



South Coast Air Quality Management District

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

A G E N D A

MEETING, JULY 8, 2016

A meeting of the South Coast Air Quality Management District Board will be held at 9:00 a.m., in the Auditorium at SCAQMD 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 SCAQMD Governing Board begins at 9:00a.m. The Governing Board generally will consider items in the order listed on the agenda. However, any item may be considered in any order.
- After taking action on any agenda item not requiring a public hearing, the Board may reconsider or amend the item at any time during the meeting.

Questions About Progress of the Meeting

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

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

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

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

CALL TO ORDER

- Pledge of Allegiance
- Opening Comments: William A. Burke, Ed.D., Chair
Other Board Members
Wayne Nastri, Acting Executive Officer
- Presentation to Outgoing Hearing Board Members **Burke**
David A. Holtzman and Clifton V. Lee, M.D.

Staff/Phone (909) 396-

CONSENT CALENDAR (Items 1 through 20)


Note: Consent Calendar items held for discussion will be moved to Item No. 21

1. Approve Minutes of June 3, 2016 Board Meeting **McDaniel/2500**


Budget/Fiscal Impact

2. Execute Contract for Media, Advertising and Public Outreach **Alatorre/3122**
Campaign for FY 2016-17 Check Before You Burn Program


On April 1, 2016, the Board approved release of an RFP to solicit proposals from advertising agencies, media/public relations firms or other organizations with the necessary expertise to plan and execute a comprehensive media, advertising and public outreach campaign to promote awareness of and compliance with SCAQMD's Check Before You Burn program. Five proposals were received by the RFP deadline and were evaluated based on the criteria stated in the RFP. This action is to execute a contract with Westbound Communications for \$246,000 to plan and execute a public outreach campaign for the Check Before You Burn program's FY 2016-17 fall-winter season, with an option to renew for two additional one-year contracts. (Reviewed: Administrative Committee, June 10, 2016; two Committee Members voted in favor of selecting Westbound Communications)

3. **Execute Contracts to Conduct 2016 Lawn Mower Exchange Program and Transfer and Appropriate Funds**  **Minassian/2641**

At its March 4, 2016 meeting, the Board approved the release of Program Announcements for Electric Lawn Mower Vendors, Licensed Scrappers and Support Service Providers. These actions are to execute contracts with three lawn mower vendors, a licensed scrapper/recycler and a support service provider in an amount not to exceed \$491,700 from the Rule 2202 Air Quality Investment Fund (27). Furthermore, this action is to transfer and appropriate \$50,000 from the Rule 2202 AQIP Fund (27) to Science and Technology Advancement's FY 2016-17 Budget for staff to implement the "Mow Down Air Pollution 2016" Program. (Reviewed: Mobile Source Committee, June 17, 2016; Recommended for Approval)

4. **Approve Locomotive, Ships at Berth and Cargo Handling Equipment Projects Under Proposition 1B-Goods Movement Program, and Amend Award**  **Minassian/2641**

On February 5, 2016, the Board approved issuance of Program Announcements for locomotives as well as ships at berth and cargo handling equipment projects under the Proposition 1B-Goods Movement Program. The Program Announcements closed on March 31, 2016. Staff has completed the evaluation of applications and recommends approval of awards for projects involving the replacement of locomotives with Tier 4 or cleaner engines, the replacement of diesel cargo handling equipment with zero emission technology and associated charging infrastructure, and the installation of ship emission capture-and-control systems. These actions are to execute contracts for eligible locomotive replacements and ships at berth and cargo handling equipment projects, subject to CARB's approval, in an amount not to exceed \$32,776,568 from the Proposition 1B-Goods Movement Program Fund (81). This action is also to approve a contractor's same funding amount as earlier awarded but under the SOON Provision instead of the Carl Moyer Program.(Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

5. **Amend Contract for Heavy-Duty Natural Gas Trucks and Reimburse General Fund for Administrative Costs**  **Minassian/2641**

SCAQMD was awarded \$1,160,056 under the FY 2014-15 Diesel Emissions Reduction Act (DERA) Program. Of this \$1,160,056 award, only \$175,000 has been committed to date. On May 6, 2016, the Board awarded a contract to CalPortland Company to replace 150 heavy-duty diesel trucks with 0.02 gram NOx natural gas trucks under the Proposition 1B-Goods Movement Program. Staff recommends adding funds to further reduce the incremental cost of these new trucks. These actions are to amend the contract with CalPortland Company to increase project funding in an amount not to exceed \$930,000 using DERA funds in the Advanced Technology, Outreach, and Education Fund (17) as well as to reimburse the General Fund for administrative costs up to \$55,056 necessary to implement the DERA grant. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

6. **Execute Contract to Develop and Demonstrate Zero Emission Fuel Cell Electric Transit Buses** **E** **Miyasato/3249**

The Center for Transportation and the Environment (CTE) has been awarded \$22,347,502 to develop and demonstrate 20 zero emission fuel cell electric transit buses under CARB's Low Carbon Transportation Greenhouse Gas Reduction Fund Investments. Proposed project partners include Orange County Transportation Authority (OCTA), Alameda-Contra Costa Transit District, Bay Area AQMD and SCAQMD with total project costs of \$45,499,859. OCTA will deploy 10 of the 20 buses in their transit service fleet. This action is to execute a contract with CTE for \$1,000,000 from the Clean Fuels Fund (31) for the development and demonstration of zero emission fuel cell electric buses for transit services at OCTA. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

7. **Recognize Revenue from Participating Members of California Natural Gas Vehicle Partnership, Transfer Funds for SCAQMD's Membership, and Approve Budget and Expenditures for Activities and Projects during FYs 2016-17 and 2017-18** **E** **Miyasato/3249**

The Board established the California Natural Gas Vehicle Partnership (CNGVP) to promote greater deployment of natural gas vehicles in California. To fund program administration, activities and projects and achieve the goals of the CNGVP, Steering Committee members pay dues for a two-year membership while Associate members participate through in-kind contributions. These actions are to: 1) recognize revenue from participating and future CNGVP members; 2) transfer \$25,000 from the Clean Fuels Fund (31) into the Natural Gas Vehicle Partnership Fund (40) for SCAQMD's two-year membership for FYs 2016-17 and 2017-18; 3) approve the FYs 2016-17 and 2017-18 CNGVP Budget; and 4) authorize the Executive Officer to approve individual expenditures, as approved by the CNGVP for FYs 2016-17 and 2017-18, up to \$75,000 but not to exceed \$225,000 for each fiscal year. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

8. **Issue Request for Information to Develop, Integrate and Demonstrate Ultra-Low Emission Diesel Engines for On-Road Heavy-Duty Vehicles** **E** **Miyasato/3249**

Significant emission reductions are needed from on-road heavy-duty vehicles to meet federal ozone and fine particulate air quality standards. A new generation of heavy-duty natural gas engines is now certified by CARB and U.S. EPA to achieve a 0.02 g/bhp-hr NOx emission level, which is 90% cleaner than the current on-road heavy-duty NOx exhaust emission standard. Since diesel engines are expected to dominate the market for on-road heavy-duty vehicles for the foreseeable future, there is a need to develop, integrate and demonstrate next generation heavy-duty diesel engines that are capable of achieving emission levels 90% cleaner than the current NOx emission standard. This action is to issue a Request for Information to develop, integrate and demonstrate ultra-low emission diesel engines for on-road heavy-duty vehicles with the goal of commercializing such engines in the 2019-2021 timeframe. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

9. Recognize Revenue and Appropriate Funds from Clean Fuels, Carl Moyer AB 923 and Proposition 1B-Goods Movement Programs for Administrative Support, Outreach and Education, Capital Outlays, and Related Activities **Miyasato/3249**

The Technology Advancement Office executes hundreds of contracts annually to implement incentive, demonstration and technology transfer projects, involving ongoing administrative support, outreach and education, capital outlays, and related activities. This action is to recognize up to \$1,660,000 in revenue into the General Fund and appropriate \$1,660,000 to the Science & Technology Advancement FY 2016-17 Budget from the following special revenue funds: \$1,285,000 from the Clean Fuels Program Fund (31); \$75,000 from the Carl Moyer Program AB 923 Fund (80); and \$300,000 from the Proposition 1B-Goods Movement Program Fund (81). These appropriations will ensure flexibility and expediency in administering and implementing these programs and in procuring and maintaining equipment required by the programs. Publication requirements will be waived for advanced technology vehicle acquisitions as they are available from limited dealerships. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

10. Execute Contract for Lease of South Bay Field Office **Johnson/3018**

On September 9, 2011, 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 execute a new lease with Circle Racquetball Courts for a five-year term. Funding for this lease contract has been included in the FY 2016-17 Budget and will be requested in successive fiscal years. (Reviewed: Administrative Committee; June 10, 2016; Approved to be forwarded to the full Board)

11. Amend Contracts to Provide Short- and Long-Term Systems Development, Maintenance and Support Services **Marlia/3148**

SCAQMD currently has contracts with several companies for short- and long-term systems development, maintenance and support services. These contracts are periodically amended to add budgeted funds as additional needs are defined. This action is to amend the contracts approved by the Board to add additional funding of \$373,000 for needed development and maintenance work. (Reviewed: Administrative Committee; June 10, 2016; Approved to be forwarded to the full Board)

12. Recognize Revenue and Appropriate Funds for Enhanced Particulate Monitoring, NATTS, PAMS, PM2.5, Near-Road NO2 and AQ-SPEC Programs, and Issue Solicitations and Purchase Orders and/or Contracts for Air Monitoring Equipment, Air Monitoring Station Upgrade and CNG Vehicles **Miyasato/3249**

SCAQMD received \$2,873,488 in U.S. Government Enhanced Particulate Monitoring Program funds for FY 2016-17. In addition, U.S. EPA has allocated \$247,460 for the NATTS Program for FY 2016-17. These actions are to: 1) recognize revenue and appropriate funds for the Enhanced Particulate Monitoring and NATTS Programs; 2) recognize revenue and appropriate funding for remaining balances of the NATTS, PAMS, PM2.5, Near-Road NO2 and AQ-SPEC Programs; and 3) issue solicitations and purchase orders and/or contracts for air monitoring equipment, an air monitoring station upgrade and CNG vehicles. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

13. Approve Contract Award and Approve Fund Transfer for Miscellaneous Costs in FY 2016-17 as Approved by MSRC **Pettis**

As part of their FYs 2016-18 AB 2766 Discretionary Fund Work Program, the MSRC approved a new contract under the Major Event Center Transportation Program. Additionally, every year the MSRC adopts an Administrative Budget which includes transference of funds to the SCAQMD Budget to cover administrative expenses. At this time the MSRC seeks Board approval of the contract award and the fund transfer as part of the FYs 2016-18 Work Program. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, June 16, 2016; Recommended for Approval)

Items 14 through 20 - Information Only/Receive and File

14. Legislative and Public Affairs Report **Alatorre/3122**

This report highlights the May 2016 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. (No Committee Review)

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

This reports the actions taken by the Hearing Board during the period of May 1 through May 31, 2016. (No Committee Review)

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

This reports the monthly penalties from May 1 through May 31, 2016, and legal actions filed by the General Counsel's Office from May 1 through May 31, 2016. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, June 17, 2016)

17. **Lead Agency Projects and Environmental Documents Received by SCAQMD** **Fine/2239**

This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between May 1, 2016 and May 31, 2016, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, June 17, 2016)

18. **Rule and Control Measure Forecast** **Fine/2239**

This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for the year 2016 and portions of 2017. (No Committee Review)

19. **Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2016-17** **Marlia/3148**

Information Management is responsible for data systems management services in support of all SCAQMD operations. This action is to report on major automation contracts and projects to be initiated by Information Management during the first six months of FY 2016-17. (Reviewed: Administrative Committee; June 10, 2016; Approved to be forwarded to the full Board)

20. **Report to Legislature and CARB on SCAQMD's Regulatory Activities for Calendar Year 2015** **Alatorre/3122**

The SCAQMD is required by law to submit a report to the Legislature on its regulatory activities for the preceding calendar year. The report is to include a summary of each rule and rule amendment adopted by SCAQMD, number of permits issued, denied, or cancelled, emission offset transactions, budget and forecast, and an update on the Clean Fuels program. Also included is the Annual RECLAIM Audit Report, as required by RECLAIM Rule 2015: Backstop Provisions. (No Committee Review)

21. **Items Deferred from Consent Calendar**

BOARD CALENDAR

22. Administrative Committee (Receive & File) **Chair: Burke Natri/3131**
23. Legislative Committee (Receive & File) **Chair: Mitchell Alatorre/3122**

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

Agenda Item	Recommendation
S. 2012 (Murkowski) Vehicle Innovation Act of 2016	Support
H.R. 4675 (Norton) No Lead In Air Act of 2016	Support
H.R. 4775 (Olson) Ozone Standards Implementation Act of 2016	Watch

24. Mobile Source Committee (Receive & File) **Chair: Parker Fine/2239**
25. Stationary Source Committee (Receive & File) **Chair: B. Benoit Tisopulos/3123**
26. Technology Committee (Receive & File) **Chair: J. Benoit Miyasato/3249**
27. Mobile Source Air Pollution Reduction Review Committee (Receive & File) **Board Liaison: Antonovich Hogo/3184**
28. California Air Resources Board Monthly Report (Receive & File) **Board Rep: Mitchell McDaniel/2500**
29. California Fuel Cell Partnership Executive Board Meeting Agenda and Quarterly Updates **Miyasato/3249**

This report summarizes the California Fuel Cell Partnership Executive Board meeting held April 19, 2016, and provides updates for quarters beginning October 2015 and January 2016. (Reviewed: Technology Committee, June 17, 2016; Recommended for Approval)

Staff Presentation/Board Discussion

30. Update on AQMP Development (*Presentation in lieu of Board Letter*) **Fine/2239**

Staff will give an update on the development of the 2016 AQMP, including the current schedule and a summary of the comments received on the preliminary draft control measures. (Reviewed: Mobile Source Committee, June 17, 2016)

PUBLIC HEARING

31. 2015 Annual Report on AB 2588 Air Toxics Hot Spots Program **Fine/2239**

The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) requires local air pollution control districts to prepare an annual report. The report provides the public with information regarding the SCAQMD's programs to reduce emissions of toxic air contaminants (TACs) and this annual update describes the various activities taken in 2015 to satisfy the requirements of AB 2588 and Rule 1402, such as quadrennial emissions reporting and prioritization, and the preparation and review of Health Risk Assessments and Risk Reduction Plans. This report also provides a summary of additional SCAQMD activities related to TACs, such as toxics rulemaking, toxics emissions inventory development and auditing, the MATES IV study, and permitting. (Reviewed: Stationary Source Committee, June 17, 2016)

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.

CONFLICT OF INTEREST DISCLOSURES – (No Written Material)

Under the approval authority of the Acting Executive Officer, the District will enter into a contract with Los Angeles County Metropolitan Transportation Authority (Contract No. MS16001A). The contractor is a potential source of income for Governing Board Member Joseph Lyou, which qualifies for the remote interest exception of Section 1090 of the California Government Code. Dr. Lyou abstained from any participation in the making of the contract modification.

CLOSED SESSION (No Written Material)

Wiese/3460

CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

It is necessary for the Board to recess to closed session pursuant to Government Code sections 54956.9(a) and 54956.9(d)(1) to confer with its counsel regarding pending litigation which has been initiated formally and to which the SCAQMD is a party. The actions are:

- Communities for a Better Environment v. SCAQMD, Los Angeles Superior Court Case No. BS153472 (Phillips 66);
- Communities for a Better Environment v. SCAQMD, Los Angeles Superior Court Case No. BS161399 (RECLAIM);
- People of the State of California, ex rel SCAQMD v. Exide Technologies, Inc., Los Angeles Superior Court Case No. BC533528;
- Exide Technologies, Inc., Petition for Variance, SCAQMD Hearing Board Case No. 3151-31;
- In the Matter of SCAQMD v. Exide Technologies, Inc., SCAQMD Hearing Board Case No. 3151-29 (Order for Abatement);
- In re: Exide Technologies, Inc., U.S. Bankruptcy Court, District of Delaware, Case No. 13-11482 (KJC) (Bankruptcy case);
- In the Matter of SCAQMD v. Southern California Gas Company, Aliso Canyon Storage Facility, SCAQMD Hearing Board Case No. 137-76 (Order for Abatement);
- People of the State of California, ex rel SCAQMD v. Southern California Gas Company, Los Angeles Superior Court Case No. BC608322; Judicial Council Coordinated Proceeding No. 4861;
- Fast Lane Transportation, Inc. et al. v. City of Los Angeles, et al., Contra Costa County Superior Court Case No. MSN14-0300 (formerly South Coast Air Quality Management District v. City of Los Angeles, et al., Los Angeles Superior Court Case No. BS 143381) (SCIG);
- Physicians for Social Responsibility, et al. v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 14-73362 (1-Hour ozone);
- Refinery Safety Network v. SCAQMD, Hearing Board of SCAQMD; ExxonMobil Oil Corp., Los Angeles Superior Court Case No. BS161815;
- SCAQMD v. City of Moreno Valley, et al., Riverside County Superior Court, Case Nos. RIC 1511213 and RIC 1601988 (World Logistics Center);
- SCAQMD v. U.S. EPA, D.C. Circuit Court Case No. 15-1115 (RFP for Coachella);
- Sierra Club, et al. v. U.S. EPA, U.S. District Court for Northern District of California Case No. 3:14-CV-04596 (PM2.5 designation to serious); and
- WildEarth Guardians v. U.S. EPA, D.C. Circuit Court Case No. 14-1145 (PM2.5 moderate designation).

CONFERENCE WITH LEGAL COUNSEL – INITIATING LITIGATION

It is also necessary for the Board to recess to closed session pursuant to Government Code sections 54956.9(a) and 54956.9(d)(4) to consider initiation of litigation (two cases):

- Sierra Club, et al. v. U.S. EPA, et al., D.C. Circuit Case No. 15-1123, consolidated with South Coast AQMD v. U.S. EPA, D.C. Circuit Case No. 15-1115 (file amicus brief in support of EPA on environmentalists' challenge to ozone implementation rule).

CONFERENCE WITH LEGAL COUNSEL – THREATENED LITIGATION

It is also necessary for the Board to recess to closed session pursuant to Government Code sections 54956.9(a) and 54956.9(d)(2) due to significant exposure to litigation (multiple cases).

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 SCAQMD 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 SCAQMD's authority. Speakers may be limited to three (3) minutes each.

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

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

ACRONYMS

AQIP = Air Quality Investment Program	NGV = Natural Gas Vehicle
AQMP = Air Quality Management Plan	NOx = Oxides of Nitrogen
AVR = Average Vehicle Ridership	NSPS = New Source Performance Standards
BACT = Best Available Control Technology	NSR = New Source Review
Cal/EPA = California Environmental Protection Agency	OEHHA = Office of Environmental Health Hazard Assessment
CARB = California Air Resources Board	PAMS = Photochemical Assessment Monitoring Stations
CEMS = Continuous Emissions Monitoring Systems	PAR = Proposed Amended Rule
CEC = California Energy Commission	PEV = Plug-In Electric Vehicle
CEQA = California Environmental Quality Act	PHEV = Plug-In Hybrid Electric Vehicle
CE-CERT =College of Engineering-Center for Environmental Research and Technology	PM10 = Particulate Matter ≤ 10 microns
CNG = Compressed Natural Gas	PM2.5 = Particulate Matter ≤ 2.5 microns
CO = Carbon Monoxide	PR = Proposed Rule
CTG = Control Techniques Guideline	RFP = Request for Proposals
DOE = Department of Energy	RFQ = Request for Quotations
EV = Electric Vehicle	SCAG = Southern California Association of Governments
FY = Fiscal Year	SIP = State Implementation Plan
GHG = Greenhouse Gas	SOx = Oxides of Sulfur
HRA = Health Risk Assessment	SOON = Surplus Off-Road Opt-In for NOx
LEV = Low Emission Vehicle	SULEV = Super Ultra Low Emission Vehicle
LNG = Liquefied Natural Gas	TCM = Transportation Control Measure
MATES = Multiple Air Toxics Exposure Study	ULEV = Ultra Low Emission Vehicle
MOU = Memorandum of Understanding	U.S. EPA = United States Environmental Protection Agency
MSERCs = Mobile Source Emission Reduction Credits	VOC = Volatile Organic Compound
MSRC = Mobile Source (Air Pollution Reduction) Review Committee	VMT = Vehicle Miles Traveled
NATTS =National Air Toxics Trends Station	ZEV = Zero Emission Vehicle
NESHAPS = National Emission Standards for Hazardous Air Pollutants	

 [Back to Agenda](#)

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the June 3, 2016 meeting.

RECOMMENDED ACTION:

Approve Minutes of the June 3, 2016 Board Meeting.

Sandra McDaniel,
Clerk of the Boards

SM:dg

FRIDAY, JUNE 3, 2016

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

Council Member Ben Benoit, Vice Chairman
Cities of Riverside County

Mayor Michael D. Antonovich (arrived at 9:15 a.m.)
County of Los Angeles

Supervisor John J. Benoit
County of Riverside

Council Member Joe Buscaino (left at approximately 11:20 a.m.)
City of Los Angeles

Council Member Michael A. Cacciotti
Cities of Los Angeles County – Eastern Region

Dr. Joseph K. Lyou
Governor's Appointee

Mayor Larry McCallon
Cities of San Bernardino County

Council Member Judith Mitchell
Cities of Los Angeles County – Western Region

Supervisor Shawn Nelson (arrived at 9:40 a.m.; Left at approximately 12:00 p.m.)
County of Orange

Dr. Clark E. Parker, Sr.
Senate Rules Committee Appointee

Council Member Dwight Robinson
Cities of Orange County

Supervisor Janice Rutherford
County of San Bernardino

CALL TO ORDER: Chairman Burke called the meeting to order at 9:05 a.m.

- Pledge of Allegiance: Led by Vice Chair Benoit.
- Opening Comments

Dr. Lyou. Announced that at a luncheon a few weeks ago, Chairman Burke was the recipient of a California Air Quality Award by the Coalition for Clean Air. Dr. Lyou presented slides of the event, which also was a celebration of Chairman Burke's birthday that day.

Chairman Burke. Thanked his family and colleagues for their support and to those who attended the luncheon; and noted that with the lively discussion at the Legislative Committee meeting and panel discussion that day, it was a great day overall.

Wayne Nastri, Acting Executive Officer. Announced that on this day the SCAQMD, in conjunction with many other states and air agencies would be filing a petition with EPA for rulemaking to adopt the ultra-low NOx Exhaust Emissions Standard for On-Road Heavy Duty Trucks and Engines, as the Board had requested. He noted briefly on staff's upcoming trip to Washington DC to meet with White House and congressional members with the intent to reinforce the petition.

Councilman Cacciotti. 1) Noted that he had received from a local resident an article from the American Cancer Society dated in 1964, which indicated that a study of the aches, pains, and death rates of Californians that live in heavy smog areas produced no evidence that air pollution poses serious health risks, which shows how positions can change in agencies and also just how far we have come. 2) Announced an up-coming event that will be held on June 26, 2016, called the 626 Golden Streets Event, celebrating the opening of the Gold Line Foothill extension. The streets along the 626 route will be open to community members to walk, run, skate, bike, or scoot the 626. It is a free event that will benefit air quality.

Vice Chair Benoit. Stated that MetroLink opened up a new line in the City of Perris whereby local residents can take the train to downtown Los Angeles in an hour and a half. He rode the inaugural train from Riverside to the City of Perris and was happy to see it finally come to fruition. Hopefully it will expand as time goes on, into the City of Hemet and even the Coachella Valley.

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

Councilman Buscaino. Noted that he attended a presentation in partnership with the Coalition for Clean Air at Dana Middle School, the newest STEM Magnet in the LAUSD, which is in his District. The students received a first-hand experience of the importance of clean air, through monitoring day-to-day air quality in the San Pedro area. Councilman Buscaino's son was part of the experiment and presentation monitoring two keys sites impacting youth sports organizations. Drs. Lyou and Parker were both in attendance as well.

Dr. Lyou. Noted that the students did a wonderful job on their presentations and mentioned that the event was made possible through a grant from the Harbor Community Benefit Foundation.

Dr. Parker. Commented that he was very impressed with how these young people stated very technical hypotheses and if they were accepted or rejected. He encouraged continuing these types of events so that interest in this field can continue and possibly produce people dedicated to cleaning the air in the future.

CONSENT CALENDAR

1. Approve Minutes of May 6, 2016 Board Meeting

Budget/Fiscal Impact

2. Recognize Revenue and Execute Contract for Development and Demonstration of Ultra-Low Emission Natural Gas Switcher Locomotive **E**
3. Execute Contracts for Technical Assistance for Advanced, Low and Zero Emission Mobile and Stationary Source Control Technologies and Implementation of Incentive Programs
4. Issue Program Announcement for Heavy-Duty Diesel Trucks and Transport Refrigeration Units Under Proposition 1B-Goods Movement Program **E**

5. Recognize and Transfer Revenue and Appropriate Funds for Monitoring Programs and Lab Analysis, Issue Solicitations and Execute Contract and Purchase Orders for Field and Laboratory Equipment, and Transfer Funds for Enhanced Particulate Monitoring Program
6. Execute Contract for Landscape Maintenance at Diamond Bar Headquarters (***Continued from May 6, 2016 Board Meeting***)
7. Issue RFP for Executive Search and Recruitment Services
8. Execute Contract for Deferred Compensation Plan Consultant Services
9. Amend Contract for Website Evaluation and Improvement
10. Execute Contract for Protocol Development Support for Reconciling Air Quality Monitoring Data with Dispersion Modeling Results
11. Execute Contracts with Consultants to Provide CEQA Assistance
12. Approve Transfer of Monies from General Fund to Health Effects Research Fund
13. Establish ExxonMobil Settlement Projects Special Revenue Fund
14. Appropriate Funds and Authorize Amending/Initiating Contracts with Outside Counsel and Specialized Legal Counsel and Services
15. Approve Contract Award and Issue Solicitation Approved by MSRC

Items 16 through 22 - Information Only/Receive and File

16. Legislative and Public Affairs Report
17. Hearing Board Report
18. Civil Filings and Civil Penalties Report
19. Lead Agency Projects and Environmental Documents Received by SCAQMD
20. Rule and Control Measure Forecast
21. Report of RFPs/RFQs Scheduled for Release in June
22. Status Report on Major Projects for Information Management Scheduled to Start During Last Six Months of FY 2015-16

BOARD CALENDAR

24. Administrative Committee
25. Investment Oversight Committee
26. Legislative Committee
27. Mobile Source Committee
28. Stationary Source Committee
29. Technology Committee
30. Mobile Source Air Pollution Reduction Review Committee
31. California Air Resources Board Monthly Report

Dr. Lyou announced his abstention on Item No. 2 because Southern California Gas Company and the Port of Long Beach are potential sources of income materially affected by the item; on Item No. 3 because Gladstein, Neandros and Associates is a potential source of income materially affected by the item; and on Item No. 15 because Cummins Westport Inc. is a potential source of income materially affected by the item.

Agenda Items 1, 8, 9, 26 [recommended position on SB 1387 (De Leon) only] and 27 were withheld for comment and discussion.

MOVED BY J. BENOIT, SECONDED BY CACCIOTTI, AGENDA ITEMS 2 THROUGH 7, 10 THROUGH 26 [except recommended position on SB 1387 (De Leon)], AND 28 THROUGH 31, APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Lyou (*except Items #2, 3, 15 and #26*), McCallon, Mitchell Parker, Robinson and Rutherford.

NOES: Lyou (Item #26 only).

ABSTAIN: Lyou (*Items #2, 3 and #15 only*).

ABSENT: Nelson.

23. Items Deferred from Consent Calendar

1. Approve Minutes of May 6, 2016 Board Meeting

MOVED BY LYOU, SECONDED BY CACCIOTTI, TO CORRECT THE MINUTES AS SET FORTH BELOW, CARRIED BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Lyou, McCallon, Mitchell, Parker, Robinson and Rutherford.

NOES: None.

ABSENT: Nelson.

Dr. Lyou announced his abstention on Item No. 3 because UPS and Complete Coach Works are potential sources of income to him; and on Item No. 5 because **of a financial interest in CVS** is a potential source of income to him.

Councilwoman Mitchell announced her abstention on Item No. 5 because **of a financial interest in** CVS is a potential source of income to her.

MOVED BY LYOU, SECONDED BY CACCIOTTI, AGENDA ITEM 1 APPROVED AS AMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Lyou, McCallon, Mitchell, Parker, Robinson and Rutherford.

NOES: None.

ABSENT: Nelson.

8. Execute Contract for Deferred Compensation Plan Consultant Services

Councilman Cacciotti inquired about the cost of administration of the Deferred Compensation Plan Services by its contractor, Better Financial Group.

William Johnson, Assistant DEO/Administrative and Human Resources, explained that the cost is the same as in prior years, \$30,000 to be paid out of the Plan Reimbursement Account (PaRA) not directly from the employee contributions, which was set up by Mass Mutual and will remain that amount for the next three years.

Supervisor Benoit questioned SCAQMD's selecting the low bidder, even though the attachments show that the high bidder scored better in several categories.

Mr. Johnson explained that the three-member review panel included SCAQMD's Controller and a Finance Director from a local municipality; the SCAQMD has been with Benefit Financial Services Group (BFSG) for a number of years; and that while BFSG may have less points because their proposal was not as sophisticated as the proposals submitted by the other bidders, staff is confident in BFSG's ability to provide fiduciary oversight.

Supervisor Benoit expressed his concern, but indicated that he would support staff's recommendation.

MOVED BY CACCIOTTI, SECONDED BY
J. BENOIT, AGENDA ITEM 8 APPROVED AS
RECOMMENDED, BY THE FOLLOWING
VOTE:

AYES: Antonovich, B. Benoit, J. Benoit,
Burke, Buscaino, Cacciotti, Lyou,
McCallon, Mitchell, Parker,
Robinson and Rutherford.

NOES: None.

ABSENT: Nelson.

9. Amend Contract for Website Evaluation and Improvement

Councilman Cacciotti stated his gratitude for the new website and thanked everyone who participated in the makeover of the website.

MOVED BY CACCIOTTI, SECONDED BY J. BENOIT, AGENDA ITEM 9 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Buscaino, Cacciotti, Lyou, McCallon, Mitchell, Parker, Robinson and Rutherford.

NOES: None.

ABSENT: Nelson.

[Agenda Item 26, Position on SB 1387 (De Leon) only was held until arrival of Supervisor Nelson]

27. Mobile Source Committee

Mr. Nastri read into the record the following correction to a statement made by Lee Wallace in Paragraph Two on Page Four of the Report :

“Mr. Lee Wallace, a consultant for the SoCal Gas Company agreed with the vehicle estimates presented by CARB and supported a low NOx gaseous fuel option. ‘He noted that the use of natural gas renewable fuel will assist heavy-duty trucks in achieving **greenhouse gas reductions when combined with** a future 0.02 grams/bhp-hr **NOx**’ engine standard and referenced the E3 PATHWAYS feasibility study sponsored by several state agencies.”

(note: bold, underlined is language requested to be added)

Dr. Parker inquired if Mr. Wallace was misquoted in the final report and what was reported versus what was actually said.

Dr. Lyou stated that it appeared that there was a mix-up regarding the point Mr. Wallace was making about renewable fuels going toward greenhouse gas reductions versus NOx reduction, and that the corrections clarify how renewable fuels will help reduce the greenhouse gas emissions when combined with an ultra-low NOx engine.

Dr. Fine noted that staff paraphrased what was said at the Mobile Source Committee meeting and that this correction would provide clarity.

Dr. Parker further questioned if clarity of the statement was being added or if they were actual changing the words that were actually stated. As Chair of the Committee and the one who reviewed and approved the report, he wanted to be sure that it related to what was said verbatim versus what we thought we heard.

Ms. Baird explained that Mr. Wallace actually provided the wording and requested that the correction be made. Mr. Nastri read into the record what Mr. Wallace actually said; it was a misinterpretation in the draft minutes/report that was submitted in Item 27.

Supervisor Benoit urged staff to provide a red-lined version if changes were going to be made like this so that the changes could be looked at before the Board weighed in on the changes.

MOVED BY CACCIOTTI, SECONDED BY
B. BENOIT, AGENDA ITEM 27 RECEIVED
AND FILED AS MODIFIED, BY THE
FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit,
Burke, Buscaino, Caccotti, Lyou,
McCallon, Mitchell, Parker,
Robinson and Rutherford.

NOES: None.

ABSENT: Nelson.

32. Status Update of Southern California Gas Company's Underground Natural Gas Storage Facilities Operating in SCAQMD

Mohsen Nazemi, DEO/Engineering and Compliance, gave the staff presentation. He noted the locations, histories, and current status of the gas storage sites in southern California. He also noted that new leak detection rulemaking is being considered and scheduled to be brought to the Board for adoption sometime in the fall of this year.

(Supervisor Nelson arrived at 9:40 a.m.)

Mayor Antonovich inquired whether or not the tubing on the remaining 114 wells in Aliso Canyon had been removed so that gas could not be injected back into the wells.

Mr. Nazemi explained that under the Governor's order gas could not be injected into the reservoirs until DOGGR had completed their investigations and inspection of all the wells, which is expected to still take several months.

Mayor Antonovich questioned the integrity of the wells, which are 60-70 years old, as well as safety issues resulting from the removal of the safety

valves. He inquired as to whether or not the Gas Company should be replacing these wells, and if there is only one company and one supplier of natural gas.

Mr. Nazemi responded that safety is always a concern; and that the natural gas is coming from other states, but the Gas Company owns the pipeline that brings the gas into California.

Mayor Antonovich expressed concern about the long term health impacts that may develop over time, as well as voiced his frustration over how the Gas Company has failed in responding to the affected residents. He thanked staff for the comprehensive report.

Dr. Parker asked, with all the leaking wells and being able to see the methane gases erupting to atmosphere, if fines were being assessed for all the pollutants that have been emitted into the air.

Mr. Nastri noted that the magnitude of the leaks was previously unknown and that is what is driving U.S. EPA, CARB, and SCAQMD to develop proposed regulations to address oil and gas wells. As far as penalties, because of their existing program, CARB has the ability to recover penalties; however, SCAQMD has been in talks with CARB about those penalty dollars being spent within the South Coast Air Basin.

Dr. Parker questioned since staff has indicated that SCAQMD has consistently been working in Porter Ranch since February and we are discovering all of these air quality issues, if SoCal Gas has been participating in the Cap-and-Trade matter, buying credits, and they have deceived us and are not meeting the mandates.

General Counsel Kurt Wiese explained that SCAQMD has filed a civil penalty action for public nuisance in which SCAQMD expects to recover the costs as part of that lawsuit. Additionally, he noted that methane is an exempt compound for the purpose of ozone regulations; therefore, ARB regulates methane emissions, as Mr. Nazemi previously stated. However, we can expect to recover costs from our lawsuit for public nuisance.

Councilman Robinson inquired about the life cycle of a well, and whether there is a legal definition of "public nuisance".

Mr. Nazemi explained that the wells consist of various components that have different life cycles, however, the tubing and the surface casing, which are made of different types of materials are what is inspected to determine the integrity of the well.

Mr. Wiese commented that there is a legal definition in the Health and Safety Code that SCAQMD adheres to and upon which SCAQMD's lawsuit is based.

Dr. Burke commented that these reservoirs were holes in the ground that oil was taken from, that there were no tanks down there, so there is no life cycle to them other than seismic activity or maybe the impact from the drought because the water table has diminished so much. Therefore, the whole life cycle is about the extrusion equipment, not the reservoir itself.

Councilwoman Mitchell expressed concern that if each of the wells showed some amount of leakage and as time goes on with leaks continuing to occur; SCAQMD does not regulate that, and she questioned who regulates it, and who is minding what is occurring at this equipment and wells.

Mr. Nazemi explained that SCAQMD's investigation and inspection were at the components above ground held by an instrument close to the component to detect leaks, and that SCAQMD proposes to develop a rule similar to the fugitive emissions rule for refineries and chemical plants that allows them to do their own inspections and repairs first. Then, when SCAQMD goes out and does an inspection and finds a leak, a notice of violation would then be issued. The SCAQMD has jurisdiction above ground, and DOGGR has jurisdiction underground.

Councilwoman Mitchell inquired whether or not a penalty was being assessed for every day of the week for the public nuisance penalty, and as to the penalty amount.

Mr. Wiese stated that the Health and Safety Code has different levels of penalty based on the factual circumstances that occurred at the time of the violation.

Bayron Gilchrist, Assistant Chief Deputy Counsel added that the strict liability provision starts at \$10,000 per day, negligence is up to \$25,000 per day, knowing is \$40,000 per day, and additional amounts if actual injury suffered by people as a result can go up significantly higher, if you can establish that.

Councilwoman Mitchell further inquired about the consolidated lawsuits, specifically as to how the penalty damages would be disbursed and if the SCAQMD penalties could be segregated from the other agencies and private litigants in the consolidated lawsuit.

Mr. Wiese explained that there would be a definite separation from the private litigants. With respect to the public agencies, SCAQMD is taking the position of independent authority, thereby having an independent right to those penalties, and that the penalties will go back into the community.

Councilman Cacciotti inquired about a study funded by SCAQMD approximately two years ago at UCLA on the impact of exposure to methane or carbon dioxide on human cells, to see if a presentation could be done in regards to the long term health impacts that Mayor Antonovich mentioned earlier.

Dr. Fine stated that he would have to get back to the Board on the results of that study after looking it up, but warned that there would be some differences in exposure to pure natural gas leaks and exposure to combustion products after natural gas has been burned.

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As Supervisor Nelson was now present, the Board proceeded with consideration of SB 1387 (De Leon).

26. Legislative Committee [Position on SB 1387 (De Leon) only]

Supervisor Nelson urged his fellow Board Members to reject action taken in Sacramento at the Senate hearing, and to oppose SB 1387 and not to take a “watch” position as recommended by the Legislative Committee.

Councilwoman Mitchell explained the two components of SB 1387; first, to add three new Board Members to the SCAQMD Board who would be from the environmental justice (EJ) communities, which she thought was a good idea, since the EJ communities generally do not have a strong voice; and second, ARB having oversight authority on any RECLAIM program adopted by any district in the State, which was the section that the Legislative Committee took a “watch” position on so that the Board could work with ARB on finding a resolution that will work for air districts throughout the State.

Chairman Burke commented that he thought there was some ambiguity in whether CARB had the right to review this Board’s decision and that SB 1387 would clarify that.

Mr. Nastri explained that SB 1387 provided clarity on CARB’s authority on the RECLAIM provision, but the ultimate authority is the SIP submittal, which is where absolute authority lies.

Dr. Lyou commented on how extraordinarily broad CARB’s authority is in the Health and Safety Code, but that the default position in SB 1387 says that the Board cannot adopt any changes to RECLAIM without CARB saying it is okay. In the existing Health and Safety Code sections, it appears CARB has to take affirmative action to oppose anything this Board does. However, he is not comfortable in taking an “opposed” position at this time.

Chairman Burke stated that after speaking with someone in the legislature, he is convinced that SB 1387 will be put in the budget; that it will be out in June, and that it will be effective in July.

Dr. Lyou stated that he did not know for certain Sacramento’s plan; however, he acknowledged that to avoid fights in the Assembly, it was probably better to go through the budget, although this was not known for certain.

Chairman Burke further stated that he did not see any problem with the way the SCAQMD Board was operating and was viscerally opposed to the portion of SB 1387 pertaining to CARB's oversight authority.

Dr. Lyou expressed support for taking a narrow position on the legislation, to try to change that default position that CARB would have to take a position on anything the Board passed in regards to RECLAIM; however, he was not supportive of a blanket opposition to the entire legislation.

Dr. Parker stated that when he was appointed to the Board by Senator Steinberg, he was told that Steinberg would not get involved in anything that he did on the Board. Shortly after the Board's recent vote on RECLAIM, he received a letter from the Senate Environmental Select Committee, inviting him to testify because they wanted to understand what the Board had done and if it was in the best interest for the region. The hearing was never held, but shortly after, SB 1387 was developed. His vote on the Legislative Committee's recommended position on this item was so that the Board's input could be considered; saying "no" and rejecting the opportunity to talk, he believes, is not in the Board's best interest for all involved.

Councilman Robinson stated that he does not have a problem with adding more members to the Board, but feels offended that Sacramento might think the people on this Board are not concerned about the residents of environmental justice communities. He also stated that he believes that the Board can oppose SB 1387 and still be part of the conversation; therefore, he will support the motion to oppose SB 1387.

Chairman Burke inquired if any members of the Board were opposed to both sections of SB 1387.

Supervisor Nelson stated that Senate hearing on this issue had nothing to do with CARB; it was about diluting this Board and changing the Board's make-up. He reiterated that SB 1387 was developed because the Senate believes this Board is rolling back regulations and needs more people to represent EJ communities because, in their minds, the existing Board does not adequately do that.

Supervisor Rutherford commented that the Legislators do not understand what this Board has done and is doing; and that communication between Sacramento and this Board needs to improve, by taking a clear position on SB 1387 and telling Sacramento that no interference is needed.

Councilman Buscaino noted that there is a political will in Sacramento that wants to change the make-up of this Board. If the Board opposes this bill, Sacramento is going to ignore and not include us in the dialogue; they may completely shut the door moving forward.

MOVED BY RUTHERFORD, SECONDED BY B. BENOIT, THE BOARD ADOPTED AN "OPPOSE" POSITION ON SB 1387 (De Leon), BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, McCallon, Nelson, Robinson and Rutherford.

NOES: Burke, Buscaino, Cacciotti, Lyou, Mitchell, and Parker.

ABSENT: None.

PUBLIC HEARINGS

33. Receive Public Input on Acting Executive Officer's Draft Goals and Priority Objectives for FY 2016-17

Mr. Nastri, explained that this item contains the revised policies and priorities that incorporate transparency as directed by the Board, and is now seeking additional comment from the public and the Board.

(Councilman Buscaino left at approximately 11:20 a.m.)

Supervisor Nelson inquired about standing permit requests and the processing time for permit applications. He also requested an aging report be developed to show which permits are sitting and the amount of time it actually takes for permits to be issued.

Dr. Burke stated that the permitting information should be in a report from the permit streamlining task force which was created to ensure that permit issuance was performed timely.

Mr. Nastri commented that this is an area that is being closely monitored and a detailed report will be prepared for the Board.

Mayor McCallon noted the need for some minor clarifications/corrections as in Objective No. 3 (Goal I), that the EO does not in fact personally develop a natural gas engine, although development is supported through funding; and, in Objective No. 17 (Goal I), that the attorney works for the Board, not the Acting EO.

There was discussion on whether or not General Counsel reports to the EO or to the Board. Mr. Wiese clarified that the attorney represents and reports to the Board. However, there is distinction in the legal work done, for the Board and the agency prosecution, which the Board has historically found it appropriate for the EO to focus on that area, with delegation from the Board.

Mr. Nastri commented that he does work closely with the attorney; however, changes can be made in the organizational chart and in the Goals and Objectives to better reflect the relationship between the EO and legal counsel.

Dr. Lyou expressed support for the item, giving special attention to the transparency measures; but, agreed with fellow board members on the need for an aging report to be provided regularly in the Board package on the status of all permits, every category and type to be included. He also stated that he is aware of how hard staff works on processing permits, so this report will help to understand if more resources are needed or amendments made so that permits go through more efficiently. In regard to the EO and the attorney, it is clear to him that the General Counsel reports to the Board. The Board does the personnel review for the General Counsel and Health and Safety Code gives the Board the right to hire and fire the General Counsel; but, on a day-to-day basis, the General Counsel works with the EO to make sure that the legal status and prosecutions go as they should.

Supervisor Rutherford stated that when goals and objectives are set, besides the outcome, there also needs to be a matrix and timeline established to achieve the outcome: Some examples of matrixes and timelines had been shared with staff showing formats that might make tracking the work product easier as the Board assesses the EO's accountability to achieve the goals and objectives.

Mr. Nastri noted his review of the tracking mechanism, and indicated working with similar mechanisms. He believes a program can be developed that will produce a report, once frequency is determined.

Supervisor Rutherford commented on the earlier discussion of the relationship between the attorney and the EO, indicating a possible shift in culture that reflects the continued need for being more transparent; this would include coming up with goals for, or to review, our existing policies and practices with regard to disclosure and nepotism. The Board and the agency needs to be willing and able to provide documentation and data that we used to arrive at a certain outcome, so that the public can make the same assessment and evaluation. In regard to nepotism, State law governs hiring actual family members; however, we need to explore a policy so that we do not create financial, inappropriate, political, or other relationships with others that we work with in our outside lives, possibly by using full disclosure documents that list all the relationships to allow the appointing authority to fully understand the implications of an appointment.

