable technology for specific types of equipment. This is true for many segments of industry. Further manufactures have made statements based on assumptions without being installed, source tested and operated successfully for one year as required pursuant to Minor Source BACT Guidelines Achieved in Practice criteria.

1-2  
 Cont'd

**SEA page 1-5: Item #2**

Unfortunately this is a gross over simplification of issues relating to many of the b-cats contained in this rule. No acceptable analysis has been provided that shows a b-cat and the correlated technical analysis of the devices. The terms of "many" and "not necessarily" are not specific to lend themselves to technical credibility. Whereas there are boilers that have atmospheric burners very few of the devices within this rule would fall into that category of equipment.

Staff has correctly stated that a technique for lowering NOx is increasing the excess air thus diluting the hot mix temperature and lowering emission levels. Staff however indicates that adjustments can be made to compensate for decreased efficiency. This is not always true from a practical sense or from the physics of the combustion process. The efficiency of the combustion process is very accurately delineated in available heat curves available in the North American Combustion Handbook, Eclipse Engineering Guide and other references. These are used regularly by companies that design combustion equipment for industrial applications. An example is if the original burner is operated at 10% excess air and the process exhaust temperature is 1500F the available heat is about 52%. Correspondingly the available heat at the same temperature but operating at 70% excess air (for reduction of NOx) is only 35%. The available heat is the net energy left after combustion losses to do work in the furnace. Thus if the process relies on 52% to heat the process and only 35% is available, more gross energy is required for the process to operate commensurate with the original process. In this example there are circumstances where the NOx levels can actually go up in a pound per hour into the atmosphere depending on the starting and ending emissions values. The bottom line is that more BTU input is necessary to compensate for the lost combustion efficiency.

1-3

An additional statement indicates that with higher excess air more uniform temperatures are possible along with reduced stratification. Whereas this is a tool to improve convective heat transfer at lower temperature ranges and thus temperature uniformity within the operating envelop of the furnace the energy efficiency goes up dramatically. By operating in the excess air

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mode holding a given temperature and switching to an on ratio operation the fuel consumption can drop by over 50%. Thus the statement that fuel use is reduced in completely incorrect.

Therefore the statements by staff are again overly simplified and may only be relevant in certain specific applications and fundamentally incorrect in many processes. This is a fact of combustion physics. We believe this statement should be modified to reflect actual engineering evaluations and not be used as a general statement.

1-3  
 Cont'd

**Page 3-2 Table 3-1:**

We are concerned that because the devices contained in Rule 1147 are of such a disparate nature and little or no source test data is available to substantiate the numbers contained within the chart, we feel that these numbers are overstated for a variety of the types of equipment delineated therein. Thus we would like staff to supply data from a representative grouping of b-cats to assure the regulated community of the accuracy of the assertions.

1-4

**Page 3-5 through 3-12, Table 3-3 2009 Air Quality Data – SCAQMD:**

We are concerned that whereas the data on air quality in the SCAB is delineated in the charts for criteria pollutants there is no reference to the overall contribution of those devices contained in Rule 1147. In other words, the percent of contribution of Rule 1147 vs. the total NOx emissions from all sources including RECLAIM sources, mobile (on and off road), ships at berth, trains, planes, cars and trucks. We are also concerned that the reduction of NOx and other criteria pollutants resulting from the significant number of businesses that have left the basin has not been accounted for in the emission reductions inventory. There is a high probability that the companies who have left the SCAB over the last five years would more than offset any emission reduction associated with Rule 1147 reductions. Further, due to the lack of the SCAQMD's legal jurisdiction over these other sources, any reductions from Rule 1147 could be mitigated by increased in any of the other non regulated sources. We would respectfully like the staff to address these concerns.