Vice Chair Benoit stated he was glad to see Objective No. 6 under Goal III, engage in enhanced development of the geographic information system (GIS) mapping capabilities, which will make it easier for people to find something on the website.

Chairman Burke recalled that years ago, prior to permit streamlining action taken, the District had a backlog of approximately 18,000-22,000 permits in the system; and he asked staff if that type of situation was occurring again.

Mr. Nazemi explained that there are about 7,000 permits being processed. About half of those permit applications are moving through the process on a timely basis; and, he noted, a few hundred --not a few thousand--of those are businesses waiting for District action before they can begin construction.

Supervisor Benoit stated that since permitting is such an important part of what SCAQMD does, as well as how it is judged, that a matrix should be developed so that this information can be tracked on the website, as part of improved transparency.

(Supervisor Nelson left at approximately 12:00 p.m.)

The public hearing was opened and the following individuals addressed the Board on Agenda Item 33.

CURTIS COLEMAN, Southern California Air Quality Alliance

Expressed support for the EO Goals and Objectives, especially the transparency issue that was immediately addressed with Mr. Nastri's appointment; is encouraged that the Board members raised the issue of permitting, ensuring that the permit processing would continue to be addressed; and noted that staff training is a priority, so that replacements could be trained and plugged in to minimize delays caused by the recent retirements and the unfilled vacant positions.

JOE McLAUGHLIN,

Urged the Board to move away from energy that requires burning things, and that moving ahead with progress in mind there will always be changes that affect people.

LIZETTE HERNANDEZ, Sierra Club

Expressed concern that major loopholes exist in regard to the black box, which has not been addressed in the priority objectives of this document; that the areas most impact by air pollution are EJ communities and that the Board should be mindful of the conversations they have because the EJ communities should be included in what is done about cleaning the air.

HARVEY EDER, Public Solar Power Coalition

Urged for the District to focus on immediate total solar conversion and that should be included in the goals listed in this document.

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

MOVED BY J. BENOIT, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 33 APPROVED, INCORPORATING THE FY 2016-17 DRAFT GOALS AND PRIORITY OBJECTIVES INTO THE PREVIOUSLY-ADOPTED FY 2016-17 SCAQMD BUDGET, WITH CONSIDERATION TO RESPOND TO THE ISSUE OF CREATING AN ACCESSIBLE MONITOR OF QUALITY OF WORK ON PERMIT TIMELINES, AND OTHER ISSUES MENTIONED, BY THE FOLLOWING VOTE:

AYES: B. Benoit, J. Benoit, Burke, Cacciotti, Lyou, McCallon, Mitchell, Parker, Robinson and Rutherford.

NOES: None.

ABSENT: Antonovich, Buscaino and Nelson.

34. Amend Rule 1110.2 - Emissions from Gaseous- and Liquid-Fueled Engines

Staff presentation was waived.

Dr. Lyou expressed concern when the staff backs off of regulatory requirements that are technology forcing, when the District adopts these regulations, that markets are created and people who have gotten investors to support the technology may not be willing to come forward the next time if they believe that the market may disappear. Staff need to be aware so as to avoid setting a bad precedence that may come back negatively when it is time to adopt technology forcing regulations.

Dr. Fine explained that this is a very narrow exemption for one company and it is not necessarily backing off a regulation. Compliance dates were extended when the Board amended the Rule in December 2015; this action is a follow-up per the Board's motion in December.

MOVED BY J. BENOIT, SECONDED BY ROBINSON, AGENDA ITEM NO. 34 APPROVED AS RECOMMENDED BY STAFF, ADOPTING RESOLUTION NO. 16-8 CERTIFYING THE SUBSEQUENT ENVIRONMENTAL ASSESSMENT AND AMENDING RULE 1110.2, BY THE FOLLOWING VOTE:

AYES: Antonovich, B. Benoit, J. Benoit, Burke, Cacciotti, Lyou, McCallon, Mitchell, Parker, Robinson and Rutherford.

NOES: None.

ABSENT: Buscaino and Nelson.

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

Harvey Eder, Public Solar Power Coalition, urged converting to solar as soon as possible, but warned that renewable natural gas is extremely dangerous to public health.

CLOSED SESSION

The Board recessed to closed session at 12:10 p.m., pursuant to Government Code sections:

- 54956.9(a) and 54956.9(d)(1) to confer with its counsel regarding pending litigation which has been initiated formally and to which the District is a party, as follows:

People of the State of California, ex rel SCAQMD v. Exide Technologies, Inc., Los Angeles Superior Court Case No. BC533528;

Exide Technologies, Inc., Petition for Variance, SCAQMD Hearing Board Case No. 3151-31;

In the Matter of SCAQMD v. Exide Technologies, Inc., SCAQMD Hearing Board Case No. 3151-29 (Order for Abatement);

In re: Exide Technologies, Inc., U.S. Bankruptcy Court for the District of Delaware Case No. 13-11482 (KJC) (Bankruptcy case);

People of the State of California, ex rel SCAQMD v. Southern California Gas Company, Los Angeles Superior Court Case No. BC608322; Judicial Council Coordinated Proceeding No. 4861;

SCAQMD v. City of Moreno Valley, et al., Riverside County Superior Court, Case Nos. RIC 1511213 and RIC 1601988 (World Logistics Center);

SCAQMD v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 13-73936 (Morongo Redesignation).

SCAQMD v. U.S. EPA, U.S. Court of Appeals, Ninth Circuit, Case No. 15-71600 (Pechanga Redesignation)

- 54956.9(a) and 54956.9(d)(4) to consider initiation of litigation (two cases).

Harvey Mark Eder, et al. v. EPA, et al., U.S. Court of Appeals, Ninth Circuit, Case No. 16-71455 (Intervene)

Following closed session, General Counsel Kurt Wiese announced that a report of reportable actions taken in closed session will be filed with Clerk of the Boards office and made available to the public on request.

ADJOURNMENT

There being no further business, the meeting was adjourned by Kurt Wiese at 1:20 p.m.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on June 3, 2016.

Respectfully Submitted,

Altheresa Rothschild
Deputy Clerk Transcriber

Date Minutes Approved: _____

Dr. William A. Burke, Chairman

ACRONYMS

AQMP = Air Quality Management Plan
CARB = California Air Resources Board
DOGGR = Division of Oil, Gas & Geothermal Resources
EV = Electric Vehicle
FY = Fiscal Year
GHG = Greenhouse Gas
LAUSD = Los Angeles Unified School District
MSRC = Mobile Source Air Pollution Reduction Review Committee
NOx = Oxides of Nitrogen
SIP = State Implementation Plan
STEM = Science Technology Engineering Math
U.S. EPA = United States Environmental Protection Agency

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 2

PROPOSAL: Execute Contract for Media, Advertising and Public Outreach Campaign for FY 2016-17 Check Before You Burn Program

SYNOPSIS: On April, 1, 2016, the Board approved release of an RFP to solicit proposals from advertising agencies, media/public relations firms or other organizations with the necessary expertise to plan and execute a comprehensive media, advertising and public outreach campaign to promote awareness of and compliance with SCAQMD's Check Before You Burn program. Five proposals were received by the RFP deadline and were evaluated based on the criteria stated in the RFP. This action is to execute a contract with Westbound Communications for \$246,000 to plan and execute a public outreach campaign for the Check Before You Burn program's FY 2016-17 fall-winter season, with an option to renew for two additional one-year contracts.

COMMITTEE: Administrative, June 10, 2016; two Committee Members voted in favor of selecting Westbound Communications

RECOMMENDED ACTION:

Authorize the Executive Officer to execute a contract with Westbound Communications in the amount of \$246,000 from the Rule 1309.1 Priority Reserve Fund (Fund 36), to plan and implement a public outreach campaign for the Check Before You Burn program's 2016-17 fall-winter season, with an option upon Board approval to renew for two additional one-year contracts.

Wayne Natri
Acting Executive Officer

SA:TC

Background

SCAQMD's Check Before You Burn program and its regulatory framework, Rule 445 – Wood-Burning Devices, are key measures in the agency's Air Quality Management Plan to achieve the federal health-based air quality standard for PM2.5. Check Before You Burn and Rule 445 seek to reduce PM2.5 emissions from wood burning in

residential fireplaces from November 1 through the end of February on days when unhealthy air quality is forecast.

Since 2013, SCAQMD has contracted with a public relations firm to plan and execute annual comprehensive outreach campaigns to:

- Increase awareness of and support for SCAQMD's Check Before You Burn program;
- Promote awareness of and compliance with no-burn days; and
- Promote signups to AirAlerts.org.

The campaigns have achieved tens of millions of impressions not only through paid advertisements but also in news coverage, thus significantly boosting awareness of the program.

The current contract for outreach for the Check Before You Program has expired and there is a need to continue to build awareness of the program moving forward.

Proposal

On April 1, 2016, the Board approved release of RFP #2016-17 to solicit proposals from advertising agencies, media/public relations firms or other organizations with the necessary expertise to plan and execute a comprehensive media, advertising and public outreach campaign to promote awareness of and compliance with the Check Before You Burn program during the upcoming fall/winter season from Nov. 1, 2016 to Feb. 28, 2017. The Board also approved funding for this RFP from Rule 1309.1 Priority Reserve Funds in an amount not to exceed \$250,000.

For the RFP, the statement of work includes the following tasks:

1. Develop an overall campaign plan, including a means for quantifying the success of the campaign;
2. Develop all creative content;
3. Negotiate and execute all media buys on behalf of SCAQMD;
4. Seek value-added components to the media buys; and
5. Produce a final report.

Bid Evaluation

Five proposals were received before the bidding closed at 1 p.m. on May 4, 2016. The proposals were reviewed by a diverse panel in accordance with criteria contained in the RFP. The panel was composed of three SCAQMD employees – the Media Relations Manager, a Principal Deputy District Counsel, and a Senior Public Information Specialist – as well as one outside expert, a Communications and Marketing Specialist with the Sacramento Metropolitan Air Quality Management District, which has

implemented its own Check Before You Burn program for the past nine years. The panel breakdown was as follows: three Caucasian, one Hispanic; two male, two female.

The panel scored the proposals according to the criteria outlined in the RFP, without an oral interview, and forwarded a ranking of the proposals to the Administrative Committee for review. The Administrative Committee reviewed the proposal recommendations at its meeting on June 10, 2016, and interviewed the top three candidate firms. After discussion, two Committee members voted to approve the recommendation of Westbound Communications to the full Board for consideration. One Committee member abstained and one Committee member was absent.

In addition to approving release of RFP #2016-17 on April 1, the Board also awarded a contract to Google, Inc. in an amount not to exceed \$250,000 from the Rule 1309.1 Priority Reserve Fund (36). The Google contract will fund a campaign that complements and is coordinated with the contract awarded through the RFP process. The Google campaign will include pre-roll videos on YouTube and display ads on the Internet.

Resource Impacts

Sufficient funds are available in the Rule 1309.1 Priority Reserve Fund (36) for the Check Before You Burn program's 2016-17 fall-winter season.

Attachment

Evaluation of Proposals for RFP #2016-17.

ATTACHMENT
EVALUATION OF PROPOSALS
FOR RFP #2016-17

Rank	Name	Cost	Technical Score	Cost Points	Small Business Points	Local Business Points	Most Favorable Customer	Total Bonus Points	Final Score
1.	Westbound Communications, Inc.	\$246,000	82	9.9	10	5	0	15	106.9
2.	Sensis Inc.	\$248,920	75	9.8	10	0	0	10	94.8
3.	ARK Marketing	\$244,500	70	10	10	0	2	12	92.3

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 3

PROPOSAL: Execute Contracts to Conduct 2016 Lawn Mower Exchange Program and Transfer and Appropriate Funds 

SYNOPSIS: At its March 4, 2016 meeting, the Board approved the release of Program Announcements for Electric Lawn Mower Vendors, Licensed Scrappers and Support Service Providers. These actions are to execute contracts with three lawn mower vendors, a licensed scrapper/recycler and a support service provider in an amount not to exceed \$491,700 from the Rule 2202 Air Quality Investment Fund (27). Furthermore, this action is to transfer and appropriate \$50,000 from the Rule 2202 AQIP Fund (27) to Science and Technology Advancement's FY 2016-17 Budget for staff to implement the "Mow Down Air Pollution 2016" Program.

COMMITTEE: Mobile Source, June 17, 2016; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Chairman to execute contracts with the following vendors to purchase up to 3,000 cordless electric lawn mowers among the three vendors and conduct the "Mow Down Air Pollution 2016" Lawn Mower Exchange Program in an amount not to exceed \$435,000 (to be distributed among the three vendors based on demand) from the Rule 2202 Air Quality Investment Fund (27):
 - a. Black+Decker Inc.;
 - b. The Greenstation; and
 - c. Chervon North America, Inc.
2. Authorize the Executive Officer to redistribute (add or reduce) funding among the three participating lawn mower vendors - Black+Decker Inc., The Greenstation and Chervon North America, Inc. - to address demand, not to exceed a total program cost of \$435,000.
3. Authorize the Chairman to execute contracts with the following vendors to conduct the "Mow Down Air Pollution 2016" Lawn Mower Exchange Program in an amount not to exceed \$56,700 from the Rule 2202 Air Quality Investment Fund (27):
 - a. Dick's Auto Wreckers for licensed scrapper/recycler services in an amount not to exceed \$36,700; and

- b. Parking Concepts, Inc. for support service provider assistance in an amount not to exceed \$20,000.
- 4. Transfer \$50,000 from the Rule 2202 Air Quality investment Fund (27) into the General Fund and appropriate the following amounts into Science and Technology Advancement's FY 2016-17 Budget to assist in implementing SCAQMD's "Mow Down Air Pollution 2016" Program:
 - a. \$45,000 into Salaries and Employee Benefits Major Object, Overtime Account; and
 - b. \$5,000 to the Services and Supplies Major Object, Professional and Special Services Account.

Wayne Natri
Acting Executive Officer

MMM:FM:VY

Background

For the past 13 years, the SCAQMD has conducted lawn mower exchange events for residents in the SCAQMD's four county region, where over 55,000 gasoline-powered lawn mowers were exchanged for cordless zero emission electric mowers during 96 exchange events in four counties. The Program required the public to pre-register to attend one of several events where they would exchange an operable gasoline-powered lawn mower for a new battery-electric model at a discounted price.

The Rule 2202 Air Quality Investment Program (AQIP) allows subject employers to participate by electing to invest in an SCAQMD-administered restricted fund. Investment can be either \$45 annually per employee reporting to the worksite during the 6 a.m. to 10 a.m. peak window or \$125 triennially per employee. The restricted monies are to be used by the SCAQMD to fund projects that achieve mobile source emission reductions that would otherwise have been achieved by implementing a rideshare program.

On March 4, 2016, the Board approved release of three Program Announcements to solicit competitive bids from manufacturers of cordless battery-electric lawn mowers, licensed scrappers and support service providers to conduct the 2016 Lawn Mower Exchange Program.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the PAs and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County's Press

Enterprise newspapers (on both March 9 and 16, 2016) to leverage the most cost-effective method of outreach to the South Coast Basin.

Additionally, potential bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the PAs has been emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov>).

Bid Evaluation

In response to Program Announcement #PA2016-08 for production of up to 3,000 electric lawn mowers, proposals were received from four vendors – Black+Decker Inc., The Greenstation, Chervon North America, Inc. and Pacific Stihl. Both Black+Decker and The Greenstation have participated in previous exchange programs, and each vendor offered three mower models and Chervon North America and Pacific Stihl offered one model mower each.

In response to Program Announcement #PA2016-09 for scrapping old gasoline-powered lawn mowers, two proposals were received from Dick's Auto Wreckers and Environmental Logistics Inc. Dick's Auto Wreckers has participated in previous exchange programs and is currently assisting the SCAQMD with implementation of the Prop 1B–Goods Movement and VIP Programs.

In response to Program Announcement #PA2016-07 for support service providers at exchange events, only one proposal was received from Parking Concepts Inc. This vendor has provided support services at lawn mower exchange events for the last 13 years.

Proposal

Lawn Mower Vendors

This action is to execute contracts with three lawn mower vendors – Black+Decker Inc., The Greenstation and Chervon North America, Inc. Black+Decker and The Greenstation have supplied electric lawn mowers for the program for 8 and 5 years, respectively, and the majority of participants have been pleased with their products. This year staff is also recommending the EGO brand by Chervon. This lawn mower is offered through the Home Depot hardware store chain which will enable greater accessibility for servicing in the event of any issues. Pacific Stihl's proposal offering one model mower was not chosen due to its high pricing. Staff recommends conducting up to five lawn mower exchange events in four counties, offering a choice of seven mowers for the 2016 Program. Detailed characteristics including specifications and pricing of the seven lawn mowers are shown in Table 1 of the attachment. Based on the subsidy of \$145 per mower, the cost of the mowers to participants will range between \$100 and \$250. A maximum of \$435,000 will be awarded among the three

manufacturers/vendors, with the final split in funding to be determined by the choices made by participants.

Licensed Scrappers/Recyclers

This action is to execute a contract with Dick’s Auto Wreckers for the licensed scrapper/recycler element of the “Mow Down Air Pollution 2016” Program. Environmental Logistics Inc. was not chosen due to its high pricing. Details of the services to be provided by Dick’s Auto Wreckers are listed in Table 2 of the attachment.

Support Service Providers

This action is to execute a contract with Parking Concepts, Inc. for the support service provider element of the “Mow Down Air Pollution 2016” Program. Details of the services to be provided are listed in Table 3 of the attachment.

Transfer and Appropriate Funds

Finally, this action is to transfer and appropriate sufficient funds from the Rule 2202 AQIP Fund (27) to Science and Technology Advancement’s FY 2016-17 Budget for staff to implement the “Mow Down Air Pollution 2016” Program.

Benefits to SCAQMD

The past awards have resulted in a surplus of emission reduction credits since zero emission lawn mowers are not required by regulation. Since the funding is from the Rule 2202 AQIP, this Program will reduce emissions equivalent to an emission reduction target based on the level of employer participation in the AQIP.

Resource Impact

The Rule 2202 Air Quality Investment Fund (27) has sufficient funds available to execute contracts up to \$491,700 to provide participant incentives and conduct the “Mow Down Air Pollution 2016” Lawn Mower Exchange Program. Furthermore, the Rule 2202 AQIP Fund (27) has sufficient funds to transfer and appropriate \$50,000 to Science and Technology Advancement’s FY 2016-17 Budget for staff to implement the 2016 Program. Any unspent funds recognized in the FY 2016-17 General Fund will be returned to the Rule 2202 AQIP Fund (27).

Attachments

Table 1 – Comparison of Lawn Mower Specifications and Pricing

Table 2 – Licensed Scrapper/Recycler Rates & Services

Table 3 – Support Service Provider Rates & Services

Table 1
Comparison of Lawn Mower Specifications and Pricing

Brand →	Black+Decker			The Greenstation			Chervon	Stihl
Model →	CM 1640	CM 1936Z	CM 2040	Greenstation Lawn Badger	Greenworks G-Max 40 Volt	Greenworks 80 Volt PRO	EGO 56 Volt	RMA 410
Cordless Rechargeable	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clipping bag included?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Height Adjustability	1.20" - 3.20"	1.50" - 3.50"	1.50" - 4.00"	1.50" - 3.50"	1.25" - 3.00"	1.50" - 3.75"	1.20" - 3.50"	1.00" - 3.00"
Cutting Width	16"	19"	20"	18"	19"	21"	20"	16.1"
Self-propelled?	No	No	No	No	No	No	No	No
Battery Technology	Lithium Ion 2 Batteries	Lead Acid	Lithium Ion 2 Batteries	Lead Acid	Lithium Ion	Lithium Ion	Lithium Ion	Lithium Ion
Voltage	40 V	36V	40V	36 V	40 V	80 V	56V	36V
Run Time/Mowing Time	Up to 30 min	Up to 45 min	Up to 45 min	Up to 45 min	Up to 45 min	Up to 60 min	Up to 60 min	Up to 25 min
Charging Time	60% in 1.5 hrs. 100% in 2 hrs.	60% in 4 hrs. 100% in 10 hrs.	60% in 2 hrs. 100% in 4 hrs.	12 hrs.	90 min	60 min	40 min	160 min
Weight	38 lbs.	72 lbs.	43.5 lbs.	65 lbs.	51 lbs.	62 lbs.	52.8 lbs.	43.9 lbs.
Mower Warranty	4 years	4 years	4 years	4 years	4 years	4 years	5 years	2 years
Battery Warranty	4 years	4 years	4 years	2 years	2 years	2 years	3 years	2 years
Service locations	2 & toll free number	2 & toll free number	2 & toll free number	7	7	7	Home Depot Locations	120
MSRP	\$375	\$400	\$450	\$329	\$379	\$599	\$549	\$599.85
Cost to SCAQMD	\$280	\$310	\$350	\$245	\$325	\$395	\$325	\$445
Customer pays	\$135	\$165	\$205	\$100	\$180	\$250	\$180	Not selected

Table 2
Licensed Scrapper/Recycler Rates & Services


Dick's Auto Wreckers	Rates
Exchange Events	\$4,250.00/event
Mower Scrapped/Recycled	\$5.15/mower

Table 3
Support Service Provider Rates & Services

Parking Concepts, Inc.	Rates
Event Supervisor	\$35.00/Hour
Mower Handler	\$29.50/Hour
Traffic Director	\$27.50/Hour
Set up/Delivery	\$29.50/Hour
Cones/Tape	\$2.50/Cone
Barricades	\$2.50/barricade
Transportation Expense	\$250.00/event

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 4

PROPOSAL: Approve Locomotive, Ships at Berth and Cargo Handling Equipment Projects Under Proposition 1B-Goods Movement Program, and Amend Award 

SYNOPSIS: On February 5, 2016, the Board approved issuance of Program Announcements for locomotives as well as ships at berth and cargo handling equipment projects under the Proposition 1B-Goods Movement Program. The Program Announcements closed on March 31, 2016. Staff has completed the evaluation of applications and recommends approval of awards for projects involving the replacement of locomotives with Tier 4 or cleaner engines, the replacement of diesel cargo handling equipment with zero emission technology and associated charging infrastructure, and the installation of ship emission capture-and-control systems. These actions are to execute contracts for eligible locomotive replacements and ships at berth and cargo handling equipment projects, subject to CARB's approval, in an amount not to exceed \$32,776,568 from the Proposition 1B-Goods Movement Program Fund (81). This action is also to approve a contractor's same funding amount as earlier awarded but under the SOON Provision instead of the Carl Moyer Program.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTIONS:

1. Authorize the Executive Officer to execute contracts for locomotive replacements with Tier 4 or cleaner engines, as listed in Table 1, subject to CARB approval, in an amount not to exceed \$20,291,600 from the Proposition 1B-Goods Movement Program Fund (81).
2. Authorize the Executive Officer to execute contracts for ships at berth and cargo handling equipment projects, as listed in Table 2, subject to CARB approval, in an amount not to exceed \$12,484,968 from the Proposition 1B-Goods Movement Program Fund (81).

3. Approve the same funding amount to D.A McCosker Construction Co. dba Independent Construction Co. to repower 4 off-road equipment as per their February 5, 2016, award but under the SOON Provision instead of the Carl Moyer Program.

Wayne Nastri
Acting Executive Officer

MMM:FM:VW

Background

Proposition 1B authorizes \$1 billion to CARB for the Goods Movement Emission Reduction Program (Program). Projects funded by this Program must achieve early or extra emission reductions not otherwise required by rules or regulations. To date, CARB has granted close to \$740 million to local agencies for various goods movement projects. SCAQMD has received about \$400 million of these funds for projects involving heavy-duty diesel trucks, locomotives and ships at berth. The vast majority of these projects are currently operational, providing significant emission reduction benefits to the region.

In September 2015, CARB approved funding awards for the Program including \$137.9 million for the Los Angeles/Inland Empire trade corridor. About \$100.9 million of these funds are set aside for heavy-duty truck projects, zero emission transportation refrigeration units and supporting infrastructure. The remaining \$37 million are allocated for locomotive, ships at berth and cargo handling equipment projects. In February 2016, the Board approved issuance of Program Announcements for locomotives (#PA2016-04) and ships at berth and cargo handling equipment projects (#PA2016-03), which closed on March 31, 2016. Staff has completed the evaluations of these projects.

Outreach

Relative to the Proposition 1B-Goods Movement Program projects, and in accordance with SCAQMD's Procurement Policy and Procedure, a public notice advertising the PAs and inviting bids was published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County's Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin.

Additionally, potential bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the PAs has been emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov>).

Proposal

These actions are to execute contracts totaling \$32,776,568 from the Proposition 1B-Goods Movement Program Fund (81), comprised of locomotive replacements with Tier 4 or cleaner engines, as listed in Table 1, in an amount not to exceed \$20,291,600 and ships at berth and cargo handling equipment projects, as listed in Table 2, in an amount not to exceed \$12,484,968. All the projects have been submitted to CARB for compliance check-and-rank list approval. The total estimated emission reductions from the proposed projects are 226 tons per year of NOx and 6 tons per year of PM2.5.

On February 5, 2016, the Board approved funding for D.A. McCosker Construction Co. dba Independent Construction Co. under the Carl Moyer Program. The award should have been approved under the SOON Provision due to the size of the company. This action is to approve the same funding amount for D.A. McCosker Construction Co. dba Independent Construction Co. to repower 4 off-road equipment under the SOON Provision instead of the Carl Moyer Program.

Benefits to SCAQMD

The successful implementation of the locomotive, ships at berth and cargo handling equipment projects will reduce NOx, PM and other pollutant emissions in a cost-effective and expeditious manner, which will help achieve the goals of the AQMP. The new equipment/vehicles funded under this Program are expected to operate for many years providing long-term emission reduction benefits in the region.

Resource Impacts

Funding for the proposed projects shall not exceed \$32,776,568 from the Proposition 1B-Goods Movement Program Fund (81), as reflected in Tables 1 and 2 attached.

Attachments

Table 1: Locomotive Projects

Table 2: Ships at Berth and Cargo Handling Equipment Projects

Table 1: Locomotive Projects

Applicant	Project Type	Number of Units	Maximum Prop. 1B Award
BNSF Railway Company	Replace line-haul locomotives with Tier 4 or cleaner engines	10	\$19,200,000
Metropolitan Stevedore Company	Replace medium horsepower locomotive with Tier 4 or cleaner engine	1	\$1,091,600
Total Prop. 1B Awards for Locomotive Projects:			\$20,291,600

Table 2: Ships at Berth/Cargo Handling Equipment Projects

Applicant	Project Type	Number of Units	Prop. 1B Funds Requested	Total Maximum Prop. 1B Award
International Transportation Service, Inc.	Replace diesel yard trucks with zero emission yard trucks	68	\$6,800,000	\$7,625,000
	Replace diesel forklifts with zero emission forklifts	3	\$55,000	
	Multi-unit chargers	22	\$770,000	
Total Terminals International, LLC	Replace yard trucks with zero emission yard trucks	3	\$300,000	\$335,000
	Multi-unit charger	1	\$35,000	
Advanced Environmental Group, LLC	Install ship emission capture-and-control systems (barge-mounted)	2	\$4,524,968	\$4,524,968
Total Prop. 1B Awards for Ships at Berth/Cargo Handling Equipment Projects:				\$12,484,968

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 5

PROPOSAL: Amend Contract for Heavy-Duty Natural Gas Trucks and Reimburse General Fund for Administrative Costs 

SYNOPSIS: SCAQMD was awarded \$1,160,056 under the FY 2014-15 Diesel Emissions Reduction Act (DERA) Program. Of this \$1,160,056 award, only \$175,000 has been committed to date. On May 6, 2016, the Board awarded a contract to CalPortland Company to replace 150 heavy-duty diesel trucks with 0.02 gram NOx natural gas trucks under the Proposition 1B-Goods Movement Program. Staff recommends adding funds to further reduce the incremental cost of these new trucks. These actions are to amend the contract with CalPortland Company to increase project funding in an amount not to exceed \$930,000 using DERA funds in the Advanced Technology, Outreach, and Education Fund (17) as well as to reimburse the General Fund for administrative costs up to \$55,056 necessary to implement the DERA grant.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTIONS:

Authorize the Chairman to:

1. Amend contract with CalPortland Company dba Catalina Pacific Concrete Company to increase funding awarded for replacement of 80 out of 150 heavy-duty diesel trucks in an amount not to exceed \$930,000 using DERA funds in the Advanced Technology, Outreach, and Education Fund (17); and
2. Authorize reimbursement to the General Fund from DERA funds in the Advanced Technology, Outreach, and Education Fund (17) for administrative costs up to \$55,056 necessary to implement the DERA grant.

Matt Miyasato
Deputy Executive Officer

Background

In August 2015, SCAQMD was awarded \$1,160,056 under the FY 2014-15 Diesel Emissions Reduction Act (DERA) to replace 17 heavy-duty diesel trucks and 15 school buses with alternative fuel vehicles. On December 4, 2015, the Board awarded contracts to public school districts for replacement of 26 school buses, using funds from a previous U.S. EPA grant for 19 buses as well as \$175,000 out of the \$1,160,056 FY 2014-15 DERA Program for 7 buses applied for under a Lower-Emission School Bus Program solicitation that closed on June 6, 2015. Because the solicitation was undersubscribed for model year 1991–2003 school buses, staff proposed and obtained approval to use the remaining \$985,056 for truck replacement projects and associated administrative costs by the end of this calendar year.

On May 6, 2016, the Board awarded a contract to CalPortland Company dba Catalina Pacific Concrete Company to replace 150 heavy-duty diesel trucks with 0.02 gram NO_x CNG trucks as part of the Proposition 1B–Goods Movement Program solicitation that closed on November 20, 2015. The award was for \$15 million at \$150,000 per truck. Among the truck replacement awards that were approved for the 0.02 gram NO_x technology, CalPortland Company is the only company that will be using the commercially available 8.9 liter engine in Class 8 heavy-duty trucks. The other applicants have requested the 12-liter engine, which is not commercially available yet. The FY 2014-15 DERA funds can be used to further reduce the incremental cost of the new CNG trucks awarded to CalPortland Company, thus ensuring the project is successful.

Outreach

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

Additionally, potential bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the PA was emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov>).

Proposal

Staff has evaluated and selected 80 of the 150 replacement truck projects that meet both the DERA and Proposition 1B- Goods Movement Program requirements. Staff has also obtained the U.S. EPA's approval of the eligibility of the engine model years and emission reductions for the selected 80 truck projects. These actions are to amend the contract with CalPortland Company to increase project funding for 80 of the heavy-duty

diesel truck replacement projects in an amount not to exceed \$930,000 using DERA funds in the Advanced Technology, Outreach, and Education Fund (17) as well as to authorize reimbursement to the SCAQMD General Fund from DERA funds in the Advanced Technology, Outreach, and Education Fund (17) for administrative costs up to \$55,056 necessary to implement the DERA grant.

Benefits to SCAQMD

The successful implementation of the projects under the DERA and Proposition 1B-Goods Movements will provide direct emission reductions for both NOx and PM as required by these programs. Since vehicles funded under these programs will operate for the life of the contract and beyond, the emission reductions will provide long-term benefits.

Resource Impacts

Funding shall not exceed \$985,056 using available FY 2014-15 DERA funds in the Advanced Technology, Outreach and Education Fund (17), with \$930,000 going to CalPortland Company and \$55,056 going to the SCAQMD General Fund as reimbursement for administrative costs.

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 6

PROPOSAL: Execute Contract to Develop and Demonstrate Zero Emission Fuel Cell Electric Transit Buses 

SYNOPSIS: The Center for Transportation and the Environment (CTE) has been awarded \$22,347,502 to develop and demonstrate 20 zero emission fuel cell electric transit buses under CARB's Low Carbon Transportation Greenhouse Gas Reduction Fund Investments. Proposed project partners include Orange County Transportation Authority (OCTA), Alameda-Contra Costa Transit District, Bay Area AQMD and SCAQMD with total project costs of \$45,499,859. OCTA will deploy 10 of the 20 buses in their transit service fleet. This action is to execute a contract with CTE for \$1,000,000 from the Clean Fuels Fund (31) for the development and demonstration of zero emission fuel cell electric buses for transit services at OCTA.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTION:

Authorize the Chairman to execute a contract with the Center for Transportation and the Environment in an amount not to exceed \$1,000,000 from the Clean Fuels Fund (31) for the development and demonstration of ten zero emission fuel cell electric buses for transit services at the Orange County Transportation Authority.

Wayne Natri
Acting Executive Officer

MMM:FM:NB

Background

On January 15, 2016, the Center for Transportation and the Environment (CTE) submitted a proposal in response to CARB's solicitation under the Low Carbon Transportation Greenhouse Gas Reduction Fund (GGRF) Investments Grant Solicitation for the Zero Emission Truck and Bus Pilot Commercial Deployment Projects. The

project is intended to accelerate the adoption and commercial deployment of heavy-duty zero emission technologies by deploying 20 fuel cell electric buses and installing supporting refueling infrastructure. Proposed project partners include the Orange County Transportation Authority (OCTA), Alameda-Contra Costa Transit District (AC Transit), Bay Area AQMD and SCAQMD with total project costs of \$45,499,859. On April 14, 2016, CARB notified CTE that the project proposal to develop and demonstrate 20 fuel cell electric transit buses had been selected for a grant award in the amount of \$22,347,502, with the remaining \$23,152,357 in cost-share to be provided by project partners. OCTA will deploy 10 of the 20 fuel cell electric buses in their transit service fleet, which will be supported by a new hydrogen fueling station at the OCTA bus depot in Santa Ana, providing transit services in Anaheim, Santa Ana and surrounding cities. AC Transit will receive the other ten buses, similarly supported by an upgraded hydrogen fueling station, providing transit services in the East Bay from San Pablo to San Leandro.

Proposal

Since industry partnerships are essential to driving down costs and enabling accessibility to zero emission technology for transit agencies nationwide, the fuel cell electric buses for this project will be built through an industry collaboration between New Flyer and Ballard Power Systems. New Flyer is the leading manufacturer of heavy-duty buses in the U.S. and Canada, with nearly 50 percent of market share. Their commitment to deploying fuel cell technology continues to grow as they are currently developing the only manufacturer-warranted hydrogen fuel cell bus. Ballard Power Systems, a fuel cell and power plant supplier, has deployed more than 100 fuel cells in transit fleets around the world and accumulated in excess of five million miles of operation.

To support the fuel cell electric buses, this project will deploy a constant pressure storage system developed by Linde, LLC, to fuel the last buses as quickly as the first bus. Linde has extensive experience designing and building large-scale fuel cell bus infrastructure worldwide. Linde's technology is well-established, commercially available and fully capable of providing the high-volume throughput and rapid fills necessary to support the operation of these high-capacity, heavy-duty vehicles.

Hydrogen storage will be roof mounted similar to CNG storage on the New Flyer Xcelsior® XN40 model. A total of 38 kg hydrogen storage is provided in 16-inch diameter by 123-inch tanks at 350 bar pressure. Tanks may be Type 4 (composite with polymer liner) or Type 3 composite with an aluminum liner. The hydrogen storage system is designed for fast fill according to SAE J2601-2 and safety protocols according to SAE J2578, with an expected fill time of approximately 6 minutes. Onboard hydrogen storage is expected to provide a daily range of 250-300 miles, and the buses will receive a full six-year warranty per 250,000 miles as well as service and support for the fuel cell, battery storage and hybrid propulsion systems.

The overall goal of the project is to realize near- and long-term commercialization goals and establish fuel cell electric buses as an industry standard. CTE, which will administer and provide oversight for this project, has previously worked with numerous transit agencies and bus manufacturers engaged in publicly funded programs to develop and deploy zero emission, fuel cell electric, and battery-electric transit buses, as well as fuel cell drayage trucks. This action is to execute a contract with CTE for the development and demonstration of ten zero emission fuel cell electric buses for transit services at OCTA.

Sole Source Justification

Section VIII.B.2. of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified. The request for sole source awards for this project is made under the provisions B.2.c.(1): The unique experience and capabilities of the proposed contractor or contractor team; B.2.c.(2): The project involves the use of proprietary technology; and B.2.d.(1): Projects involving cost-sharing by multiple sponsors. New Flyer and Ballard each have extensive knowledge and experience in advanced electric and fuel cell transit bus technologies that are needed to successfully complete this project. The manufacturers will utilize their proprietary technologies in the development of transit buses to improve system reliability, efficiency and costs over previous generations. This demonstration project will be cost-shared by CARB and the proposed project partners.

Benefits to SCAQMD

Projects to support development and demonstration of various electric container transport technologies are included in the *Technology Advancement Office Clean Fuels Program 2016 Plan Update* under the categories of “Hydrogen and Fuel Cell Technologies and Infrastructure”. This project is to develop and demonstrate zero emission heavy-duty fuel cell electric buses for transit services. Successful demonstration of such projects will contribute to the attainment of clean air standards in the South Coast Air Basin by eliminating PM and NOx emissions from replaced CNG and diesel transit buses.

Resource Impacts

The SCAQMD’s cost-share will not exceed \$1,000,000 from the Clean Fuels Fund (31). The estimated total project cost is \$45,499,859, to be funded with \$22,347,502 from CARB and the remainder from other project partners including SCAQMD, as follows:


Project Partner	Funding Amount	Percent
CARB	\$22,347,502	49
OCTA	\$9,334,772	21
AC Transit	\$8,710,000	19
Other Partners & In-Kind	\$3,107,585	7
BAAQMD	\$1,000,000	2
SCAQMD (<i>requested</i>)	\$1,000,000	2
Total	\$45,499,859	100

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

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BOARD MEETING DATE: July 8, 2016

AGENDA NO. 7

PROPOSAL: Recognize Revenue from Participating Members of California Natural Gas Vehicle Partnership, Transfer Funds for SCAQMD's Membership, and Approve Budget and Expenditures for Activities and Projects during FYs 2016-17 and 2017-18 

SYNOPSIS: The Board established the California Natural Gas Vehicle Partnership (CNGVP) to promote greater deployment of natural gas vehicles in California. To fund program administration, activities and projects, and achieve the goals of the CNGVP, Steering Committee members pay dues for a two-year membership while Associate members participate through in-kind contributions. These actions are to: 1) recognize revenue from participating and future CNGVP members; 2) transfer \$25,000 from the Clean Fuels Fund (31) into the Natural Gas Vehicle Partnership Fund (40) for SCAQMD's two-year membership for FYs 2016-17 and 2017-18; 3) approve the FYs 2016-17 and 2017-18 CNGVP Budget; and 4) authorize the Executive Officer to approve individual expenditures, as approved by the CNGVP for FYs 2016-17 and 2017-18, up to \$75,000 but not to exceed \$225,000 for each fiscal year.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize, upon receipt, up to \$130,000 in membership dues over a two-year period from participating and future members of the CNGVP into the Natural Gas Vehicle Partnership Fund (40);
2. Authorize the transfer of \$25,000 from the Clean Fuels Fund (31) into the Natural Gas Vehicle Partnership Fund (40) for SCAQMD's two-year membership for FYs 2016-17 and 2017-18;
3. Approve the CNGVP budget for FYs 2016-17 and 2017-18 as provided in Table 3; and

4. Authorize the Executive Officer to approve expenditures from the Natural Gas Vehicle Partnership Fund (40) for activities and projects selected by the CNGVP designed to meet partnership goals, as described in this letter and Table 4, for FYs 2016-17 and 2017-18 in budgeted amounts up to \$75,000 for individual expenditures, contingent upon availability of funds.

Wayne Natri
Acting Executive Officer

MMM:HH:DKS:PMB

Background

In 2002, the Governing Board approved the creation of the California Natural Gas Vehicle Partnership (CNGVP) to accelerate development of advanced natural gas vehicle technologies, establish a benchmark for lowering emissions from petroleum-based engines and provide a pathway for fuel cell use in the future.

The SCAQMD spearheaded the formation of the CNGVP (comprising state and federal air quality, transportation and energy agencies, together with vehicle and engine manufacturers, fuel providers, transit organizations and refuse haulers) to facilitate the advancement of natural gas vehicle technology and deployment. The Partnership's Steering Committee meets on a periodic basis with high-level representation from each participating member.

Routine activities of the Partnership include quarterly meetings of the Steering Committee and maintaining the CNGVP website (cngvp.org), which is currently performed under contract with Gladstein, Neandross and Associates (GNA). The website promotes the activities of the CNGVP and the natural gas vehicle industry in general. Periodic activities of the CNGVP include sponsoring or cosponsoring events and the development of key documents relative to natural gas vehicles.

Over the past two years, individual members of the CNGVP have been active in expanding the natural gas refueling infrastructure in California and the rest of the nation, helped develop an ultra-low NOx natural gas engine that is 90 percent cleaner than the current on-road heavy-duty engine exhaust standard, and promoted the use of renewable natural gas. In addition, the CNGVP has participated or been involved in the following:

1. Development of a technical white paper exploring the need to deploy zero emission and near-zero emission heavy-duty vehicle technologies on a wide-scale basis in the U.S., in combination with the use of renewable natural gas. The combination can offer an array of environmental and economic benefits,

including job creation, improved air quality and a number of environmental waste stream management improvements that will accrue at local levels. The white paper titled “Game Changer – Next Generation Heavy-Duty Natural Gas Engines Fueled by Renewable Natural Gas” was released on May 3, 2016.

2. Cosponsorship of and participation at the Advanced Clean Transportation (ACT) Expo in Long Beach (May 2-5, 2016) and the Rethink Methane Symposium in Sacramento (June 29-30, 2016).

Proposal

The CNGVP operates on a two-year budget cycle. These actions are to: 1) recognize revenue from participating, anticipated and future members for FYs 2016-17 and 2017-18; 2) transfer funds from the Clean Fuels Fund (31) into the Natural Gas Vehicle Partnership Fund (40) for SCAQMD’s two-year membership for FYs 2016-17 and 2017-18; 3) approve the FYs 2016-17 and 2017-18 CNGVP budget; and 4) authorize the Executive Officer to approve individual expenditures as selected by the CNGVP for FYs 2016-17 and 2017-18.

During FYs 2014-15 and 2015-16, the CNGVP Steering Committee was comprised of ten members (Table 1). In April 2016, Trillium CNG, which recently joined the Love’s Family of Companies, requested to join the CNGVP as a Steering Committee member for the next two-year cycle. Trillium CNG has installed numerous natural gas fueling stations allowing for wider scale deployment of natural gas vehicles in fleet operations. The CNGVP Steering Committee approved Trillium’s request at its April 26, 2016 meeting. Table 2 lists the 13 Associate Members consisting of transit districts, public agencies, school districts and environmental organizations as well as the CEC and U.S. EPA.

Table 1. CNGVP Steering Committee Membership

CR&R Inc.
The Kroger Company
Waste Management, Inc.
Agility Fuel Systems
Westport Innovations Inc.
Clean Energy Fuels
Sempra Energy Utilities
U.S. Department of Energy
California Air Resources Board
South Coast Air Quality Management District

Table 2. CNGVP Associate Membership

Foothill Transit
SunLine Transit Agency
Orange County Transportation Authority
Los Angeles Metropolitan Transportation Authority
City of Los Angeles
Colton Unified School District
University of California Davis
Coalition for Clean Air
Union of Concerned Scientists
Natural Resources Defense Council
California Energy Commission
San Joaquin Valley Air Pollution Control District
U.S. Environmental Protection Agency

Each Steering Committee member contributes a two-year membership fee of \$25,000 (or \$10,000, if the entity is an end-user who desires to be on the Steering Committee) to fund program administration, activities and projects to achieve the goals of the CNGVP. The Associate Members do not have membership dues, but participate through in-kind contributions providing valuable assistance in further deploying natural gas vehicles.

In July 2014, the SCAQMD Board approved the CNGVP’s FYs 2014-15 and 2015-16 Budget. Table 3 shows the revenues and expenditures since this budget was approved. In addition to conference sponsorships and cofunding of the “Game Changer” white paper, at its April 26, 2016 meeting, the CNGVP Steering Committee approved amending the contract with GNA for website maintenance to extend the performance period through December 31, 2016, at a cost not to exceed \$15,000, based upon the current rate of \$2,500 per month, from the Natural Gas Vehicle Partnership Fund (Fund 40). This additional expenditure is included in Table 3 below.

Table 3. CNGVP Fund Revenues and Expenditures

Revenues (July 2014 – June 2016)	\$544,522
Available Funds (as of July 2014)	\$409,233
Membership Dues Received	\$130,000
Interest Earned	\$5,289
Expenditures (July 2014 – June 2016)	(\$159,450)
Website Maintenance (GNA Contract #12308)	(\$82,500)
Facility & Meeting Support	(\$950)
Special Consultation & Activity Coordination	(\$50,000)
Conference Sponsorship	(\$26,000)
Available Fund Balance for FYs 2016-17 and 2017-18	\$385,072

The CNGVP Steering Committee two-year membership dues are currently up for renewal. If all current members renew their memberships, the Natural Gas Vehicle Partnership Fund (40) would be replenished with revenues totaling \$130,000 over the next two years. The proposed budget for FYs 2016-17 (July 1, 2016 to June 30, 2017) and 2017-18 (July 1, 2017 to June 30, 2018), which is outlined in Table 4, was approved at the CNGVP's April 26, 2016 Steering Committee meeting, pending SCAQMD Board consideration.

Table 4. Proposed FYs 2016-17 and 2017-18 CNGVP Budget

Available Funds for FYs 2016-17 and 2017-18	\$385,072
Anticipated Membership Dues	\$130,000
Total Anticipated Available Funds	\$515,072
<u>Proposed Budget Expenditures</u>	\$278,200
Website Maintenance (January 1, 2017 through June 30, 2018)	\$60,000
Facility and Meeting Support	\$3,200
Special Consultation and Activity Coordination	\$150,000
Conference/Exhibition Sponsorships	\$65,000
Estimated Unallocated Fund Balance	\$236,872

For FYs 2016-17 and 2017-18, the CNGVP membership will be directing their efforts toward further commercializing natural gas engine platforms that have significantly lower emissions than the current 2010 on-road emission standards. It is expected that by mid- to late-2017 the next ultra-low NOx natural gas engine will become available for use in Class 7 and 8 tractor-trailer trucks which are used primarily in the goods movement sector. These efforts will include outreach and education to further the deployment of near-zero medium- and heavy-duty engines. The CNGVP will also continue efforts to enhance the refueling infrastructure in California with an emphasis on greater use of renewable natural gas. Furthermore, the CNGVP plans to continue cosponsoring relevant conferences, identifying projects and studies to further the deployment of next-generation natural gas engines, and advancing the use of renewable natural gas.

Benefits to SCAQMD

The implementation of this Partnership has brought public and private stakeholders together to assist in the development and deployment of advanced natural gas vehicles and refueling infrastructure expansion. The CNGVP will continue its leadership role to work with original equipment manufacturers, government and the public towards the

advancement of natural gas vehicles in the marketplace to further address criteria pollutant emissions as well as greenhouse gases and energy needs. This will, in turn, increase the natural gas role as a low-emission displacement or augmentation to petroleum fuel where economically feasible. These activities are included in the *Technology Advancement Office Clean Fuels Program 2016 Plan Update* under “Infrastructure and Deployment (NG/RNG)” and “Assess and Support Advanced Technologies and Disseminate Information”.


Resource Impact

The current fund balance totaling \$385,072 plus anticipated membership fees over the next two years up to \$130,000 are sufficient to cover projected CNGVP expenditures, budgeted at \$278,200 for FYs 2016-17 and 2017-18. The SCAQMD’s two-year membership for FYs 2016-17 and 2017-18 will not exceed \$25,000 from the Clean Fuels Fund (31). There are sufficient funds in the Clean Fuels Fund (31) for this membership fee.

The Clean Fuels Program Fund (31) was established as a special revenue fund resulting from the state-mandated Clean Fuels Program. The Clean Fuels Program, under Health and Safety Code Sections 40448.5 and 40512 and Vehicle Code Section 9250.11, establishes the mechanism 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. There are no other fiscal impacts associated with these recommended actions.

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 8

PROPOSAL: Issue Request for Information to Develop, Integrate and Demonstrate Ultra-Low Emission Diesel Engines for On-Road Heavy-Duty Vehicles 

SYNOPSIS: Significant emission reductions are needed from on-road heavy-duty vehicles to meet federal ozone and fine particulate air quality standards. A new generation of heavy-duty natural gas engines is now certified by CARB and U.S. EPA to achieve a 0.02 g/bhp-hr NOx emission level, which is 90% cleaner than the current on-road heavy-duty NOx exhaust emission standard. Since diesel engines are expected to dominate the market for on-road heavy-duty vehicles for the foreseeable future, there is a need to develop, integrate and demonstrate next generation heavy-duty diesel engines that are capable of achieving emission levels 90% cleaner than the current NOx emission standard. This action is to issue a Request for Information to develop, integrate and demonstrate ultra-low emission diesel engines for on-road heavy-duty vehicles with the goal of commercializing such engines in the 2019-2021 timeframe.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTION:

Approve Issuance of Request for Information RFI2017-01 to develop, integrate and demonstrate ultra-low emission diesel engines for on-road heavy duty vehicles.

Wayne Natri
Acting Executive Officer

MMM:HH:AO:RC

Background

On-road heavy-duty vehicles are currently one of the largest sources of NOx emissions in the South Coast Air Basin. Reductions of on-road heavy-duty vehicle NOx emission reductions beyond the 2010 NOx emission standard will be required to meet federal ambient air quality standards. Consequently, the SCAQMD, CEC, Southern California Gas Company, Cummins Inc. and Cummins Westport, Inc. (CWI) cofunded the

development of on-road heavy-duty natural gas engines that are 90% cleaner than the current on-road heavy-duty NOx exhaust emission standard. As a result, a new generation of on-road heavy-duty CWI 8.9-liter natural gas engines is now certified by CARB and U.S. EPA to achieve a 90% cleaner NOx emission level, and CWI began production of the engine in 2016. Additionally, similar efforts are being devoted to develop an 11.9-liter natural gas engine capable of achieving a 90% cleaner NOx emission level.

Although natural gas engines have been available for many years, diesel engines continue to dominate the market for on-road heavy-duty vehicles, particularly those operating interstate. Diesel engines and emission control technologies are different than those for natural gas engines and the technologies leading to the 90% cleaner NOx natural gas engines are generally not applicable to diesel engines. Development of diesel engines capable of achieving 90% lower NOx emissions will require additional research by engine manufacturers committed to commercializing the technology in the near future. The development of ultra-low NOx diesel engines will significantly reduce emissions from the on-road heavy-duty source category and assist the region in meeting federal ambient air quality standards.

Proposal

This action is to issue Request for Information (RFI) 2017-01 to solicit information from diesel engine manufacturers and other entities to identify ultra-low NOx emission technology strategies that will result in commercially viable diesel engine technologies for on-road heavy-duty vehicles that are capable of achieving emission levels 90% cleaner than the current 2010 emission standards for NOx and reduce particulate matter emissions to the greatest extent possible. The technologies may include engine modifications, engine management algorithms and aftertreatment technologies for engines that operate exclusively on diesel and/or renewable liquid fuels.

The information provided under this RFI will be used to determine the state of advanced ultra-low emission engine technologies for on-road heavy-duty diesel engines. Based on this information, staff will evaluate the funding levels needed to conduct the development and demonstration (including potential cofunding entities) of ultra-low NOx diesel engines and will recommend to the Board at a future meeting the release of one or more RFPs to solicit more detailed proposals for the development and demonstration of ultra-low emission heavy-duty on-road diesel engines.

Outreach

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

Additionally, potential bidders may be notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the RFI will be emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov>) where it can be viewed by making the selection "Grants & Bids."

Benefits to SCAQMD

This RFI will generate a list of ultra-low NOx and PM emission technology strategies that will result in commercially viable on-road heavy-duty diesel engines that exceed 2010 emission standards to the greatest extent possible. The development, demonstration and deployment of these ultra-low emissions diesel engine technologies will achieve significant NOx emissions reductions from on-road heavy-duty vehicles and help the region attain federal ambient air quality standards.

Resource Impacts

This action will not create any financial commitment since the RFI only seeks information about the state of advanced low emission diesel engine technologies for future development and demonstration programs.

Attachment

RFI #2017-01 – Develop, Integrate and Demonstrate Ultra-Low Emission Diesel Engines for On-Road Heavy-Duty Vehicles

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

REQUEST FOR INFORMATION

DEVELOP, INTEGRATE AND DEMONSTRATE ULTRA-LOW EMISSION DIESEL ENGINES FOR ON-ROAD HEAVY-DUTY VEHICLES

RFI2017-01

The South Coast Air Quality Management District (SCAQMD) requests information for the following purpose according to the terms and conditions attached. In the preparation of this Request for Information (RFI), the words “Respondent”, Qualified Entity, and “Qualified Entities” are used interchangeably.

PURPOSE/INTRODUCTION

The purpose of this RFI is to obtain information from qualified entities to identify low nitrogen oxides (NOx) and potentially lower particulate matter (PM) emission technology strategies that will result in commercially viable diesel engine technologies suitable for on-road heavy-duty vehicle applications. The engine technologies must operate exclusively on commercially available diesel and/or renewable liquid fuels meeting California Air Resources Board (CARB) diesel specifications. For the purpose of this RFI, a qualified entity is an engine manufacturer currently supplying diesel engines for heavy-duty vehicles sold in North America; an aftertreatment technology manufacturer; and an individual or entity with a wide range of knowledge and experience in developing, emissions testing, and commercialization of diesel engine and engine exhaust aftertreatment technologies for heavy-duty vehicle applications.

The purpose of this RFI is to identify diesel engine technologies that are significantly cleaner than the 2010 on-road engine exhaust emissions standard of 0.2 g/bhp-hr NOx with the primary goal of at least 90% cleaner in NOx emissions while maintaining average ammonia emissions at 10ppm or less. A secondary goal is to identify diesel engine technologies that provide the greatest possible reduction in particulate matter and greenhouse gas (GHG) emissions while meeting the primary goal. In responding to the RFI, respondents will need to identify and describe the following:

- Low emission technology strategies for diesel engines capable of achieving the emission goals under this RFI.
- Exhaust aftertreatment technology and associated subsystems that will be part of the strategy.
- Overall approach to how the engine technology will meet the emission goals and satisfy the sequence of activities (engine technology design, analysis, development, fabrication, integration, demonstration and deployment) needed to produce commercially viable U.S. Environmental Protection Agency (EPA) and CARB certified on-road diesel engines.

SCAQMD intends to use the information provided under this RFI to determine the state of the technology for ultra-low NOx emission diesel engines. Based on this information, SCAQMD may issue a public solicitation for more detailed proposals for the development and demonstration of ultra-low emission diesel engines for heavy-duty on-road vehicles.

SECTION I: BACKGROUND

Despite the last two decades of aggressive efforts to reduce air pollution, the South Coast Air Basin (Basin) continues to have some of the worst air quality in the U.S. based on the number of exceedances of the National Ambient Air Quality Standards for ozone and fine particulate matter. The Basin is designated “serious” nonattainment for the fine particulate matter air quality standard and “extreme” nonattainment for the 8-hr ozone air quality standard. On-road heavy-duty diesel vehicles are currently one of the largest sources of NOx emissions, which are precursors to ozone and fine particulate matter formation in the Basin. This source category is projected to continue to be one of the largest contributors to NOx emissions, even as the legacy fleet of older and higher polluting vehicles are retired and replaced with the cleanest vehicles meeting the 2010 heavy-duty engine exhaust emission standards. Research, sponsored in part by the SCAQMD, is being conducted for the next generation natural gas engines to achieve a 90% cleaner NOx emissions level compared to the current emission standard. As a result, an 8.9-liter natural gas engine has recently been certified by CARB and U.S. EPA to achieve a 90% cleaner NOx emissions level and is now in commercial production.

Although natural gas engines have been available for many years, diesel engines continue to dominate the market for on-road heavy-duty vehicles, particularly those operating interstate. As a result, diesel engines are expected to remain the predominant engine used for goods movement trucks for the foreseeable future. Diesel engines and emission control technologies are different than for natural gas engines and the technologies leading to 0.02 g/bhp-hr NOx natural engines are generally not applicable to diesel engines. Development of 0.02 g/bhp-hr NOx diesel engines will require new research by an engine manufacturer committed to commercializing the technology in the near future. The development of 0.02 g/bhp-hr NOx diesel engines will significantly reduce emissions from the on-road heavy-duty source category and assist the region in meeting federal ambient air quality standards.

SECTION II: TECHNOLOGY GUIDELINE

The RFI targets any low emission technology strategy that includes a diesel engine, aftertreatment technology, and may include electric hybrid technologies. In identifying potential low emission technology strategies under this RFI, respondents must, at a minimum, consider strategies that will result in a commercially viable engine technology capable of:

- Achieving the emission goals of this RFI as measured over the U.S. EPA transient emission test cycle for heavy-duty on-road engines;
- Achieving anticipated future U.S. EPA GHG standards; and
- Being commercialized in the 2019-2021 time frame.

SECTION III: INFORMATION REQUESTED

The purpose of the RFI is to seek information from qualified entities to identify ultra-low NOx emission technology strategies that will result in commercially viable diesel engine technologies suitable for heavy-duty vehicle applications. A typical qualified entity is an engine manufacturer currently supplying diesel engines for heavy-duty vehicles sold in

North America; an aftertreatment technology manufacturer; and an individual or entity with a wide range of knowledge and experience in developing, emissions testing and commercialization of diesel engine and engine exhaust aftertreatment technologies for heavy-duty vehicle applications.

The primary goal of this RFI is to identify diesel engine and aftertreatment technologies that are at least 90% cleaner in NO_x emissions than the 2010 0.2 g/bhp-hr NO_x engine exhaust emissions standard. The secondary goal is to identify diesel engine technologies that provide the greatest possible reduction in particulate matter and GHG emissions while meeting the primary goal.

This RFI is divided into three areas of interest including low emission technology strategy, technology strategy implementation and cost. Respondents must address concisely the information requested in each area of interest (Tasks and sub-Tasks) in the format specified in Section V – Response Format and Requirements. The information provided must be specific enough to facilitate the determination of the state of the technology for low emission diesel engines and select the most commercially viable of these technologies for development and demonstration on vehicles used in the Basin.

Task 1 – Low Emission Technology Strategy

The objective of this task is for a qualified entity to provide detailed information on all feasible low NO_x emission technology strategies capable of achieving the emissions targets of this RFI and resulting in commercially viable U.S. EPA certified diesel engine technologies for heavy-duty diesel vehicle application. To meet this objective, respondents must:

- 1.1. Identify and provide a detailed description of their low emission technology strategies that can meet the emission goals in this RFI;
- 1.2. Identify the intended vehicle applications using the low emission technology strategies;
- 1.3. Identify and present a detailed description of the exhaust aftertreatment technology and associated subsystems that are part of each technology strategy;
- 1.4. Provide detailed information on the state of development of each low emission technology strategy; and
- 1.5. Provide a detailed discussion on the expected emission benefits for each strategy.

Task 2 –Technology Strategy Implementation

The objective of this task is for a qualified entity to provide a detailed implementation approach for each technology strategy in Task 1. This task will include a work plan, which will clearly identify and describe all engine and exhaust aftertreatment development activities, including design and analysis, hardware fabrication and procurement, emissions testing, integration and demonstration. In addition, this task will reaffirm respondent's response to Task 1.4 and the maturity of each emission technology strategy. The respondent must present a work plan for each strategy addressing the following:

- 2.1. The design, analysis and development of the technology including modeling, prototype fabrication and testing;
- 2.2. Emissions testing of engine and associated exhaust aftertreatment technology;

- 2.3. Integration of the engine and associated aftertreatment technology into vehicles;
- 2.4. Vehicle demonstration and system validation; and
- 2.5. Commercialization and deployment of the ultra-low NOx technology.

Task 3 – Project Cost

The objective of this task is to determine the cost of each technology strategy. To meet this objective, respondents must provide an estimate of the cost for:

- 3.1 Technology planning, design and analysis and development through prototype stage;
- 3.2 Vehicle integration and demonstration of the technology;
- 3.3 Emission certification testing including onboard diagnostic (OBD) compliance; and
- 3.4 Capital investment required for commercial production of the technology.

SECTION IV: SCHEDULE of EVENTS

July 8, 2016	Release of RFI
September 7, 2016	RFI responses due by 1 p.m.

SECTION V: RESPONSE FORMAT and REQUIREMENTS

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

Cover Letter

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

Table of Contents

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

Executive Summary

Limited to three (3) pages, an overview of the low emission technology strategies for diesel engines must be provided in the executive summary along with a short statement on the plans and approaches to develop, demonstrate, integrate and deploy the technology including project costs, schedules and financial viability. The summary shall also address expected environmental benefits including reductions in fuel consumptions, criteria pollutants and GHG emissions. A brief background on the experience and qualifications of the respondent and its associates related to the technology shall be also included in this section.

Technology Description and Application

Respondents must provide a comprehensive discussion of the low emission technology strategies, including information requested in Tasks 1 and 2 in Section III – Information Requested of this RFI.

Project Work Plan

Respondents must provide a discussion of how the low emission technology strategies will be implemented including clearly identifying and describing activities outlined in Tasks 1 and 2 of Section III – Information Requested of this RFP. Additionally, this work plan must also include the following:

- A time schedule of the major phases, in Gantt chart form; and
- A list of significant milestones or project deliverables and their projected calendar delivery dates.

Project Costs

Respondents must provide all the information requested in Task 3 of Section III – Information Requested of this RFI.

Respondent Qualifications and Background

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

Submittal Requirements

Three (3) complete copies of the Concept Paper must be submitted in a sealed envelope, plainly marked in the upper, left-hand corner with the name and address of the Respondent with the words, “Request for Information RFI2017-01.” It should be addressed to:

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

Concept Papers are due no later than 1:00 p.m. on September 7, 2016.

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

All responses shall become the property of the SCAQMD. One copy of the responses shall be retained for SCAQMD files. Additional copies and materials will be returned only if requested and at the Respondent’s expense. SCAQMD considers information

submitted in response to this RFI in the public domain, in conformance with the California Public Records Act. Any trade secret information may be submitted to the SCAQMD in a separate document in which the trade secret information is specifically identified. SCAQMD agrees to treat such trade secret information in accordance with its Public Records Act guidelines relating to trade secret information.


SCAQMD CONTACT

Questions regarding this RFI should be addressed to:

Richard Carlson
Air Quality Specialist
South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765
909-396-3996; Fax: 909-396-3324
E-mail: rcarlson@aqmd.gov

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 9

PROPOSAL: Recognize Revenue and Appropriate Funds from Clean Fuels, Carl Moyer AB 923 and Proposition 1B-Goods Movement Programs for Administrative Support, Outreach and Education, Capital Outlays, and Related Activities 

SYNOPSIS: The Technology Advancement Office executes hundreds of contracts annually to implement incentive, demonstration and technology transfer projects, involving ongoing administrative support, outreach and education, capital outlays, and related activities. This action is to recognize up to \$1,660,000 in revenue into the General Fund and appropriate \$1,660,000 to the Science & Technology Advancement FY 2016-17 Budget from the following special revenue funds: \$1,285,000 from the Clean Fuels Program Fund (31); \$75,000 from the Carl Moyer Program AB 923 Fund (80); and \$300,000 from the Proposition 1B-Goods Movement Program Fund (81). These appropriations will ensure flexibility and expediency in administering and implementing these programs and in procuring and maintaining equipment required by the programs. Publication requirements will be waived for advanced technology vehicle acquisitions as they are available from limited dealerships.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize up to \$1,375,000 into the General Fund and appropriate \$1,375,000 to the Science & Technology Advancement FY 2016-17 Budget (Org. 49), Services and Supplies Major Object, Professional and Special Services Account, from the following special revenue funds:
 - a. \$1,000,000 from the Clean Fuels Program Fund (31);
 - b. \$75,000 from the administrative portion of the Carl Moyer Program AB 923 Fund (80); and
 - c. \$300,000 from the administrative portion of the Proposition 1B-Goods Movement Program Fund (81).
2. Recognize \$285,000 from the Clean Fuels Fund (31) into the General Fund and appropriate \$285,000 to the Science & Technology Advancement FY 2016-17 Budget (Org. 49), Capital Outlays Major Object, Capital Outlays Account.

3. Authorize the Procurement Manager to waive publication requirements for advertised procurements of up to nine advanced technology vehicles at a cost not to exceed \$250,000.

Wayne Natri
Acting Executive Officer

MMM:FM:NB

Background

The Technology Advancement Office (TAO) conducts the agency's research, development, demonstration and deployment activities, implements several on- and off-road incentive programs, and performs various technology outreach and education activities, including event cosponsorships. The funding authorizations associated with these activities are the Clean Fuels Program Fund (31), the Carl Moyer Program AB 923 Fund (80), and the Proposition 1B-Goods Movement Program Fund (81). Overall, TAO administers and monitors thousands of contracts annually.

The SCAQMD recognizes and appropriates the revenues from these special programs to special revenue funds, separate from the SCAQMD's General Fund, to clearly delineate the program operation revenues, which have statutory constraints imposed on their use. Additionally, the Clean Fuels, Carl Moyer and Proposition 1B Programs allow up to five percent for administrative costs.

TAO also implements the Alternative Fuel Vehicle Demonstration Program, which demonstrates advanced vehicle technologies to test new technologies and educate consumers. While there are currently a variety of plug-in hybrid electric, electric and fuel cell vehicles in the Program, the periodic lease or purchase of additional vehicles is necessary to showcase new light-duty vehicle technologies.

Additionally, SCAQMD's building is a showcase for advanced stationary technology, including three solar PV systems totaling 160 kW on the rooftop and a 75kW solar PV carport above the parking garage. It is also a showcase for alternative fuel infrastructure, including a hydrogen fueling station and electric vehicle charging equipment.

Proposal

This action is to recognize a small portion of funds from the Clean Fuels Fund (31) and a portion of the administrative funds from the Carl Moyer Program AB 923 Fund (80) and Proposition 1B-Goods Movement Program Fund (81) into the SCAQMD's General Fund and to appropriate those funds into the Science & Technology Advancement (STA) FY 2016-17 Budget. This will allow management flexibility and expediency in addressing program implementation issues and will support administrative, outreach and education, capital outlays, and related activities to successfully implement and oversee these programs.

Clean Fuels Program

The appropriation of funds would enable a range of activities involved in implementing the Clean Fuels Program. These activities are expected to include but not be limited to the following areas:

Technical Assistance

Technical assistance is needed in the areas of battery electric and hybrid vehicles, low-emission engine development, emissions testing and analysis, hydrogen and natural gas fueling infrastructure development, alternative fuel vehicles and health impacts studies.

Expert Consultation

Consultants provide expertise on new and emerging technologies, development of emission control technologies and analyses of demonstration projects including alternative fuels, fuel cells, natural gas and hydrogen fueling infrastructure, battery and hybrid electric vehicles, renewable energy and particulate matter control technologies. Assignments for these consultants are expected to be short term and time sensitive.

Outreach & Education and Conference Sponsorships

SCAQMD is often asked to provide support for technical conferences and other outreach and education activities related to implementation of the Clean Fuels Program and the Technology Advancement Office, and periodically uses consultant services. These conferences provide opportunities for the SCAQMD to inform the public, communicate its programs to broad audiences, and receive input from public and private organizations. Public outreach and education is important for commercialization and to foster acceptance of new technologies.

Advanced Technology Vehicle Leases and/or Purchases

In order to showcase and demonstrate a variety of advanced, low-emission technologies, the SCAQMD often leases or purchases clean vehicles to educate public and private organizations on the benefits of advanced technologies, as well as provide valuable in-use test data to the manufacturers. Pursuant to the Governing Board-approved procurement policy, staff will work directly with the Procurement Manager to lease or purchase such vehicles with a total cost of under \$75,000, and seek approval from the Board for an amount that exceeds \$75,000.

Equipment for Advanced Stationary/Infrastructure Technology

SCAQMD's rooftop solar PV system includes both Building Integrated Photovoltaic (BIVP) systems and more conventional crystalline silicon panels to demonstrate and monitor performance of the different systems side by side. SCAQMD's Headquarters also showcases a solar PV carport and advanced infrastructure technology including the hydrogen fueling station and electric vehicle charging equipment. Funds are required to periodically upgrade and repair this equipment.

Administrative & Other Costs

Funds are also required to support the administrative operation of the Clean Fuels Program. These costs include but are not limited to postage and public notice advertisements for solicitations and other project-related mailings, travel and conference-related expenses for participation at program planning and implementation events and meetings, and costs necessary to enhance or expand existing program-related activities.

Carl Moyer and Prop 1B Programs

The appropriation of funds would facilitate support for various activities related to the implementation of these incentive programs. These activities are expected to include but not be limited to the following areas:

Technical Assistance

Technical assistance is needed for evaluation of different types of vehicles and equipment to determine their eligibility and the amount of incentive funding that can be provided in compliance with the requirements of the Carl Moyer and Proposition 1B Program guidelines and applicable rules and regulations.

Expert Consultation

Consultants provide expertise on availability of new and emerging technologies and commercialization potential of lower-emitting vehicles and related infrastructure. Assignments for these consultants are expected to be short term and time sensitive.

Outreach & Education and Conference Sponsorships

During each funding cycle, the SCAQMD conducts several equipment-specific and general workshops. SCAQMD staff participates in conferences and performs extensive outreach activities to enhance public awareness for the Carl Moyer and Proposition 1B Programs. Staff also helps potential applicants to take advantage of funding opportunities in all eligible equipment categories. In addition, SCAQMD participates in conferences to communicate its incentive-funding programs to broad audiences and to inform the public about these opportunities. Public outreach plays an important role in commercialization of new technologies.

Administrative & Other Costs

Funds are also required to support the operation of the Carl Moyer and Proposition 1B Programs. These costs can include but are not limited to postage and public notice advertisements for solicitations and other project-related mailings as well as costs associated with performing or meeting program objectives.

Benefits to SCAQMD

The appropriation of funds from these three special revenue funds to STA's FY 2016-17 Budget will ensure successful implementation and oversight of TAO's demonstration, technology transfer and incentive programs as well as outreach and education efforts, ultimately achieving emissions reductions and moving the region closer to attainment of air quality standards. These activities are included in the *Technology Advancement Office Clean Fuels Program 2016 Plan Update* under "Assessment and Technical Support of Advanced Technologies and Information Dissemination" and "Support for Implementation of Various Clean Fuels Vehicle Incentive Programs."

Procurement Process

For specialized, new advanced technology vehicles, staff is requesting to waive publication requirements, in accordance with Section VII.A of the Procurement Policy and Procedure, because these vehicles are only available from limited regional dealerships. Furthermore, in those instances where limited regional dealerships are offering the advanced technology vehicles, an informal bid process using selection criteria in the 2013 California Advanced Technology Partial Zero Emission Vehicle emissions certification, as well as timely response and favorable purchase or lease prices, will be used to solicit quotes.

For specialized, new advanced technology vehicles available from only one dealer, the lease or purchase will be made on a sole source basis. Section VIII.B(2) of the Procurement Policy and Procedure identifies six provisions under which detailed specifications or obtaining of bids may be waived by the Executive Officer or his designee. This request is made under provision B.2.c.(1): "The desired services are available from only the sole source based upon one or more of the following reasons: The unique experience and capabilities of the proposed contractor or contractor team."

Resource Impacts

There are sufficient funds to appropriate up to \$1,660,000 from the following special revenue funds: \$1,285,000 from the Clean Fuels Program Fund (31); \$75,000 from the administrative portion of the Carl Moyer Program AB 923 Fund (80); and \$300,000 from the administrative portion of the Proposition 1B-Goods Movement Program Fund (81). The \$1,660,000 will be recognized into the General Fund and will be appropriated into STA's FY 2016-17 Budget (Org 49), as follows: \$1,375,000 into Services and Supplies Major Object, Professional and Special Services Account, and \$285,000 into Capital Outlays Major Object, Capital Outlays Account. Any unspent funds will be transferred back to the appropriate special revenue fund after FY 2016-17 year end.

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

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 10

PROPOSAL: Execute Contract for Lease of South Bay Field Office

SYNOPSIS: On September 9, 2011, 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 execute a new lease with Circle Racquetball Courts for a five-year term. Funding for this lease contract has been included in the FY 2016-17 Budget and will be requested in successive fiscal years.

COMMITTEE: Administrative, June 10, 2016; Approved to be forwarded to the full Board

RECOMMENDED ACTION:

Authorize the Chairman of the Board to execute a lease contract with Circle Racquetball Courts for five years, at a total cost of \$503,439, plus increases after the first year in operating expenses (insurance, taxes, utilities and administrative, janitorial, and landscape maintenance services).

Wayne Natri
Acting Executive Officer

WJ:GQT

Background

The South Coast Air Quality Management District (SCAQMD) has maintained an office in the South Bay area for many years to permit SCAQMD inspectors efficient access to petroleum refining facilities and industrial and port operations. On September 9, 2011, the Board approved renewal of the lease for this office for a five-year period at a total cost of \$454,323, plus increases in operating costs after the first year. The lease expires September 30, 2016.

Proposal

Staff recommends executing a new contract with the current Lessor, Circle Racquetball Courts, for the South Bay field office for five years at a total cost of \$503,439, plus increases in operating costs after the first year.

SCAQMD currently pays \$1.95 per square foot for this office. In anticipation of the expiration of the lease, staff surveyed office space available in the area and verified that the current rate is competitive, if not slightly lower than other office space in Long Beach. Staff has negotiated a renewal rate of \$1.95 per square foot for the first year, with a 5¢ per square-foot increase each subsequent year. The initial renewal rate of \$1.95 per square foot is the same rate as what SCAQMD is now paying so there is no increase for the first year. The monthly base rate for each of the five years is \$7,981.35, \$8,186.00, \$8,390.65, \$8,595.30 and \$8,799.95. This lease also includes an annually adjusted monthly fee, based on a prorated share of occupancy, for increases after the first year in the building's operating costs (insurance, taxes, utilities, and administrative, janitorial, and landscape maintenance services).

Sole Source Justification

Section VIII.B.2 of the Procurement Policy and Procedure identifies circumstances under which a sole source purchase award may be justified. This request for a sole source award is made under provision VIII.B.2.c.(3). The contractor has ownership of key assets required for project performance.

Resource Impacts

Sufficient funds for this lease are available in the approved FY 2016-17 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: July 8, 2016

AGENDA NO. 11

PROPOSAL: Amend Contracts to Provide Short- and Long-Term Systems Development, Maintenance and Support Services

SYNOPSIS: SCAQMD currently has contracts with several companies for short- and long-term systems development, maintenance and support services. These contracts are periodically amended to add budgeted funds as additional needs are defined. This action is to amend the contracts approved by the Board to add additional funding of \$373,000 for needed development and maintenance work.

COMMITTEE: Administrative, June 10, 2016; Approved to be forwarded to the full Board

RECOMMENDED ACTIONS:

1. Transfer \$68,000 from Information Management's FY 2016-17 Budget, Services and Supplies, Professional and Specialized Services account to Information Management's FY 2016-17, Capital Outlays Major Object, Computer Software Account.
2. Authorize the Executive Officer to execute amendments to the contracts for systems development services in the amount of \$33,000 to AgreeYa Solutions, \$80,000 to Prelude Systems, \$215,000 to Sierra Cybernetics, and \$45,000 to Varsun eTechnologies from the FY 2016-17 budget for the specific task orders listed in the Attachment.

Wayne Nastri
Acting Executive Officer

JCM:OSM:mc

Background

At the October 3, 2014 meeting, the Board authorized staff to initiate level-of-effort contracts with several vendors for systems development, maintenance and support services. At the time these contracts were executed, it was expected that they would be

modified in the future to add funding from approved budgets as system development requirements were identified and sufficiently defined so that task orders could be prepared.

The contracts are Basic Ordering Agreements: Individual task orders are issued on both a competitive and sole-source basis (depending on the size and complexity of the systems), after review of prior successful experience of the company and associated administrative costs of the bid process relative to the costs associated with the work effort.

System development and maintenance efforts are currently needed (see Attachment) to enhance system functionality and to provide SCAQMD staff with additional automation for improving productivity. The estimated cost to complete the work on these additional tasks exceeds the amount of funding in the existing contracts.

The current contracts are for one year with the option to renew for two one-year periods. Renewal of these contracts is contingent upon performance, competitiveness, percent of tasks bid and overall customer satisfaction. This item is listed on the “Status Report on Major Projects for Information Management.”

Proposal

Staff proposes the contracts be amended to add additional funding of \$373,000 in the amount of \$33,000 to AgreeYa Solutions, \$80,000 to Prelude Systems, \$215,000 to Sierra Cybernetics, and \$45,000 to Varsun eTechnologies for the specific task orders listed in the Attachment.

In addition, staff proposes a transfer of \$68,000 from Information Management’s FY 2016-17 Professional & Special Services account to Information Management’s FY 2016-17 Capital Outlays Major Object to facilitate software development work.

Resource Impacts

Sufficient funding is included in the FY 2016-17 Budget.

Attachment

Task Order Summary

Attachment

Task Order Summary

Section A – Funding Totals by Contract

CONTRACTOR	PREVIOUS FUNDING	THIS ADDITION	TOTAL FUNDING
AgreeYa Solutions	\$202,000	\$33,000	\$235,000
Prelude Systems	\$241,500	\$80,000	\$321,500
Sierra Cybernetics	\$777,500	\$215,000	\$992,500
Varsun eTechnologies	\$848,550	\$45,000	\$893,550
TOTAL	\$2,069,550	\$373,000	\$2,442,550

Section B – Task Orders Scheduled for Award

TASK	DESCRIPTION	ESTIMATE	AWARDED TO
Web Application UX Upgrade	Initiate upgrade of SCAQMD Web Application suite to coincide with new web page look and feel	\$80,000	Prelude
Finance and PeopleSoft System Maintenance and Enhancements	Merge annual and plan billing, implement ACA-related tax forms, provide Voucher System enhancements and additional e-benefits self-service module functionality	\$45,000	Varsun
Report Generation Program Upgrade and Migration	Upgrade the suite of CLASS system reports to use the latest version of the Report Writer program (Crystal Reports) and modify all applications to use a single interface (API) to access the Reports Server.	\$33,000	AgreeYa
Web Application Security Portal System Enhancements	Continue development and expansion of the programs and infrastructure needed to provide for basic, standard and advanced application registration, form filing, payment processing and other needed on-line services.	\$85,000	Sierra
Web Application Maintenance and Support	Enhancements to web applications and creation of web services and web API's in support of SCAQMD's e-Commerce and e-Government application suite	\$130,000	Sierra
TOTAL		\$373,000	

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 12

PROPOSAL: Recognize Revenue and Appropriate Funds for Enhanced Particulate Monitoring, NATTS, PAMS, PM2.5, Near-Road NO2 and AQ-SPEC Programs, and Issue Solicitations and Purchase Orders and/or Contracts for Air Monitoring Equipment, Air Monitoring Station Upgrade and CNG Vehicles

SYNOPSIS: SCAQMD received \$2,873,488 in U.S. Government Enhanced Particulate Monitoring Program funds for FY 2016-17. In addition, U.S. EPA has allocated \$247,460 for the NATTS Program for FY 2016-17. These actions are to: 1) recognize revenue and appropriate funds for the Enhanced Particulate Monitoring and NATTS Programs; 2) recognize revenue and appropriate funding for remaining balances of the NATTS, PAMS, PM2.5, Near-Road NO2 and AQ-SPEC Programs; and 3) issue solicitations and purchase orders and/or contracts for air monitoring equipment, an air monitoring station upgrade and CNG vehicles.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTIONS:

1. Recognize revenue and appropriate funds, upon receipt, into the FY 2016-17 Budget as set forth in Attachment 1.
2. Issue solicitations, in accordance with SCAQMD Procurement Policy and Procedure, for air monitoring equipment and station upgrade listed in Table 1 and described in this letter, including:
 - a) RFP P2017-01 for disposal of existing air monitoring platform and installation of infrastructure for replacement of air monitoring platform; and
 - b) RFQ Q2017-01 for one cryogen free preconcentrator used in support of gas chromatographic analysis and flame ionization detection analysis of compounds for the Federal PAMs Program.
3. Authorize the Procurement Manager or Executive Officer, in accordance with SCAQMD Procurement Policy and Procedure, to issue:
 - a) Purchase orders and/or contracts, respectively, as appropriate, based on the results of solicitations for air monitoring equipment and an air monitoring

station upgrade in an amount not to exceed \$222,000 as listed in Table 1 and described in this letter; and

- b) Prior bid, last price or sole source purchase orders in an amount not to exceed \$228,000 for air monitoring equipment and vehicles as listed in Table 2 and described in this letter.

Wayne Natri
Acting Executive Officer

MMM:LT:JCL:cv

Background

Enhanced Particulate Monitoring Program

SCAQMD has been providing enhanced particulate monitoring support as part of a national monitoring program since 2003. Sample collection began in early February 2003 and will continue for the foreseeable future.

NATTS Program

There are currently 188 hazardous air pollutants (HAPs) or air toxics regulated under the Clean Air Act that are associated with a wide variety of adverse health effects, including cancer and neurological effects. U.S. EPA Government Performance Results Act commitments specify a goal of reducing air toxics emissions by 75% from 1993 levels to significantly reduce health risks. The NATTS Program was developed to fulfill the need for long-term national HAP monitoring data. In Calendar Year 2007, U.S. EPA expanded the NATTS Program and awarded Section 103 funds to conduct monitoring for toxic air contaminants at two existing SCAQMD monitoring sites-- Central Los Angeles and Rubidoux. The air toxics data serve as a continuum between past and future air toxic measurement programs, such as MATES, and allow for more accurate evaluation of toxic trends on a regional basis. Since this is a long-term trends monitoring program, it is anticipated that NATTS funding will be granted annually for the next several years.

PAMS Program

In February 1993, the U.S. EPA promulgated the PAMS regulations for areas classified as serious, severe or extreme non-attainment for ozone. These regulations require SCAQMD to conduct monitoring for ozone precursors with enhanced monitoring equipment at multiple sites. The PAMS Program is also funding the meteorological upper air profilers sited at LAX and Ontario airports, Moreno Valley in Riverside County, Irvine in Orange County and Whiteman Airport in the San Fernando Valley. Since the onset of the PAMS Program, U.S. EPA has annually allocated Section 105 supplemental grant funds in support of this requirement.

PM2.5 Program

Since 1998, U.S. EPA has provided funds under a Section 103 Grant for a comprehensive PM2.5 Air Monitoring Program. To date, there are 20 ambient SCAQMD monitoring stations operating 23 Federal Reference Method (FRM) PM2.5 monitors under U.S. EPA funding and 17 Federal Equivalent Method (FEM) PM2.5 continuous monitors. In addition, U.S. EPA has supported the expansion of the network to collect ongoing PM2.5 mass and chemical speciation at several sites within the South Coast Air Basin. This augmentation substantially adds to the fine particulate data which will help in the characterization of PM2.5 sources, current air quality conditions and health impacts.

Near-Road NO2 Monitoring Program

On February 9, 2010, U.S. EPA promulgated new monitoring requirements for the nitrogen dioxide (NO2) monitoring network in support of newly revised 1-hour NO2 National Ambient Air Quality Standards (NAAQS) and the retained annual NAAQS. In the new monitoring requirements, state and local air monitoring agencies are required to install near-road NO2 monitoring stations at locations where peak hourly NO2 concentrations are expected to occur. State and local air agencies are required to consider traffic volumes, fleet mix, roadway design, traffic congestion patterns, local terrain or topography and meteorology in determining where a required near-road NO2 monitor should be placed. In addition to those required considerations, there are other factors that impact the selection and implementation of a near-road monitoring station including satisfying siting criteria, site logistics and population exposure.

Air Quality Sensor Performance Evaluation Center Program

In July 2014, the Board established an Air Quality Sensor Performance Evaluation Center (AQ-SPEC) to characterize the performance of low-cost air monitoring sensors which have recently been introduced into the market. The AQ-SPEC will help ensure successful evolution of these technologies while minimizing confusion between data obtained using standard measurement methods employed by regulatory agencies and that produced by these low-cost air monitoring sensors. Additionally, the AQ-SPEC will educate the public and users lacking specific technical training about the potential applications of these low-cost devices as well as their limitations.

Proposal

Enhanced Particulate Monitoring Program (FY 2016-17)

The SCAQMD has received funding from the U.S. Government for the ongoing Enhanced Particulate Monitoring Program for FY 2016-17 in the amount of \$2,873,488. Revenue for this grant in the amount of \$2,267,325 has already been included in the FY 2016-17 Budget. This action is to recognize the remaining revenue up to \$606,163 into the FY 2016-17 Budget and, upon receipt, appropriate \$606,163 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 2.

NATTS Program (FY 2016-17)

The U.S. EPA has provided Section 103 Grant funding in the amount of \$247,460 to continue the NATTS Program for the July 1, 2016 to June 30, 2017 time period. Revenue for this grant in the amount of \$83,000 has already been included in the FY 2016-17 Budget. This action is to recognize the remaining revenue up to \$164,460 into the FY 2016-17 Budget, and, upon receipt, appropriate \$164,460 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 3. The U.S. EPA concurs with staff's proposed allocation.

NATTS Program (FY 2015-16)

The remaining balance of FY 2015-16 NATTS funding must be reallocated in FY 2016-17. This action is to recognize the remaining balance up to \$43,936 into the FY 2016-17 Budget and appropriate \$43,936 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 4. The U.S. EPA concurs with staff's proposed allocation.

PAMS Program (FY 2015-16)

As in previous years, there is a need to reallocate PAMS funding in the final quarter of the federal fiscal year ending September 30, 2016. This action is to recognize the remaining balance of up to \$455,044 into the FY 2016-17 Budget and appropriate \$455,044 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 5. The U.S. EPA concurs with staff's proposed reallocation.

PM2.5 Program (FY 2015-16)

In FY 2015-16, the U.S. EPA provided funding in the amount of \$731,010 in Section 103 Grant funds for the continuation of the PM2.5 Program through March 31, 2017. Last month the Board recognized PM2.5 funds into the FY 2015-16 Budget, but there is a need to appropriate the remaining balance of PM2.5 funding in FY 2016-17. Revenue for this grant has already been included in the FY 2016-17 Budget. This action is to recognize the remaining balance of up to \$316,454 into the FY 2016-17 Budget and appropriate \$316,454 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 6. The U.S. EPA concurs with staff's proposed allocation.

Near-Road NO2 Monitoring Program (FY 2015-16)

U.S. EPA has provided funding in Section 103 Grant funds for the implementation of the Near-Road NO2 Monitoring Program through May 31, 2017. There is a need to reallocate the remaining balance of Section 103 funding in FY 2016-17. This action is to recognize the remaining balance of up to \$72,797 into the FY 2016-17 Budget and appropriate \$72,797 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 7. The U.S. EPA concurs with staff's proposed allocation.

AQ-SPEC (FY 2015-16)

U.S. EPA has provided \$75,000 under the Section 105 Grant in support of the AQ-SPEC Program through September 30, 2016, which will be used to design and develop data management and display systems, environmental testing chamber upgrades and support other AQ-SPEC related activities. There is a need to reallocate the remaining balance of Section 105 funding in FY 2016-17. This action is to recognize the remaining balance of up to \$29,200 into the FY 2016-17 Budget and appropriate \$29,200 to Science and Technology Advancement's FY 2016-17 Budget as set forth in Attachment 8. The U.S. EPA concurs with staff's proposed allocation.

Proposed Purchase Orders and/or Contracts through a Solicitation Process

Hydrogen Generator

The U.S. EPA NATTS Program requires the measurement of VOCs, and the SCAQMD laboratory instrumentation requires hydrogen to perform analyses. Hydrogen generators provide a reliable and cost-effective source of this gas. One of the current hydrogen generators in service is in need of replacement. The approximate cost for one (1) hydrogen generator is \$15,000. Quotes for this RFQ will be solicited through informal bids, in accordance with SCAQMD Procurement Policy and Procedure.

Station Upgrade

The SCAQMD Crestline air monitoring station has been located on the grounds of Lake Gregory, San Bernardino Regional Park, since October 1973 and is the current ozone design value site. Since its inception in 1973, the current platform, electrical service and foundation have become compromised and require replacement or upgrades. The approximate costs for the station upgrade is \$140,000. Quotes for this RFP P2017-01 will be solicited through competitive formal bids, in accordance with SCAQMD Procurement Policy and Procedure.

Gas Chromatograph Preconcentrator

The U.S. EPA PAMS Program requires the analysis of VOCs in the air. Samples are collected in canisters at select stations and analyzed using gas chromatographs (GCs) equipped with preconcentrators. These analytic systems measure up to 57 VOCs while meeting quality control criteria of the PAMS Program. Current GC preconcentrators are no longer supported or compatible with current Windows operating systems and are in need of replacement. The approximate cost for one (1) GC preconcentrator is \$67,000. Quotes for this RFQ Q2017-01 will be solicited through competitive formal bids, in accordance with SCAQMD Procurement Policy and Procedure.