1-5

Sincerely,

Anthony W. Endres  
 President

*Innovative Consulting and Furnace Designs For Industry*

**Responses to Comment Letter #1**  
(Furnace Dynamics, Inc., May 15, 2011)

- 1-1 The commenter's first claim that most of the sources affected by PAR 1147 are minor sources and that PAR 1147 should not impose costs greater than \$19,100 per ton of emission reduction is incorrect because the current SCAQMD minor source BACT cost effectiveness guidelines for NO<sub>x</sub> and VOC respectively are about \$25,000 and \$26,500 dollars per ton (adjusted to 2011 equipment costs pursuant to SCAQMD's BACT Guidelines). Further, the cost effectiveness for PAR 1147 is similar to the SCAQMD BACT cost-effectiveness guidelines for minor sources.

With regard to the commenter's claims that the cost effectiveness for PAR 1147 can be very high and the rule's cost effectiveness should not be higher than what would otherwise be allowed under the BACT Guidelines, air pollution districts in California, including the SCAQMD, have the authority to adopt rules for their own jurisdictions and each effort to adopt these rules is required to consider cost and cost effectiveness as part of the rule development process. In addition, rule development specifically applicable to existing sources is governed by different federal and state requirements, in addition to new source review, and is required to include "all feasible measures." For the majority of rule adoption and amendment activities and as was the case with PAR 1147, SCAQMD staff provides an analysis of the rule's cost effectiveness in the staff report. For PAR 1147, the cost effectiveness was determined from confidential information that was provided by vendors and represented a range of the average cost for the various types of equipment that would be subject to PAR 1147.

The cost effectiveness for Rule 1147 as adopted in December 2008 was determined to be an average of \$17,000 per ton and this value was determined to be within the acceptable range of cost effectiveness for other NO<sub>x</sub> rules recently adopted or amended by the SCAQMD. For example, the cost effectiveness for the May 2006 amendment of SCAQMD Rule 1146.2 – Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers and Process Heaters, for one category of small boilers with ratings between 300,000 Btu/hour and 400,000 Btu/hour, was approximately \$22,000 per ton. Similarly, the cost effectiveness for the September 2008 amendment of SCAQMD Rule 1146.1 - Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters, for small boilers with ratings between two million Btu/hour and five million Btu/hour, ranged between \$14,400 per ton and \$33,500 per ton. Lastly, the cost effectiveness of the November 2010 amendments to the SCAQMD's SO<sub>x</sub> RECLAIM program via Rule 2002 – Allocations for Oxides of Nitrogen (NO<sub>x</sub>) and Oxides of Sulfur (SO<sub>x</sub>) was as high as \$50,000 per ton. Lastly, other air pollution districts in California have adopted NO<sub>x</sub> control rules with a cost effectiveness as high as \$60,000 per ton (e.g., San Joaquin Valley APCD).

The commenter has previously provided oral comments at public meetings suggesting that the cost effectiveness for some sources can be in the hundreds of thousands to millions of dollars per ton of NO<sub>x</sub> reduced. SCAQMD staff has requested documentation and supporting calculations for these assertions but to date, the commenter has failed to provide evidence to substantiate these claims. The examples of high cost effectiveness cited by the commenter in these instances were for units with very small primary burners that required a permit from the SCAQMD because the units are connected to much larger afterburners that control VOC, particulate or toxic emissions (e.g., smokehouses and coffee roasters). The primary burners

cited for these applications are either circular cast iron burners or long pipes with holes in them (ribbon burners). While there are low cost radiant burners that meet the 30 ppm NO<sub>x</sub> limit for these applications, SCAQMD staff has determined that it would be less costly to use electric heating elements in these units. In fact, BACT for a smokehouse smoke generator has been an electric burner since 1990. A third option for when there is a small primary burner used in a small unit that is connected to a much larger afterburner would be to use the new weighted emission test in PAR 1147. If the unit's total emissions are equivalent to those for the compliant burner and compliant afterburner, the owner would not have to replace the small primary burner.