Upgrade Laboratory Weighing Room HVAC System

The U.S. EPA Section 103 Grant award included one-time funding of \$65,000 for the purchase of an HVAC upgrade to the SCAQMD laboratory's PM2.5 weighing room. Per 40 CFR Part 50, Appendix L, there are specific temperature and humidity criteria

that are required for conducting PM2.5 pre- and post-weighing operations in an environmentally controlled room. In a continued effort to improve the reliability of SCAQMD's PM2.5 laboratory analysis, an upgrade to the HVAC system and humidifier will improve day-to-day stability of the environmentally controlled weighing room and increase the cooling capacity of the HVAC system. This would provide longer term reliability and performance. On June 3, 2016, the Board authorized the release of RFP #P2016-23 to solicit formal bids, in accordance with SCAQMD Procurement Policy and Procedure, for the purchase of the upgrade, as well as authorized the Executive Officer to issue a contract based on the RFP results. However, the funds for this purchase are now being recognized and appropriated into the FY 2016-17 Budget, as noted above.

Proposed Purchases through Prior Bid, Last Price or Sole Source Purchase Orders

CNG Vehicle (Sedan)

At the outset of the Enhanced Particulate Monitoring Program over seven years ago, several dedicated-CNG sedans were purchased to meet the mileage-intensive needs of the Program. Several of these original vehicles now have over 140,000 miles, and the U.S. Department of Homeland Security, which is the funding agency, concurs with SCAQMD staff that a multi-year vehicle replacement program is appropriate.

Under Section IV.A.5 of the SCAQMD Procurement Policy and Procedure, the Procurement Manager shall pursue cooperative purchasing opportunities whenever possible. Dedicated CNG vehicles are available from only one vendor under the State of California, Department of General Services, Procurement Division, Alternative Fueled Vehicles Contract 1-16-23-10 (D). One CNG sedan has an approximate cost of \$38,000.

CNG Vehicle (Truck or Van)

With an aging fleet of calibration and repair vehicles, staff has identified the need to replace the older high-mileage vehicles with new CNG-powered vehicles. Calibration and repair vehicles are essential for staff to perform routine and non-routine calibration, maintenance and repair of air monitoring equipment for air monitoring stations supporting the NATTS program.

Under Section IV.A.5 of the SCAQMD Procurement Policy and Procedure, the Procurement Manager shall pursue cooperative purchasing opportunities whenever possible. Dedicated CNG vehicles are available from vendors under the State of California, Department of General Services, Procurement Division, Alternative Fueled Vehicles Contract 1-16-23-23D. One CNG truck or van from the vendor on the list with the most competitive price for the type of vehicle will be selected and has an approximate cost of \$45,000.

Two PM10 FRM Samplers

The U.S. EPA NATTS Program requires the analysis of air toxics samples collected onto filters from PM10 samplers. The current PM10 samplers have been in operation since the inception of the NATTS Program and are in need of replacement. On July 10, 2015, the Board authorized the solicitation of bids for PM10 samplers from qualified vendors, and Tisch Environmental was selected. SCAQMD's Procurement Policy and Procedure allows for awards based on prior bid, last price, if the conditions of the previous purchase are similar. The vendor has agreed to honor the same price for additional PM10 samplers. The cost for two (2) PM10 samplers is approximately \$20,000.

Data Processing Software Upgrade

On May 2, 2014, the Board approved the purchase of the EQUIS® data processing software to reduce paperwork and streamline the documentation processes. An upgrade to this software is needed to expand the deployment of the system to the NATTS and other U.S. EPA monitoring programs. This data processing software upgrade will assist in facilitating the changeover from paper to electronic documentation. The cost for the data processing software upgrade is approximately \$25,000, and is available only from Earthsoft, Inc.

Three PM2.5 Continuous FEM Monitors

The U.S. EPA Section 103 Grant award includes one-time funding of \$60,000 for the purchase of three FEM PM2.5 continuous monitors. Many of the FEM continuous monitors in SCAQMD's PM2.5 Air Monitoring Program have been in operation since 2001 and are in need of replacement. On October 4, 2013, RFQ #Q2014-02 was released in accordance with SCAQMD's Procurement Policy and Procedure, and Thermo Fisher Scientific, Inc. was chosen as the successful bidder at the conclusion of the evaluation process and approved by the Board on June 3, 2016. SCAQMD's Procurement Policy and Procedure allows for awards based on prior bid, last price, if the conditions of the previous purchase are similar. The cost for three (3) FEM PM2.5 Monitors is approximately \$60,000.

Two PM2.5 FRM Samplers

Since 1998, U.S. EPA has provided funds under a Section 103 Grant for a comprehensive PM2.5 Air Monitoring Program. To date, there are 20 ambient SCAQMD monitoring stations operating 23 FRM PM2.5 monitors under U.S. EPA funding. Many of the samplers have been in operation since the inception of the PM2.5 air monitoring program and are in need of replacement. The cost for two (2) FRM PM2.5 sequential samplers is approximately \$40,000 and is available only from Thermo Fisher Scientific, Inc.

Outreach

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

Additionally, potential bidders may be notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the solicitations will be emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's website (<http://www.aqmd.gov>) where it can be viewed by making the selection "Grants & Bids."

Sole Source Justification

Section VIII, B.3 of the Procurement Policy and Procedure identifies four major provisions under which a sole source award may be justified for federally funded procurement and states: For contracts funded in whole or in part with federal funds, written justification for sole-source award must be provided documenting that awarding a contract is infeasible under small purchase procedures, sealed bids or competitive proposals and that one of the following circumstances applies: (a) The item is available only from a single source; (b) The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation; (c) The awarding federal agency authorizes noncompetitive proposals; or (d) After solicitation of a number of sources, competition is determined inadequate.

The request for sole source purchase of the data processing software upgrade and PM2.5 FRM sequential samplers are made under Section VIII.B.3.a: The items are available only from a single source. There is currently only one vendor, Earthsoft, Inc., that can provide the compatible upgrade to the existing EQUIS® software used as the data processing software. Similarly, there is currently only one vendor, Thermo Fisher Scientific, Inc., that produces a sequential PM2.5 FRM sampler.

Resource Impacts

U.S. Government funding will fully support the Enhanced Particulate Monitoring Program.

U.S. EPA Section 103 Grant funding will support the continuation of the NATTS, PM2.5 and Near-Road NO2 Monitoring Programs, including equipment, contracts, temporary services and supplies necessary to meet the objectives of the Program.

U.S. EPA Section 105 Grant funding supports the 24th year operation of the PAMS Program, including equipment, contracts, temporary services and supplies necessary to

meet the objectives of the Program, including \$29,200 in remaining grant funding allocated to the AQ-SPEC Program. Additionally, \$50,000 already allocated in the adopted FY 2016-17 Budget within Science and Technology Advancement (Org 44, Account 67650) will be used to augment PAMS funding for the air monitoring station upgrade.

In summary, \$1,688,054 in revenue will be recognized into the FY 2016-17 Budget and appropriated to Science and Technology Advancement's FY 2016-17 Budget as specified in Attachments 1-8.

**Table 1
Proposed Purchase Orders and/or Contracts through Solicitations**

Description	Qty	Funding Source	Estimated Cost
Hydrogen Generator	1	NATTS FY 16-17	\$15,000
Station Upgrade	1	PAMS FY 15-16	\$90,000
		Org 44, 67650 Account	\$50,000
Gas Chromatograph Preconcentrator	1	PAMS FY 15-16	\$67,000
Total Proposed Purchase Orders and/or Contracts through Solicitation Process			Not to Exceed \$222,000

**Table 2
Proposed Purchases through Prior Bid, Last Price or Sole Source Purchase Orders**

Description	Qty	Funding Source	Estimated Cost
CNG Vehicle	1	U.S. Government	\$38,000
CNG Vehicle	1	NATTS FY 16-17	\$45,000
PM10 FRM Sampler	2	NATTS FY 16-17	\$20,000
Data Processing Software Upgrade	1	NATTS FY 16-17	\$25,000
PM2.5 Continuous FEM Monitor	3	PM2.5 FY 15-16	\$60,000
PM2.5 FRM Sampler	2	PM2.5 FY 15-16	\$40,000
Total Proposed Purchases through Prior Bid, Last Price or Sole Source Purchase Orders			Not to Exceed \$228,000

Attachments

1. Proposed Revenues and Expenditures for FY 2016-17
2. Proposed Enhanced Particulate Monitoring Program Expenditures for FY 2016-17
3. Proposed NATTS Expenditures for FY 2016-17
4. Proposed NATTS Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)

5. Proposed 24th Year PAMS Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)
6. Proposed PM2.5 Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)
7. Proposed Near-Road NO2 Monitoring Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)
8. Proposed AQ-SPEC Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)
9. RFP P2017-01 for Disposal of Existing Air Monitoring Platform and Installation of Infrastructure for Replacement of Air Monitoring Platform
10. RFQ Q2017-01 for One Cryogen Free Preconcentrator Used in Support of Gas Chromatographic Analysis and Flame Ionization Detection Analysis of Compounds for the Federal PAMs Program

Attachment 1
Proposed Revenues and Expenditures for FY 2016-17

Program Year	Funding Agency	Program Name	Revenues	Expenditures	Detailed Appropriations
FY 2016-17	U.S. Govt.	Enhanced Particulate Monitoring	\$ 606,163	\$ 606,163	Attachment 2
FY 2016-17	EPA-Section 103	National Air Toxics Trends Stations (NATTS)	164,460	164,460	Attachment 3
FY 2015-16*	EPA-Section 103	National Air Toxics Trends Stations (NATTS)	43,936	43,936	Attachment 4
FY 2015-16*	EPA-Section 105	Photochemical Assessment Monitoring Stations (PAMS)	455,044	455,044	Attachment 5
FY 2015-16*	EPA-Section 103	PM 2.5 Monitoring Network	316,454	316,454	Attachment 6
FY 2015-16*	EPA-Section 103	Near-Road NO2 Monitoring	72,797	72,797	Attachment 7
FY 2015-16*	EPA-Section 105	Air Quality Sensor Performance Eval. Center (AQ-SPEC)	29,200	29,200	Attachment 8
			\$ 1,688,054	\$ 1,688,054	

* Recognize revenue and appropriate funds representing the remaining balance of the FY 2015-16 award.

Attachment 2
Proposed Enhanced Particulate Monitoring Expenditures for FY 2016-17

Account Description	Account Number	Program Code	Appropriation not to Exceed
*Salaries & Employee Benefits Major Object:			
Overtime	52000	44505	\$ 106,136
Total Salaries & Employee Benefits Major Object			\$ 106,136
Services & Supplies Major Object:			
Professional and Specialized Services	67450	47505	\$ 105,000
Temp Agency Services	67460	47505	88,400
Maintenance of Equipment	67600	47505	500
Building Maintenance	67650	47505	100,000
Auto Mileage	67700	47505	91,972
Travel	67800	47505	3,000
Communications	67900	47505	3,960
Clothing	68000	47505	875
Office Expense	68100	47505	1,820
Small Tools	68300	47505	45,500
Taxes, License, Fees	69600	47505	21,000
Total Services & Supplies			\$ 462,027
Capital Outlay Major Object:			
CNG Vehicle	77000	47505	\$ 38,000
Total Capital Outlay Major Object:			\$ 38,000
FY 2016-17 Appropriations			\$ 606,163

* Salaries, Benefits and Indirect Costs (excluding Overtime) are already included in the adopted FY 2016-17 Budget; this revenue/appropriation is for the excluded overtime.

Attachment 3
Proposed NATTS Expenditures for FY 2016-17

Account Description	Account Number	Program Code	Estimated Expenditures
Services & Supplies Major Object:			
Professional and Specialized Services	67450	47468	\$ 5,000
Maintenance of Equipment	67600	47468	35,000
Travel	67800	47468	2,000
Laboratory Supplies	68050	47468	10,460
Office Expense	68100	47468	2,000
Small Tools	68300	47468	5,000
Total Services & Supplies			\$ 59,460
Capital Outlay Major Object:			
CNG Vehicle	77000	47468	\$ 45,000
Hydrogen Generator	77000	47468	15,000
PM10 FRM Sampler (2)	77000	47468	20,000
Data Processing Software Upgrade	77000	47468	25,000
Total Capital Outlay Major Object:			\$ 105,000
FY 2016-17 Appropriations			\$ 164,460

Note: Salaries, Benefits and Indirect Costs are already included in the adopted FY 2016-17 Budget

Attachment 4
Proposed NATTS Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)

Account Description	Account Number	Program Code	Initial Appropriation (a)	Appropriations not to Exceed
Services & Supplies Major Object:				
Professional and Specialized Services	67450	47468	\$ -	\$ 15,000
Maintenance of Equipment	67600	47468	5,000	12,000
Travel	67800	47468	-	4,000
Laboratory Supplies	68050	47468	5,000	7,436
Office Expense	68100	47468	-	500
Small Tools	68300	47468	2,000	5,000
Total Services & Supplies			\$ 12,000	\$ 43,936
FY 2016-17 Appropriations			\$ 12,000	\$ 43,936

(a) This is the estimated amount for the first quarter of FY 2016-17. The remaining amount will be appropriated upon reconciliation of FY 2015-16 expenditures.

Attachment 5

Proposed 24th Year PAMS Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)

Account Description	Account Number	Program Code	Initial Appropriation (a)	Appropriations not to Exceed
Services & Supplies Major Object:				
Rents & Leases Structure	67350	26350	\$ 5,000	\$ 10,683
Professional and Specialized Services: Station Upgrades	67450	47530	70,000	90,000
Temp Agency Services	67460	47530	5,000	15,000
Maintenance of Equipment	67600	47530	10,000	69,361
Maintenance of Equipment	67600	26530	5,000	20,000
Building Maintenance	67650	47530	5,000	30,000
Building Maintenance	67650	26530	5,000	6,000
Communications	67900	26530	5,000	5,000
Laboratory Supplies	68050	47530	8,000	35,000
Office Expense	68100	47530	1,000	5,000
Office Expense	68100	26530	1,000	2,000
Small Tools	68300	47530	5,000	10,000
Small Tools	68300	26530	2,000	5,000
Total Services & Supplies			\$ 127,000	\$ 303,044
Capital Outlay Major Object:				
Gas Chromatograph Preconcentrator	77000	47530	\$ 67,000	\$ 67,000
High Performance Liquid Chromatography System	77000	47530	-	85,000
Total Capital Outlay Major Object:			\$ 67,000	\$ 152,000
FY 2016-17 Appropriations			\$ 194,000	\$ 455,044

(a) This is the estimated amount for the first quarter of FY 2016-17. The remaining amount will be appropriated upon reconciliation of FY 2015-16 expenditures.

Attachment 6
Proposed PM 2.5 Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)

Account Description	Account Number	Program Code	Initial Appropriation (a)	Appropriations not to Exceed
Services & Supplies Major Object:				
Rents & Leases Structure	67350	47500	\$ 4,500	\$ 10,000
Maintenance of Equipment	67600	47500	30,000	55,000
Building Maintenance	67650	47500	5,000	25,000
Travel	67800	47500	6,000	6,000
Laboratory Supplies	68050	47500	25,000	40,454
Office Expense	68100	47500	5,000	5,000
Small Tools	68300	47500	10,000	10,000
Total Services & Supplies			\$ 85,500	\$ 151,454
Capital Outlay Major Object:				
Upgrade Laboratory Weighing Room HVAC System	77000	47500	\$ 65,000	\$ 65,000
PM2.5 Continuous FEM Monitor (3)	77000	47500	60,000	60,000
PM2.5 FRM Sampler (2)	77000	47500	40,000	40,000
Total Capital Outlay Major Object:			\$ 165,000	\$ 165,000
FY 2016-17 Appropriations			\$ 250,500	\$ 316,454

(a) This is the estimated amount for the first quarter of FY 2016-17. The remaining amount will be appropriated upon reconciliation of FY 2015-16 expenditures.

Attachment 7

Proposed Near-Road NO2 Monitoring Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)

Account Description	Account Number	Program Code	Initial Appropriation (a)	Appropriations not to Exceed
Services & Supplies Major Object:				
Professional and Specialized Services	67450	47469	\$ 5,000	\$ 14,062
Maintenance of Equipment	67600	47469	5,000	20,000
Utilities	67850	47469	500	500
Communications	67900	47469	500	1,000
Laboratory Supplies	68050	47469	1,000	2,000
Office Expense	68100	47469	500	1,500
Small Tools	68300	47469	3,000	3,735
Total Services & Supplies			\$ 15,500	\$ 42,797
Capital Outlay Major Object:				
Traffic Counter (3)	77000	47469	-	\$ 30,000
Total Capital Outlay Major Object:			\$ -	\$ 30,000
FY 2016-17 Appropriations				
			\$ 15,500	\$ 72,797

(a) This is the estimated amount for the first quarter of FY 2016-17. The remaining amount will be appropriated upon reconciliation of FY 2015-16 expenditures.

Attachment 8

Proposed AQ-SPEC Expenditures for FY 2016-17 (Remaining FY 2015-16 Balance)

Project Description	Program Code	Appropriation not to Exceed
Environmental Testing Chamber Upgrade	43079	\$ 29,200
FY 2016-17 Appropriation		\$ 29,200



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

REQUEST FOR PROPOSALS

DISPOSAL OF EXISTING AIR MONITORING PLATFORM AND INSTALLATION OF INFRASTRUCTURE FOR REPLACEMENT AIR MONITORING PLATFORM

P2017-01

The South Coast Air Quality Management District (SCAQMD) requests proposals for the following purpose according to terms and conditions attached. In the preparation of this Request for Proposals (RFP) the words "Proposer," "Contractor," and "Consultant" are used interchangeably.

PURPOSE

The purpose of this Request for Proposals (RFP) is to solicit bids from qualified contactors for disposal of the existing Lake Gregory air monitoring platform and upgrades to the infrastructure for installation of a new air monitoring platform located at 24171 Lake Drive, Crestline, CA 92315. Work is to be completed per architectural drawings supplied at mandatory bidding conference.

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	Sample Contract

Attachment A - Participation in the Procurement Process

Attachment B - Certifications and Representations

SECTION I: BACKGROUND/INFORMATION

The South Coast Air Quality Management (SCAQMD) is a regional governmental agency responsible for the regulation of sources of air contaminants in the South Coast Air Basin. The Crestline air monitoring platform monitors Ozone, and Particulates at the existing location on the grounds of the Lake Gregory San Bernardino Regional Park since October, 1973. Since that time the current air monitoring platform, electrical service, and foundation have become compromised and require replacement or upgrades.

SCAQMD's District Headquarters located at 21865 Copley Drive, Diamond Bar, California 91765. The air monitoring platform job site is located at 24171 Lake Drive, Crestline, CA 92315.

SECTION II: CONTACT PERSON:

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

Rene Bermudez
Principal AQIS
 SCAQMD
 21865 Copley Drive
 Diamond Bar, CA 91765-4178
 (909) 396-2269
 (909) 396-2099 Fax
RBermudez@aqmd.gov

SECTION III: SCHEDULE OF EVENTS

Date	Event
July 8, 2016	RFP Released
July 23, 2016	Bidder's Conference*
August 19, 2016	Proposals Due to SCAQMD - No Later Than 2:00 pm
August 19-September 9, 2016	Proposal Evaluations
September 9, 2016	Interviews, if required
October 7, 2016	Governing Board Approval
October 14, 2016	Anticipated Contract Execution

*** MANDATORY BIDDER'S CONFERENCE - A bidder's conference will be held on:**

Date: July 23, 2016
 Time: 11:00 AM
 Location: 24171 Lake Drive
 Crestline, CA 92315

Those interested in participating must make reservations to attend the Mandatory Bidder's Conference by calling Cassandra Guevara at (909) 396-3254.

Bids/proposals will not be accepted from businesses that do not send an authorized representative to the mandatory bidder's conference.

SECTION IV: PARTICIPATION IN THE PROCUREMENT PROCESS

It is the policy of SCAQMD 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 SCAQMD contracts. Attachment A to this RFP contains definitions and further information.

SECTION V: STATEMENT OF WORK/SCHEDULE OF DELIVERABLES

1.0 General Requirements

Scope of Work — CONTRACTOR shall provide all labor, materials, permits, tools, equipment, and transportation required for the removal and disposal of the existing air monitoring platform, shelter, supporting structure, electrical pedestal, data transmission lines, and reinstallation of electrical meter and infrastructure as detailed in architectural drawings as part of this request. Architectural Drawings are available in electronic form. All work must meet requirements of San Bernardino County Building and Safety Department. The air monitoring platform is located at 24171 Lake Drive, Crestline, CA 92315 on the grounds of the Lake Gregory San Bernardino Regional Park in the maintenance yard. It is the responsibility of the CONTRACTOR to verify all quantities, measurements, and existing conditions before submitting a proposal.

Performance Bond (Applicable if resultant Contract is over \$75,000)

- A. The performance bond from a surety authorized to issue such bonds within the State of California shall be in an amount equal to one hundred (100) percent of the Contract amount to guaranty faithful performance of all work, within the time prescribed, in a manner satisfactory to SCAQMD, and that all materials and workmanship will be free from original or developed defects. The bond must remain in effect for the time period defined in Attachment 1 – Statement of Work. CONTRACTOR shall pay all bond premiums, costs and incidentals.
- B. SCAQMD has the right to review the terms and conditions of the performance bond and to request modifications thereto which will ensure that SCAQMD will be compensated in the event CONTRACTOR fails to perform and also provides SCAQMD with the opportunity to review the qualifications of the entity designated by the issuer of the performance bond to perform in CONTRACTOR's absence and, if necessary, the right to reject such entity.
- C. Should any bond become insufficient, the CONTRACTOR shall renew the bond within ten (10) days after receiving notice from SCAQMD. Should any surety at any time be unsatisfactory to SCAQMD, notice to that effect will be given to the CONTRACTOR, and no further payments shall be deemed due or will be made under the Contract until a new surety qualifies and is accepted by SCAQMD. Changes in the Statement of Work or extensions of time, made pursuant to the Contract, shall in no way release the CONTRACTOR or surety from the obligation. Notice of such changes or extensions shall be waived by the surety.

Completion of Work: All work to be done under this contract shall be completed within sixty (60) calendar days beginning on the start of the project. In the event that the Building Maintenance Manager or his/her designee shall be of the opinion that the work is being inadequately or improperly prosecuted in any respect, he may demand that the Contractor improve or change the prosecution of the work in such manner as to assure proper and timely completion.

Identification — SCAQMD requires all CONTRACTOR and sub-contractor personnel working on SCAQMD's premises to wear uniforms or some type of identification to be supplied by the CONTRACTOR or sub-contractor.

System of Communication and Emergency Numbers - CONTRACTOR shall provide and maintain for the duration of the project, a current list of emergency contact numbers for 24-hour emergency response. In case of emergency CONTRACTOR shall respond immediately upon notification. CONTRACTOR shall immediately notify the SCAQMD's Atmospheric Measurements Manager or his designee of the emergency.

Protection of property during inclement weather. — During periods of storms, CONTRACTOR will provide supervisory inspections of the project during regular assigned hours to prevent possible damage from inclement weather. CONTRACTOR shall report any storm damage to SCAQMD's immediately.

Contractor's Representative — CONTRACTOR shall hereby designate a person to act as its representative for the performance of this Contract Agreement ("CONTRACTOR's Representative"). CONTRACTOR's Representative shall have full authority to represent and act on behalf of the CONTRACTOR for all purposes under this Contract Agreement. The CONTRACTOR's Representative shall supervise and direct the project, using his best skill, attention, and shall be responsible for all means, methods, techniques, sequences, procedures and for the satisfactory coordination of all portions of the project under this Contract Agreement.

Project Inspections — Periodically, CONTRACTOR's representative(s) will be requested to walk the project with SCAQMD's representative(s) and/or San Bernardino County Building and Safety Inspector for the purpose of determining compliance with the specifications listed in this Request for Proposal and County Building and Safety codes. SCAQMD will provide Contractor's Project Manager or his designee with a list of corrections not in compliance with these specifications. Items on the list must be corrected by CONTRACTOR prior to the next requested SCAQMD inspection.

Permits and Licensing – CONTRACTOR shall possess an A or B Contractors license required by the State of California to perform work under this contract in compliance with all governmental requirements and CONTRACTOR shall keep current during the project an active business license with the local jurisdiction.

Construction Schedules - The Contractor shall provide to the SCAQMD's Atmospheric Measurements Manager or his designee within five (5) days after receiving the executed contract "and prior to starting the project, a construction schedule in the format of a Gantt chart using the computer program format in Microsoft Project 4.0 for Windows. Any change in the construction schedule will require the Contractor to provide additional charts and disk copies of those changes within two (2) working days of proposed change for approval by the SCAQMD's Building Maintenance Manager or his designee.

Project Completion - CONTRACTOR shall provide the SCAQMD's Atmospheric Measurements Manager or his designee, upon completion of the project, a final written report. This report must include all project notes, corrections, and manufacturer's warranty documents, and submittals, parts diagrams, as built drawings, maintenance schedules and procedures.

2.0 Specifications

Existing Structure

Existing structure and platform is to be removed and disposed of in compliance with all applicable laws.

Installation of New Infrastructure

Installation of new infrastructure to support air monitoring platform is specified in architectural drawings as part of this package. This includes

- Obtain required building permits as required by local ordinance
- Compliance with terms of the building permit
- Upgrade of existing electrical pedestal (200A panel).
- Installation of 1 ¼" conduit and CAT 5e data communications line.
- Excavation of area per permit requirement and architectural drawings
- Installation of cement foundation per architectural drawings.
- Installation of retaining wall per architectural drawings.
- Installation of fascia per architectural drawings.
- Installation of fencing per architectural drawings.

3.0 GENERAL

INCLUDES

- VOC restrictions for product categories listed below under "DEFINITIONS."
- All products of each category that are installed in the project must comply; Owner's project goals do not allow for partial compliance.

RELATED REQUIREMENTS

- Section 01 6000 - Product Requirements: Fundamental product requirements, substitutions and product options, delivery, storage, and handling.

DEFINITIONS

- VOC-Restricted Products: All products of each of the following categories when installed or applied on-site in the building interior:
 1. Adhesives, sealants, and sealer coatings.
 2. Resilient floor coverings.
 3. Paints and coatings.
 4. Insulation.
 5. Gypsum board.
 6. Acoustical ceilings and panels.
 7. Cabinet work.

- Interior of Building: Anywhere inside the exterior weather barrier.
- Adhesives: All gunnable, trowelable, liquid-applied, and aerosol adhesives, whether specified or not; including flooring adhesives, resilient base adhesives, and pipe jointing adhesives.
- Sealants: All gunnable, trowelable, and liquid-applied joint sealants and sealant primers, whether specified or not; including firestopping sealants and duct joint sealers.

REFERENCE STANDARDS

- CAL (VOC) - Standard Practice for the Testing of Volatile Organic Emissions From Various Sources Using Small-Scale Environmental Chambers (including Addendum 2004-01); State of California Department of Health Services; 2004
- GreenSeal GS-36 - Commercial Adhesives; Green Seal, Inc.; 2011.
- SCAQMD 1113 - South Coast Air Quality Management District Rule No.1113; current edition; www.aqmd.gov.
- SCAQMD 1168 - South Coast Air Quality Management District Rule No.1168; current edition; www.aqmd.gov.

SUBMITTALS

- Evidence of Compliance: Submit for each different product in each applicable category.
- Product Data: For each VOC-restricted product used in the project, submit product data showing compliance, except when another type of evidence of compliance is required.

QUALITY ASSURANCE

- Testing Agency Qualifications: Independent firm specializing in performing testing and inspections of the type specified in this section.

4.0 PRODUCTS

MATERIALS

- Adhesives and Joint Sealants: Provide only products having volatile organic compound (VOC) content not greater than required by South Coast Air Quality Management District Rule No.1168.
 - Evidence of Compliance: Acceptable types of evidence are:
- Report of laboratory testing performed in accordance with requirements.
- Aerosol Adhesives: Provide only products having volatile organic compound (VOC) content not greater than required by GreenSeal GS-36.
- Evidence of Compliance: Acceptable types of evidence are:
 - Current GreenSeal Certification.

Paints and Coatings:

- Provide coatings that comply with the most stringent requirements specified in the following:
 - 40 CFR 59, Subpart D--National Volatile Organic Compound Emission Standards for Architectural Coatings.
 - Architectural coatings VOC limits of state in which the project is located.
- Determination of VOC Content: Testing and calculation in accordance with 40 CFR 59, Subpart D (EPA Method 24), exclusive of colorants added to a tint base and water added at project site; or other method acceptable to authorities having jurisdiction.
- Evidence of Compliance: Acceptable types of evidence are:
 - Report of laboratory testing performed in accordance with requirements.
 - SCAQMD 1113 - South Coast Air Quality Management District Rule No.1113; current edition; www.aqmd.gov.
 - SCAQMD 1168 - South Coast Air Quality Management District Rule No.1168; current edition; www.aqmd.gov.

5.0 Extra Work

New or unforeseen work will be classified as Extra Work when the SCAQMD Atmospheric Measurements Manager or designee determines that it is not covered by the contract. In the event CONTRACTOR is requested and agrees to perform Extra Work, the following procedure will govern:

- CONTRACTOR shall submit an itemized written estimate for all labor and materials proposed for the Extra Work.
- Extra Work shall not commence prior to receiving written authorization by the SCAQMD Building Maintenance Manager or designee.
- Work will be executed on a lump sum price, unless a basis for time-and-material is agreed upon.

Extra work may include, but is not limited to, repairs or replacements due to vandalism or other acts of humans or nature.

Resultant contract does not grant CONTRACTOR the exclusive right to said Extra Work.

SECTION VI: REQUIRED QUALIFICATIONS

CONTRACTOR shall possess a current A or B Contractors license required by the State of California to perform work under this contract. Should subcontractors be required, subcontractors shall possess a current license for their specific trade as required by the State of California. Should the prime contractor substitute any subcontractor(s) for any of the responsibilities or obligations covered under this agreement without SCAQMD's prior written approval, will result in termination of the prime contract.

The successful CONTRACTOR must furnish evidence of Workers Compensation insurance in accordance with California statutory requirements, general liability insurance, and automobile liability insurance in accordance with provision 9 of the attached Draft Contract.

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. SCAQMD may modify the RFP or issue supplementary information or guidelines during the proposal preparation period prior to the due date. Please check our website for updates (<http://www.aqmd.gov/grants-bids>). The cost for developing the proposal is the responsibility of the Contractor, and shall not be chargeable to SCAQMD.

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 B to this RFP, must be completed and 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 completing the project (to include reports) within the total time allowed.

Project Organization (Section C) - Describe the proposed management structure, program monitoring procedures, and organization of the proposed team. Provide a statement detailing your approach to the project, specifically address the Firm's ability and willingness to commit and maintain staffing to successfully complete the project on the proposed schedule.

Qualifications (Section D) - Describe the technical capabilities of the Firm. Provide references of other similar studies or projects performed during the last five years demonstrating ability to successfully complete the work. Include contact name, title, and telephone number for any references listed. Provide a statement of your Firm's background and related experience in performing similar services for other governmental organizations.

Assigned Personnel (Section E) - Provide the following information about the staff to be assigned to this project:

1. List all key personnel assigned to the project by level, name and location. Provide a resume or similar statement describing the background, qualifications and experience 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 SCAQMD.
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 SCAQMD.
4. Provide a statement of education and training programs provided to, 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 will be used, identifying functions to be performed by them, their related qualifications and experience and the total number of hours or percentage of time they will spend on the project.

Conflict of Interest (Section G) - Address possible conflicts of interest with other clients affected by actions performed by the Firm on behalf of SCAQMD. SCAQMD recognizes that prospective Contractors may be performing similar projects for other clients. Include

a complete list of such clients for the past three (3) years with the type of work performed and the total number of years performing such tasks for each client. Although the Proposer will not be automatically disqualified by reason of work performed for such clients, SCAQMD 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 – SCAQMD anticipates awarding a fixed price contract. Cost information must be provided as listed below:

1. Detail must be provided by the following categories:
 - A. Labor – The Cost Proposal must list the fully-burdened hourly rates and the total number of hours estimated for each level of professional and administrative staff to be used to perform the tasks required by this RFP. Costs should be estimated for each of the components of the work plan.
 - 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.
2. It is the policy of the SCAQMD to receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services. SCAQMD will give preference, where appropriate, to vendors who certify that they will provide “most favored customer” status to the SCAQMD. To receive preference points, Proposer shall certify that SCAQMD is receiving “most favored customer” pricing in the Business Status Certifications page of Volume III, Attachment B – Certifications and Representations.

VOLUME III - CERTIFICATIONS AND REPRESENTATIONS (see Attachment B to this RFP)

See Attachment B

SECTION VIII: PROPOSAL SUBMISSION

All proposals must be submitted according to specifications set forth in the section above, and this section. Failure to adhere to these specifications may be cause for rejection of the proposal.

Signature - All proposals must be signed by an authorized representative of the Proposer.

Due Date - **All proposals are due no later than 2:00 p.m., August 19, 2016, and should be directed to:**

Procurement Unit
 South Coast Air Quality Management District
 21865 Copley Drive
 Diamond Bar, CA 91765-4178
 (909) 396-3520

Submittal - Submit four (4) 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 P2017-01."

Late bids/proposals will not be accepted under any circumstances.

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.

Modification or Withdrawal - Once submitted, proposals cannot be altered without the prior written consent of SCAQMD. 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 SCAQMD staff members familiar with the subject matter of the project. The panel shall be appointed by the Executive Officer or his designee. In addition, the evaluation panel may include such outside public sector or academic community expertise as deemed desirable by the Executive Officer. The panel will make a recommendation to the Executive Officer and/or the Governing Board of SCAQMD for final selection of a contractor and negotiation of a contract.
- B. Each member of the evaluation panel shall be accorded equal weight in his or her rating of proposals. The evaluation panel members shall evaluate the proposals according to the specified criteria and numerical weightings set forth below.

1. Proposal Evaluation Criteria

(a) <u>Standardized Services</u>	<u>Points</u>
Understanding of Requirement	20
Contractor Qualifications	20
Past Experience	10
Cost	<u>50</u>
TOTAL:	100

(b) 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-Federally Funded Projects Only)	5
Off-Peak Hours Delivery Business	2
Most Favored Customer	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.

Self-Certification for Additional Points

The award of these additional points shall be contingent upon Proposer completing the Self-Certification section of Attachment B – Certifications and Representations and/or inclusion of a statement in the 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-federally 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 SCAQMD 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 SCAQMD between the hours of 10:00 a.m. and 3:00 p.m. To receive points for Most Favored Customer status, the proposer must submit, at proposal submission, certification of its commitment to provide most favored customer status to the SCAQMD. 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. 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. Additional information provided during the bid review process is limited to clarification by the Proposer of information presented in his/her proposal, upon request by SCAQMD.
 - D. The Executive Officer or Governing Board may award the contract to a Proposer other than the Proposer receiving the highest rating in the event the Governing Board determines that another Proposer from among those technically qualified would provide the best value to SCAQMD considering cost and technical factors. The determination shall be based solely on the Evaluation Criteria contained in the Request for Proposal (RFP), on evidence provided in the proposal and on any other evidence provided during the bid review process.
 - 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 SCAQMD 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 SCAQMD 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. Disposition of Proposals – Pursuant to SCAQMD’s Procurement Policy and Procedure, SCAQMD reserves the right to reject any or all proposals. All proposals become the property of SCAQMD, and are subject to the California Public Records Act. One copy of the proposal shall be retained for SCAQMD files. Additional copies and materials will be returned only if requested and at the proposer’s expense.

- J. **If proposal submittal is for a Public Works project as defined by State of California Labor Code Section 1720, Proposer is required to include Contractor Registration No. in Attachment B. Proposal submittal will be deemed as non-responsive and Bidder may be disqualified if Contractor Registration No. is not included in Attachment B. Proposer is alerted to changes to California Prevailing Wage compliance requirements as defined in Senate Bill 854 (Stat. 2014, Chapter 28), and California Labor Code Sections 1770, 1771 and 1725.**

SECTION X: SAMPLE CONTRACT

A sample contract to carry out the work described in this RFP is available on SCAQMD’s website at <http://www.aqmd.gov/grants-bids> or upon request from the RFP Contact Person (Section II).

ATTACHMENT A

PARTICIPATION IN THE PROCUREMENT PROCESS

A. It is the policy of South Coast Air Quality Management District (SCAQMD) 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 SCAQMD contracts.

B. Definitions:

The definition of minority, women or disadvantaged business enterprises set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph G below on procurements funded in whole or in part with federal 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. "Women business enterprise" (WBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. a business that 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.
 - b. a business whose management and daily business operations are controlled by one or more 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. "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.
3. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. is a sole proprietorship or partnership of which at least 51 percent is 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.

ATTACHMENT A

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- 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.
4. "Local business" as used in this policy means a company that has an ongoing business within geographical boundaries of SCAQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the geographical boundaries of SCAQMD and satisfies the requirements of subparagraph H below.
5. "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.
6. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
7. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to SCAQMD. 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.
8. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to SCAQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.

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PARTICIPATION IN THE PROCUREMENT PROCESS

9. "Benefits Incentive Business" as used in this policy means a company or contractor that provides janitorial, security guard or landscaping services to SCAQMD and commits to providing employee health benefits (as defined below in Section VIII.D.2.d) for full time workers with affordable deductible and co-payment terms.
 10. "Minority Business Enterprise" as used in this policy means a business that is at least 51 percent owned by one or more minority person(s), 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 or minority persons.
 - a. a business whose management and daily business operations are controlled by one or more minority persons.
 - b. 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.
 - c. "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 (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).
 11. "Most Favored Customer" as used in this policy means that the SCAQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.
 12. "Disadvantaged Business Enterprise" as used in this policy means a business that is an entity owned and/or controlled by a socially and economically disadvantaged individual(s) as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note) (10% statute), and Public Law 102-389 (42 U.S.C. 4370d)(8% statute), respectively;
 - a Small Business Enterprise (SBE);
 - a Small Business in a Rural Area (SBRA);
 - a Labor Surplus Area Firm (LSAF); or
 - a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program.
- 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

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funded in whole or in part by federal grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid. Businesses offering Most Favored Customer status shall be granted a preference in an amount equal to 2 percent 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 federal grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process. Businesses offering Most Favored Customer status shall be awarded two (2) points in the evaluation process.
- E. SCAQMD 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 SCAQMD contractual obligations.
- F. SCAQMD 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 federal funds, and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit disadvantaged businesses. Contractor shall submit a certification signed by an authorized official affirming its status as a MBE or WBE, as applicable, at the time of contract execution. SCAQMD reserves the right to request documentation demonstrating compliance with the following good faith efforts prior to contract execution.
 - 1. Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
 - 2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.
 - 3. Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.

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PARTICIPATION IN THE PROCUREMENT PROCESS

4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
 5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
 6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- 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 federal 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 SCAQMD. 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 SCAQMD shall be entitled to the local business preference.
- J. In compliance with federal fair share requirements set forth in 40 CFR Part 33, SCAQMD shall establish a fair share goal annually for expenditures with federal funds covered by its procurement policy.

ATTACHMENT B

CERTIFICATIONS AND REPRESENTATIONS



South Coast Air Quality Management District

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

Business Information Request

Dear SCAQMD Contractor/Supplier:

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, remember to sign all 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
Form 590 Withholding Exemption Certificate
Federal Contract Debarment Certification
Campaign Contributions Disclosure
Direct Deposit Authorization

REV 9/15



South Coast Air Quality Management District

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

BUSINESS INFORMATION REQUEST

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

REMITTING ADDRESS INFORMATION

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

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

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

BUSINESS STATUS CERTIFICATIONS

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 SCAQMD, (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 33.301, and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

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

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

Check all that apply:

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

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

State of California Public Works Contractor Registration No. _____ . MUST BE INCLUDED IF BID PROPOSAL IS FOR PUBLIC WORKS PROJECT.

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 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.

Most Favored Customer as used in this policy means that the SCAQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.

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.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.		
	2 Business name/disregarded entity name, if different from above		
	3 Check appropriate box for federal tax classification; check only one of the following seven boxes: <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____ Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner. <input type="checkbox"/> Other (see instructions) ▶ _____		4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <i>(Applies to accounts maintained outside the U.S.)</i>
	5 Address (number, street, and apt. or suite no.)		Requester's name and address (optional)
	6 City, state, and ZIP code		
	7 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 generally 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 instructions for line 1 and 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. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

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 3.

Sign Here	Signature of U.S. person ▶ _____	Date ▶ _____
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at www.irs.gov/fw9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)

- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding? on page 2.

By signing the filled-out form, you:

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. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.

Note. If you are a U.S. person and 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.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States:

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (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 payee 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, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, 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,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),

3. The IRS tells the requester that you furnished an incorrect TIN,

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 *Exempt payee code* on page 3 and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships* above.

What is FATCA reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code* on page 3 and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

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

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account, list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note. ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C Corporation, or S Corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. 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 line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box in line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box in line 3.

Limited Liability Company (LLC). If the name on line 1 is an LLC treated as a partnership for U.S. federal tax purposes, check the "Limited Liability Company" box and enter "P" in the space provided. If the LLC has filed Form 8832 or 2553 to be taxed as a corporation, check the "Limited Liability Company" box and in the space provided enter "C" for C corporation or "S" for S corporation. If it is a single-member LLC that is a disregarded entity, do not check the "Limited Liability Company" box; instead check the first box in line 3 "Individual/sole proprietor or single-member LLC."

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space in line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

- 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 U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 5 ²
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

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

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

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note. You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns.

Line 6

Enter your city, state, and ZIP code.

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-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, 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 SSA office or get this form online at www.ssa.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting 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, apply for a TIN and 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. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. 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, or 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code* earlier.

Signature requirements. Complete the certification as indicated in items 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 made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

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

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee) b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee ¹ The actual owner ¹
5. Sole proprietorship or disregarded entity owned by an individual	The owner ¹
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor ¹
For this type of account:	Give name and EIN of:
7. Disregarded entity not owned by an individual	The owner
8. A valid trust, estate, or pension trust	Legal entity ¹
9. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
10. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
11. Partnership or multi-member LLC	The partnership
12. A broker or registered nominee	The broker or nominee
13. 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
14. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

¹ 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.

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

³ You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the 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.) Also see *Special rules for partnerships* on page 2.

***Note.** Grantor also must provide a Form W-9 to trustee of trust.

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.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338).

Visit IRS.gov to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and 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. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

2015 Withholding Exemption Certificate

590

The payee completes this form and submits it to the withholding agent.

Withholding Agent (Type or print)

Name _____

Payee

Name _____

SSN or ITIN FEIN CA Corp no. CA SOS file no.

Address (apt./ste., room, PO Box, or PMB no.) _____

City (If you have a foreign address, see instructions.) _____

State _____

ZIP Code _____

Exemption Reason

Check only one reason box below that applies to the payee.

By checking the appropriate box below, the Payee certifies the reason for the exemption from the California income tax withholding requirements on payment(s) made to the entity or individual.

- Individuals — Certification of Residency:**
I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.
- Corporations:**
The corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.
- Partnerships or Limited Liability Companies (LLCs):**
The partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a limited liability partnership (LLP) is treated like any other partnership.
- Tax-Exempt Entities:**
The entity is exempt from tax under California Revenue and Taxation Code (R&TC) Section 23701 _____ (insert letter) or Internal Revenue Code Section 501(c) _____ (insert number). If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.
- Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pension/Profit Sharing Plans:**
The entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.
- California Trusts:**
At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a nonresident at any time, I will promptly notify the withholding agent.
- Estates — Certification of Residency of Deceased Person:**
I am the executor of the above-named person's estate or trust. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return.
- Nonmilitary Spouse of a Military Servicemember:**
I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See instructions for General Information E, MSRRA.

CERTIFICATE OF PAYEE: Payee must complete and sign below.

Under penalties of perjury, I hereby certify that the information provided in this document is, to the best of my knowledge, true and correct. If conditions change, I will promptly notify the withholding agent.

Payee's name and title (type or print) _____ Telephone (____) _____

Payee's signature ► _____ Date _____

2015 Instructions for Form 590

Withholding Exemption Certificate

References in these instructions are to the California Revenue and Taxation Code (R&TC).

General Information

Registered Domestic Partners (RDP) – For purposes of California income tax, references to a spouse, husband, or wife also refer to a Registered Domestic Partner (RDP) unless otherwise specified. For more information on RDPs, get FTB Pub. 737, Tax Information for Registered Domestic Partners.

A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding.

Form 590 does not apply to payments of backup withholding. For information on California backup withholding, go to ftb.ca.gov and search for **backup withholding**.

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888.745.3886.

Do not use Form 590 to certify an exemption from withholding if you are a Seller of California real estate. Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, to claim an exemption from real estate withholding.

The following are excluded from withholding and completing this form:

- The United States and any of its agencies or instrumentalities.
- A state, a possession of the United States, the District of Columbia, or any of its political subdivisions or instrumentalities.
- A foreign government or any of its political subdivisions, agencies, or instrumentalities.

B Income Subject to Withholding

California Revenue and Taxation Code (R&TC) Section 18662 requires withholding of income or franchise tax on payments of California source income made to nonresidents of California.

Withholding is required on the following, but is not limited to:

- Payments to nonresidents for services rendered in California.
- Distributions of California source income made to domestic nonresident partners, members, and S corporation shareholders and allocations of California source income made to foreign partners and members.
- Payments to nonresidents for rents if the payments are made in the course of the withholding agent's business.

- Payments to nonresidents for royalties from activities sourced to California.
- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- Endorsement payments received for services performed in California.
- Prizes and winnings received by nonresidents for contests in California.

However, withholding is optional if the total payments of California source income are \$1,500 or less during the calendar year.

For more information on withholding get FTB Pub. 1017, Resident and Nonresident Withholding Guidelines. To get a withholding publication, see Additional Information.

C Who Certifies this Form

Form 590 is certified by the payee. California residents or entities exempt from the withholding requirement should complete Form 590 and submit it to the withholding agent before payment is made. The withholding agent is then relieved of the withholding requirements if the agent relies in good faith on a completed and signed Form 590 unless notified by the Franchise Tax Board (FTB) that the form should not be relied upon.

An incomplete certificate is invalid and the withholding agent should not accept it. If the withholding agent receives an incomplete certificate, the withholding agent is required to withhold tax on payments made to the payee until a valid certificate is received. In lieu of a completed certificate on the preprinted form, the withholding agent may accept as a substitute certificate a letter from the payee explaining why the payee is not subject to withholding. The letter must contain all the information required on the certificate in similar language, including the under penalty of perjury statement and the payee's taxpayer identification number. The withholding agent must retain a copy of the certificate or substitute for at least four years after the last payment to which the certificate applies, and provide it upon request to the FTB.

For example, if an entertainer (or the entertainer's business entity) is paid for a performance, the entertainer's information must be provided. **Do not** submit the entertainer's agent or promoter information.

The grantor of a grantor trust shall be treated as the payee for withholding purposes. Therefore, if the payee is a grantor trust and one or more of the grantors is a nonresident, withholding is required. If all of the grantors on the trust are residents, no withholding is required. Resident grantors can check the box on Form 590 labeled "Individuals — Certification of Residency."

D Definitions

For California non-wage withholding purposes, **nonresident** includes all of the following:

- Individuals who are not residents of California.
- Corporations not qualified through the California Secretary of State (CA SOS) to do business in California or having no permanent place of business in California.
- Partnerships or limited liability companies (LLCs) with no permanent place of business in California.
- Any trust without a resident grantor, beneficiary, or trustee, or estates where the decedent was not a California resident.

Foreign refers to non-U.S.

For more information about determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status. Military servicemembers have special rules for residency. For more information, get FTB Pub. 1032, Tax Information for Military Personnel.

Permanent Place of Business:

A corporation has a permanent place of business in California if it is organized and existing under the laws of California or if it is a foreign corporation qualified to transact intrastate business by the CA SOS. A corporation that has not qualified to transact intrastate business (e.g., a corporation engaged exclusively in interstate commerce) will be considered as having a permanent place of business in California only if it maintains a permanent office in California that is permanently staffed by its employees.

E Military Spouse Residency Relief Act (MSRRA)

Generally, for tax purposes you are considered to maintain your existing residence or domicile. If a military servicemember and nonmilitary spouse have the same state of domicile, the MSRRA provides:

- A spouse shall not be deemed to have lost a residence or domicile in any state solely by reason of being absent to be with the servicemember serving in compliance with military orders.
- A spouse shall not be deemed to have acquired a residence or domicile in any other state solely by reason of being there to be with the servicemember serving in compliance with military orders.

Domicile is defined as the one place:

- Where you maintain a true, fixed, and permanent home.
- To which you intend to return whenever you are absent.

A military servicemember's nonmilitary spouse is considered a nonresident for tax purposes if the servicemember and spouse have the same domicile outside of California and the spouse is in California solely to be with the servicemember who is serving in compliance with Permanent Change of Station orders.

California may require nonmilitary spouses of military servicemembers to provide proof that they meet the criteria for California personal income tax exemption as set forth in the MSRRA.

Income of a military servicemember's nonmilitary spouse for services performed in California is not California source income subject to state tax if the spouse is in California to be with the servicemember serving in compliance with military orders, and the servicemember and spouse have the same domicile in a state other than California.

For additional information or assistance in determining whether the applicant meets the MSRRA requirements, get FTB Pub. 1032.

Specific Instructions

Payee Instructions

Enter the withholding agent's name.

Enter the payee's information, including the taxpayer identification number (TIN) and check the appropriate TIN box.

You must provide an acceptable TIN as requested on this form. The following are acceptable TINs: social security number (SSN); individual taxpayer identification number (ITIN); federal employer identification number (FEIN); California corporation number (CA Corp no.); or CA SOS file number.

Private Mail Box (PMB) – Include the PMB in the address field. Write "PMB" first, then the box number. Example: 111 Main Street PMB 123.

Foreign Address – Enter the information in the following order: City, Country, Province/Region, and Postal Code. Follow the country's practice for entering the postal code. **Do not** abbreviate the country's name.

Check the box that reflects the reason why the payee is exempt from the California income tax withholding requirement.

Withholding Agent Instructions

Keep Form 590 for your records. **Do not** send this form to the FTB unless it has been specifically requested.

For more information, contact Withholding Services and Compliance, see Additional Information.

The payee must notify the withholding agent if any of the following situations occur:

- The individual payee becomes a nonresident.
- The corporation ceases to have a permanent place of business in California or ceases to be qualified to do business in California.
- The partnership ceases to have a permanent place of business in California.
- The LLC ceases to have a permanent place of business in California.
- The tax-exempt entity loses its tax-exempt status.

If any of these situations occur, then withholding may be required. For more information, get Form 592, Resident and Nonresident Withholding Statement, Form 592-B, Resident and Nonresident Withholding Tax Statement, and Form 592-V, Payment Voucher for Resident and Nonresident Withholding.

Additional Information

For additional information or to speak to a representative regarding this form, call the Withholding Services and Compliance telephone service at:

Telephone: **888.792.4900**
916.845.4900
Fax: 916.845.9512

OR write to:

WITHHOLDING SERVICES AND
COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0651

You can download, view, and print California tax forms and publications at ftb.ca.gov.

OR to get forms by mail write to:

TAX FORMS REQUEST UNIT
FRANCHISE TAX BOARD
PO BOX 307
RANCHO CORDOVA CA 95741-0307

For all other questions unrelated to withholding or to access the TTY/TDD numbers, see the information below.

Internet and Telephone Assistance

Website: ftb.ca.gov
Telephone: 800.852.5711 from within the United States
916.845.6500 from outside the United States

TTY/TDD: 800.822.6268 for persons with hearing or speech impairments

Asistencia Por Internet y Teléfono

Sitio web: ftb.ca.gov
Teléfono: 800.852.5711 dentro de los Estados Unidos
916.845.6500 fuera de los Estados Unidos

TTY/TDD: 800.822.6268 para personas con discapacidades auditivas o del habla



CAMPAIGN CONTRIBUTIONS DISCLOSURE

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 South Coast Air Quality Management District (SCAQMD) 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).

California law prohibits a party, or an agent, from making campaign contributions to SCAQMD Governing Board Members or members/alternates of the Mobile Source Air Pollution Reduction Review Committee (MSRC) of more than \$250 while their contract or permit is pending before SCAQMD; 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, SCAQMD 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 more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

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

SECTION I.

Contractor (Legal Name): _____

DBA, Name _____, County Filed in _____ Corporation, ID No. _____ LLC/LLP, ID No. _____

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

SECTION II.

Has Contractor and/or any 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 member/alternate 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
-------------------------------------------------	------------------------	----------------------

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS
<p style="text-align: center;">Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)</p> <p>(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.</p> <p>(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:</p> <ul style="list-style-type: none"> (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: <ul style="list-style-type: none"> (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.



South Coast Air Quality Management District

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

Direct Deposit Authorization

STEP 1: Please check all the appropriate boxes

- | | |
|------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Individual (Employee, Governing Board Member) | <input type="checkbox"/> New Request |
| <input type="checkbox"/> Vendor/Contractor | <input type="checkbox"/> Cancel Direct Deposit |
| <input type="checkbox"/> Changed Information | |

STEP 2: Payee Information

Last Name		First Name		Middle Initial	Title
Vendor/Contractor Business Name (if applicable)					
Address				Apartment or P.O. Box Number	
City		State	Zip	Country	
Taxpayer ID Number		Telephone Number		Email Address	

Authorization

- I authorize South Coast Air Quality Management District (SCAQMD) to direct deposit funds to my account in the financial institution as indicated below. I understand that the authorization may be rejected or discontinued by SCAQMD at any time. If any of the above information changes, I will promptly complete a new authorization agreement. If the direct deposit is not stopped before closing an account, funds payable to me will be returned to SCAQMD for distribution. This will delay my payment.
- This authorization remains in effect until SCAQMD receives written notification of changes or cancellation from you.
- I hereby release and hold harmless SCAQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.

STEP 3:

You must verify that your bank is a member of an Automated Clearing House (ACH). Failure to do so could delay the processing of your payment. You must attach a voided check or have your bank complete the bank information and the account holder must sign below.

To be Completed by your Bank

Staple Voided Check Here	Name of Bank/Institution				
	Account Holder Name(s)				
	<input type="checkbox"/> Saving <input type="checkbox"/> Checking		Account Number	Routing Number	
	Bank Representative Printed Name		Bank Representative Signature		Date
	ACCOUNT HOLDER SIGNATURE:				Date

For SCAQMD Use Only

Input By _____

Date _____

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

REQUEST FOR QUOTATION (RFQ) FOR ONE CRYOGEN FREE PRECONCENTRATOR USED IN SUPPORT OF GC-FID ANALYSIS OF COMPOUNDS FOR THE FEDERAL PHOTOCHEMICAL ASSESSMENT MONITORING STATIONS (PAMS) PROGRAM

Q2017-01

PURPOSE

South Coast Air Quality Management District (SCAQMD) invites sealed quotes from qualified firms interested in providing one (1) Preconcentrator used in Support of GC-FID determination of compounds for the federal photochemical assessment monitoring stations (PAMS) program. In the preparation of this Request for Quotes (RFQ), the word "Proposer," "Contractor," "Vendor," and "Consultant" are used interchangeably. Preconcentrator and preconcentrator are also used interchangeably.

INDEX - The following are contained in this RFQ.

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

SECTION I: BACKGROUND/INFORMATION/SCHEDULE OF EVENTS

SCAQMD is a regional governmental agency responsible for meeting air quality health standards in Orange County and parts of Los Angeles, Riverside and San Bernardino counties. As part of this responsibility, the SCAQMD monitors volatile organic compounds (VOCs) which are ozone precursors by preconcentration followed by gas chromatographic (GC) analysis and flame ionization detection (FID).

The SCAQMD has the need to procure one (1) Cryogen Free Preconcentrator for concentrating VOCS from ambient air prior to delivery to a GCFID instrument system.

SCAQMD CONTACT PERSONS:

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

<u>Administrative:</u>	<u>Technical:</u>
Procurement Unit	Raul Dominguez, Jr., Ph.D.
South Coast Air Quality Management District	South Coast Air Quality Management District
21865 Copley Drive	21865 Copley Drive
Diamond Bar, CA 91765	Diamond Bar, CA 91765
	(909) 396-2225

SCHEDULE OF EVENTS

July 8, 2016	Release of RFQ
August 12, 2016	RFQ Closes, 2:00 P.M.
August 17, 2016	Quotation Evaluation
September 16, 2016	Issue Purchase Order
October 18, 2016	Delivery of Analyzers for Acceptance Testing

Please note that SCAQMD is closed on Monday and cannot receive bid submittals accordingly.

SECTION II: PARTICIPATION IN THE PROCUREMENT PROCESS

It is the policy of SCAQMD 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 SCAQMD contracts. Attachment B to this RFQ contains definitions and further information.

SECTION III: RESPONSE SUBMITTAL REQUIREMENTS

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

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

DUE DATE - **Four (4) complete copies of the quotes must be submitted.** Quotes must be typewritten and submitted in a sealed envelope, plainly marked in the upper, left-hand corner with the name and address of the vendor with the words, "Request for Quotation Q2017-01". It should be addressed to:

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

Quotes are due no later than 2:00 p.m. on August 12, 2016. Any corrections or resubmissions of the quote will not be sufficient reason to extend the deadline.

No late quotations will be accepted under any circumstances.

Grounds for rejection: A quote may be rejected if:

1. It is not prepared in the format described, or
2. It is signed by an individual not authorized to represent the firm.

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

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

SECTION IV: EVALUATION AND SELECTION CRITERIA

Award will be made to the vendor submitting the lowest cost quotation including one year's consumables which is fully responsive to the specifications set forth in the RFQ.

For purposes of determining lowest cost, cost shall be determined based upon the following factors which comprise SCAQMD's Cost of Ownership:

- 1) Base price of preconcentrator.
- 2) Discount for preconcentrator. The bidder may offer a discount from the unit base price of the proposed preconcentrator in exchange for receiving a used preconcentrator (any make, model, age) from SCAQMD. This discount shall be put in absolute dollar terms (not a percentage of base unit price). SCAQMD, at its option, may consider the discount in the cost evaluation; however, the cost evaluation shall be made either with the inclusion of all proposed discounts, or without the inclusion of any proposed discounts.
- 3) Annual cost of spare parts after warranty expires based on vendor-supplied failure rates for analyzers. Vendor must supply documentation to support the failure rates quoted.
- 4) Warranty on analyzer for first year.

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

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

To receive additional preference percentage points in the evaluation process for the categories of Small Business or Small Business Joint Venture, DVBE or DVBE Joint Venture or Local Business (for non-EPA funded projects), the bidder must submit a self-certification or certification from the State of California Office of Small Business Certification and Resources at the time of proposal submission certifying that the bidder meets the requirements set forth in Section III. To receive preference percentage 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 preference percentage points as a Low-Emission Vehicle Business, the bidder must demonstrate to the Executive Officer, or designee, that supplies and materials delivered to SCAQMD 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 preference percentage 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 SCAQMD between the hours of 10:00 a.m. and 3:00 p.m. Businesses offering Most Favored Customer status shall be granted a preference in an amount equal to 2 percent of the lowest cost responsive bid. The cumulative preference percentage 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 preference percentage points.

Specify Yes/No next to the applicable categories as they pertain to price and delivery of the item(s) on this RFQ only. In order to receive eligible business preference points, vendor must complete this section:

Disabled Veteran Business Enterprise	_____	Local Business*	_____
Disabled Veteran Business Enterprise Joint Venture	_____	Low-Emission Vehicle Business**	_____
Small Business	_____	Off-Peak Hours Delivery Business	_____
Small Business Joint Venture	_____	Most Favored Customer Pricing Status	_____

*Local business preference will be awarded to eligible vendors when procurements are not funded in whole or in part by federal grant funds. Funds for this procurement are funded by federal grant funds; therefore, Section II, C (pertaining to local business) is applicable and local business preference will not be awarded.

**If you answered “yes” for above Low-Emission Vehicle Business, complete section below. Check the type of vehicle that qualifies your business as a Low-Emission Vehicle Business in conducting deliveries to SCAQMD. If a common carrier is used, please list the carrier name. This information is subject to verification.

Type of Low-Emission Vehicle:	Check Vehicle Type	Name of Common Carrier (if applicable)
Electric Powered Vehicle		
Compressed Natural Gas (CNG) Powered Vehicle		
Liquefied Natural Gas (LNG) Powered Vehicle		
Liquefied Petroleum (LPG) Powered Vehicle		
Ethanol Powered Vehicle		
Methanol Powered Vehicle		
Hydrogen Powered Vehicle		
Vehicle Powered by Diesel Retrofitted with Particulate Matter (PM) traps		

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.

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 SCAQMD 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 SCAQMD Procurement Department.

If quotations submittal is for a Public Works project as defined by State of California Labor Code Section 1720, bidder is required to include Contractor Registration No. in Attachment B. Quotation submittal will be deemed as non-responsive and bidder may be disqualified if Contractor Registration No. is not included in Attachment C. Bidder is alerted to changes to California Prevailing Wage compliance requirements as defined in Senate Bill 854 (Stat. 2014, Chapter 28) and California Labor Code Sections 1770, 1771 and 1725.

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

SECTION V:

RFQ/TITLE PAGE

Q2017-01

**REQUEST FOR QUOTATION (RFQ) FOR ONE CRYOGEN FREE
PRECONCENTRATOR USED IN SUPPORT OF GC-FID ANALYSIS OF
COMPOUNDS FOR THE FEDERAL PHOTOCHEMICAL ASSESSMENT
MONITORING STATIONS (PAMS) PROGRAM**

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

Attention: Procurement Manager

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

Company Name _____

Company Address _____

Authorized by _____
(print name)

Authorized Signature _____

Title _____

Telephone No. _____ Fax No. _____

Contact Email Address: _____

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

**REQUEST FOR QUOTATION (RFQ) FOR ONE CRYOGEN FREE PRECONCENTRATOR
USED IN SUPPORT OF GC-FID ANALYSIS OF COMPOUNDS FOR THE FEDERAL
PHOTOCHEMICAL ASSESSMENT MONITORING STATIONS (PAMS) PROGRAM**

Q2017-01

July 8, 2016

GENERAL

These specifications cover the requirements of the South Coast Air Quality Management District (SCAQMD) for one Preconcentrator used in Support of GC-FID analysis of compounds for the federal photochemical assessment monitoring stations (PAMS) program.

MANUFACTURER QUALIFICATIONS

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

EQUIPMENT AND SERVICES TO BE FURNISHED BY THE VENDOR

The vendor shall provide with the analyzer the following:

1. All accessories including consumables and specialized tools required for operation and necessary servicing the - preconcentrator for a period of one year after completion of acceptance testing.
2. One operating manual per each preconcentrator, one service manual and one set of electronic schematics and flow diagrams.
3. One (1) ambient air sample performance report by the manufacturer for the preconcentrator.
4. Four (4) copies of a complete list of spare parts, including current prices.
5. A list of vendor's standard rates for time and travel of his/her service personnel.
6. The vendor shall provide delivery within 30 days of contract approval.

TRAINING

Vendor shall provide a one-day training to include operation, routine servicing, repair, and non-routing servicing of the preconcentrator. The cost of training is to be quoted as a separate item and is not to be included in the total cost of the preconcentrator, accessories including consumables, and specialized tools

WARRANTY

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

2. Field Service: In the event a preconcentrator develops a malfunction which cannot be solved by the application of routine servicing procedures described in the operating and service manual or by replacement of a part supplied or software patch under the warranty, the vendor shall agree to place the preconcentrator into proper operating condition within seven days after the arrival of service personnel or to provide an operational, equivalent preconcentrator within the same seven-day period for use as a substitute until the original preconcentrator has been repaired. During the first year following acceptance by SCAQMD, the vendor shall agree to make no charge for this service at any location within the jurisdiction of SCAQMD and to provide this service in time to comply with the terms of the warranty concerning total operating hours per year.

3. Spare Parts: The vendor shall agree to supply, on request, spare parts for the preconcentrator for at least ten years following the date of acceptance by SCAQMD. The vendor shall agree to place parts vendor manufactured in the hands of SCAQMD within 15 days of receipt of the order. In the case of spare parts which the vendor does not manufacture, the vendor shall agree to either of the following: (1) place the parts requested in the hands of SCAQMD within 45 days of receipt of the first order and within 15 days of receipt of subsequent orders, or (2) find and identify to SCAQMD, within 15 days a convenient, reliable source of supply which will place parts in the hands of SCAQMD within 30 days of the receipt of the order.

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

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

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

4. Software: The vendor shall provide software patches and updates under the warranty.

ACCEPTANCE TESTING

The preconcentrator will be required to pass acceptance testing. Acceptance testing will be initiated no more than ten (10) business days from receipt of all preconcentrator components. The acceptance test shall consist of checking the preconcentrator for compliance with the requirements listed above and those listed under "PHYSICAL SPECIFICATIONS" and "PERFORMANCE SPECIFICATIONS". The duration of the acceptance test shall be from 30 business days minimum to 60 business days maximum. Representatives of the vendor shall have the option, but not the requirement, of setting up the preconcentrator and making it ready for acceptance testing.

If the preconcentrator does not meet the listed specifications, the preconcentrator will be rejected and the vendor will have one opportunity to repair or replace the preconcentrator. In this case, the acceptance testing duration will reset to from 30 business days minimum to 60 business days

maximum duration. The preconcentrator will be returned to the vendor freight collect. If the preconcentrator fails, except for external causes, within a 30-day period, the vendor shall be given the opportunity to make any necessary corrections or replacements, including the entire preconcentrator, if necessary, after which another 30-day test shall be initiated. If, by the end of 70 days after the beginning of the first acceptance tests, the preconcentrator has not met all specifications followed by compliance with the performance specifications and the acceptance tests, **the preconcentrator shall be rejected and the order canceled.**

PAYMENT:

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

SHIPMENT:

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

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

Science and Technology Advancement
Attn.: Raul Dominguez, Jr., Ph.D.
Principal Air Quality Chemist
Laboratory & Source Test Engineering Branch
Monitoring & Analysis Division

RFQ #2017-01 SPECIFICATIONS

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

Specifications for Cryogen Free Preconcentrator Used in Support of GC-FID Analysis of Compounds for the Federal Photochemical Assessment Monitoring Stations (PAMS) Program	
FUNCTIONAL REQUIREMENTS:	Exceptions or Alternatives ^(a)
<p><u>Preconcentrator:</u> The preconcentrator shall be capable of interfaced to Agilent 7890, 7890A, or similar gas chromatograph (GC).</p> <p><u>Principle of operation:</u> A aliquot of a gaseous sample (typically 75 ml to 600 ml) will be preconcentrated then injected into the gas chromatograph</p> <p><u>Purpose:</u> The preconcentrator will be used to preconcentrate ambient air VOCs in support of the federal PAMS program, as well as for gaseous analytes in air samples collected for incident response, odor complaints, and other miscellaneous sources. The preconcentrated VOCS will be delivered to a GC for chromatographic separation of components and quantitation by FID. The preconcentrator must have the ability to perform –preconcentration of C2 to C12 VOCs (including oxygenates) from 75 cc to 600 cc of ambient air sample, while sufficiently reducing the effects of H₂O and CO₂ on downstream GC analysis (capillary column).</p> <p>The preconcentrator must include an autosampler and an automation software that allows canister or Tedlar® bag samples to be analyzed without interruption over three days. Ideally, the autosampler should have ports for attaching 12 to 16 canister or Tedlar bag samples simultaneously.</p> <p>This specification is for a cryogen free preconcentrator. Exceptions will be considered.</p> <p>The preconcentrator software must be fully integrated and control all preconcentrator functions as well as be compatible with Agilent Chemstation® or OpenLabs® software. In addition, the software must be Windows™ –based and operating on 64-bit Windows 7 or 8. The system must be capable of operating on 115V power supply.</p> <p>A computer for controlling the preconcentrator must be included (see below for minimum specification requirement).</p>	

Specifications for Cryogen Free Preconcentrator Used in Support of GC-FID Analysis of Compounds for the Federal Photochemical Assessment Monitoring Stations (PAMS) Program

PHYSICAL AND PERFORMANCE SPECIFICATIONS	Exceptions or Alternatives ^(a)
<p><u>PHYSICAL SPECIFICATIONS:</u> <u>Preconcentrator system –Requirements</u></p> <ul style="list-style-type: none"> a. Sufficient channels including sample tree/autosampler for (3 day) automated operation. b. Operation satisfying US EPA PAMS program requirements and capable of trapping C2 and C3 species with recoveries between 80 and 120 percent at 1 ppbCv nominal concentrations. c. Compatibility with both canister/bag analysis. d. Heated transfer and internal lines. e. 50 – 600 mL preconcentration volumes f. Cryogen-free operation highly preferred. Exceptions will be considered. g. Vacuum pump, capable of providing 50 – 600 +/- 1% ml sample through the preconcentrator operating at 115 V, for samples that include pressurized (+10 psi) and unpressurised (-10 psi below ambient) canister samples. <p><u>PC hardware, software and interface</u></p> <p>The minimum specification for the preconcentrator or computer includes a 5th generation Intel core i5 CPU, 8G RAM, 1TB hard drive (two physical drives on raid 1), two Ethernet ports (for two network connectivity), and a 24 inch LED-backlit monitor. A Windows 7/8.1 professional operating system with preconcentrator controlling software must be pre-installed and activated.</p> <ul style="list-style-type: none"> a. 	

Specifications for Cryogen Free Preconcentrator Used in Support of GC-FID Analysis of Compounds for the Federal Photochemical Assessment Monitoring Stations (PAMS) Program

PHYSICAL AND PERFORMANCE SPECIFICATIONS	Exceptions or Alternatives ^(a)
<p><u>Warranty</u></p> <p>The vendor shall provide a written guarantee to meet the above general category and the above specifications with the quotation. The guarantee shall be for one year following acceptance of the system by the SCAQMD. The vendor must also show the cost for one full year of a service maintenance (after warranty expires) contract for a complete system.</p> <p><u>PERFORMANCE SPECIFICATIONS:</u></p> <ul style="list-style-type: none"> a. The preconcentrator will be capable of delivering analytes to the GCFID system in sufficient concentration to allow determination of MDLS at least meeting federal PAMS requirements (presently 0.1 ppbC per component but proposed at 0.1 ppbC per component). b. The preconcentrator will have a linear concentration range of at least three (3) orders of magnitude. c. The preconcentrator will be capable of delivering analytes to the GCFID system such that increasing doubling, quadrupling etc. sample size will produce a linear response (RSD 0.999 or better) for analyte determinations within the sample volume range of the preconcentrator. d. The preconcentrator contribution to precision inaccuracy shall be equal to or better than +/- 5% of 1.0 ppbC benzene and propane. e. Preconcentrator carryover will be better than <0.1 ppbC absolute. 	

ATTACHMENT A
TERMS AND CONDITIONS

TERMS AND CONDITIONS

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

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

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

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

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

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

15. Most Favored Customer It is the policy of the SCAQMD to receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services. To this purpose, formal bidding procedures, sole source awards, and RFP/RFQ processes will include a certification for "most favored customer" status. SCAQMD will give preference, where appropriate, to vendors who certify that they will provide "most favored customer" status to the SCAQMD.

ATTACHMENT B

PARTICIPATION IN THE PROCUREMENT PROCESS

A. It is the policy of South Coast Air Quality Management District (SCAQMD) 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 SCAQMD contracts.

B. Definitions:

The definition of minority, women or disadvantaged business enterprises set forth below is included for purposes of determining compliance with the affirmative steps requirement described in Paragraph G below on procurements funded in whole or in part with federal 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. "Women business enterprise" (WBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. a business that 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.
 - b. a business whose management and daily business operations are controlled by one or more 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. "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.
3. "Disabled veteran business enterprise" (DVBE) as used in this policy means a business enterprise that meets all of the following criteria:
 - a. is a sole proprietorship or partnership of which at least 51 percent is 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.
4. "Local business" as used in this policy means a company that has an ongoing business within geographical boundaries of SCAQMD at the time of bid or proposal submittal and performs 90% of the work related to the contract within the geographical boundaries of SCAQMD and satisfies the requirements of subparagraph H below.

5. "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.
6. "Joint ventures" as defined in this policy pertaining to certification means that one party to the joint venture is a DVBE or small business and owns at least 51 percent of the joint venture.
7. "Low-Emission Vehicle Business" as used in this policy means a company or contractor that uses low-emission vehicles in conducting deliveries to SCAQMD. 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.
8. "Off-Peak Hours Delivery Business" as used in this policy means a company or contractor that commits to conducting deliveries to SCAQMD during off-peak traffic hours defined as between 10:00 a.m. and 3:00 p.m.
9. "Benefits Incentive Business" as used in this policy means a company or contractor that provides janitorial, security guard or landscaping services to SCAQMD and commits to providing employee health benefits (as defined below in Section VIII.D.2.d) for full time workers with affordable deductible and co-payment terms.
10. "Minority Business Enterprise" as used in this policy means a business that is at least 51 percent owned by one or more minority person(s), 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 or minority persons.
 - a. a business whose management and daily business operations are controlled by one or more minority persons.
 - b. 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.
 - c. "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 (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).
11. "Most Favored Customer" as used in this policy means that the SCAQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.

12. "Disadvantaged Business Enterprise" as used in this policy means a business that is an entity owned and/or controlled by a socially and economically disadvantaged individual(s) as described by Title X of the Clean Air Act Amendments of 1990 (42 U.S.C. 7601 note) (10% statute), and Public Law 102-389 (42 U.S.C. 4370d)(8% statute), respectively;
a Small Business Enterprise (SBE);
a Small Business in a Rural Area (SBRA);
a Labor Surplus Area Firm (LSAF); or
a Historically Underutilized Business (HUB) Zone Small Business Concern, or a concern under a successor program.

- 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 federal grant funds) shall be granted a preference in an amount equal to 2% of the lowest cost responsive bid. Businesses offering Most Favored Customer status shall be granted a preference in an amount equal to 2 percent 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 federal grant funds local businesses shall receive five (5) points. Off-Peak Hours Delivery Businesses shall be awarded two (2) points in the evaluation process. Businesses offering Most Favored Customer status shall be awarded two (2) points in the evaluation process.
- E. SCAQMD 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 SCAQMD contractual obligations.
- F. SCAQMD 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 federal funds, and if subcontracts are to be let, the Contractor must comply with the following, evidencing a good faith effort to solicit disadvantaged businesses. Contractor shall submit a certification signed by an authorized official affirming its status as a MBE or WBE, as applicable, at the time of contract execution. SCAQMD reserves the right to request documentation demonstrating compliance with the following good faith efforts prior to contract execution.
 - 1. Ensure Disadvantaged Business Enterprises (DBEs) are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.
 - 2. Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.

3. Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and Local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.
 4. Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.
 5. Using the services and assistance of the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.
 6. If the prime contractor awards subcontracts, require the prime contractor to take the above steps.
- 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 federal 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 SCAQMD. 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 SCAQMD shall be entitled to the local business preference.
- J. In compliance with federal fair share requirements set forth in 40 CFR Part 33, SCAQMD shall establish a fair share goal annually for expenditures with federal funds covered by its procurement policy.

ATTACHMENT C

CERTIFICATIONS AND REPRESENTATIONS



South Coast Air Quality Management District

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

Business Information Request

Dear SCAQMD Contractor/Supplier:

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, remember to sign all 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
Form 590 Withholding Exemption Certificate
Federal Contract Debarment Certification
Campaign Contributions Disclosure
Direct Deposit Authorization

REV 9/15



South Coast Air Quality Management District

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

BUSINESS INFORMATION REQUEST

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

REMITTING ADDRESS INFORMATION

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

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

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

BUSINESS STATUS CERTIFICATIONS

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 SCAQMD, (name of business) will engage in good faith efforts to achieve the fair share in accordance with 40 CFR Section 33.301, and will follow the six affirmative steps listed below **for contracts or purchase orders funded in whole or in part by federal grants and contracts.**

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

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

Check all that apply:

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

Percent of ownership: _____ %

Name of Qualifying Owner(s): _____

State of California Public Works Contractor Registration No. _____ . MUST BE INCLUDED IF BID PROPOSAL IS FOR PUBLIC WORKS PROJECT.

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 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.

Most Favored Customer as used in this policy means that the SCAQMD will receive at least as favorable pricing, warranties, conditions, benefits and terms as other customers or clients making similar purchases or receiving similar services.

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.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.	
	2 Business name/disregarded entity name, if different from above	
	3 Check appropriate box for federal tax classification; check only one of the following seven boxes: <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____ Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner. <input type="checkbox"/> Other (see instructions) ▶ _____	
	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <i>(Applies to accounts maintained outside the U.S.)</i>	
	5 Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	6 City, state, and ZIP code	
	7 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 generally 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 instructions for line 1 and 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. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

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 3.

Sign Here	Signature of U.S. person ▶	Date ▶
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at www.irs.gov/fw9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)

- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)

- Form 1099-C (canceled debt)

- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding? on page 2.

By signing the filled-out form, you:

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. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.

Note. If you are a U.S. person and 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.

Definition of a U.S. person. For federal tax purposes, you are considered a U.S. person if you are:

- An individual who is a U.S. citizen or U.S. resident alien;
- A partnership, corporation, company, or association created or organized in the United States or under the laws of the United States;
- An estate (other than a foreign estate); or
- A domestic trust (as defined in Regulations section 301.7701-7).

Special rules for partnerships. Partnerships that conduct a trade or business in the United States are generally required to pay a withholding tax under section 1446 on any foreign partners' share of effectively connected taxable income from such business. Further, in certain cases where a Form W-9 has not been received, the rules under section 1446 require a partnership to presume that a partner is a foreign person, and pay the section 1446 withholding tax. Therefore, if you are a U.S. person that is a partner in a partnership conducting a trade or business in the United States, provide Form W-9 to the partnership to establish your U.S. status and avoid section 1446 withholding on your share of partnership income.

In the cases below, the following person must give Form W-9 to the partnership for purposes of establishing its U.S. status and avoiding withholding on its allocable share of net income from the partnership conducting a trade or business in the United States:

- In the case of a disregarded entity with a U.S. owner, the U.S. owner of the disregarded entity and not the entity;
- In the case of a grantor trust with a U.S. grantor or other U.S. owner, generally, the U.S. grantor or other U.S. owner of the grantor trust and not the trust; and
- In the case of a U.S. trust (other than a grantor trust), the U.S. trust (other than a grantor trust) and not the beneficiaries of the trust.

Foreign person. If you are a foreign person or the U.S. branch of a foreign bank that has elected to be treated as a U.S. person, do not use Form W-9. Instead, use the appropriate Form W-8 or Form 8233 (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 payee 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, give the requester the appropriate completed Form W-8 or Form 8233.

Backup Withholding

What is backup withholding? Persons making certain payments to you must under certain conditions withhold and pay to the IRS 28% of such payments. This is called "backup withholding." Payments that may be subject to backup withholding include interest, tax-exempt interest, dividends, broker and barter exchange transactions, rents, royalties, nonemployee pay, payments made in settlement of payment card and third party network transactions, 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,
2. You do not certify your TIN when required (see the Part II instructions on page 3 for details),

3. The IRS tells the requester that you furnished an incorrect TIN,

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 *Exempt payee code* on page 3 and the separate Instructions for the Requester of Form W-9 for more information.

Also see *Special rules for partnerships* above.

What is FATCA reporting?

The Foreign Account Tax Compliance Act (FATCA) requires a participating foreign financial institution to report all United States account holders that are specified United States persons. Certain payees are exempt from FATCA reporting. See *Exemption from FATCA reporting code* on page 3 and the Instructions for the Requester of Form W-9 for more information.

Updating Your Information

You must provide updated information to any person to whom you claimed to be an exempt payee if you are no longer an exempt payee and anticipate receiving reportable payments in the future from this person. For example, you may need to provide updated information if you are a C corporation that elects to be an S corporation, or if you no longer are tax exempt. In addition, you must furnish a new Form W-9 if the name or TIN changes for the account; for example, if the grantor of a grantor trust dies.

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

Line 1

You must enter one of the following on this line; **do not** leave this line blank. The name should match the name on your tax return.

If this Form W-9 is for a joint account, list first, and then circle, the name of the person or entity whose number you entered in Part I of Form W-9.

a. **Individual.** Generally, enter the name shown on your tax return. If you have changed your last name without informing the Social Security Administration (SSA) of the name change, enter your first name, the last name as shown on your social security card, and your new last name.

Note. ITIN applicant: Enter your individual name as it was entered on your Form W-7 application, line 1a. This should also be the same as the name you entered on the Form 1040/1040A/1040EZ you filed with your application.

b. **Sole proprietor or single-member LLC.** Enter your individual name as shown on your 1040/1040A/1040EZ on line 1. You may enter your business, trade, or "doing business as" (DBA) name on line 2.

c. **Partnership, LLC that is not a single-member LLC, C Corporation, or S Corporation.** Enter the entity's name as shown on the entity's tax return on line 1 and any business, trade, or DBA name on line 2.

d. **Other entities.** Enter your name as shown on required U.S. federal tax documents on line 1. 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 line 2.

e. **Disregarded entity.** For U.S. federal tax purposes, an entity that is disregarded as an entity separate from its owner is treated as a "disregarded entity." See Regulations section 301.7701-2(c)(2)(iii). Enter the owner's name on line 1. The name of the entity entered on line 1 should never be a disregarded entity. The name on line 1 should be the name shown on the income tax return on which the income should be reported. For example, if a foreign LLC that is treated as a disregarded entity for U.S. federal tax purposes has a single owner that is a U.S. person, the U.S. owner's name is required to be provided on line 1. If the direct owner of the entity is also a disregarded entity, enter the first owner that is not disregarded for federal tax purposes. Enter the disregarded entity's name on line 2, "Business name/disregarded entity name." If the owner of the disregarded entity is a foreign person, the owner must complete an appropriate Form W-8 instead of a Form W-9. This is the case even if the foreign person has a U.S. TIN.

Line 2

If you have a business name, trade name, DBA name, or disregarded entity name, you may enter it on line 2.

Line 3

Check the appropriate box in line 3 for the U.S. federal tax classification of the person whose name is entered on line 1. Check only one box in line 3.

Limited Liability Company (LLC). If the name on line 1 is an LLC treated as a partnership for U.S. federal tax purposes, check the "Limited Liability Company" box and enter "P" in the space provided. If the LLC has filed Form 8832 or 2553 to be taxed as a corporation, check the "Limited Liability Company" box and in the space provided enter "C" for C corporation or "S" for S corporation. If it is a single-member LLC that is a disregarded entity, do not check the "Limited Liability Company" box; instead check the first box in line 3 "Individual/sole proprietor or single-member LLC."

Line 4, Exemptions

If you are exempt from backup withholding and/or FATCA reporting, enter in the appropriate space in line 4 any code(s) that may apply to you.

Exempt payee code.

- Generally, individuals (including sole proprietors) are not exempt from backup withholding.
- Except as provided below, corporations are exempt from backup withholding for certain payments, including interest and dividends.
- Corporations are not exempt from backup withholding for payments made in settlement of payment card or third party network transactions.
- Corporations are not exempt from backup withholding with respect to attorneys' fees or gross proceeds paid to attorneys, and corporations that provide medical or health care services are not exempt with respect to payments reportable on Form 1099-MISC.

The following codes identify payees that are exempt from backup withholding. Enter the appropriate code in the space in line 4.

- 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 U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities
- 4—A foreign government or any of its political subdivisions, agencies, or instrumentalities
- 5—A corporation
- 6—A dealer in securities or commodities required to register in the United States, the District of Columbia, or a U.S. commonwealth or possession
- 7—A futures commission merchant registered with the Commodity Futures Trading Commission
- 8—A real estate investment trust
- 9—An entity registered at all times during the tax year under the Investment Company Act of 1940
- 10—A common trust fund operated by a bank under section 584(a)
- 11—A financial institution
- 12—A middleman known in the investment community as a nominee or custodian
- 13—A trust exempt from tax under section 664 or described in section 4947

The following chart shows types of payments that may be exempt from backup withholding. The chart applies to the exempt payees listed above, 1 through 13.

IF the payment is for . . .	THEN the payment is exempt for . . .
Interest and dividend payments	All exempt payees except for 7
Broker transactions	Exempt payees 1 through 4 and 6 through 11 and all C corporations. S corporations must not enter an exempt payee code because they are exempt only for sales of noncovered securities acquired prior to 2012.
Barter exchange transactions and patronage dividends	Exempt payees 1 through 4
Payments over \$600 required to be reported and direct sales over \$5,000 ¹	Generally, exempt payees 1 through 5 ²
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

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

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

Exemption from FATCA reporting code. The following codes identify payees that are exempt from reporting under FATCA. These codes apply to persons submitting this form for accounts maintained outside of the United States by certain foreign financial institutions. Therefore, if you are only submitting this form for an account you hold in the United States, you may leave this field blank. Consult with the person requesting this form if you are uncertain if the financial institution is subject to these requirements. A requester may indicate that a code is not required by providing you with a Form W-9 with "Not Applicable" (or any similar indication) written or printed on the line for a FATCA exemption code.

A—An organization exempt from tax under section 501(a) or any individual retirement plan as defined in section 7701(a)(37)

B—The United States or any of its agencies or instrumentalities

C—A state, the District of Columbia, a U.S. commonwealth or possession, or any of their political subdivisions or instrumentalities

D—A corporation the stock of which is regularly traded on one or more established securities markets, as described in Regulations section 1.1472-1(c)(1)(i)

E—A corporation that is a member of the same expanded affiliated group as a corporation described in Regulations section 1.1472-1(c)(1)(i)

F—A dealer in securities, commodities, or derivative financial instruments (including notional principal contracts, futures, forwards, and options) that is registered as such under the laws of the United States or any state

G—A real estate investment trust

H—A regulated investment company as defined in section 851 or an entity registered at all times during the tax year under the Investment Company Act of 1940

I—A common trust fund as defined in section 584(a)

J—A bank as defined in section 581

K—A broker

L—A trust exempt from tax under section 664 or described in section 4947(a)(1)

M—A tax exempt trust under a section 403(b) plan or section 457(g) plan

Note. You may wish to consult with the financial institution requesting this form to determine whether the FATCA code and/or exempt payee code should be completed.

Line 5

Enter your address (number, street, and apartment or suite number). This is where the requester of this Form W-9 will mail your information returns.

Line 6

Enter your city, state, and ZIP code.

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-member LLC that is disregarded as an entity separate from its owner (see *Limited Liability Company (LLC)* on this page), enter the owner's SSN (or EIN, if the owner has one). Do not enter the disregarded entity's EIN. If the LLC is classified as a corporation or partnership, 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 SSA office or get this form online at www.ssa.gov. You may also get this form by calling 1-800-772-1213. Use Form W-7, Application for IRS Individual Taxpayer Identification Number, to apply for an ITIN, or Form SS-4, Application for Employer Identification Number, to apply for an EIN. You can apply for an EIN online by accessing the IRS website at www.irs.gov/businesses and clicking on Employer Identification Number (EIN) under Starting a Business. You can get Forms W-7 and SS-4 from the IRS by visiting 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, apply for a TIN and 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. Entering "Applied For" means that you have already applied for a TIN or that you intend to apply for one soon.

Caution: A disregarded U.S. 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, or 5 below indicate otherwise.

For a joint account, only the person whose TIN is shown in Part I should sign (when required). In the case of a disregarded entity, the person identified on line 1 must sign. Exempt payees, see *Exempt payee code* earlier.

Signature requirements. Complete the certification as indicated in items 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 made in settlement of payment card and third party network transactions, payments to certain fishing boat crew members and fishermen, and gross proceeds paid to attorneys (including payments to corporations).

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

What Name and Number To Give the Requester

For this type of account:	Give name and SSN of:
1. Individual	The individual
2. Two or more individuals (joint account)	The actual owner of the account or, if combined funds, the first individual on the account ¹
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor ²
4. a. The usual revocable savings trust (grantor is also trustee) b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee ¹ The actual owner ¹
5. Sole proprietorship or disregarded entity owned by an individual	The owner ³
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor ⁴
For this type of account:	Give name and EIN of:
7. Disregarded entity not owned by an individual	The owner
8. A valid trust, estate, or pension trust	Legal entity ⁴
9. Corporation or LLC electing corporate status on Form 8832 or Form 2553	The corporation
10. Association, club, religious, charitable, educational, or other tax-exempt organization	The organization
11. Partnership or multi-member LLC	The partnership
12. A broker or registered nominee	The broker or nominee
13. 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
14. Grantor trust filing under the Form 1041 Filing Method or the Optional Form 1099 Filing Method 2 (see Regulations section 1.671-4(b)(2)(i)(B))	The trust

¹ 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.

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

³ You must show your individual name and you may also enter your business or DBA name on the "Business name/disregarded entity" name line. You may use either your SSN or EIN (if you have one), but the IRS encourages you to use your SSN.

⁴ List first and circle the name of the 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.) Also see *Special rules for partnerships* on page 2.

***Note.** Grantor also must provide a Form W-9 to trustee of trust.

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.

Secure Your Tax Records from Identity Theft

Identity theft occurs when someone uses your personal information such as your name, SSN, or other identifying information, without your permission, to commit fraud or other crimes. An identity thief may use your SSN to get a job or may file a tax return using your SSN to receive a refund.

To reduce your risk:

- Protect your SSN,
- Ensure your employer is protecting your SSN, and
- Be careful when choosing a tax preparer.

If your tax records are affected by identity theft and you receive a notice from the IRS, respond right away to the name and phone number printed on the IRS notice or letter.

If your tax records are not currently affected by identity theft but you think you are at risk due to a lost or stolen purse or wallet, questionable credit card activity or credit report, contact the IRS Identity Theft Hotline at 1-800-908-4490 or submit Form 14039.