- 1-2 Although the commenter asserts there are many applications where low NO<sub>x</sub> burners that could comply with PAR 1147 are not available, he does not identify specific applications where compliant burners are not available nor does he provide data or other information supporting his assertions. SCAQMD staff has presented data at public meetings that confirm the wide availability of various low NO<sub>x</sub> burners from many manufacturers for the diverse equipment categories that would be affected by PAR 1147. While not every manufacturer provides burners for every application, there are typically at least three manufacturers that provide compliant burners for most applications. In addition, SCAQMD staff has made available test results of permitted equipment operating in the district that currently meet the emission limits in PAR 1147.

Specifically, SCAQMD staff has previously provided the results from 53 source tests and corresponding BACT determinations (based on those source tests) to the Rule 1147 Task Force at public meetings. A summary of low NO<sub>x</sub> burners available from six major suppliers of burners was also provided at these public meetings and was available in the PAR 1147 Draft Staff Report. All of the emission limits in PAR 1147 have been achieved in practice. The majority of the BACT decisions and tests used as the basis for rule emission limits were for permits issued approximately 10 years ago.

SCAQMD staff recognizes that retrofitting burners for some applications is a greater challenge than for other applications affected by PAR 1147. For this reason, PAR 1147 provides additional time to comply with their respective NO<sub>x</sub> limits for categories with units that may have a more difficult time complying with PAR 1147. SCAQMD staff estimates that there are currently fewer than 250 units (e.g., evaporators, heated process tanks, parts washers, fryers, and food ovens) that require this additional time. Discussions with burner manufacturers indicate that burners meeting the rule limit will be available for processes with immersion tube heating (e.g., evaporators, process tanks, parts washers and fryers). Owners of some food ovens that initially find it difficult to comply with the proposed rule limits can choose the mitigation fee option in PAR 1147 in order to allow additional time for compliant technologies to develop. There may be specific types of equipment where retrofits with low NO<sub>x</sub> burners can be more difficult, but SCAQMD staff has committed in the resolution to further address these issues as part of a technology assessment. Owners of these types of equipment could also choose the mitigation fee option to provide additional time to achieve compliance. SCAQMD staff has made a commitment to continue to work with affected industries on this issue as part of the technology assessment. The Final SEA for PAR 1147 analyzes potential adverse air quality impacts from the proposed mitigation fee option and, with mitigation, concluded that impacts would be less than significant. The analysis also concluded that no other environmental areas would be significantly adversely affected as a result of implementing the mitigation fee option.

- 1-3 The commenter is referring to the second of the two topics identified in “Areas of Controversy” section as summarized in Table 1-1 of the Draft SEA (labeled “Burner Fuel Penalty and Fuel Efficiency”). The commenter states that SCAQMD’s staff analysis is oversimplified and states that a detailed list of every specific type of process and an analysis for each process has not been provided in the summary of the areas of controversy. The commenter also states that there are few equipment categories subject to Rule 1147 that use “atmospheric” burners (e.g., burners that do not pre-mix most of the combustion air with fuel before combustion). In addition, the commenter presents a summary of how burners work in the form of an example for a high temperature application. Further, the commenter provides a summary of temperature uniformity and burner operation in high temperature applications such as metal furnaces. The commenter goes on to state that because of the way burners operate, the discussion of efficiency as it relates to comments received at the public workshop and task force meetings are oversimplified.

With regard to Table 1-1, the discussion is a summary compilation of specific comments made at the Public Workshop and task force meetings. Specifically, the concerns expressed by the public and the summary in Table 1-1 addresses the issue of system efficiency when retrofitting low temperature operations such as ovens and dryers. Statements made by industry representatives at those meetings claimed that low NO<sub>x</sub> burners used in ovens and dryers are less efficient and use more fuel than the older burners because a burner manufacturer recommended a higher output burner than the original. However, installing a higher capacity burner does not mean the equipment uses more fuel. The following written comment from one of the attendees of the Public Workshop explains the flaw in this logic: *“if you are replacing a” ... “2.0 (mmBTU) burner with an(other manufacturers)” ... “burner you will possibly need to apply a 2.5 mmBTU unit because that is the closest size you can use without doing an actual oven capacity survey. The real point is that the burner will only use what the oven demands. If it ran on 1.65 mmBTU’s before the change out it will still run on 1.65 mmBTU’s. The “larger” burner is a result of supplier convenience, not the related efficiency of the burner process.”* Thus, the burner will still use the same amount of fuel.