For more information, see Publication 4535, Identity Theft Prevention and Victim Assistance.

Victims of identity theft who are experiencing economic harm or a system problem, or are seeking help in resolving tax problems that have not been resolved through normal channels, may be eligible for Taxpayer Advocate Service (TAS) assistance. You can reach TAS by calling the TAS toll-free case intake line at 1-877-777-4778 or TTY/TDD 1-800-829-4059.

Protect yourself from suspicious emails or phishing schemes. Phishing is the creation and use of email and websites designed to mimic legitimate business emails and websites. The most common act is sending an email to a user falsely claiming to be an established legitimate enterprise in an attempt to scam the user into surrendering private information that will be used for identity theft.

The IRS does not initiate contacts with taxpayers via emails. Also, the IRS does not request personal detailed information through email or ask taxpayers for the PIN numbers, passwords, or similar secret access information for their credit card, bank, or other financial accounts.

If you receive an unsolicited email claiming to be from the IRS, forward this message to phishing@irs.gov. You may also report misuse of the IRS name, logo, or other IRS property to the Treasury Inspector General for Tax Administration (TIGTA) at 1-800-366-4484. You can forward suspicious emails to the Federal Trade Commission at: spam@uce.gov or contact them at www.ftc.gov/idtheft or 1-877-IDTHEFT (1-877-438-4338).

Visit IRS.gov to learn more about identity theft and how to reduce your risk.

Privacy Act Notice

Section 6109 of the Internal Revenue Code requires you to provide your correct TIN to persons (including federal agencies) who are required to file information returns with the IRS to report interest, dividends, or certain other income paid to you; mortgage interest you paid; the acquisition or abandonment of secured property; the cancellation of debt; or contributions you made to an IRA, Archer MSA, or HSA. The person collecting this form uses the information on the form to file information returns with the IRS, reporting the above information. Routine uses of this information include giving it to the Department of Justice for civil and criminal litigation and to cities, states, the District of Columbia, and U.S. commonwealths and possessions for use in administering their laws. The information also may be disclosed to other countries under a treaty, to federal and state agencies to enforce civil and 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. Under section 3406, payers must generally withhold a percentage of taxable interest, dividend, and certain other payments to a payee who does not give a TIN to the payer. Certain penalties may also apply for providing false or fraudulent information.

2015 Withholding Exemption Certificate

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The payee completes this form and submits it to the withholding agent.

Withholding Agent (Type or print)

Name

Payee

Name

SSN or ITIN FEIN CA Corp no. CA SOS file no.

Address (apt./ste., room, PO Box, or PMB no.)

City (If you have a foreign address, see instructions.)

State

ZIP Code

Exemption Reason

Check only one reason box below that applies to the payee.

By checking the appropriate box below, the Payee certifies the reason for the exemption from the California income tax withholding requirements on payment(s) made to the entity or individual.

Individuals — Certification of Residency:

I am a resident of California and I reside at the address shown above. If I become a nonresident at any time, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.

Corporations:

The corporation has a permanent place of business in California at the address shown above or is qualified through the California Secretary of State (SOS) to do business in California. The corporation will file a California tax return. If this corporation ceases to have a permanent place of business in California or ceases to do any of the above, I will promptly notify the withholding agent. See instructions for General Information D, Definitions.

Partnerships or Limited Liability Companies (LLCs):

The partnership or LLC has a permanent place of business in California at the address shown above or is registered with the California SOS, and is subject to the laws of California. The partnership or LLC will file a California tax return. If the partnership or LLC ceases to do any of the above, I will promptly inform the withholding agent. For withholding purposes, a limited liability partnership (LLP) is treated like any other partnership.

Tax-Exempt Entities:

The entity is exempt from tax under California Revenue and Taxation Code (R&TC) Section 23701 _____ (insert letter) or Internal Revenue Code Section 501(c) _____ (insert number). If this entity ceases to be exempt from tax, I will promptly notify the withholding agent. Individuals cannot be tax-exempt entities.

Insurance Companies, Individual Retirement Arrangements (IRAs), or Qualified Pension/Profit Sharing Plans:

The entity is an insurance company, IRA, or a federally qualified pension or profit-sharing plan.

California Trusts:

At least one trustee and one noncontingent beneficiary of the above-named trust is a California resident. The trust will file a California fiduciary tax return. If the trustee or noncontingent beneficiary becomes a nonresident at any time, I will promptly notify the withholding agent.

Estates — Certification of Residency of Deceased Person:

I am the executor of the above-named person's estate or trust. The decedent was a California resident at the time of death. The estate will file a California fiduciary tax return.

Nonmilitary Spouse of a Military Servicemember:

I am a nonmilitary spouse of a military servicemember and I meet the Military Spouse Residency Relief Act (MSRRA) requirements. See instructions for General Information E, MSRRA.

CERTIFICATE OF PAYEE: Payee must complete and sign below.

Under penalties of perjury, I hereby certify that the information provided in this document is, to the best of my knowledge, true and correct. If conditions change, I will promptly notify the withholding agent.

Payee's name and title (type or print) _____ Telephone (____) _____

Payee's signature ► _____ Date _____

2015 Instructions for Form 590

Withholding Exemption Certificate

References in these instructions are to the California Revenue and Taxation Code (R&TC).

General Information

Registered Domestic Partners (RDP) – For purposes of California income tax, references to a spouse, husband, or wife also refer to a Registered Domestic Partner (RDP) unless otherwise specified. For more information on RDPs, get FTB Pub. 737, Tax Information for Registered Domestic Partners.

A Purpose

Use Form 590, Withholding Exemption Certificate, to certify an exemption from nonresident withholding.

Form 590 does not apply to payments of backup withholding. For information on California backup withholding, go to ftb.ca.gov and search for **backup withholding**.

Form 590 does not apply to payments for wages to employees. Wage withholding is administered by the California Employment Development Department (EDD). For more information, go to edd.ca.gov or call 888.745.3886.

Do not use Form 590 to certify an exemption from withholding if you are a Seller of California real estate. Sellers of California real estate use Form 593-C, Real Estate Withholding Certificate, to claim an exemption from real estate withholding.

The following are excluded from withholding and completing this form:

- The United States and any of its agencies or instrumentalities.
- A state, a possession of the United States, the District of Columbia, or any of its political subdivisions or instrumentalities.
- A foreign government or any of its political subdivisions, agencies, or instrumentalities.

B Income Subject to Withholding

California Revenue and Taxation Code (R&TC) Section 18662 requires withholding of income or franchise tax on payments of California source income made to nonresidents of California.

Withholding is required on the following, but is not limited to:

- Payments to nonresidents for services rendered in California.
- Distributions of California source income made to domestic nonresident partners, members, and S corporation shareholders and allocations of California source income made to foreign partners and members.
- Payments to nonresidents for rents if the payments are made in the course of the withholding agent's business.

- Payments to nonresidents for royalties from activities sourced to California.
- Distributions of California source income to nonresident beneficiaries from an estate or trust.
- Endorsement payments received for services performed in California.
- Prizes and winnings received by nonresidents for contests in California.

However, withholding is optional if the total payments of California source income are \$1,500 or less during the calendar year.

For more information on withholding get FTB Pub. 1017, Resident and Nonresident Withholding Guidelines. To get a withholding publication, see Additional Information.

C Who Certifies this Form

Form 590 is certified by the payee. California residents or entities exempt from the withholding requirement should complete Form 590 and submit it to the withholding agent before payment is made. The withholding agent is then relieved of the withholding requirements if the agent relies in good faith on a completed and signed Form 590 unless notified by the Franchise Tax Board (FTB) that the form should not be relied upon.

An incomplete certificate is invalid and the withholding agent should not accept it. If the withholding agent receives an incomplete certificate, the withholding agent is required to withhold tax on payments made to the payee until a valid certificate is received. In lieu of a completed certificate on the preprinted form, the withholding agent may accept as a substitute certificate a letter from the payee explaining why the payee is not subject to withholding. The letter must contain all the information required on the certificate in similar language, including the under penalty of perjury statement and the payee's taxpayer identification number. The withholding agent must retain a copy of the certificate or substitute for at least four years after the last payment to which the certificate applies, and provide it upon request to the FTB.

For example, if an entertainer (or the entertainer's business entity) is paid for a performance, the entertainer's information must be provided. **Do not** submit the entertainer's agent or promoter information.

The grantor of a grantor trust shall be treated as the payee for withholding purposes. Therefore, if the payee is a grantor trust and one or more of the grantors is a nonresident, withholding is required. If all of the grantors on the trust are residents, no withholding is required. Resident grantors can check the box on Form 590 labeled "Individuals — Certification of Residency."

D Definitions

For California non-wage withholding purposes, **nonresident** includes all of the following:

- Individuals who are not residents of California.
- Corporations not qualified through the California Secretary of State (CA SOS) to do business in California or having no permanent place of business in California.
- Partnerships or limited liability companies (LLCs) with no permanent place of business in California.
- Any trust without a resident grantor, beneficiary, or trustee, or estates where the decedent was not a California resident.

Foreign refers to non-U.S.

For more information about determining resident status, get FTB Pub. 1031, Guidelines for Determining Resident Status. Military servicemembers have special rules for residency. For more information, get FTB Pub. 1032, Tax Information for Military Personnel.

Permanent Place of Business:

A corporation has a permanent place of business in California if it is organized and existing under the laws of California or if it is a foreign corporation qualified to transact intrastate business by the CA SOS. A corporation that has not qualified to transact intrastate business (e.g., a corporation engaged exclusively in interstate commerce) will be considered as having a permanent place of business in California only if it maintains a permanent office in California that is permanently staffed by its employees.

E Military Spouse Residency Relief Act (MSRRA)

Generally, for tax purposes you are considered to maintain your existing residence or domicile. If a military servicemember and nonmilitary spouse have the same state of domicile, the MSRRA provides:

- A spouse shall not be deemed to have lost a residence or domicile in any state solely by reason of being absent to be with the servicemember serving in compliance with military orders.
- A spouse shall not be deemed to have acquired a residence or domicile in any other state solely by reason of being there to be with the servicemember serving in compliance with military orders.

Domicile is defined as the one place:

- Where you maintain a true, fixed, and permanent home.
- To which you intend to return whenever you are absent.

A military servicemember's nonmilitary spouse is considered a nonresident for tax purposes if the servicemember and spouse have the same domicile outside of California and the spouse is in California solely to be with the servicemember who is serving in compliance with Permanent Change of Station orders.

California may require nonmilitary spouses of military servicemembers to provide proof that they meet the criteria for California personal income tax exemption as set forth in the MSRRA.

Income of a military servicemember's nonmilitary spouse for services performed in California is not California source income subject to state tax if the spouse is in California to be with the servicemember serving in compliance with military orders, and the servicemember and spouse have the same domicile in a state other than California.

For additional information or assistance in determining whether the applicant meets the MSRRA requirements, get FTB Pub. 1032.

Specific Instructions

Payee Instructions

Enter the withholding agent's name.

Enter the payee's information, including the taxpayer identification number (TIN) and check the appropriate TIN box.

You must provide an acceptable TIN as requested on this form. The following are acceptable TINs: social security number (SSN); individual taxpayer identification number (ITIN); federal employer identification number (FEIN); California corporation number (CA Corp no.); or CA SOS file number.

Private Mail Box (PMB) – Include the PMB in the address field. Write "PMB" first, then the box number. Example: 111 Main Street PMB 123.

Foreign Address – Enter the information in the following order: City, Country, Province/Region, and Postal Code. Follow the country's practice for entering the postal code. **Do not** abbreviate the country's name.

Check the box that reflects the reason why the payee is exempt from the California income tax withholding requirement.

Withholding Agent Instructions

Keep Form 590 for your records. **Do not** send this form to the FTB unless it has been specifically requested.

For more information, contact Withholding Services and Compliance, see Additional Information.

The payee must notify the withholding agent if any of the following situations occur:

- The individual payee becomes a nonresident.
- The corporation ceases to have a permanent place of business in California or ceases to be qualified to do business in California.
- The partnership ceases to have a permanent place of business in California.
- The LLC ceases to have a permanent place of business in California.
- The tax-exempt entity loses its tax-exempt status.

If any of these situations occur, then withholding may be required. For more information, get Form 592, Resident and Nonresident Withholding Statement, Form 592-B, Resident and Nonresident Withholding Tax Statement, and Form 592-V, Payment Voucher for Resident and Nonresident Withholding.

Additional Information

For additional information or to speak to a representative regarding this form, call the Withholding Services and Compliance telephone service at:

Telephone: **888.792.4900**
916.845.4900
Fax: 916.845.9512

OR write to:

WITHHOLDING SERVICES AND
COMPLIANCE MS F182
FRANCHISE TAX BOARD
PO BOX 942867
SACRAMENTO CA 94267-0651

You can download, view, and print California tax forms and publications at ftb.ca.gov.

OR to get forms by mail write to:

TAX FORMS REQUEST UNIT
FRANCHISE TAX BOARD
PO BOX 307
RANCHO CORDOVA CA 95741-0307

For all other questions unrelated to withholding or to access the TTY/TDD numbers, see the information below.

Internet and Telephone Assistance

Website: ftb.ca.gov
Telephone: 800.852.5711 from within the United States
916.845.6500 from outside the United States

TTY/TDD: 800.822.6268 for persons with hearing or speech impairments

Asistencia Por Internet y Teléfono

Sitio web: ftb.ca.gov
Teléfono: 800.852.5711 dentro de los Estados Unidos
916.845.6500 fuera de los Estados Unidos

TTY/TDD: 800.822.6268 para personas con discapacidades auditivas o del habla

Certification Regarding Debarment, Suspension, and Other Responsibility Matters

The prospective participant certifies to the best of its knowledge and belief that it and the principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
- (b) Have not within a three year period preceding this proposal been convicted of or had a civil judgement rendered against them or commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction: violation of Federal or State antitrust statute or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a government entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

I understand that a false statement on this certification may be grounds for rejection of this proposal or termination of the award. In addition, under 18 USC Sec. 1001, a false statement may result in a fine of up to \$10,000 or imprisonment for up to 5 years, or both.

Typed Name & Title of Authorized Representative

Signature of Authorized Representative Date

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



CAMPAIGN CONTRIBUTIONS DISCLOSURE

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 South Coast Air Quality Management District (SCAQMD) 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).

California law prohibits a party, or an agent, from making campaign contributions to SCAQMD Governing Board Members or members/alternates of the Mobile Source Air Pollution Reduction Review Committee (MSRC) of more than \$250 while their contract or permit is pending before SCAQMD; 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, SCAQMD 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 more than \$250 in the 12-month period prior to the consideration of the item by the Governing Board or the MSRC. Gov't Code §84308(c).

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

SECTION I.

Contractor (Legal Name): _____

DBA, Name _____, County Filed in _____ Corporation, ID No. _____ LLC/LLP, ID No. _____

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

SECTION II.

Has Contractor and/or any 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 member/alternate 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
-------------------------------------------------	------------------------	----------------------

I declare the foregoing disclosures to be true and correct.

By: _____

Title: _____

Date: _____

DEFINITIONS

Parent, Subsidiary, or Otherwise Related Business Entity (2 Cal. Code of Regs., §18703.1(d).)

- (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.



South Coast Air Quality Management District

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

Direct Deposit Authorization

STEP 1: Please check all the appropriate boxes

- | | |
|------------------------------------------------------------------------|------------------------------------------------|
| <input type="checkbox"/> Individual (Employee, Governing Board Member) | <input type="checkbox"/> New Request |
| <input type="checkbox"/> Vendor/Contractor | <input type="checkbox"/> Cancel Direct Deposit |
| <input type="checkbox"/> Changed Information | |

STEP 2: Payee Information

Last Name		First Name		Middle Initial	Title
Vendor/Contractor Business Name (if applicable)					
Address				Apartment or P.O. Box Number	
City		State	Zip	Country	
Taxpayer ID Number		Telephone Number		Email Address	

Authorization

- I authorize South Coast Air Quality Management District (SCAQMD) to direct deposit funds to my account in the financial institution as indicated below. I understand that the authorization may be rejected or discontinued by SCAQMD at any time. If any of the above information changes, I will promptly complete a new authorization agreement. If the direct deposit is not stopped before closing an account, funds payable to me will be returned to SCAQMD for distribution. This will delay my payment.
- This authorization remains in effect until SCAQMD receives written notification of changes or cancellation from you.
- I hereby release and hold harmless SCAQMD for any claims or liability to pay for any losses or costs related to insufficient fund transactions that result from failure within the Automated Clearing House network to correctly and timely deposit monies into my account.

STEP 3:

You must verify that your bank is a member of an Automated Clearing House (ACH). Failure to do so could delay the processing of your payment. You must attach a voided check or have your bank complete the bank information and the account holder must sign below.

To be Completed by your Bank

Staple Voided Check Here	Name of Bank/Institution				
	Account Holder Name(s)				
	<input type="checkbox"/> Saving <input type="checkbox"/> Checking		Account Number	Routing Number	
	Bank Representative Printed Name		Bank Representative Signature		Date
	ACCOUNT HOLDER SIGNATURE:				Date

For SCAQMD Use Only

Input By _____

Date _____

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 13

PROPOSAL: Approve Contract Award and Approve Fund Transfer for Miscellaneous Costs in FY 2016-17 as Approved by MSRC

SYNOPSIS: As part of their FYs 2016-18 AB 2766 Discretionary Fund Work Program, the MSRC approved a new contract under the Major Event Center Transportation Program. Additionally, every year the MSRC adopts an Administrative Budget which includes transference of funds to the SCAQMD Budget to cover administrative expenses. At this time the MSRC seeks Board approval of the contract award and the fund transfer as part of the FYs 2016-18 Work Program.

COMMITTEE: Mobile Source Air Pollution Reduction Review, June 16, 2016, Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve an award under the Major Event Center Transportation Program to Los Angeles County Metropolitan Transportation Authority in an amount not to exceed \$807,945, using funds previously unallocated, to provide special transit service for the 2017 Dodgers baseball season, as part of approval of the FYs 2016-18 AB 2766 Discretionary Fund Work Program, as described in this letter;
2. Recognize \$56,000 revenue in the General Fund from the AB 2766 Discretionary Fund, Special Fund 23, and appropriate \$56,000 to the FY 2016-17 Budget of Science and Technology Advancement, Services and Supplies Major Object, to facilitate the payment of MSRC Miscellaneous Direct and Travel Costs, as provided in Table 1 of this letter;
3. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and
4. Authorize the Chairman of the Board to execute the new contract under the FYs 2016-18 Work Program, as described above and in this letter.

Greg Winterbottom,
Immediate Past Chair, MSRC

Background

In September 1990 Assembly Bill 2766 was signed into law (Health & Safety Code Sections 44220-44247) authorizing the imposition of an annual \$4 motor vehicle registration fee to fund the implementation of programs exclusively to reduce air pollution from motor vehicles. AB 2766 provides that 30 percent of the annual \$4 vehicle registration fee subvented to the SCAQMD be placed into an account to be allocated pursuant to a work program developed and adopted by the MSRC and approved by the Board.

In November 2014, the MSRC selected initial categories for the FYs 2014-16 Work Program. The MSRC continued to approve categories periodically, culminating with the final category in May 2016. At its June 16, 2016 meeting, the MSRC considered an award under the Major Event Center Transportation Program. Details are provided below in the Proposals section.

Outreach

In accordance with SCAQMD's Procurement Policy and Procedure, public notices advertising the Major Event Center Transportation Program Announcement were published in the Los Angeles Times, the Orange County Register, the San Bernardino Sun, and Riverside County's Press Enterprise newspapers to leverage the most cost-effective method of outreach to the South Coast Basin. In addition, the Program Announcement was advertised in the Desert Sun newspaper for expanded outreach in the Coachella Valley.

Additionally, potential bidders may have been notified utilizing SCAQMD's own electronic listing of certified minority vendors. Notice of the solicitation was emailed to the Black and Latino Legislative Caucuses and various minority chambers of commerce and business associations, and placed on the Internet at SCAQMD's Website (<http://www.aqmd.gov>). 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.

Proposals

At its June 16, 2016 meeting, the MSRC considered recommendations from its MSRC-TAC and approved the following:

Major Event Center Transportation Program

As part of the FYs 2014-16 Work Program, the MSRC allocated \$4.5 million for event center transportation programs and released a Program Announcement to solicit projects for traffic-impacted centers. Applications may be submitted through July 29, 2016. The MSRC subsequently allocated an additional \$411,011 to the Program, and to date, the MSRC has awarded a total of \$4,739,077. The MSRC considered recommendations concerning an additional application. Los Angeles County Metropolitan Transportation Authority (Metro) requested the MSRC to consider an award of \$807,945 to provide special express bus service, as well as special Metrolink service for select games, for the

2017 Dodgers baseball season. Service would be provided by CNG buses between Union Station and Dodger Stadium for all Dodger home games, providing service from at least 90 minutes prior to each game until at least 45 minutes after the game ends. In addition, special Metrolink trains would be added in support of “cross-town rivalry” games versus the Los Angeles Angels of Anaheim. For these games, trains would depart from Oceanside and arrive at Union Station, enabling patrons to utilize the bus service to access Dodger Stadium. Service would promote the use of public transit, including bus and rail, in lieu of personal automobile. Elimination of traffic congestion, especially reductions in automobile stop and go driving and queuing, has a direct link to reduced vehicle exhaust emissions. Metro and the Los Angeles Dodgers would contribute at least \$896,360 in co-funding. In accordance with the Program terms, Metro would only seek reimbursement for rail trips performed using Metrolink’s cleanest locomotives. The MSRC allocated an additional \$807,945 to the Program, waived the maximum funding per event center, and approved a contract award to Metro in an amount not to exceed \$807,945 as part of the FYs 2016-18 Work Program to implement the 2017 Dodger Stadium Express service.

At this time the MSRC requests the SCAQMD Board to approve the contract award as part of approval of the FYs 2016-18 AB 2766 Discretionary Fund Work Program as outlined above. The MSRC also requests the Board to authorize the SCAQMD 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 2016-17 Administrative Budget

Every year the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within the limitation, currently 6.25 percent. For FY 2016-17, the MSRC adopted an Administrative Budget in the amount of \$719,131, which is more than \$260,000 below the 6.25 percent cap. Administrative expenditures are not directly drawn, however, from the MSRC fund account, but instead from the SCAQMD’s budget. To cover these expenses, the MSRC approved a fund transfer (see Table 1 for further details).

Table 1. Estimated FY 2016-17 MSRC Miscellaneous and Direct Expenditures Proposed to be Allocated to SCAQMD Science and Technology Advancement FY 2016-17 Budget

	Work Program Code	Account	Amount
Professional & Special Services	44003	67450	\$9,000
Public Notice	44003	67500	\$8,000
Communications	44003	67900	\$5,000
Postage	44003	68060	\$7,500
Office Expense/Supplies	44003	68100	\$12,000
Miscellaneous Expense	44003	69700	\$7,000
Conference- Related Expense	44003	69700	\$5,000
Travel Costs	44003	67800	\$2,500
Total			\$56,000

Resource Impacts

This proposed action is to recognize \$56,000 in revenue in the General Fund from the AB 2766 Discretionary Fund, Special Fund 23. Additionally, this action will appropriate \$56,000 to the FY 2016-17 Science and Technology Advancement Budget, as indicated in Table 1 above.

The SCAQMD 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 specified herein, as well as any contracts awarded in response to the solicitation, will be drawn from this fund.

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 14

REPORT: Legislative and Public Affairs Report

SYNOPSIS: This report highlights May 2016 outreach activities of Legislative and Public Affairs, which include: an Environmental Justice Update, Community Events/Public Meetings, Business Assistance, and Outreach to Business and Federal, State, and Local Government.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Nastri
Acting Executive Officer

LBS:DJA:MC:DM

BACKGROUND

This report summarizes the activities of Legislative and Public Affairs for May 2016. 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 SCAQMD staff participated during the month of May 2016. These events involve communities that may suffer disproportionately from adverse air quality impacts.

May 5

- Staff hosted the Environmental Justice Community Partnership Workshop at Holman United Methodist Church in South Los Angeles, in partnership with Healthy African American Families. More than 80 local residents attended and actively participated in the discussions. Participants expressed their air quality concerns, and learned about SCAQMD's services and programs.

May 7

- Staff hosted the Environmental Justice Community Partnership Workshop at Toro Canyon Middle School in Thermal, in partnership with Comité Civico del Valle, IVAN, La Union Hace la Fuerza, and the Coachella Valley Unified School District Afterschool Program. More than 40 local residents and community leaders expressed their air quality concerns, and learned about SCAQMD's services and programs.

May 11

- Staff attended the AQMP Socioeconomic Assessment Environmental Justice Working Group meeting, and learned about the methodologies SCAQMD will use to define environmental justice communities. Staff will later use this information to strategize on programs and initiatives that focus on environmental justice.
- Staff participated in a conference call with I Heart Wilmington, a resident-led community group that focuses on creating positive change through voter registration, civic pride, and community engagement. Discussed potential opportunities for collaboration on the Environmental Justice Community Partnership.

May 18

- Staff met with San Bernardino Valley College (SBVC) to discuss the Environmental Justice Community Partnership program. SBVC agreed to become a partner with SCAQMD and will co-host an upcoming event.

May 19

- Staff attended the Inland Empire Asthma Coalition meeting in Riverside. Staff provided information on SCAQMD programs including funding opportunities for electric vehicle charging infrastructure.
- Staff represented SCAQMD at the San Bernardino Neighborhood Transformation Committee and provided information on funding for electric vehicle charging stations and other program opportunities.

May 26

- Staff attended a community meeting sponsored by Los Angeles County Supervisor Hilda Solis at the East Los Angeles Library to provide information on SCAQMD. Residents brought up concerns regarding Exide Technologies. SCAQMD Technical staff provided information including how to file a complaint.

May 27

- Staff participated in the Coachella Valley Environmental Justice Enforcement Taskforce meeting in Mecca. Staff provided a summary of the SCAQMD Environmental Justice Community Partnership workshop and gathered feedback from meeting attendees.

May 31

- Staff participated in a meeting with San Bernardino Valley College and Center for Community Action and Environmental Justice, regarding the SCAQMD Environmental Justice Community Partnership workshop for San Bernardino county.

COMMUNITY EVENTS/PUBLIC MEETINGS

Each year SCAQMD staff engage with thousands of residents, providing valuable information about the agency, incentive programs, and ways individuals can help reduce air pollution through events and meetings sponsored solely by SCAQMD 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;
- SCAQMD incentive programs;
- Ways to participate in SCAQMD's rule and policy development; and
- Assistance in resolving air pollution-related problems.

SCAQMD staff attended and/or provided information and updates at the following events:

May 1-6

- Advanced Clean Transportation (ACT) Expo, Long Beach Convention Center.

May 5

- Soboba Tribal Earth Day Event, Tribal Hall, San Jacinto.

May 5-6

- 2016 SCAG Regional Conference & General Assembly meeting, La Quinta Resort & Club.

May 6

- Watts Labor Community Action Committee (WLCAC) 2016 Community and Environmental Fair, WLCAC, Los Angeles.

May 14

- Third Annual San Dimas High School Car Show.

May 15

- Southwest Los Angeles Charge Ahead Ride & Drive Event, Huntington Park.

May 17

- SCAQMD Tesoro Refinery Public Hearing on Proposed Title V Significant Revisions, and Public Meeting on Draft Environmental Impact Report, Carson Center.

May 20

- Asthma Educator Forum, East Los Angeles College.
- Shades of Green Verte 2016 Gala Event, Marina Del Rey.

May 21

- Children's Hospital of Orange County (CHOC) Air Power Games, CHOC Santa Ana.

SPEAKERS BUREAU/VISITOR SERVICES

SCAQMD regularly receives requests for staff to speak on air quality-related issues from a wide variety of organizations, such as trade associations, chambers of commerce, community-based groups, schools, hospitals, and health-based organizations. SCAQMD also hosts visitors from around the world who meet with staff on a wide range of air quality issues.

May 26

- Six students and staff from Antioch University Los Angeles visited SCAQMD. The visit included an overview on SCAQMD, air quality, and clean alternative fuel vehicles, as well as a tour of the SCAQMD facility.

COMMUNICATION CENTER STATISTICS

The Communication Center handles calls on SCAQMD's main line, 1-800-CUT-SMOG® line, the Spanish line, and after-hours calls to each of those lines. Calls received in the month of May 2016 were:

Calls to SCAQMD's Main Line and 1-800-CUT-SMOG® Line	3,696
Calls to SCAQMD's Spanish-language Line	<u>45</u>
Total Calls	3,741

PUBLIC INFORMATION CENTER STATISTICS

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of May is summarized below:

Calls Received by PIC Staff	142
<u>Calls to Automated System</u>	<u>1,154</u>
Total Calls	1,296
Visitor Transactions	246
E-Mail Advisories Sent	10,929

BUSINESS ASSISTANCE

SCAQMD notifies local businesses of proposed regulations so they can participate in the agency's rule development process. SCAQMD also works with other agencies and governments to identify efficient, cost-effective ways to reduce air pollution and shares that information broadly. Staff provides personalized assistance to small businesses both over the telephone and via on-site consultation. The information is summarized below:

- Provided permit application assistance to 126 companies
- Conducted one free on-site consultation
- Issued 16 clearance letters

Types of businesses assisted

Auto Body Shops	Dry Cleaners	Furniture Refinishing Facilities
Engineering Firm	Gas Stations	Coffee Roasting Facilities
Construction Firm	Restaurants	Printing Facilities
Architecture Firm	Auto Repair Centers	Manufacturing Facilities

OUTREACH TO COMMUNITY GROUPS AND FEDERAL, STATE, AND LOCAL GOVERNMENTS

Field visits and/or communications were conducted with elected officials or staff from the following cities:

Alhambra	Jurupa Valley	Rancho Mirage
Aliso Viejo	La Habra	Rosemead
Arcadia	La Cañada Flintridge	Riverside
Azusa	La Quinta	San Dimas
Banning	La Verne	San Gabriel
Baldwin Park	Lake Elsinore	San Jacinto
Buena Park	Lake Forest	San Marino
Beaumont	Los Angeles	Santa Ana
Canyon Lake	Menifee	South El Monte
Claremont	Monrovia	South Pasadena
Corona	Moreno Valley	Sierra Madre
Covina	Monterey Park	Torrance
Diamond Bar	Murrieta	Temple City
Duarte	Norco	Walnut
El Monte	Pasadena	West Covina
Glendora	Palm Springs	Wildomar
Hemet	Perris	
Indio	Pomona	

Visits and/or communications were conducted with elected officials or staff from the following state and federal offices:

- U.S. Congressman Ken Calvert
- U.S. Congresswoman Judy Chu
- U.S. Congressman Raul Ruiz
- U.S. Congressman Mark Takano
- U.S. Congresswoman Loretta Sanchez
- State Senator Ed Hernandez
- State Senator Carol Liu
- State Senator Bob Huff
- State Senator Mike Morrell
- State Senator John Moorlach
- State Senator Richard Roth
- Assembly Member Ed Chau
- Assembly Member Tom Daly
- Assembly Member Eduardo Garcia
- Assembly Member Chris Holden
- Assembly Member Eric Linder
- Assembly Member Chad Mayes
- Assembly Member Jose Medina

Staff represented SCAQMD and/or provided updates or a presentation to the following governmental agencies and business organizations:

Arcadia Chamber of Commerce
Anaheim Chamber of Commerce
Beaumont Chamber of Commerce
California Air Resources Board
Children's Hospital of Orange County
Coachella Chamber of Commerce
Coachella Valley Association of Governments
Coachella Valley Mosquito and Vector Control District
Coachella Valley Economic Partnership, Riverside County
Colorado River Basin Regional Water Quality Control Board, Palm Desert
Greater Riverside Chamber of Commerce
Grid Alternatives Inland Empire, Riverside
Hemet/San Jacinto Valley Chamber of Commerce
Imperial Irrigation District
Indio Chamber of Commerce
La Quinta Chamber of Commerce
League of California Cities, Riverside County Division
Orange County Council of Governments (OC-COG)
Orange County Business Council (OCBC)
Riverside Transit Agency (RTA)
Riverside County Transportation Commission
San Bernardino Associated Governments
San Bernardino Chamber of Commerce
San Gabriel Valley Council of Governments
San Gabriel Valley Economic Partnership
South Orange County Economic Council
Southern California Association of Governments (SCAG)
South Pasadena Chamber of Commerce
Temecula Valley Chamber of Commerce
Temescal Valley Municipal Advisory Council
Urban Conservation Corps, San Bernardino
Western Municipal Water District, Riverside
Western Riverside Council of Governments (WRCOG)
Western Riverside County Transportation NOW (RTA)

- Greater Riverside Chapter
- Hemet/San Jacinto Chapter
- Northwest Chapter
- Southwest Chapter

Yucaipa Chamber of Commerce

Staff represented SCAQMD and/or provided updates or a presentation to the following community and educational groups and organizations:

American Lung Association in California, Inland Empire
Beaumont Unified School District
Center for Community Action and Environmental Justice, San Bernardino
Coachella Valley Environmental Justice Task Force
East Los Angeles Library
Healthy Jurupa Valley Group
Healthy San Jacinto Coalition
Inland Empire Asthma Coalition
Loma Linda University
Moreno Valley College
Moreno Valley Unified School District
Riverside County Health Coalition
Riverside County Department of Public Health
San Bernardino Neighborhood Transformation Committee
Torres Martinez Desert Cahuilla Indians, Thermal
University of California, Los Angeles
University of California, Riverside

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BOARD MEETING DATE: July 8, 2016

AGENDA NO. 15

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of May 1 through May 31, 2016.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file this report.

Edward Camarena
Chairman of Hearing Board

SM

Two summaries are attached: **Rules From Which Variances and Orders for Abatement Were Requested in 2016** and **May 2016 Hearing Board Cases**.

The total number of appeals filed during the period May 1 to May 31, 2016 is 0; and total number of appeals filed during the period of January 1 to May 31, 2016 is 2.

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
# of HB Actions Involving Rules														
109														0
109(c)														0
109(c)(1)														0
201														0
201.1														0
202														0
202(a)						1								1
202(b)														0
202(c)		1												1
203				1										1
203(a)			1											1
203(b)		4	3	4	5	8								24
204														0
208														0
218(c)(1)(B)(i)														0
218.1														0
218.1(b)(4)(C)														0
218(b)(2)														0
218(c)(1)(A)														0
218(d)(1)(A)														0
218(d)(1)(B)														0
219														0
219(s)(2)														0
221(b)			1											1
221(c)														0
221(d)			1											1
222														1
222(d)(1)(C)														0
222(e)(1)														0
401														0
401(b)														0
401(b)(1)														0
401(b)(1)(A)					1									1
401(b)(1)(B)														0
402		1	1		2	1								5
403														0
403(d)(1)														0
403(d)(1)(A)														0
404														0
404(a)					1									1
405														0
405(a)					1									1
405(b)														0
405(c)														0
407					1									1
407(a)(1)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
409														0
410					1									1
430(b)(3)(A)(iv)														0
431.1														0
431.1														0
431.1(c)(1)														0
431.1(c)(2)														0
431.1(c)(3)(C)														0
431.1(d)(1)														0
431.1(d)(1), Att A(1)														0
442														0
444														0
444(a)														0
444(c)														0
444(d)														0
461														0
461(c)(1)														0
461(c)(1)(A)														0
461(c)(1)(B)														0
461(c)(1)(C)														0
461(c)(1)(E)														0
461(c)(1)(F)(i)														0
461(c)(1)(F)(iv)														0
461(c)(1)(F)(v)														0
461(c)(1)(H)														0
461(c)(2)														0
461(c)(2)(A)														0
461(c)(2)(B)														0
461(c)(2)(C)														0
461(c)(3)														0
461(c)(3)(A)														0
461(c)(3)(B)														0
461(c)(3)(C)														0
461(c)(3)(D)(ii)														0
461(c)(3)(E)														0
461(c)(3)(H)														0
461(c)(3)(M)														0
461(c)(4)(B)														0
461(c)(4)(B)(ii)														0
461(d)(5)(A)														0
461(e)(1)														0
461(e)(2)					1									1
461(e)(2)(A)														0
461(e)(2)(A)(i)														0
461(e)(2)(B)(i)														0
461(e)(2)(C)														0
461(e)(3)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
461(e)(3)(A)														0
461(e)(3)(C)(i)(I)														0
461(e)(3)(D)														0
461(e)(3)(E)														0
461(e)(5)		1		3	1	1								6
461(e)(7)														0
462														0
462(c)(4)(B)(i)														0
462(c)(7)(A)(ii)														0
462(d)														0
462(d)(1)														0
462(d)(1)(A)														0
462(d)(1)(A)(i)														0
462(d)(1)(B)														0
462(d)(1)(C)														0
462(d)(1)(E)(ii)														0
462(d)(1)(F)														0
462(d)(1)(G)														0
462(d)(5)														0
462(e)(1)														0
462(e)(1)(E)														0
462(e)(1)(E)(ii)														0
462(e)(1)(E)(i)(II)														0
462(e)(2)(A)(i)														0
462(e)(4)														0
462(h)(1)														0
463														0
463(c)														0
463(c)(1)														0
463(c)(1)(A)(i)-(iv)														0
463(c)(1)(B)														0
463(c)(1)(C)														0
463(c)(1)(D)														0
463(c)(1)(E)														0
463(c)(2)														0
463(c)(2)(B)														0
463(c)(2)(C)														0
463(c)(3)														0
463(c)(3)(A)														0
463(c)(3)(B)														0
463(c)(3)(C)														0
463(d)														0
463(d)(2)														0
463(e)(3)(C)														0
463(e)(4)														0
463(e)(5)(C)														0
464(b)(1)(A)						1								1

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
464(b)(3)					1									1
468														0
468(a)														0
468(b)														0
1102														0
1102(c)(2)														0
1102(e)(1)														0
1102(f)(1)														1
1105.1														0
1105.1(d)(1)														0
1105.1(d)(1)(A)(iii)														0
1106(c)(1)														0
1106.1(c)(1)														0
1106.1(c)(1)(A)														0
1107(c)(1)														0
1107(c)(2)														0
1107(c)(7)														0
1107														0
1110.1														0
1110.2				1	1	1								3
1110.2(c)(14)														0
1110.2(d)														0
1110.2(d)(1)(A)														0
1110.2(d)(1)(B)					1									1
1110.2(d)(1)(B), Table II						1								1
1110.2(d)(1)(D)														0
1110.2(d)(1)(E)														0
1110.2(e)(1)(A)														0
1110.2(e)(1)(B)(i)(II)														0
1110.2(e)(1)(B)(i)(III)														0
1110.2(e)(4)(B)														0
1110.2(f)														0
1110.2(f)(1)(A)														0
1110.2(f)(1)(c)														0
1113(c)(2)														0
1113(d)(3)														0
1118(c)(4)														0
1118(c)(5)														0
1118(d)(1)(2)														0
1118(d)(1)(2)														0
1118(d)(2)														0
1118(d)(3)														0
1118(d)(4)(B)														0
1118(d)(5)(A)														0
1118(d)(5)(B)														0
1118(d)(10)														0
1118(d)(12)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1118(e)														0
1118(f)(1)(C)														0
1118(g)(1)			1											0
1118(g)(3)														0
1118(g)(5)			1											1
1118(g)(5)(A)														0
1118(i)(5)(B)(i)														0
1118(i)(5)(B)(ii)														0
1118(j)(1)(A)(ii)														0
1118(j)(1)(B)(ii)														0
1118(j)(1)(C)														0
1121(c)(2)(C)														0
1121(c)(3)														0
1121(c)(6)														0
1121(c)(7)														0
1121(c)(8)														0
1121(e)(3)														0
1121(h)														0
1121(h)(1)														0
1121(h)(2)														0
1121(h)(3)														0
1122(c)(2)(A)														0
1122(c)(2)(E)														0
1122(d)(1)(A)														0
1122(d)(1)(B)														0
1122(d)(3)														0
1122(e)(2)(A)														0
1122(e)(2)(B)														0
1122(e)(2)(C)														0
1122(e)(2)(D)														0
1122(e)(3)														0
1122(e)(4)(A)														0
1122(e)(4)(B)														0
1122(g)(3)														0
1122(j)														0
1124														0
1124(c)(1)(A)														0
1124(c)(1)(E)														0
1124(c)(4)(A)														0
1125(c)(1)														0
1125(c)(1)(C)														0
1125(d)(1)														0
1128(c)(1)														0
1128(c)(2)														0
1130														0
1130(c)(1)														0
1130(c)(4)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1131														0
1131(d)														0
1132(d)(2)														0
1132(d)(3)														0
1133(d)(8)														0
1133.2(d)(8)														0
1134(c)														0
1134(c)(1)														0
1134(d)														0
1134(d)(1)														0
1134(d)(2)(B)(ii)														0
1134(f)														0
1134(g)(2)														0
1135(c)(3)														0
1135(c)(3)(B)														0
1135(c)(3)(C)														0
1135(c)(4)														0
1135(c)(4)(D)														0
1136														0
1136(c)(1)(A)(i)														0
1137(d)(2)														0
1145														0
1145(c)(1)														0
1145(c)(2)														0
1145(g)(2)														0
1145(h)(1)(E)														0
1146														1
1146(c)(1)(A)														0
1146(c)(1)(G)														2
1146(c)(1)(I)														1
1146(c)(2)														0
1146(c)(2)(A)														0
1146(d)(8)														0
1146.1														0
1146.1(a)(2)														0
1146.1(a)(8)														0
1146.1(b)(3)														0
1146.1(c)(1)														0
1146.1(c)(2)														0
1146.1(d)(4)														0
1146.1(d)(6)														0
1146.1(e)(1)														0
1146.1(e)(1)(B)														0
1146.1(e)(2)														0
1146.2														0
1146.2(c)(1)														0
1146.2(c)(4)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1146.2(c)(5)														0
1146.2(e)														0
1147														0
1147(c)(1)														0
1147(c)(10)														0
1147(c)(14)(A)														0
1147(c)(14)(B)														0
1150.1(d)(1)(C)(i)														0
1150.1(d)(4)														0
1150.1(d)(5)														0
1150.1(d)(10)														0
1150.1(d)(11)														0
1150.1(d)(12)														0
1150.1(d)(13)														0
1150.1(d)(14)														0
1150.1(e)(1)														0
1150.1(e)(2)														0
1150.1(e)(3)														0
1150.1(e)(1)(B)(C)														0
1150.1(e)(1)(C)														0
1151.1(e)(2)(B)(C)														0
1150.1(e)(2)(C)														0
1150.1(e)(3)(B)														0
1150.1(e)(3)(B)(C)														0
1150.1(e)(3)(C)														0
1150.1(e)(4)														0
1150.1(e)(6)(A)(I)														0
1150.1(e)(6)(A)(ii)														0
1150.1(f)(1)(A)(iii)(I)														0
1150.1(f)(1)(H)(i)														0
1151														0
1151(c)(8)														0
1151(2)														0
1151(5)														0
1151(d)(1)														0
1151(e)(1)														0
1151(e)(2)														0
1151(f)(1)														0
1153(c)(1)														0
1153(c)(1)(B)														0
1156(d)(5)(C)(i)														0
1158														0
1158(d)(2)														0
1158(d)(5)														0
1158(d)(7)														0
1158(d)(7)(A)(ii)														0
1158(d)(10)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1164(c)(1)(B)														0
1164(c)(2)														0
1166(c)(2)														0
1166(c)(2)(F)														0
1166, Part 12														0
1168														0
1168(c)(1)														0
1169(c)(13)(ii)														0
1171														0
1171(c)														0
1171(c)(1)														0
1171(c)(1)(A)(i)														0
1171(c)(1)(b)(i)														0
1171(c)(4)														0
1171(c)(5)														0
1171(c)(5)(A)(i)														0
1171(c)(6)														0
1173														0
1173(c)														0
1173(d)														0
1173(e)(1)														0
1173(f)(1)(B)														0
1173(g)(1)		1	1		1									3
1175														0
1175(c)(2)														0
1175(c)(4)(B)														0
1175(c)(4)(B)(i)														0
1175(c)(4)(B)(ii)														0
1175(c)(4)(B)(ii)(I)														0
1175(b)(1) (C)														0
1175(d)(4)(ii)(II)														0
1176														0
1176(e)														0
1176(e)(1)														0
1176(e)(2)						1								1
1176(e)(2)(A)														0
1176(e)(2)(A)(i)														0
1176(e)(2)(B)(v)														0
1176(f)(3)														0
1177(d)(2)(D)														0
1178(d)(1)(A)(xiii)														0
1178(d)(1)(A)(xiv)														0
1178(d)(1)(B)														0
1178(d)(1)(C)														0
1178(d)(3)(C)														0
1178(d)(3)(D)														0
1178(d)(3)(E)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1178(d)(4)(A)(i)														0
1178(g)														0
1186.1														0
1186.1														0
1189(c)(3)														0
1195														0
1195(d)(1)(D)														0
1303(a)														0
1303(a)(1)														0
1303(b)(1)														0
1401														0
1401(d)														0
1401(d)(1)(A)														0
1401(d)(1)(B)														0
1402(e)(3)						1								1
1407(d)														0
1407(d)(1)														0
1407(d)(2)														0
1407(d)(5)														0
1407(f)(1)														0
1415(d)(3)														0
1418(d)(2)(A)														0
1420(d)(1)														0
1420.1(d)			1											1
1420.1(n)(2)(D)						1								1
1420.1(n)(2)(E)						1								1
1420.1(k)(13)(B)														0
1420.2(e)(1)(A)		1												1
1420.2(f)(1)		1												1
1420.2(f)(3)		1												1
1420.2(j)(2)		1												1
1421(d)(3)(A)														0
1421(e)(2)(c)														0
1421(e)(1)(A)(vii)														0
1421(e)(3)(B)														0
1421(h)(1)(A)														0
1421(h)(1)(B)														0
1421(h)(1)(C)														0
1421(h)(1)(E)														0
1421(h)(3)														0
1421(i)(1)(C)														0
1425(d)(1)(A)														0
1469														0
1469(c)														0
1469(c)(8)														0
1469(c)(11)(A)														0
1469(c)(13)(ii)														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
1469(d)(5)														0
1469(e)(1)														0
1469(e)(7)						1								1
1469(g)(2)														0
1469(h)														0
1469(l)														0
1469(j)(4)(A)														0
1469(j)(4)(D)														0
1469(k)(3)(A)														0
1470														0
1470(c)(2)(C)(i)(I)														0
1470(c)(2)(C)(iv)														0
1470(c)(3)(B)(ii)														0
1470(c)(3)(C)(iii)														0
1470(c)(4)														0
1470(c)(4)(B)				1										1
1470(c)(5)														0
1470(d)(2)(B)														0
1470(e)(2)(A)														0
2004(c)(1)														0
2004(c)(1)(C)														0
2004(f)(1)		2	2		5	4								13
2004(f)(2)														0
2004(k)														0
2005														0
2009(b)(2)														0
2009(c)														0
2009(f)(1)														0
2009(f)(2)														0
2009.1														0
2009.1(c)														0
2009.1(f)(1)														0
2009.1(f)(2)														0
2009.1(f)(3)														0
2011														0
2011 Attachment														0
2011(c)(2)						1								1
2011(c)(2)(A)					2									2
2011(c)(2)(B)														0
2011(c)(3)(A)					2									2
2011(e)(1)					2									2
2011(f)(3)														0
2011(g)														0
2011(g)(1)														0
2011(k)														0
2011(k) Appen. A, Chap. 2, except E & Attach C														0
2011(k) Appen. A, Chap. 2, Section A.3 a-c, A.5 and B. 1-4														0