SCAQMD staff acknowledges that burner replacements will also require adjustment of other components in a system to maintain efficiency, such as fans and intake and exhaust dampers that regulate the air flow through the system. System fans or dampers (intake and exhaust) that provide the air for drying and heating a product will need to be adjusted in order to compensate for any increased flow of air through a low NO<sub>x</sub> burner. However, decreasing fan speeds to compensate for additional air through the burner also reduces electricity costs and damper adjustments are relatively simple and inexpensive changes.

The results of staff’s evaluation of equipment subject to Rule 1147 do not agree with the comment that “... very few of the devices within this rule would fall into that category of burner [atmospheric burner].” For example, many spray booths and coating ovens use a heat exchange unit with burners that operate similar to Bunsen burners, which are a type of atmospheric burner. The burners themselves are not efficient and these indirect heating units provide at most 80 percent of the fuel’s energy to the heated space. In addition, burners used in food ovens and roasters are atmospheric type burners.

With regard to the commenter’s discussion on how burners operate, regardless of the emissions of current burners, the same principles as discussed in the comment apply. However, system

efficiency is more than just a burner's characteristics. Any discussion of efficiency needs to be clear about what is meant by "efficiency." Efficiency can mean the percentage of available energy released from the fuel by that specific burner, the amount of heat transferred to the material being heated, or the total system efficiency.

The total efficiency of these processes are affected by many factors including the amount of primary air mixed with fuel, the amount of secondary air used by the burner during combustion, the nature of the material(s) being heated, and the amount of additional air drawn through the system for the heating or drying process or for maintaining temperature uniformity. When any burner is replaced, these systems need to be adjusted. This requirement is not unique to lower NO<sub>x</sub> burners. Burners wear out and need to be replaced. If the same burner is not available or the business owner chooses a different model or vender, the system will require adjustment of the new burner(s), fans, and dampers in order to maintain efficiency.

In order to put the issue of low NO<sub>x</sub> burners and efficiency in perspective, it is important to note that over the past decade California gas utilities have provided efficiency rebates to businesses that replace old burner systems with new more efficient low NO<sub>x</sub> premix burners. SCAQMD staff supports the utilities' contentions that modern low NO<sub>x</sub> burners are more efficient because they produce more energy from the same amount of fuel. Evidence of improved efficiency is best illustrated by the substantially lower emissions of carbon monoxide and unburned hydrocarbons in the exhaust of these burners.

With regard to the use of excess air to improve temperature uniformity, staff's summary is correct as acknowledged by the commenter. The commenter expands upon the subject, but agrees that the same technique used to improve uniformity in a furnace can also reduce NO<sub>x</sub> emissions.

- 1-4 The commenter states that the SCAQMD has not provided source test data and that the PAR 1147 limits have not been achieved in practice. SCAQMD staff has previously provided 53 source tests and BACT determinations (based on source tests) to the Rule 1147 Task Force at a public meeting. This information was also presented in the PAR 1147 Draft Staff Report and is available in the SCAQMD BACT Guidelines. PAR 1147 is based on the facility modernization control measure in the 2007 AQMP which requires equipment retrofit to meet BACT limits at the time the AQMP was adopted as opposed to meeting more stringent technology forcing limits. All of the emission limits in PAR 1147 have been achieved in practice. The majority of the BACT decisions and tests used as the basis for rule emission limits were for permits issued approximately 10 years ago. The Draft Staff Report also provides a summary of low NO<sub>x</sub> burners available from six major suppliers of burners for equipment regulated by Rule 1147 to illustrate the availability of burners.
- 1-5 It is unclear why the commenter needs to know what percentage of the overall inventory of Rule 1147 sources represent because NO<sub>x</sub> emission reductions from all sources are necessary to attain the ozone and PM standards. The air quality data contained in the referenced Table 3-3 does not represent an emission inventory, instead it represents the most recent verified data retrieved from various monitoring stations located throughout the district (e.g., during 2009). These data represent ambient criteria pollutant concentrations resulting from stationary source emissions and mobile source emissions. For this reason, the monitored air quality data are not meant to be an individual emissions inventory for a certain type of equipment or process, but

rather is a baseline that demonstrates the state of air quality in the district. For these reasons, the data in Table 3-3 does not reference specific equipment that would be subject to PAR 1147.

Table 4-4 shows the most current inventory of emissions from sources regulated by Rule 1147. To determine the percentage of total NO<sub>x</sub> emissions in the district, refer to Appendix III of the 2007 AQMP, Table A-5, which shows the total projected NO<sub>x</sub> emissions in the district in 2011 as 742.92 tons per day. Consequently, the inventory for Rule 1147, approximately 4.9 tons per day represents approximately 0.66 percent of the inventory. However, as already mentioned, NO<sub>x</sub> emission reductions from all sources are necessary to attain the ozone and PM standards regardless of their overall contribution to the total NO<sub>x</sub> emission inventory. Finally, it is inappropriate to trivialize the Rule 1147 NO<sub>x</sub> emission inventory or PAR 1147 NO<sub>x</sub> emissions by comparing them to the total district NO<sub>x</sub> inventory (see, for example, *Kings County Farm Bureau vs. City of Handford* (5<sup>th</sup> Dist. 1990) 221 Cal. App. 3d 692 [270 Cal Rptr. 650]).

The Rule 1147 emissions inventory reflects the most current inventory available based on SCAQMD data bases. As a result, it already takes into account business that no longer have active SCAQMD permits. NO<sub>x</sub> emission reductions anticipated for PAR 1147 are based on compliance limits applied to the current inventory. The commenter assumes that there would be more NO<sub>x</sub> emission reductions from affected facilities leaving the district than would occur from implementing PAR 1147, but provides no data or other information to support this assertion or that refutes SCAQMD staff's NO<sub>x</sub> emission inventory for Rule 1147 sources or the NO<sub>x</sub> emission reductions anticipated for PAR 1147.



BOARD MEETING DATE: September 9, 2011

AGENDA NO. 36

**PROPOSAL:** Execute Lease and Maintenance Agreement for Printing Equipment and Copiers

**SYNOPSIS:** On April 1, 2011, the Board approved the release of an RFP to solicit lease proposals to replace the print shop's high-production black and white printer/copier equipment and walk-up floor copiers. This action is to execute a five-year lease and maintenance agreement with Image IV Systems, Inc., for a total amount not to exceed \$615,000 and extend the current Canon lease and maintenance agreements until the new equipment is installed. Funding has been included in the FY 2011-12 Budget and will be requested in successive fiscal years.

**COMMITTEE:** Not Applicable

**RECOMMENDED ACTION:**

1. Authorize the Executive Officer to execute a five year lease and maintenance agreement with Image IV Systems, Inc., for both a high-production black and white printer/copier system and twenty-nine (29) walk-up floor copiers for a total amount not to exceed \$615,000, with an estimated annual cost of \$123,000. Costs include the lease payment, maintenance, and estimated overage charges based on past usage.
2. Authorize the Executive Officer to extend the current Canon leases and maintenance agreements as indicated below for a total amount not to exceed \$76,932 for up to an additional four months while the new equipment is ordered, delivered, and installed.
  - Two leases with Canon Financial Services, one for the print shop equipment and a second for the twenty-nine (29) walk-up floor copiers.
  - Four maintenance agreements with Canon Business Solutions covering the print shop equipment and the twenty-nine (29) walk-up floor copiers.