Rules from which Variances and Order for Abatements were Requested in 2016														
	2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
and Appen. A, Chap. 2, Section C.2.a, c & d														0
2011, Attachment C, Section B, Paragraph 2						1								1
2012 Chapter 2														0
2012 Attach. C, B.2.a														0
2012 Appen. A, Attach. C, Section B.2.														0
2012 Appen. A, Attach. C, Section B.2.a. & b.														0
2012 Appen. A														0
2012 Appen. A, Chap. 2														0
2012 Appen A, Chap. 2, Sec. A														0
2012 Appen A, Chap. 2, Sec. A(1)														0
2012 Appen A, Chap. 2, Sec. B														0
2012, Appen. A, Protocol 2012, Chap. 2, B.5.														0
2012, Appen A, Chap. 2, B.5.a														0
2012, Appen A, Chap. 2, B.10														0
2012, Appen A, Chap. 2, B.11														0
2012, Appen A, Chap. 2, B.12														0
2012, Appen A, Chap. 2, B.17														0
2012, Appen A, Chap.2, B.18														0
2012, Appen A, Chap.2, B.20														0
2012, Chapter 2, E.2.b.i.														0
2012, Chapter 2, E.2.b.ii.														0
2012 Appen A, Chap. 4.A.4														0
2012(B)(5)(e)														0
2012(c)(2)(A)		1			2									3
2012(c)(2)														0
2012(c)(3)														0
2012(c)(3)(A)					2									2
2012(c)(3)(B)														0
2012(c)(10)														0
2012(d)(2)														0
2012(d)(2)(A)														0
2012(d)(2)(D)														0
2012(f)(2)(A)														0
2012(g)(1)		1			2									3
2012(g)(3)														0
2012(g)(7)														0
2012(h)(3)														0
2012(h)(4)														0
2012(h)(5)														0
2012(h)(6)														0
2012(i)														0
2012(j)(1)														0
2012(j)(2)														0
2012, Protocol (Appen. A) Chap. 2, Part A.1.a														0
2012, Protocol (Appen. A) Chap. 2, Part B.4														0
2012, Protocol, (Appen A) Chap. 2, Part B.5.e														0
2012 Chapter 2, B.5.f														0

Rules from which Variances and Order for Abatements were Requested in 2016													
2016	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
2012(m)													0
2012(m) Table 2012-1, and Appen. A, Chp 2, & Attachment C													0
2012(m) Appen. A, Attach. C													0
2012(m) Appen. A, Chap. 2, Sections 2.A.1 a-c, e.g., and B. 1-4 and Appendix A, Chapter 3, Section C.2 a, c & d													0
2012(m) Appen. A, Chap 3, Section (A)(6)													0
2012(m) Appen. A, Chap 5, Para G, Table 5B and Att. D													0
2202													0
3002													0
3002(c)													0
3002(c)(1)	2	3	1	4	5								15
3002(c)(2)													0
3004													0
Regulation II													0
Regulation IX													0
Regulation IX, 40 CFR Part 60, Subpart J													0
Regulation XI													0
Regulation XIII													0
H&S 39152(b)													0
H&S 41510													0
H&S 41700	1	1		1	1								4
H&S 41701				1									1
H&S 93115.6(c)(2)(C)(1)													0
H&S 42303													0
Title 13 Code of Regulations §2452													0

Report of May 2016 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. Beta Offshore Case No. 5855-4 (N. Feldman)	203(b) 1110.2(d)(1)(B), Table II 2004(f)(1) 3002(c)(1)	Two ICEs failed to meet VOC limit.	Not Opposed/Granted	IV granted commencing 5/3/16 and continuing for 90 days or until the RV hearing currently scheduled for 7/27/16, whichever comes first.	VOC: Estimated at 0.417 lb/day
2. Chevron Products Company Case No. 831-381 (V. Tyagi)	203(b) 2004(f)(1) 2011(c)(2) 2011, Attachment C, Section B, Paragraph 2 3002(c)(1)	Total sulfur analyzer failed.	Not Opposed/Granted	Ex Parte EV granted commencing 5/10/16 and continuing for 30 days or until the SV hearing currently scheduled for 6/7/16, whichever comes first.	None
3. City of Pasadena Water and Power Department Case No. 2244-32 (R. Fernandez)	202(a) 2004(f)(1) 3002(c)(1)	Petitioner cannot complete commissioning of turbine within time period allotted in permit.	Not Opposed/Granted	Ex Parte EV granted commencing 5/26/16 and continuing for 30 days or until the SV hearing currently scheduled for 6/22/16, whichever comes first.	NOx: TBD by 6/10/16 CO: TBD by 6/10/16 VOC: TBD by 6/10/16 PM10: TBD by 6/10/16 SOx: TBD by 6/10/16
4. Hixson Metal Finishing Case No. 5418-6 (N. Feldman)	1402(e)(3)	Petitioner requested extension of implementation date of RRP.	Opposed/Denied	RV denied.	N/A
5. Northridge Oil, Inc. Case No. 6052-1 (S. Hanizavareh)	203(b) 461(e)(5)	GDF failed vent blockage test.	Not Opposed/Granted	Ex Parte EV granted commencing 5/5/16 and continuing for 30 days or until the EV hearing currently scheduled for 5/18/16, whichever comes first.	None
6. Quemetco Inc. Case No. 4630-12 (B. Gilchrist)	1420.1(n)(2)(D) 1420.1(n)(2)(E)	Petitioner does not have sufficient time to provide 10-day notice to Executive Officer of emergency plumbing repair or removal of pavement/concrete/asphalt.	Not Opposed/Granted	Ex Parte EV granted commencing 5/6/16 and continuing through 5/10/16.	None

7. SCAQMD vs. Hixson Metal Finishing Case No. 5418-3 (N. Feldman)	203(b) 402 1469(e)(7) H&S §41700	Respondent unable to meet deadline for implementation of risk mitigation measures in its RRP.	Stipulated/Issued	Mod. O/A issued commencing 5/19/16; the Hearing Board shall retain jurisdiction over this matter until 6/19/16.	N/A
8. Southern California Edison Company (SCE) Case No. 1262-111 (V. Tyagi)	203(b) 2004(f)(1) 3002(c)(1)	Petitioner cannot meet CO and startup time limits after upgrades to four gas turbines.	Not Opposed/Granted	IV granted commencing 5/5/16 and continuing for 20 days or until the SV hearing currently scheduled for 5/24/16, whichever comes first.	CO: Estimated maximum total 14,400 lbs. NOx: Estimated maximum total 55,040 lbs.
9. State of California, Department of Water Resources Case No. 6053-1 (V. Tyagi)	203(b)	ICE has exceeded 200-hour annual operating limit.	Opposed/Denied	Ex Parte EV denied.	N/A
10. State of California, Department of Water Resources Case No. 6053-1 (M. Reichert)	203(b)	ICE has exceeded 200-hour annual operating limit.	Opposed/Dismissed	Dismissed without prejudice.	N/A
11. Storopack, Inc. Case No. 5569-3 (N. Feldman)	203(b) 3002(c)(1)	Roof of permanent total enclosure rooms must be opened for inspection/repair.	Not Opposed/Granted	SV granted for two days between 6/10/16 and 6/24/16.	None
12. University of Redlands Case No. 6054-1 (V. Tyagi)	1110.2	SCE scheduled maintenance power outage, thereby requiring use of Cogen which may exceed NOx limit.	Not Opposed/Granted	Ex Parte EV granted commencing on 5/13/16 and continuing through 5/17/16.	None

Acronyms

AOC: Alternative Operating Conditions	PM10: Particulate Matter ≤ 10 microns Lead
CEMS: Continuous Emissions Monitoring System	RRP: Risk Reduction Plan
CO: Carbon Monoxide	RV: Regular Variance
ESP: Electrostatic Precipitator	SCE: Southern California Edison Company
EV: Emergency Variance	SOx: Oxides of Sulfur
FCCU: Fluid Catalytic Cracking Unit	SV: Short Variance
GDF: Gasoline Dispensing Facility	TBD: To be determined
H&S: Health & Safety Code	VOC: Volatile Organic Compounds
ICE: Internal Combustion Engine	
IV: Interim Variance	
Mod. O/A: Modification of an Order for Abatement	
NOx: Oxides of Nitrogen	
O/A: Order for Abatement	

[↑ Back to Agenda](#)

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 16

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from May 1 through May 31, 2016, and legal actions filed by the General Counsel's Office from May 1 through May 31, 2016. An Index of District Rules is attached with the penalty report.

COMMITTEE: Stationary Source, June 17, 2016, Reviewed

RECOMMENDED ACTION:
Receive and file this report.

Kurt R. Wiese
General Counsel

KRW:lc

Violations

Civil Actions Filed

- | | |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | PAUL SAGOO dba KNOLLWOOD AUTO BODY
Superior Court, Los Angeles County – Van Nuys Courthouse East
Case Number: 16VESC00011; Filed: 5.31.16 (PH)
P61318
R. 109 – Record Keeping for Volatile Organic Compound Emissions
R. 203 – Permit to Operate |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

1 Case

1 Violation

Attachments

May 2016 Penalty Report

Index of District Rules and Regulations

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
General Counsel's Office**

May 2016 Settlement Penalty Report

Total Penalties

Civil Settlements:	\$2,448,000.00
MSPAP Settlements:	\$13,920.00
Total Cash Settlements:	\$2,461,920.00
Total SEP Value:	\$2,562,250.00
Fiscal Year through May 2016 Cash Total:	\$5,225,468.17
Fiscal Year through May 2016 SEP Value Only Total:	\$2,604,805.00

FAC ID	COMPANY NAME	RULE NUMBER	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
CIVIL SETTLEMENTS:						
147056	A AND B CENTRAL, INC., DBA ANDY'S SHELL	203, 461 203, 461	5/4/2016	NSF	P60836 P60824	\$2,500.00
179181	ATLAS CONSTRUCTION & DEVELOPMENT INC	1403	5/12/2016	NSF	P62618	\$25,000.00
171374	BENS EQUITY LLC	1403, 40 CFR	5/19/2016	MJR	P49891	\$500.00
112772	CENTURY QUALITY MGT	1403	5/24/2016	WBW	P53988	\$6,250.00
57094	GS ROOFING PRODUCTS CO, INC/CERTAINTE	3002, 3002(C)(1), 3003, 3004 1146	5/4/2016	BTG	P59712 P59709	\$36,000.00
800080	LUNDAYTHAGARD COMPANY	2004	5/4/2016	MJR	P34690	\$1,000.00
178625	NAMA INC.	461, 461(C)(2)(B) 461 461(C)(2)(B)	5/19/2016	MJR	P60941 P60930 P60936	\$2,500.00
91870	PURETEK CORPORATION	1146.1	5/13/2016	MJR	P57469	\$1,500.00
3585	R. R. DONNELLEY & SONS CO, LA MFG DIV	2012	5/6/2016	BTG	P56327	\$1,500.00
164148	SHAATH & OUDEH ENTERPRISES	203 (B), 461	5/31/2016	NSF	P60923	\$1,000.00
18931	TAMCO	2004	5/6/2016	NSF	P54931	\$10,000.00

FAC ID	COMPANY NAME	RULE NUMBER	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
43436	TST, INC.	2012	5/12/2016	NSF	P56330	\$3,000.00
144694	VIP CLEANERS, ABDUL RAUF PATEL Small Claims	203(A), 1421	5/20/2016	PH3	P60136	\$1,000.00

TOTAL CIVIL PENALTIES: \$ 91,750.00

SUPPLEMENTAL ENVIRONMENTAL PROJECT SETTLEMENTS:

92361	CITY OF DOWNEY Cash: \$0.00 / SEP: \$206,000.00 The City of Downey will do various environmental projects beginning June 2016 through December 2018 (ie., bike lane projects, charging stations, replacement of trash trucks to CNG; planting 3,000 to 5,000 trees and bike share and educational programs). If the City fails to meet the project deadlines, the City will pay a \$206,000 cash penalty.	Title 13	5/13/2016	WBW	P44884	\$206,000.00
800089	EXXONMOBIL OIL CORPORATION Cash: \$2,356,250.00 / SEP: \$2,356,250.00 SEP monies will go into the District's Fund 11 until a project is determined.	403(D)(1)	5/4/2016	BTG	P58231	\$4,712,500.00

SEP SETTLEMENT TOTAL: \$4,918,500.00

FAC ID	COMPANY NAME	RULE NUMBER	SETTLED DATE	ATTY INT	NOTICE NO.	TOTAL SETTLEMENT
MSPAP SETTLEMENTS:						
2272	ANGELL & GIROUX INC.	1147	5/27/2016		P64111	\$960.00
43180	CAMLEVER INC.	203 (A)	5/6/2016		P63706	\$550.00
157468	CR & R, INC.	203 (B)	5/27/2016		P56739	\$8,250.00
13854	EAST LOS ANGELES COLLEGE	461(E)(2), 3002(C)(1)	5/13/2016		P60519	\$950.00
157781	GD & SC CORP, DBA ARCO AM/PM #82962	461	5/20/2016		P63203	\$100.00
180374	HB FULLER CONSTRUCTION PRODUCTS INC.	403	5/13/2016		P52995	\$1,100.00
175861	JEREMY RIDER	461	5/27/2016		P63011	\$560.00
131382	MIT ENGINEERING CONSTRUCTION, INC.	461(C), 41954	5/11/2016		P60946	\$400.00
178038	THE ANTONE NINO & NASRIN SHAKERI NINO	461(C), 41954, 461(C)(2)(B) 41960.2	5/11/2016		P61273	\$250.00
14665	THERMECH ENGINEER CORPORATION	203 (A)	5/20/2016		P56737	\$800.00
TOTAL MSPAP SETTLEMENTS: \$13,920.00						

DISTRICT RULES AND REGULATIONS INDEX FOR MAY 2016 PENALTY REPORTS

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 203 Permit to Operate (*Amended 1/5/90*)

REGULATION IV - PROHIBITIONS

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*)

REGULATION XI - SOURCE SPECIFIC STANDARDS

Rule 1146 Emissions of Oxides of Nitrogen from Industrial, Institutional and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 11/17/00*)

Rule 1146.1 Emissions of Oxides of Nitrogen from Small Industrial, Institutional, and Commercial Boilers, Steam Generators, and Process Heaters (*Amended 5/13/94*)

Rule 1147 Nox Reductions From Miscellaneous Sources

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*)

REGULATION XX REGIONAL CLEAN AIR INCENTIVES MARKET (RECLAIM)

Rule 2004 Requirements (*Amended 5/11/01*)

Rule 2012 Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Nitrogen (NO_x) Emissions (*Amended 5/11/01*)

REGULATION XXX - TITLE V PERMITS

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

Rule 3003 Applications (*Amended 3/16/01*)

Rule 3004 Permit Types and Content (*Amended 12/12/97*)

CALIFORNIA HEALTH AND SAFETY CODE § 41700

41954 Compliance for Control of Gasoline Vapor Emissions
41960.2 Gasoline Vapor Recovery

CODE OF FEDERAL REGULATIONS

40 CFR – Protection of the Environment

CALIFORNIA CODE OF REGULATIONS

Title 13 Mobile Sources and Fuels

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 17

REPORT: Lead Agency Projects and Environmental Documents Received By SCAQMD

SYNOPSIS: This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between May 1, 2016 and May 31, 2016, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, June 17, 2016, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Acting Executive Officer

PF:JW:IM:JW:AK

CEQA Document Receipt and Review Logs (Attachments A and B) – Each month, the SCAQMD receives numerous CEQA documents from other public agencies on projects that could adversely affect air quality. A listing of all documents received and reviewed during the reporting period of between May 1, 2016 and May 31, 2016 is included in Attachment A. A list of active projects from previous reporting periods for which SCAQMD staff is continuing to evaluate or has prepared comments is included in Attachment B. A total of 134 CEQA documents were received during this reporting period and 20 comment letters were sent. Notable projects in this report are Bob Hope Airport Replacement Terminal project.

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 Environmental Justice Initiative #4. Furthermore, as required by the Environmental Justice Program Enhancements for FY 2002-03 approved by the Board in October 2002, each of the attachments notes those proposed projects where the SCAQMD has been contacted regarding potential air quality-related environmental justice concerns. The SCAQMD has established an internal central contact to receive information on projects with potential air quality-related environmental justice concerns. The public may

contact the SCAQMD about projects of concern by the following means: in writing via fax, email, or standard letters; through telephone communication; as part of oral comments at SCAQMD meetings or other meetings where SCAQMD staff is present; or by submitting newspaper articles. The attachments also identify for each project the dates of the public comment period and the public hearing date, if applicable, as reported at the time the CEQA document is received by the SCAQMD. Interested parties should rely on the lead agencies themselves for definitive information regarding public comment periods and hearings as these dates are occasionally modified by the lead agency.

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) are organized 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: off-road engines; on-road engines; harbor craft; ocean-going vessels; locomotives; fugitive dust; and greenhouse gases. These mitigation measure tables are on the CEQA webpages portion of the SCAQMD'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 SCAQMD 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 SCAQMD review. If the SCAQMD staff provided written comments to the lead agency as noted in the column "Comment Status," there is a link to the "SCAQMD Letter" under the Project Description. In addition, if the SCAQMD staff testified at a hearing for the proposed project, a notation is provided under the "Comment Status." If there is no notation, then SCAQMD staff did not provide testimony at a hearing for the proposed project.

During the period May 1, 2016 through May 31, 2016, the SCAQMD received 134 CEQA documents. Of the total of 147 documents* listed in Attachments A and B:

- 20 comment letters were sent;
- 55 documents were reviewed, but no comments were made;
- 42 documents are currently under review;
- 2 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports);
- 0 documents were not reviewed; and
- 28 documents were screened without additional review.

* These statistics are from May 1, 2016 to May 31, 2016 and may not include the most recent “Comment Status” updates in Attachments A and B.

Copies of all comment letters sent to lead agencies can be found on the SCAQMD’s CEQA webpage at the following internet address:

<http://www.aqmd.gov/home/regulations/ceqa/commenting-agency>.

SCAQMD Lead Agency Projects (Attachment C) – Pursuant to CEQA, the SCAQMD periodically acts as lead agency for stationary source permit projects. Under CEQA, the lead agency is responsible for determining the type of CEQA document to be prepared if the proposal is considered to be a “project” as defined by CEQA. For example, an Environmental Impact Report (EIR) is prepared when the SCAQMD, as lead agency, finds substantial evidence that the proposed project may have significant adverse effects on the environment. Similarly, a Negative Declaration (ND) or Mitigated Negative Declaration (MND) may be prepared if the SCAQMD 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 SCAQMD is lead agency and is currently preparing or has prepared environmental documentation. As noted in Attachment C, the SCAQMD continued working on the CEQA documents for five active projects during May.

Attachments

- A. Incoming CEQA Documents Log
- B. Ongoing Active Projects for Which SCAQMD Has or Will Conduct a CEQA Review
- C. Active SCAQMD Lead Agency Projects

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Industrial and Commercial</i> LAC160503-15 Development Plan Approval Case Nos. 906-907; Modification Permit Case No. 1266; and Lot Line Adjustment Case No. 2016-01	The proposed project consists of a request for approval to allow the construction of a 35,500 square foot and a 13,500 square foot concrete tilt-up building; and the subdivision of the existing approximately 2.30-acre site into two parcels. The project is located at 9046 and 9201 Dice Road. Comment Period: 5/3/2016 - 5/8/2016 Public Hearing: 5/9/2016	Notice of a Public Hearing	City of Santa Fe Springs	Document reviewed - No comments
<i>Industrial and Commercial</i> LAC160519-14 ENV-2016-967; 21176 S. Western Avenue, Harbor Gateway	The proposed project consists of the demolition of an existing one-story, 3,400-square-foot commercial building and the construction of a 1,840-square-foot drive-through coffee shop. Comment Period: 5/19/2016 - 6/8/2016 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments
<i>Industrial and Commercial</i> LAC160524-02 Prologis - 2250 East Dominguez Street Trailer Parking Facility	The proposed project consists of the construction and operation of a truck trailer parking facility consisting of 428 parking spaces. The existing 13,588-square-foot storage building and 1,424-square-foot trailer house will be demolished. Comment Period: 5/19/2016 - 6/1/2016 Public Hearing: 6/14/2016	Draft Mitigated Negative Declaration	City of Carson	Document reviewed - No comments
<i>Industrial and Commercial</i> RVC160503-02 MA16035 (CUP16003 & DOU15003)	The proposed project consists of adding "rental and leasing" to the existing truck sales and service operations at this site. The project is located 3777 De Forest Circle. Comment Period: 4/27/2016 - 5/13/2016 Public Hearing: N/A	Initial Project Consultation	City of Jurupa Valley	Document reviewed - No comments
<i>Industrial and Commercial</i> RVC160511-03 MA15100 (TPM36997)	The proposed project consists of subdividing one parcel into two for the sale and future development of industrial buildings. Future development will require a separate site development permit. The project is located near the southeast intersection of Via Ricardo and Fleetwood Drive. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/PCMA15100.pdf Comment Period: 5/5/2016 - 5/20/2016 Public Hearing: N/A	Initial Project Consultation	City of Jurupa Valley	SCAQMD staff commented on 5/18/2016

- Project has potential environmental justice concerns due to the nature and/or location of the project.

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> LAC160503-11 Removal Action Workplan (RAW) for the Westtech Facility	The proposed project consists of a proposal to cleanup soil, soil vapor and groundwater at the former Westtech facility. There are petroleum hydrocarbons, volatile organic compounds, polychlorinated biphenyls and metals in soil, soil vapor and groundwater above regulatory levels. The project is located at 2600 East Imperial Highway in Lynwood. Comment Period: 5/2/2016 - 6/1/2016 Public Hearing: N/A	Community Notice	Department of Toxic Substances Control	Document reviewed - No comments
<i>Waste and Water-related</i> LAC160504-07 99th Street Wells Chloramination Station Project	The proposed project consists of the construction of a chloramination station within the 99th Street Wells Pumping Station. The chloramination station would combine liquid ammonium sulfate, a stable non-toxic, non-volatile, non-flammable, odorless chemical, with sodium hypochlorite to disinfect the groundwater supply distributed by the 99th Street Wells Pumping Station complex. The project is located at the intersection of Wadsworth Avenue and 99th Street in the Watts community of City of Los Angeles. Reference LAC151201-02 Comment Period: N/A Public Hearing: 5/3/2016	Response to Comments	Los Angeles Department of Water and Power	Document reviewed - No comments
<i>Waste and Water-related</i> LAC160511-01 Groundwater Reliability Improvement Program (GRIP) Supplemental Recharge Wells Project	The proposed project consists of the modification of the GRIP Recycled Water Project. The project will construct a new Advanced Water Treatment Facility to produce up to 11.5 million gallons per day of Full Advanced Treated recycled water for groundwater recharge in the Central Groundwater Basin. The project includes three supplemental recharge wells and three monitoring wells. The project is located at 4320, 4330, and 4334 San Gabriel River Parkway in the City of Pico Rivera. Reference LAC160414-07, LAC160301-03, LAC150331-04, LAC141212-03, LAC140325-02 and LAC130220-01 Comment Period: 5/11/2016 - 6/6/2016 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	Water Replenishment District of Southern California	Document reviewed - No comments
<i>Waste and Water-related</i> LAC160512-01 Los Angeles Groundwater Replenishment Project	The proposed project consists of the construction of an advanced water purification facility that would treat secondary or tertiary effluent produced by the Donald C. Tillman Water Reclamation Plant using advanced treatment technology. The project proposes to construct a new 42-inch diameter pipeline branch from the existing East Valley Recycled Water Line to reach the Pacoima Spreading Grounds. Reference LAC130906-02 Comment Period: 5/12/2016 - 7/11/2016 Public Hearing: 6/14/2016	Notice of Availability of a Draft Environmental Impact Report	City of Los Angeles	Document reviewed - No comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Transportation</i> RVC160527-08 Avenue 50 Extension Project	The proposed project consists of the connection of Avenue 50 from its existing alignment, eastward to I-10. The project would include the construction of a bridge, utility extensions, drainage infrastructure, and a segment of roadway across the canal. The project would construct temporary and permanent structures in order to maintain the flow of the canal water supplies during construction. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/june/PCave50.pdf Comment Period: 5/24/2016 - 6/25/2016 Public Hearing: 6/9/2016	Notice of Preparation	City of Coachella	SCAQMD staff commented on 6/9/2016
<i>Transportation</i> SBC160510-06 State Route 210/Base Line Interchange Project	The proposed project consists of improvements to State Route 210/Base Line Interchange. The project would widen Base Line from Buckeye Street to Seine Avenue and three of the four existing SR-210 interchange ramps would be widened to add through lanes, turn lanes and storage for vehicle queues. A two-lane exit would be created at the westbound exit ramp. The eastbound and westbound entrance ramps would be widened. The existing Base Line overcrossing would be widened. Retaining walls would be constructed, as needed, in areas of widening. Comment Period: 5/9/2016 - 6/7/2016 Public Hearing: 5/25/2016	Notice of Availability of a Draft Mitigated Negative Declaration	California Department of Transportation	Document reviewed - No comments
<i>Transportation</i> SBC160519-04 State Route 210 Mixed Flow Lane Addition from Highland Avenue to San Bernardino Avenue Project	The proposed project consists of widening State Route 210 from Sterling Avenue to San Bernardino Avenue in the cities of Highland, San Bernardino, and Redlands, as well as a portion of unincorporated San Bernardino County. The total length of the proposed project's limits of disturbance is approximately 8.2 miles, which includes transition striping and signage. Comment Period: 5/16/2016 - 6/16/2016 Public Hearing: 6/2/2016	Notice of Intent to Adopt a Mitigated Negative Declaration	California Department of Transportation	Under review, may submit written comments
<i>Institutional (schools, government, etc.)</i> LAC160505-01 ENV-2013-634/217 S. Avenue 20; Northeast Los Angeles	The proposed project consists of the expansion of an existing public charter middle and high school. The project will expand the existing school onto an adjoining 9,972 square-foot parcel. A new 8,369-square-foot two-story school building will be constructed. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/june/MNND217ave.pdf Comment Period: 5/5/2016 - 6/6/2016 Public Hearing: N/A	Notice of Availability of Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 6/1/2016

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Institutional (schools, government, etc.)</i> RVC160520-05 Rancho Mirage K-8 School Project	The proposed project consists of the construction of a new K-8 school on a 22-acre vacant site. The project would include the construction of approximately 110,000 square feet of educational facilities with hardcourts, soccer fields, and playfields construction on the western and northern boundaries of the site. The project site is located northwest of the intersection of Ramon Road and Rattler Road. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/june/NOPrancho-miragek8.pdf Comment Period: 5/23/2016 - 6/22/2016 Public Hearing: N/A	Notice of Preparation	Palm Springs Unified School District	SCAQMD staff commented on 6/8/2016
<i>Medical Facility</i> LAC160512-10 ENV-2015-4135; 6041 Cadillac Avenue	The proposed project consists of expanding the existing Cadillac Parking Structure of the Kaiser Foundation Hospital by developing a new five-level, 160,146-square-foot parking structure. The proposed project will include demolition and removal of surface parking and temporary construction trailers. The project will include approximately 8,861 cubic yards of soil export. Comment Period: 5/12/2016 - 6/13/2016 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments
<i>Medical Facility</i> LAC160519-06 Kaiser Permanente Baldwin Park Medical Center Parking Structure Expansion and Medical Office Building Project at 1101 Baldwin Park Boulevard	The proposed project consists of the expansion of the existing parking structure toward the south and west side with circulation connections to the existing structure and construction and operation of a new medical office building. The medical office building would be a three-story, 60,000-square-foot facility located at the southern tip of the Medical Center campus at the corner of Baldwin Park Boulevard and Bess Avenue. Comment Period: 5/19/2016 - 6/20/2016 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Baldwin Park	Document reviewed - No comments
<i>Retail</i> LAC160503-10 Development Plan Approval Case Nos. 910 & 911; Conditional Use Permit Case No. 773; Tentative Parcel Map 73846; General Plan Amendment Case No. 26; and Zone Change Case No. 136	The proposed project consists of construction of a 18,557-square-foot grocery store building; construction of a 41,197-square-foot concrete tilt-up building and subdivision of an existing 3.94-acre parcel into two parcels. Comment Period: 5/3/2016 - 5/25/2016 Public Hearing: 5/26/2016	Notice of a Public Hearing	City of Santa Fe Springs	Document reviewed - No comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

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**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Retail</i> LAC160512-09 ENV-2015-3744; 2037 S. Granville Avenue	The proposed project consists of a change in use from machine shop to auto repair on a 36,297-square-foot lot. The proposed use is within 500 feet of a residential zone and the proposed floor area is 23,200-square feet. Comment Period: 5/12/2016 - 6/1/2016 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments
<i>Retail</i> LAC160517-09 Starbucks Drive-Thru, Conditional Use Permit No. 298, and ZTA 2015-04	The proposed project consists of the construction of a 850-square-foot Starbucks Drive-thru, located at 1730-1734 Pacific Coast Highway. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/june/NDlomita.pdf Comment Period: 5/16/2016 - 6/4/2016 Public Hearing: N/A	Notice of Intent to Adopt a Draft Negative Declaration	City of Lomita	SCAQMD staff commented on 6/1/2016
<i>Retail</i> LAC160519-11 ENV-2016-1036; 704-820 W. Martin Luther King Jr. Blvd and 703-705 W. 40th Place; South Los Angeles	The proposed project would involve the demolition of the existing building and the construction of two new automotive structures. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/june/MND704wmartin.pdf Comment Period: 5/19/2016 - 6/8/2016 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 6/8/2016
<i>Retail</i> LAC160526-01 Pomona Hyatt Place Hotel Project	The proposed project consists of a six-story, 200-room Hyatt Place/Hyatt House Hotel with conference facilities and supporting amenities totaling approximately 159,000 square feet; and a free-standing, three-story office building totaling approximately 75,000 square feet. The project is located on 14.88 acres near Rio Rancho Road and the 71 Freeway. Reference LAC160129-01 Comment Period: 5/27/2016 - 7/12/2016 Public Hearing: 7/12/2016	Notice of Availability of a Draft Environmental Impact Report	City of Pomona	Document reviewed - No comments
<i>Retail</i> LAC160531-05 CUP-01150-2015, OAK-01153-2015, VAR-01151-2015(A&B), sign-01152-2015 & VTPM 74192	The proposed project consists of the construction of a three-story, 225-room, 134,000-square-foot hotel. The project site is located at 29505 and 29515 Agoura Road. Comment Period: 6/2/2016 - 7/5/2016 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Agoura Hills	Under review, may submit written comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Retail ORC160517-03 Planning Application PA-15-30 - Bristol Mini-Storage Facility and Food Court Building	The proposed project consists of the demolition of the existing automotive strip mall and the development of a two-story, 774-unit Mini-Storage facility and 5,000-square-foot food court building. Comment Period: 5/14/2016 - 6/12/2016 Public Hearing: 6/13/2016	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Costa Mesa	Document reviewed - No comments
Retail RVC160503-06 Change of Zone No. 7892; Environmental Assessment No. 42804	The proposed project consists of changing the zoning and adding 30 rooms and a swimming pool to an existing wine country hotel. The project is located at 35001 Rancho California Road. Comment Period: 4/28/2016 - 5/24/2106 Public Hearing: 5/24/2016	Notice of Intent to Adopt a Mitigated Negative Declaration	County of Riverside	Document reviewed - No comments
Retail RVC160519-01 MA1496 (TTM36857, CUP15003, PCN15004 & SDP31423)	The proposed project consists of a new 140,894-square-foot shopping center and a tentative tract map for condominium purposes. The project includes a gas station at the corner of the shopping center. The project is located at the southeast corner of Country Village Road and Philadelphia Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/PCjurupavalley.pdf Comment Period: 5/18/2016 - 5/31/2016 Public Hearing: N/A	Initial Project Consultation	City of Jurupa Valley	SCAQMD staff commented on 5/24/2016
Retail RVC160519-02 Conditional Use Permit 2016-110-Fast Food on McCall and Bradley	The proposed project consists of the construction of a 2,400-square-foot fast food restaurant located at 26820 McCall Boulevard. The project site is currently vacant but previously contained a gas station. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/PCMA15100.pdf Comment Period: 5/16/2016 - 6/6/2016 Public Hearing: N/A	Initial Project Consultation	City of Menifee	SCAQMD staff commented on 5/24/2016

- Project has potential environmental justice concerns due to the nature and/or location of the project.

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Retail RVC160531-04 Master Application No. 15201 (Conditional Use Permit No. 15005, Site Development Permit No. 31562, Tentative Parcel Map No. 37062, & Public Convenience or Necessity No. 15004)	The proposed project consists of a shopping center with sales of beer and wine. The project is located at the northwest corner of Limonite Avenue and Felspar Street. Comment Period: 6/1/2016 - 6/20/2016 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Jurupa Valley	Under review, may submit written comments
Retail RVC160531-06 Case No. MA16077	The proposed project consists of the construction of a truck travel center consisting of a 16,742-square-foot building with a convenience store and fuel station. The project is located at the southwest corner of Etiwanda and Mission Boulevard. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/june/PCma16077jurupa.pdf Comment Period: 5/23/2016 - 6/23/2016 Public Hearing: N/A	Initial Project Consultation	City of Jurupa Valley	SCAQMD staff commented on 6/9/2016
Retail SBC160512-02 Victoria Service Arco	The proposed project consists of demolition and the construction of a new Arco station/convenience store structure. The project is located at 26492 Highland Avenue. Comment Period: N/A Public Hearing: N/A	Initial Project Consultation	City of Highland	No review conducted - No comments
General Land Use (residential, etc.) LAC160503-08 8150 Sunset Boulevard Mixed-Use Project	The proposed project consists of removal of all existing buildings and the development of 249 residential units and 65,000 square feet of commercial uses. References LAC150911-03, LAC141120-01 and LAC130913-05 Comment Period: 5/3/2016 - 5/24/2016 Public Hearing: 5/24/2016	Notice of a Public Hearing	City of Los Angeles	Document reviewed - No comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

**ATTACHMENT A
INCOMING CEQA DOCUMENTS LOG
MAY 1, 2016 TO MAY 31, 2016**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> LAC160519-05 333 La Cienega Boulevard Project	The proposed project consists of replacing the existing commercial uses on the project site with a new mixed-use, 20-story building consisting of 145 residential units and 31,055 square feet of commercial uses, including 3,370 square feet for a proposed restaurant and 27,685 square feet for commercial retail uses. Reference LAC160126-03 Comment Period: 5/19/2016 - 7/5/2016 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Los Angeles	Document reviewed - No comments
<i>General Land Use (residential, etc.)</i> LAC160519-12 ENV-2015-91; 936-958 S. Hill Street and 225 W. Olympic Boulevard	The proposed project consists of the demolition of a 24,432-square-foot commercial building and the construction of a mixed-use building with 232 apartment units, 14,000-square-foot of ground floor commercial space, and subterranean parking. Approximately 29,000 cubic yards of soil will be exported. Comment Period: 5/19/2016 - 6/8/2016 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments
<i>General Land Use (residential, etc.)</i> LAC160519-15 ENV-2016-886; 854 N. Napoli Drive; Brentwood-Pacific Palisades	The proposed project consists of the demolition of a one-story single-family dwelling and the construction of a new two-story single family dwelling, basement, garage, and swimming pool. Approximately 5,110 cubic yards of dirt will be exported. Comment Period: 5/19/2016 - 6/8/2016 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments
<i>General Land Use (residential, etc.)</i> LAC160519-16 ENV-2015-4119; 2175 Queesbourough Lane; Bel Air-Beverly Crest	The proposed project consists of the construction of a two-story, approximately 12,794-square-foot single family dwelling, a basement, garage, and swimming pool. Approximately 5,200 cubic yards of soil will be exported. Comment Period: 5/19/2016 - 6/8/2016 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments
<i>General Land Use (residential, etc.)</i> LAC160519-17 ENV-2015-3748; 960 N. Stradella Road, Bel Air-Beverly Crest	The proposed project consists of the demolition of an existing single-family dwelling and the construction of a new three-story, 18,854-square-foot family dwelling, basement, garage and swimming pool. The project requires an approval of a Haul Route Permit to allow the export of 15,853 cubic yards of soil in a hillside area. Comment Period: 5/19/2016 - 6/8/2016 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments

- Project has potential environmental justice concerns due to the nature and/or location of the project.

Documents received by the CEQA Intergovernmental Review program but not requiring review are not included in this report.

ATTACHMENT B*
ONGOING ACTIVE PROJECTS FOR WHICH SCAQMD HAS
OR IS CONTINUING TO CONDUCT A CEQA REVIEW

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
Waste and Water-related LAC160406-04 Response Plan for Mobil Gasoline Station Site, Pacific Palisades	The proposed project consists of a plan to clean up groundwater contaminated with petroleum fuel hydrocarbons, primarily benzene. The project is located at the corner of Sunset Boulevard and Swarthmore Avenue in the City of Pacific Palisades. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/OtherMobil.pdf Comment Period: 4/4/2016 - 5/6/2016 Public Hearing: N/A	Community Notice	Department of Toxic Substances Control	SCAQMD staff commented on 5/6/2016
Waste and Water-related LAC160429-05 Los Cerritos Wetlands Restoration and Oil Project	The proposed project consists of implementing a comprehensive wetlands restoration project which will restore a privately-owned oil field in the City of Long Beach through creation of a wetlands mitigation bank. The project includes the relocation of certain oil facilities currently located on the Synergy Oil Field and City-owned property to two off-site properties (Los Cerritos Wetland Authority Site and Pumpkin Patch site). http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/NOPloscerritos.pdf Comment Period: 4/28/2016 - 5/27/2016 Public Hearing: 5/11/2016	Notice of Preparation of an Environmental Impact Report	City of Long Beach	SCAQMD staff commented on 5/3/2016
Waste and Water-related SBC160420-01 Fontana Water Company Recycled Water Improvement Project	The proposed project consists of the expanded delivery of recycled water produced by Inland Empire Utilities Agency Water Reclamation Facilities to Fontana Water Company at its Regional Plant No. 3 recharge basin location. The proposed project consists of installation of a reservoir, pump station, and recycled water delivery pipeline. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/MNDfontanawater.pdf Comment Period: 4/19/2016 - 5/18/2016 Public Hearing: 5/18/2016	Notice of Intent to Adopt a Mitigated Negative Declaration	Inland Empire Utilities Agency	SCAQMD staff commented on 5/4/2016
Utilities RVC160429-07 IE515 SCE Devers-Vista M22-T3 (Case No. 16-CUP-03)	The proposed project consists of the temporary relocation of a T-Mobile wireless telecommunications facility that includes the installation of a 60-foot flower-pot monopole to include nine panel antennas. All associated ground equipment will be placed in cabinets adjacent to the proposed monopole. The project is located at 1447 Cherry Avenue. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/NOC1447cherry.pdf Comment Period: 4/26/2016 - 5/10/2016 Public Hearing: N/A	Initial Project Consultation	City of Beaumont	SCAQMD staff commented on 5/4/2016
Retail LAC160428-01 ENV-2016-563/830 S. Olive Street, Central City	The proposed project consists of a 5,340-square-foot restaurant/brewery including an 851-square-foot ancillary brewery and a 172-square-foot patio in the public right-of-way. http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2016/may/MND2016563.pdf Comment Period: 4/28/2016 - 5/18/2016 Public Hearing: N/A	Notice of Availability of a Draft Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 5/13/2016

*Sorted by Comment Status, followed by Land Use, then County, then date received.

- Project has potential environmental justice concerns due to the nature and/or location of the project.

**ATTACHMENT C
ACTIVE SCAQMD LEAD AGENCY PROJECTS
THROUGH MAY 31, 2016**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
<p>Tesoro Refinery proposes to integrate the Tesoro Wilmington Operations with the Tesoro Carson Operations (former BP Refinery). The proposed project also includes modifications of storage tanks at both facilities, new interconnecting pipelines, and new electrical connections. In addition, Carson's Liquid Gas Rail Unloading facilities will be modified. The proposed project will be designed to comply with the federally mandated Tier 3 gasoline specifications and with State and local regulations mandating emission reductions.</p>	<p>Tesoro Refining and Marketing Company Los Angeles Refinery</p>	<p>Environmental Impact Report (EIR)</p>	<p>The Draft Environmental Impact Report is currently out for public review for a 94-day period. Comments are due June 10, 2016.</p>	<p>Environmental Audit, Inc.</p>
<p>The Phillips 66 (formerly ConocoPhillips) Los Angeles Refinery Ultra Low Sulfur Diesel project was originally proposed to comply with federal, state and SCAQMD requirements to limit the sulfur content of diesel fuels. Litigation against the CEQA document was filed. Ultimately, the California Supreme Court concluded that the SCAQMD had used an inappropriate baseline and directed the SCAQMD to prepare an EIR, even though the project has been built and has been in operation since 2006. The purpose of this CEQA document is to comply with the Supreme Court's direction to prepare an EIR.</p>	<p>Phillips 66 (formerly ConocoPhillips), Los Angeles Refinery</p>	<p>Environmental Impact Report (EIR)</p>	<p>The Notice of Preparation/ Initial Study (NOP/IS) was circulated for a 30-day public comment period on March 26, 2012 to April 26, 2012. The consultant submitted the administrative Draft EIR to SCAQMD in late July 2013. The Draft EIR was circulated for a 45-day public review and comment period from September 30, 2014 to November 13, 2014. Two comment letters were received and responses to comments are being prepared.</p>	<p>Environmental Audit, Inc.</p>
<p>Quemetco is proposing an increase in the daily furnace feed rate.</p>	<p>Quemetco</p>	<p>Environmental Impact Report (EIR)</p>	<p>An Initial Study has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Trinity Consultants</p>
<p>Sunshine Gas Producers proposes to increase the permitted heat input rating in the five landfill gas (LFG) turbines utilized to generate electricity. The five LFG turbines will not undergo any physical modifications. As a result of the increase in permitted heat rating of the LFG-fired turbines, less gas will be sent to the existing flares. No other changes to the project analyzed in the April 2012 Final SEIR will be made.</p>	<p>Sunshine Gas Producers Renewable Energy Project</p>	<p>Addendum to Final Subsequent Environmental Impact Report</p>	<p>A preliminary Draft Addendum to the Final SEIR has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Ramboll Environ US Corporation</p>

A shaded row indicates a new project.