Barry R. Wallerstein, D.Env.  
Executive Officer

## **Background**

AQMD has a lease with Canon Business Solutions for high-volume printing equipment for the print shop and twenty-nine (29) walk-up floor copiers. The lease expired at the end of June 2011 and was extended for three additional months, while staff evaluated its options on new and more efficient technologies. The proposed equipment lease and maintenance agreement will result in an estimated annual savings of \$97,000 from the current lease.

The RFP release in April 2011 solicited both high-production black and white printing equipment and walk-up floor copiers which would provide greater production flexibility, minimize paper usage and provide savings in costs and staff time. Some of the new capabilities of the walk-up copiers include scanning, sending documents electronically, providing direction for larger jobs to the print shop, and programming the default settings for duplex copying. This action is to obtain a new lease agreement to replace the existing print shop equipment with Konica-Minolta equipment and walk-up floor copiers with Toshiba copiers. Due to the current tsunami situation in Japan, the delivery and installation of the new equipment and copiers could be delayed. Therefore in order to maintain a consistent workflow, the current equipment lease with Canon will be extended for up to an additional four months.

## **Outreach**

In accordance with AQMD's Procurement Policy and Procedure, a public notice advertising the RFP 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 entire South Coast Basin.

Additionally, potential bidders may have been notified utilizing AQMD's own electronic listing of certified minority vendors. Notice of the RFP was 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 Web site (<http://www.aqmd.gov/>). Information was also available on AQMD's bidder's 24-hour telephone message line (909) 396-2724.

## **Bid Evaluation**

Thirty-four (34) copies of the RFP were electronically mailed. Nine proposals were received when final bidding closed at 2:00 p.m., May 3, 2011. Eight of the proposals received were deemed complete and met RFP requirements.

The panel evaluating proposals included five AQMD employees – a Business Services Manager, Print Shop Supervisor, Print Shop Duplicator, Program Supervisor, and Telecommunications Supervisor. Of these five panel members, three are Caucasian, one is Asian, and one is Hispanic; one is female and four are male.

**Proposal**

Staff recommends approval of the five-year lease agreement with Image IV Systems, Inc. for both a high-production black and white printer/copier system for the print shop and twenty-nine walk-up copiers throughout the facility; including one located at the Long Beach field office. Staff also recommends extending the Canon lease and maintenance agreements for up to four months.

**Resource Impacts**

The annual cost for the print shop's high-production black and white printer/copier system is estimated at \$68,000 and the walk-up floor copiers at \$55,000, for a total estimated annual cost of \$123,000. Costs include lease payment, maintenance, and estimated overage charges based on past usage. Under lease terms, maintenance costs can increase by 5% annually after the third year. Sufficient funds are available in the approved FY 2011-12 Budget for estimated lease, maintenance, and overage cost of \$91,000 for the remainder of this fiscal year. Budget will be included in subsequent fiscal years for the remaining term of the five-year lease and maintenance agreement.

**Attachment**

Attachment A – Proposal Evaluation

## ATTACHMENT A

### PROPOSAL EVALUATION

Company Name	Technical Points	Cost Points	Small and/or Local Business	TOTAL POINTS
Image IV Systems	28.9	49.3	15	93.2
Xerox Corp	45.3	44.4	0	89.7
Advanced Office Services	39	40.2	10	89.2
Canon Business Solutions	43	37.5	0	80.6
Konica-Minolta Business Solutions	34.7	45.8	0	80.5
IKON Office Solutions	35.4	35.9	5	76.2
Cell Business Equipment	28.9	40.6	5	74.5
Ricoh Business Solutions	37.8	33.7	0	71.5