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 18

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for the year 2016 and portions of 2017.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Acting Executive Officer

PMF:JW:afm:la

The tables below summarize changes to the schedule since the June Rule and Control Measure Forecast Report. Staff will continue to work with all stakeholders as these projects move forward.

307.1	Alternative Fees for Air Toxics Emissions Inventory
Proposed Amended Rule 307.1 is being added to October to be considered in conjunction with PAR 1402.	
415	Odors from Animal Rendering Facilities
Proposed Amended Rule 415 is being moved from TBD 2016 to first quarter 2017.	
1302	Definitions
Proposed Amended Rule 1302 is being added to November to address specific issues raised by U.S. EPA regarding corrections to major source thresholds and improving rule clarity and consistency.	
Reg. XX	RECLAIM
Proposed amendments to Reg. XX are being moved from September to October to allow additional time to receive stakeholder feedback.	

The following rules are being discussed as part of the 2016 AQMP and will be included in the “2017 To-Be-Determined” section of the Master Calendar:

Rule 1111.1 – Reduction of NOx Emissions from Natural Gas Fired Commercial Furnaces (CMB-01)
Rule 1168 – Adhesive and Sealant Applications (CTS-02)
Reg. XXIII – Emissions Growth Management of Various Emissions Sources
Reg. XL – Ensure AQMP Emissions Reduction Targets Are Met at Commercial Marine Ports

2016 MASTER CALENDAR

Below is a list of all rulemaking activity scheduled for the year 2016. The last three 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 C) under the type of rule adoption or amendment (i.e. AQMP, Toxics, or Other).

**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.

2016

October	Title	AQMP	Toxics	Other
307.1	Alternative Fees for Air Toxics Emissions Inventory		√	
1401	New Source Review of Toxic Air Contaminants		√	
1402	Control of Toxic Air Contaminants from Existing Sources		√	
Reg. IX	Standards of Performance for New Stationary Sources (NSPS)	√		
Reg. X	National Emission Standards for Hazardous Air Pollutants (NESHAPS)		√	
Reg. XX	RECLAIM	√		
November				
1302	Definitions			√
1325	Federal PM2.5 New Source Review Program			√
1430.1	Control of Toxic Air Contaminants from Grinding Operations at Metal Forging Facilities		√	
December				
219	Equipment Not Requiring a Written Permit Pursuant to Regulation II			√
222	Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II			√
1469*	Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations		√	

2016 MASTER CALENDAR (continued)

2016 TO BE DETERMINED

TBD	Title	AQMP	Toxics	Other
Reg. II	Permits			√
224	Incentives for Super-Compliant Technologies			√
416	Odors from Kitchen Grease Processing			√
430	Breakdown Provisions	√		
1106	Marine Coating Operations			√
1106.1	Pleasure Craft Coating Operations			√
1107 ⁺	Coating of Metal Parts and Products (CTS-02)	√		
1118 ⁺	Control of Emissions from Refinery Flares	√		
1123 ⁺	Refinery Process Turnarounds (MCS-03)	√		
1133 Series	Composting and Related Operations	√		
1146 Series ^{*,+}	Emissions of Oxides of Nitrogen	√		
1150.1	Control of Gaseous Emissions from Municipal Solid Waste Landfills			√
1161 ⁺	VOC Reductions from Mold Release Agents (CTS-03)	√		
1171 ⁺	Solvent Cleaning Operations (CTS-02)	√		
1173 ⁺	Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants	√		
1177 ⁺	Liquefied Petroleum Gas Transfer and Dispensing (FUG-02)	√		
1188 ⁺	VOC Reductions from Vacuum Trucks (FUG-01)	√		
1190 Series ^{*,+}	Fleet Vehicle Requirements	√		
Reg. XIII	New Source Review			√
1403	Asbestos Emissions from Demolition/Renovation Activities		√	
1411	Recovery or Recycling of Refrigerants from Motor Vehicle Air Conditioners			√

2016 MASTER CALENDAR (continued)

2016 TO BE DETERMINED (continued)

TBD	Title	AQMP	Toxics	Other
1430*	Control of Toxic Air Contaminants from Metal Forging, Shredding, Grinding and Other Metal Processing Operations		√	
1450*	Control of Methylene Chloride Emissions		√	
Reg. XVI	Mobile Source Offset Programs			√
1902	Transportation Conformity	√		
Reg. XXV	On-Road and Off-Road Mobile Source Credit Generation Program			√
Reg. XXVII	Climate Change			√

2016 MASTER CALENDAR (continued)

2016 TO BE DETERMINED (continued)

TBD	Title	AQMP	Toxics	Other
Reg. III, IV, IX, X, XI, XIV, XX, XXIII, XXX and XXXV Rules	Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA revised risk assessment guidance, address variance issues/ technology-forcing limits, to abate a substantial endangerment to public health or welfare, or to seek additional reductions to meet the SIP short-term measure commitment. The associated rule development or amendments include, but are not limited to, SCAQMD existing rules listed in Table 1 of the December 4, 2015 Rule and Control Measure Forecast and new or amended rules to implement the 2012 AQMP measures in Table 2 of the December 4, 2015 Rule and Control Measure Forecast. 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 (Table 3 of the December 4, 2015 Rule and Control Measure Forecast). Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.	√	√	√
---	Mobile and Indirect Source Measures	√	√	
---	SIP Implementation	√		

2016 MASTER CALENDAR (continued)

2017

January	Title	AQMP	Toxics	Other
1304.2	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Load Serving Entities			√
1304.3	Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Municipalities			√
1470.1	Requirement for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines at Sensitive Receptors		√	
February				
1148.3	Requirements for Oil and Gas Wells and Commercial Suppliers			√
March				
1148.2	Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers			√
2202	On-Road Motor Vehicle Mitigation Options			√
Quarter 1				
415*	Odors from Animal Rendering Facilities			√
April				
1466	Toxic Air Contaminant Emissions from Decontamination of Soil		√	
Quarter 2				
1136* ⁺	Wood Products Coatings (CTS-02)	√		
1147	NOx Reductions from Miscellaneous Sources	√		
1407	Control of Emissions of Arsenic, Cadmium and Nickel from Non-Ferrous Metal Operations		√	
1420	Emissions Standard for Lead		√	

2016 MASTER CALENDAR (continued)

2017 (Continued)

Quarter 3		AQMP	Toxics	Other
1138	Control of Emissions from Restaurant Operations (BCM-01)	√		
1426	Emissions from Metal Finishing Operations		√	

Quarter 4		AQMP	Toxics	Other
1142	Marine Tank Vessel Operations	√		
1153.1	Emissions of Oxides of Nitrogen from Commercial Food Ovens	√		

2017 TO BE DETERMINED

TBD	Title	AQMP	Toxics	Other
1111.1	Reduction of NOx Emissions from Natural Gas Fired Commercial Furnaces (CMB-01)	√		
1168	Adhesive and Sealant Applications (CTS-02)	√		
Reg. XXIII	Emissions Growth Management of Various Emissions Sources	√		
Reg. XL	Ensure AQMP Emission Reduction Targets Are Met at Commerical Marine Ports	√		

ATTACHMENT A

AQMP Rule Activity Schedule

This attachment lists those control measures that are being developed into rules or rule amendments for Board consideration that are designed to implement the amendments to the 2012 Air Quality Management Plan.

2016

October	
Reg. IX	<p>Standards of Performance for New Stationary Sources (NSPS) <i>[Projected Emission Reduction: N/A]</i> Proposed amendments will reflect all amendments by U.S. EPA to 40 CFR, Parts 60 and 61 from January 1, 2015 to June 30, 2016. <i>Carol Gomez 909.396.3264 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Reg. XX	<p>RECLAIM <i>[Projected Emission Reduction: TBD]</i> At the December 4, 2015 Board meeting, the Board directed staff to further analyze shutdown credits and bring a proposal for the Board's consideration. <i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>

2016 To-Be Determined

To-Be Determined	
430	<p>Breakdown Provisions <i>[Projected Emission Reduction: N/A]</i> This rule will be amended or replaced to address specific issues raised by U.S. EPA regarding start-ups or shutdowns associated with breakdowns. <i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1107	<p>Coating of Metal Parts and Products (CTS-02) <i>[Projected Emission Reduction: TBD]</i> Potential amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability. <i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1118	<p>Control of Emissions from Refinery Flares <i>[Projected Emission Reduction: TBD]</i> Amendments may be necessary to address findings from the additional analysis required by the adopting resolution for the last amendment. Amendments may also be necessary to implement an AB 32 measure. <i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT A (Continued)

2016 To-Be Determined (Continued)

To-Be Determined	
1123	<p>Refinery Process Turnarounds (MCS-03) <i>[Projected Emission Reduction: N/A]</i> Proposed amendments will implement Control Measure MSC-03 of the 2007 AQMP by establishing procedures that better quantify emission impacts from start-up, shutdown or turnaround activities. <i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1133 Series	<p>Composting and Related Operations (BCM-10) <i>[Projected Emission Reduction: TBD]</i> Amendments may be proposed in conjunction with the 2016 AQMP. <i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1146 Series	<p>Emissions of Oxides of Nitrogen <i>[Projected Emission Reduction: TBD]</i> Amendments to Rules 1146, 1146.1, and 1146.2 may be necessary to respond to advancements in ultra-low NOx burner technology and selective catalytic reduction (SCR) applicability. <i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1161	<p>VOC Reductions from Mold Release Agents (CTS-03) <i>[Projected Emission Reduction: TBD]</i> The proposed rule will establish requirements for mold release products used in composite, fiberglass, metal and plastic manufacturing, and concrete stamping operations. <i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1171	<p>Solvent Cleaning Operations (CTS-02) <i>[Projected Emission Reduction: TBD]</i> The proposed amendments will review existing exemptions and include clarifications that may arise due to compliance verification activities or manufacturer and public input, including the sales prohibition clause. <i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1173	<p>Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants <i>[Projected Emission Reduction: TBD]</i> Proposed revisions to Rule 1173 are being considered based on recent U.S. EPA Regulations. <i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT A (Continued)

2016 To-Be Determined (Continued)

To-Be Determined	
1177	<p>Liquefied Petroleum Gas Transfer and Dispensing (FUG-02) <i>[Projected Emission Reduction: TBD]</i> Potential amendments may be proposed to include additional sources of emissions from the dispensing and transfer of LPG. <i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1188	<p>VOC Reductions from Vacuum Trucks (FUG-01) <i>[Projected Emission Reduction: TBD]</i> The proposed rule will establish VOC emission standards and other requirements associated with the operation of vacuum trucks not covered by Rule 1149 – Storage Tank and Pipeline Cleaning and Degassing. <i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1190 Series	<p>Fleet Vehicle Requirements <i>[Projected Emission Reduction: TBD]</i> Amendments to Rule 1190 series fleet rules may be necessary to address remaining outstanding implementation issues and in the event the court’s future action requires amendments. In addition, the current fleet rules may be expanded to achieve additional air quality and air toxic benefits. <i>Dean Saito 909.396.2647 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1902	<p>Transportation Conformity <i>[Projected Emission Reduction: TBD]</i> Amendments to Rule 1902 may be necessary to bring the District’s Transportation Conformity rule in line with current U.S. EPA requirements. <i>MacMillan 909.396.3244 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
Reg. IV, XI, XIV, XIV, XXX AND XXXV Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA revised risk assessment guidance, address variance issues/ technology-forcing limits, to abate a substantial endangerment to public health or welfare, or to seek additional reductions to meet the SIP short-term measure commitments and/or long-term emission reduction commitments. The associated rule development or amendments include, but are not limited to, SCAQMD existing rules listed in Table 1 of the December 4, 2015 Rule and Control Measure Forecast and new or amended rules to implement the 2012 AQMP measures in Table 2 of the December 4, 2015 Rule and Control Measure Forecast.</p>

ATTACHMENT A (Continued)

2016 To-Be Determined (Continued)

To-Be Determined	
---	<p>Mobile and Indirect Source Measures <i>[Projected Emission Reduction: TBD]</i> The District may adopt measures to limit emissions from mobile sources, both on-road and off-road (nonroad) sources, consistent with the Board's direction to counsel at the October 2014 meeting to explore the District's regulatory authority over mobile sources. These measures may include but are not limited to, transportation control measures, operational limits, fleet rules, credit generation rules, and indirect source rules, such as an indirect source rule for railyards and/or other sources which attract mobile sources.</p> <p><i>Henry Hogo 909.396.3184 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
---	<p>SIP Implementation <i>[Projected Emission Reduction: TBD]</i> The District may adopt additional measures to carry out the State Implementation Plan for PM2.5 or ozone, or other pollutants if required, as deemed necessary to meet commitments and federal requirements.</p> <p><i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

2017

Quarter 2	
1136	<p>Wood Products Coatings (CTS-02) <i>[Projected Emission Reduction: TBD]</i> Amendments to existing rule limits and other provisions.</p> <p><i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1147	<p>NOx Reductions from Miscellaneous Sources <i>[Projected Emission Reduction: N/A]</i> Amendments may be necessary to address findings of ongoing technology assessment.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Quarter 3	
1138	<p>Control of Emissions from Restaurant Operations (BCM-01) <i>[Projected Emission Reduction: TBD]</i> Proposed amendments will seek to reduce PM2.5 and related emissions from under-fired charbroilers.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1426	<p>Emissions from Metal Finishing Operations Proposed amendments to Rule 1426 will establish requirements to reduce nickel, cadmium and other air toxics from plating operations.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>

ATTACHMENT A (Continued)

2017 (Continued)

Quarter 4	
1142	<p>Marine Tank Vessel Operations <i>[Projected Emission Reduction: N/A]</i> Revisions to Rule 1142 are proposed to address VOC emissions from marine tank vessel operations and provide clarifications. <i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1153.1	<p>Emissions of Oxides of Nitrogen from Commercial Food Ovens <i>[Projected Emission Reduction: N/A]</i> Rule 1153.1 was adopted in November 2014 and established NOx emission limits for various types of existing commercial food ovens on a specified compliance schedule. Amendments may be necessary to address applicability and technological feasibility of low NOx burner technologies for new commercial food ovens. <i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>

2017 To-Be Determined

To-Be Determined	
1111.1	<p>Reduction of NOx Emissions from Natural Gas Fired Commercial Furnaces (CMB-01) <i>[Projected Emission Reduction: TBD]</i> Proposed Rule 1111.1 will establish equipment-specific nitrogen oxides emission limits and other requirements for the operation of commercial space heaters. <i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1168	<p>Adhesive and Sealant Applications (CTS-02) Amendments to Rule 1168 will partially implement CTS-02 and reflect improvements in adhesive and sealant technology, as well as remove outdated provisions and include minor clarifications. <i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT A (Continued)

2017 To-Be Determined (Continued)

To-Be Determined	
Reg. XXIII	<p>Emissions Growth Management of Various Emissions Sources <i>[Includes Proposed Rule 2301 – Projected Emission Reduction: Committed to reduce 0.5 tons per day of VOC, 0.8 tons per day of NOx, and 0.5 tons per day of PM2.5 in 2023]</i></p> <p>Regulation XXIII will contain rules related to emissions growth management of various emission sources including, but not limited to, new or redevelopment projects and other sources where criteria pollutant emissions associated with the region’s growth may cause or exacerbate exceedance of an air quality standard. Proposed rule(s) will implement the 2007 AQMP Control Measure EGM-01 – Emission Reductions from New or Redevelopment Projects and control measures identified in the 2016 AQMP. Proposed rules will consider the co-benefits of VOC, NOx, and PM 2.5 emission reductions from the 2012 and 2016 Regional Transportation Plan/Sustainable Communities Strategy and San Joaquin Valley Air Pollution Control District’s Rule 9510 – Indirect Source Review to meet the “all feasible measures” requirement. Regulation XXIII may include other sources as provided in the Final 2016 AQMP to be submitted to U.S. EPA in July 2016.</p> <p><i>Henry Hogo 909.396.3184 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
Reg. XL	<p>Ensure AQMP Emission Reduction Targets Are Met at Commercial Marine Ports <i>[Projected Emission Reduction: TBD]</i></p> <p>Regulation XL will contain rules applicable to the region’s commercial marine ports and to port-related emission sources operating within or traveling in and out of the ports. These sources include on-road heavy-duty trucks, ocean-going vessels, locomotives, commercial harborcraft, and cargo handling equipment. Regulation XL implements the 2007 AQMP Control Measure MOB-03, 2012 AQMP Control Measure IND-01, and control measures identified in the 2016 AQMP. Regulation XL may include other sources as provided in the Final 2016 AQMP to be submitted to U.S. EPA in July 2016.</p> <p><i>Henry Hogo 909.396.3184 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT B

Toxic Rule Activity Schedule

This attachment lists those rule or rule amendments for Board consideration that are designed to reduce air toxics.

2016

October	
307.1	<p>Alternative Fees for Air Toxics Emissions Inventory Proposed Amendments to Rule 307.1 will update references and add provisions for reimbursement of certain public meetings.</p> <p><i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1401 1402	<p>New Source Review for Toxic Air Contaminants Control of Toxic Air Contaminants from Existing Sources Revisions to Rule 1402 are proposed to add a voluntary risk reduction program for certain AB 2588 core facilities and other amendments to streamline and clarify provisions. Revisions to Rule 1401 are also proposed to revise procedures for adding and revising toxic air contaminants on the Rule 1401 list.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Reg. X	<p>National Emissions Standards for Hazardous Air Pollutants (NESHAPS) Proposed amendments will reflect all amendments by U.S. EPA to 40 CFR, Parts 60 and 61 from January 1, 2015 to June 30, 2016.</p> <p><i>Carol Gomez 909.396.3264 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
November	
1430.1	<p>Control of Toxic Air Contaminants from Grinding Operations at Metal Forging Facilities Proposed Rule 1430.1 will establish emission reduction requirements to control emissions from grinding operations at forging facilities.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
December	
1469	<p>Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations Proposed Amended Rule 1469 will strengthen requirements to address potential fugitive emissions from hexavalent chrome plating and anodizing operations. Provisions to address changes to the U.S. EPA NESHAP may be needed to address use of perfluorooctane sulfonate (PFOS) in fume suppressants.</p> <p><i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Quarter 3	
1426	<p>Emissions from Metal Finishing Operations Proposed amendments to Rule 1426 will establish requirements to reduce nickel, cadmium and other air toxics from plating operations.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>

ATTACHMENT B (Continued)

To-Be Determined

To-Be Determined	
1403	<p>Asbestos Emissions from Demolition/Renovation Activities Amendments to Rule 1403 will include specific requirements when conducting asbestos-emitting demolition/renovation activities at schools, daycares, and possibly establishments that have sensitive populations. Amendments may include other provisions to improve the implementation of the rule.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1430	<p>Control of Toxic Air Contaminants from Metal Forging, Shredding, Grinding and Other Metal Processing Operations Proposed Rule 1430 will establish emission reduction requirements for metal grinding operations.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
1450	<p>Control of Methylene Chloride Emissions The proposed amendment is to reduce exposure to methylene chloride from furniture stripping, remove potential regulatory loopholes, achieve emission reductions where possible and cost effective, include reporting requirements, and clarify the rule language to improve consistency with other SCAQMD VOC rules.</p> <p><i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Reg. IV, XI, XIV, XIV, XXX and XXXV Rules	<p>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 (Table 3 of the December 4, 2015 Rule and Control Measure Forecast). Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures. In addition, rule developments/amendments may be needed to address revisions to the 2015 OEHHA Health Risk Guidelines.</p>
---	<p>Mobile and Indirect Source Measures The District may adopt measures to limit emissions from mobile and indirect sources, both on-road and off-road (non-road) sources, consistent with the Board's direction to counsel at the October 2014 meeting to explore the District's regulatory authority over mobile sources. These measures may include but are not limited to, transportation control measures, operational limits, fleet rules, credit generation rules, and indirect source rules, such as an indirect source rule for railyards and/or other sources which attract mobile sources.</p> <p><i>Henry Hogo 909.396.3184 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT B (Continued)

2017

January	
1470.1	<p>Requirement for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines at Sensitive Receptors</p> <p>The proposal would address new and existing small (≤ 50 brake horsepower) diesel engine emissions located near sensitive receptors such as schools, preschools, daycare centers and health care facilities.</p> <p><i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
April	
1466	<p>Toxic Air Contaminant Emissions from Decontamination Soil</p> <p>Proposed Rule 1466 would establish requirements to control toxic metal emissions from activities involving storing, handling and transporting soils with metals.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Quarter 2	
1407	<p>Control of Emissions of Arsenic, Cadmium and Nickel from Non-Ferrous Metal Operations</p> <p>Proposed Rule 1407 will establish additional requirements to minimize air toxics from metal operations.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1420	<p>Emissions Standard for Lead</p> <p>In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 to 0.15 ug/m³. Proposed Rule 1420 will establish requirements for lead-emitting sources that are not covered under Rules 1420.1 and Rule 1420.2 to ensure compliance with the lead NAAQS.</p> <p><i>Susan Nakamura 909.396.3105 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>

ATTACHMENT C

Other Rule Activity Schedule

This attachment lists rules or rule amendments for Board consideration that are designed to improve rule enforceability, SIP corrections, or implanting state or federal regulations.

2016

November	
1302	Definitions
1325	<p>Federal PM2.5 New Source Review Program</p> <p>Amendments may be necessary to address U.S. EPA’s Final Ruling to reclassify the Los Angeles South Coast Air Basin (South Coast) from Moderate PM2.5 nonattainment area to Serious PM2.5 nonattainment for the 2006 National Ambient Air Quality Standards.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
December	
219	<p>Equipment Not Requiring a Written Permit Pursuant to Regulation II</p> <p>Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II</p> <p>Amendments to Rules 219 and 222 may be proposed in tandem to exclude equipment with de minimis emissions from the requirement to obtain written permits by adding additional equipment categories to the streamlined file/registration program of Rule 222.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
222	

ATTACHMENT C (Continued)

To-Be Determined (Continued)

To-Be Determined	
Reg. II 224	<p>Permits</p> <p>Incentives for Super-Compliant Technologies</p> <p>This regulatory effort will outline strategies and requirements to incentivize the development, establishment and use of super-compliant technologies. It may be considered as a part of Rule 219 amendments or proposed as a separate incentive Rule 224.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
416	<p>Odors from Kitchen Grease Processing</p> <p>Proposed Rule 416 will provide protection to the public from odors created during kitchen grease processing operations. The proposed rule will establish Best Management Practices to address odors created during delivery and processing of trap grease to affected facilities. In addition, the proposed rule will examine enclosure for wastewater treatment operations and filter cake storage. The proposed rule may also contain requirements for an Odor Mitigation Plan for continuing odor issues at facilities subject to the rule.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1106 1106.1	<p>Marine Coating Operations</p> <p>Pleasure Craft Coating Operations</p> <p>(This item was previously submitted to the Board, but rejected. It will be brought back for Board direction.)</p> <p>The proposed amendment is two-fold: first, Rule 1106.1 is proposed to be rescinded and second, Rule 1106 will subsume the requirements of 1106.1, and revise VOC content limits for pretreatment wash primers, antenna, repair and maintenance thermoplastic, inorganic zinc, and specialty marking coatings in order to align limits with U.S. EPA Control Techniques Guidelines and other California air districts, and adds new categories for marine aluminum antifoulant, mist, nonskid and organic zinc coatings and marine deck primer sealant. The proposed amendment also adds provisions for pollution prevention measures, enhanced enforceability, and to promote clarity and consistency.</p> <p><i>Philip Fine 909.396.2239 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT C (Continued)

To-Be Determined (Continued)

To-Be Determined	
1150.1	<p>Control of Gaseous Emissions from Municipal Solid Waste Landfills Proposed amendments will address U.S. EPA revisions to the Standards of Performance for Municipal Solid Waste Landfills (NSPS) and Existing Guidelines and Compliance Timelines (EG) for Municipal Solid Waste Landfills, as well as CARB GHG requirements.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
Reg. XIII	<p>New Source Review Amendments may be necessary to implement newly approved requirements or to address U.S. EPA comments on SIP approvability issues and/or requirements. Amendments may also be proposed for clarity and improved enforceability.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
Reg. XVI	<p>Mobile Source Offset Programs Amendments to various Regulation XVI rules will be proposed to address the recent U.S. EPA proposed disapproval of such rules including Rule 1610.</p> <p><i>Henry Hogo 909.396.3184 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
Reg. XXV	<p>On-Road and Off-Road Mobile Source Credit Generation Programs Regulation XXV will contain rules to allow generation of criteria pollutant mobile source emission reduction credits from various on-road and off-road sources, such as on-road heavy-duty trucks, off-road equipment, locomotives, and marine vessels. Credits will be generated by retrofitting existing engines or replacing the engines with new lower-emitting or zero-emission engines.</p> <p><i>Henry Hogo 909.396.3184 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>
Reg. XXVII	<p>Climate Change Changes may be needed for Regulation XXVII to add or update protocols for GHG reductions, and other changes may be needed.</p> <p><i>Jill Whynot 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Cassmassi 909.396.3155</i></p>

ATTACHMENT C (Continued)

To-Be Determined (Continued)

To-Be Determined	
Reg. IV, XI, XIV, XXX and XXXV Rules	<p>Various rule amendments may be needed to meet the requirements of state and federal laws, implement OEHHA revised risk assessment guidance, address variance issues/ technology-forcing limits, to abate a substantial endangerment to public health or welfare, or to seek additional reductions to meet the SIP short-term measure commitment. The associated rule development or amendments include, but are not limited to, SCAQMD existing rules listed in Table 1 of the December 4, 2015 Rule and Control Measure Forecast and new or amended rules to implement the 2012 AQMP measures in Table 2 of the December 4, 2015 Rule and Control Measure Forecast. The 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 (Table 3 of the December 4, 2015 Rule and Control Measure Forecast). Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures.</p>

2017

January	
1304.2	<p>Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Load Serving Entities</p> <p>Greenfield or Existing Electrical Generating Facility Fee for Use of Offsets for Municipalities</p> <p>Proposed Rules 1304.2 and 1304.3 would provide for new, greenfield or additions at existing electrical generating facilities to access the SCAQMD’s internal offset account, subject to qualifying conditions, eligibility, and the payment of a fee to invest in air quality improvement projects consistent with the AQMP. These rules are a companion to Rule 1304.1. Proposed Rule 1304.2 will provide offsets so that new, proposed and other existing electrical generating facilities can compete on a level playing field with existing generating facilities with utility steam boilers, and implement the State’s plan to maintain grid reliability.</p> <p>Proposed Rule 1304.3 will provide offsets so that new, proposed and other existing electrical generating facilities run by local municipalities can meet the electricity reliability needs of their customers.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
1304.3	

ATTACHMENT C (Continued)

2017 (Continued)

February	
1148.3	<p>Requirements for Oil and Gas Wells and Commercial Suppliers Proposed Rule 1148.3 will establish best management practices during specific well stimulation activities. Additional revisions to Rule 1148.2 may also be needed.</p> <p><i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
March	
1148.2	<p>Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers</p> <p><i>Susan Nakamura 909.396.3104 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
2202	<p>On-Road Motor Vehicle Mitigation Options Rule 2202 will be amended to streamline implementation while achieving the Rule’s target emission reductions.</p> <p><i>Carol Gomez 909.396.3264 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>
Quarter 1	
415	<p>Odors from Animal Rendering Facilities <i>[Projected Emission Reduction: TBD]</i> Proposed Rule 415 will provide protection to the public from odors created during animal rendering operations. The proposed rule will incorporate a preventative approach to odors by establishing Best Management Practices and will consider enclosure and odor control requirements for the receipt and processing of rendering material and wastewater. The proposed rule may also contain requirements for an Odor Mitigation Plan for continuing odor issues at facilities subject to the rule.</p> <p><i>Tracy Goss 909.396.3106 CEQA: MacMillan 909.396.3244 Socio: Elaine Shen 909.396.2715</i></p>

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 19

PROPOSAL: Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2016-17

SYNOPSIS: Information Management is responsible for data systems management services in support of all SCAQMD operations. This action is to report on major automation contracts and projects to be initiated by Information Management during the first six months of FY 2016-17.

COMMITTEE: Administrative, June 10, 2016; Approved to be forwarded to the full Board.

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Acting Executive Officer

JCM:MAH:OSM:agg

Background

Information Management (IM) provides a wide range of information systems and services in support of all SCAQMD 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, 2016. Information provided for each project includes a brief project description, FY 2016-17 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, 2016

ATTACHMENT
July 8, 2016 Board Meeting
Information Management Major Projects
for the Period July 1 through December 31, 2016

Item	Brief Description	Budgeted Funds	Schedule of Board Actions	Status
Systems Development, Maintenance, and Support	Provide development, maintenance and support for: <ul style="list-style-type: none"> • Web application system development • eGovernment/eCommerce Infrastructure • CLASS systems maintenance 	\$373,000	July 8, 2016	On Schedule
Network Core Switch and Router Replacement	Replace the existing voice and data network core switch and router, which is no longer fully supported by the manufacturer. The new core switch and router will deliver enhanced functionality with additional bandwidth and speed.	\$150,000	Release RFP September 2, 2016; Award contract December 2, 2016	On Schedule

Double-lined Rows - Board Agenda items current for this month

Shaded Rows - activities completed

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 20

REPORT: Report to Legislature and CARB on SCAQMD's Regulatory Activities for Calendar Year 2015

SYNOPSIS: The SCAQMD is required by law to submit a report to the Legislature on its regulatory activities for the preceding calendar year. The report is to include a summary of each rule and rule amendment adopted by SCAQMD, number of permits issued, denied, or cancelled, emission offset transactions, budget and forecast, and an update on the Clean Fuels program. Also included is the Annual RECLAIM Audit Report, as required by RECLAIM Rule 2015: Backstop Provisions.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:

Receive and file the attached report, and direct staff to forward the final report to the Legislature and the California Air Resources Board.

Wayne Nastri
Acting Executive Officer

LBS:DA:HC:jf

Background

SCAQMD is subject to several internal and external reviews of its air quality programs. These include an annual review of SCAQMD's proposed operating budget for the upcoming fiscal year and compliance program audits.

In 1990, the Legislature directed SCAQMD to provide an annual review of its regulatory activities (SB 1928, Presley), and specified the type of information required (Health and Safety Code §40452). Many of the required elements overlap with other requirements of separate legislation. For example, information on SCAQMD's Clean Fuels Program is a requirement of this report, but is now also a separate requirement

under legislation passed in 1999 (SB 98, Alarcón). The purpose of this report is to fill in pieces of additional data needed to compile a comprehensive regulatory overview. Most of the information included in this report is not new, but simply a compilation of information previously seen by the Board. For example, Chapter I lists all the rules and rule amendments adopted by the Board during 2015. The Annual RECLAIM Audit Report is required to be submitted to the Legislature by RECLAIM Rule 2015: Backstop Provisions.

The specific requirements of this report include:

- A summary of each major rule and rule amendment adopted by the Board;
- The number of permits to operate or construct that were issued, denied, cancelled or not renewed;
- Data on emission offset transactions and applications during the previous year;
- The budget and forecast of staff increases or decreases for the following fiscal year;
- An identification of the source of all revenues used to finance the SCAQMD's activities;
- An update on the results of the SCAQMD's Clean Fuels program; and
- The annual RECLAIM Audit Report.

Attachment

Report to the Legislature on the Regulatory Activities of the SCAQMD (for Calendar Year 2015)¹

¹ Due to the bulk of these materials, the attachment can be found online at: www.aqmd.gov/docs/default-source/LPA-Outreach/sb-1928-report-to-legislature-july2016.pdf Anyone wishing to view a hard copy of these materials may do so by contacting SCAQMD's Public Information Center at (909) 396-3600.

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 22

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee met on Friday, June 10, 2016. The Committee discussed various issues detailed in the Committee report. The next Administrative Committee meeting is scheduled for Friday, July 15, 2016 at 10:00 a.m.

RECOMMENDED ACTION:
Receive and file.

Ben Benoit, Vice Chair
Administrative Committee

nv

Attendance: Attending the June 10, 2016 meeting were Committee Vice Chair Ben Benoit and Committee Member Judith Mitchell at SCAQMD headquarters, and Committee Member Dr. Clark E. Parker, Sr. via videoconference. Committee Chair Dr. William A. Burke was not present.

ACTION/DISCUSSION ITEMS:

1. **Board Members' Concerns:** None to report.
2. **Chairman's Report of Approved Travel:** As noted on the travel report, Councilmember Mitchell, Supervisor Benoit, Dr. Lyou, and Councilmember Robinson will be meeting with members of the California Senate and House delegation in Washington, D.C., June 13-16, 2016, to discuss the need of the federal government to do its fair share to reduce emissions that impact our region's air quality. Councilmember Mitchell will be attending the monthly CARB Board meeting in Sacramento, on June 22-24, 2016. Dr. Lyou will be speaking regarding air quality issues at the CCEEB Summer Issues seminar, Squaw Valley, CA, July 11-13, 2016.

3. **Approval of Compensation for Board Member Assistant(s)/Consultant(s):** None to report.
4. **Report of Approved Out-of-Country Travel:** None to report.
5. **Pre-Audit Conference (Presenter: Melba Simpson):** Chief Financial Officer Michael O’Kelly reported that the California Government Code requires an agency to prepare annual financial statements which are required to be audited by an independent CPA firm. The Board has engaged Simpson & Simpson on a two-year contract, with this being the second year of the two-year contract. Ms. Melba Simpson reported that an engagement letter has been issued, and the auditors would form an opinion on whether the financial statements are materially correct. The auditor also conducts fraud risk interviews of Board Members and staff, to determine the strength of internal controls. This year, the audit process schedule is August 9 through September 30 which allows enough time to get the final CAFR reconciled by October 15. The audit results will be presented to the November Administrative Committee.

Dr. Parker inquired about the current unfunded liability for the pension and the amount that has to be set aside to fund that liability. Mr. O’Kelly responded the unfunded liability with SBCERA is \$109 million. The contribution rates have stabilized, but they have increased at about 2% of compensation this year; they are projected to stabilize after eight years of significant increases. They are projected to stabilize due to use of smoothing methodologies. The pension plan, on a ten-year basis, rate of return is expected at 7-8%. If looking at a three or five-year basis, the pension plans are at about 7-8%; but if they don’t reach those targets, it increases the liability. At this point the District is at a high contribution rate due to high pension liabilities. The projections long-term are really can the pension plans earn the 7.5 investment returns that they project? The general consensus is that it is a little high based on the nature of the plan, the cash flow requirements, and the age of the employees that are in the plan. It is more likely that the pension plans will reduce their assumption because they haven’t shown the ability to hit the mark.

Dr. Parker inquired about what was the rate of return for last year’s actual earnings. Ms. Simpson responded there was an increase in the estimate in earnings last year, that was deferred, but if there was change in the actual experience vs. estimates, they will amortize again over a 5-6 year period or the remaining service life of the members which is 6.3. Mr. O’Kelly added it was definitely in the single digit gain side. On a three or five-year basis, they were closer to the assumed rates at about 7-8% range and the assumption 7.5.

Dr. Parker inquired whether over a five-year period of time, as was mentioned, 1% will make a tremendous difference if a target is missed; and, how does that affect internal controls as it relates to what is projected on an ongoing basis? From an auditor's point of view, we need to make sure what we are approving in the budget is in accordance with what impact it's going to have on the unfunded liability of the pension.

Vice Chair Benoit inquired about internal controls for outside contractors, are there any outside contractors in our Finance Department? Mr. O'Kelly responded there are four CPAs on staff, employees, and summer interns. Vice Chair Benoit commented the recent unfortunate experience of the City of Beaumont costing the city millions of dollars. Ms. Simpson responded that the outside contractors that are used here are related to the federal grants and programs. The auditors audit the contracts for the major programs that are selected, with tight controls over that process.

6. **Update on Status of Projects in Coachella Valley Funded with AB 1318 Mitigation Fees:** Asst. DEO/Science & Technology Advancement Fred Minassian reported that in January and April of 2013, the Board approved projects that were proposed by staff for AB 1318 funds resulting from the Sentinel Power Plant project. \$50.6 million was proposed from project funds, plus \$400,000 from interest, for a total of 26 projects. Another goal of this funding was to allocate 30% of the funds in EJ areas, 30% within 6 mile radius of the power plant and the remaining balance of 40% within the Coachella Valley. Since then the Committee has been updated three times for several amendments, de-obligation of funds and obligation of funds for new projects. As of today, there are 26 projects that are under contract and approved. The total amount of projects have increased by \$700,000 due to allocation of interest funds accrued and some rebate money to new projects. To date, we have \$51.7 million in contracts with different types of projects. 17 of 26 projects are completed, in operation; although not all of the invoices have been paid. Four projects are expected to be completed by September 2016. Three projects expected to be completed by end of 2016. One project expected to be completed by mid-2017; and one long-term project the CVAG walkway project, is anticipated to be completed by 2020.

Dr. Parker inquired what is being done with the old buses that are being replaced. Mr. Minassian responded that the old buses (pre-1994 models) are crushed and rendered unusable.

One of the completed projects included weatherization of homes. After inspection of some of the homes, the quality was found to be inadequate. Upon

Councilmember Benoit's inquiry whether it was the quality of the weatherization or the quality of the home, Mr. Minassian responded it was the weatherization.

Councilmember Mitchell inquired what is CVAG and what is the project? Councilmember Benoit responded it is Coachella Valley Association of Governments and the project is CV Link.

Dr. Parker inquired about the emission reduction estimates, whereupon Mr. Minassian responded that methodology AP 42 has been used for estimates, and with good results. Chief Deputy Counsel Barbara Baird further clarified that AP 42 is a compilation of emission factors based on numerous studies conducted and published by U.S. EPA relied on for a wide variety of air polluting emission sources.

7. **Execute Contract for Media, Advertising and Public Outreach Campaign for FY 2016-17 Check Before You Burn Program:** Media Manager Sam Atwood introduced this item recommending execution of a contract for up to \$250,000 for the upcoming Check Before You Burn season. This proposal halves previous budgets of \$500,000 because the former executive officer directed that \$250,000 of the previous budget amount go to Google to work in tandem with the more traditional PR outreach. The Administrative Committee reviewed proposals from 3 candidate firms, taking into consideration the following key points: 1) How the firm plans to reach our target audience; 2) how they will increase signups to our air alerts program; and 3) how they plan to inspire changes in behavior to increase program compliance. Prior to individual interviews, Dr. Parker inquired whether the firm that achieved the lowest score was also the firm that most recently represented the campaign. Mr. Atwood responded that the most recently contracted firm had ranked second among the three now being considered. All three firms have had previous contracts with SCAQMD.

Following candidate presentations, Dr. Parker expressed serious concerns that this was an unwise investment, with respect to investing in "duplicative efforts". Dr. Parker stated he is not convinced funds are being appropriately spent. His preferred approach is to instead focus on integrating efforts into a more comprehensive effort with other district projects. Councilmember Mitchell disagreed with Dr. Parker's analysis, stating she felt early efforts to raise awareness of a relatively new program have been effective. Councilmember Mitchell expressed concern that focusing too narrowly on one avenue of approach would fail to achieve the district's goals. She also proposed outreach be closely evaluated each year to assess performance. Citing a need for change of direction, Councilmember Mitchell suggested Sensis (the previous contract-holder) be dropped from consideration. Preferring the approach proposed by Ark

Marketing to drill down to a target audience, Councilmember Mitchell voiced support for Ark. Councilmember Benoit expressed support for Westbound, whose approach appeared to be more appropriately targeted, and upon consideration, Councilmember Mitchell agreed. Dr. Parker clarified for the record his objection to continued pursuit of several different approaches rather than a targeted and integrated approach overall.

Mr. Nastri pledged on behalf of staff to review the various campaigns to harmonize overall advertising efforts.

Moved by Mitchell; seconded by Benoit.

Ayes: Benoit, Mitchell

Noes: Parker

Absent: Dr. Burke

The item will go to the Board without a committee recommendation because three members are required to make a recommendation under the procedures for standing committees.

On the motion of Vice Chair Benoit, moved by Mitchell, seconded by Parker, the committee unanimously approved agenda items 8 through 11 to be forwarded to the full Board.

8. **Execute Contract for Lease of South Bay Field Office:** Vice Chair Benoit waived the staff presentation on this item.
9. **Amend Contracts to Provide Short- and Long-Term Systems Development Maintenance and Support Services:** Vice Chair Benoit waived the staff presentation on this item.
10. **Report on Major Projects for Information Management Scheduled to Start During First Six Months of FY 2016-17:** Vice Chair Benoit waived the staff presentation on this item.
11. **Recommend to Appoint Members to SCAQMD Local Government & Small Business Assistance Advisory Group:** Vice Chair Benoit waived the staff presentation on this item.
12. **Local Government & Small Business Assistance Advisory Group Minutes for the March 11, 2016 Meeting:** Attached for information only are the minutes for the March 11, 2016 meeting of the Local Government & Small Business Assistance Advisory Group.

13. **Environmental Justice Advisory Group Draft Minutes for the April 22, 2016 Meeting:** Attached for information only are the minutes for the April 22, 2016 meeting of the Environmental Justice Advisory Group.
14. **Review July 8, 2016 Governing Board Agenda:**
15. **Other Business:** None.
16. **Public Comment:** None.

Meeting adjourned at 11:51 a.m.

Attachments

1. Local Government & Small Business Assistance Advisory Group Minutes for the March 11, 2016 Meeting
2. Environmental Justice Advisory Group Draft Minutes for the April 22, 2016 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 MARCH 11, 2016 MEETING MINUTES

MEMBERS PRESENT:

Ben Benoit, Council Member, City of Wildomar and LGSBA Chairman
Felipe Aguirre
Paul Avila, P.B.A. & Associates
Geoffrey Blake, Metal Finishers of Southern California/All Metals
Todd Campbell, Clean Energy
Rita Loof, RadTech International
David Rothbart, Los Angeles County Sanitation District

MEMBERS ABSENT:

Maria Elena Kennedy, Kennedy Communications

OTHERS PRESENT:

Mark Abramowitz, Board Member Consultant (*Lyou*)
Ruth Ann Taylor-Berger, Board Member Consultant (*Benoit*)
David Czmanske, Board Member Consultant (*Cacciotti*)
Mark Taylor, Asst. Deputy Chief of Staff (*Rutherford*)

SCAQMD STAFF:

Derrick Alatorre, Asst. Deputy Executive Officer/Public Advisor
Daniela Arellano, Sr. Public Information Specialist
Barbara Baird, Chief Deputy Counsel
Marc Carrel, Program Supervisor
Nancy Feldman, Principal Deputy District Counsel
Shahrozod Hanizavareh, Deputy District Counsel II
Henry Hogo, Asst. Deputy Executive Officer
Elaine-Joy Hills, AQ Inspector II
Patricia Kwon, Air Quality Specialist
Lori Langrell, Secretary
Guillermo Sanchez, Senior Public Affairs Manager

Agenda Item #1 - Call to Order/Opening Remarks

Mayor Ben Benoit called the meeting to order at 11:30 a.m.

Agenda Item #2 – Approval of February 11, 2016 Meeting Minutes

Chair Benoit called for approval of the February 12, 2016 meeting minutes. The Minutes were approved unanimously.

Agenda Item #3 – Follow Up Action Items

Mr. Guillermo Sanchez informed the members that the requested SCAG demographics document was emailed to the Advisory Group on Tuesday, March 8, 2016. In response to the inquiry regarding the members having input into planning documents, Mr. Sanchez indicated, that their input was used in further drafts of the business case white paper.

Agenda Item #4 – Lower On-Road Heavy-Duty Engine Exhaust Emission Standards for NOx

Ms. Barbara Baird introduced Ms. Shahrzod Hanizavareh to the Advisory Group, who addressed a presentation regarding the petition to adopt lower on-road heavy duty exhaust emission standards for NOx.

Mr. Paul Avila asked if it's fair to say that the figures calculated include new technology in trucks, and for improved technology in ten years. Ms. Baird responded that the figures include implementation of all currently adopted rules, as well as the 2010 standards imposed by EPA for trucks, with anticipated fleet turnover in 2023; and yes, this is a fair statement.

Mr. David Rothbart asked if the approach will be a request to change the national standard. Ms. Hanizavareh affirmed. Mr. Rothbart further inquired if there has been any dialogue as far as support for national standard versus feedback that this is a California problem, and maybe entertain just the California standard. Ms. Hanizavareh replied that maybe CARB is going for California only standard, but the timing is unknown. Mr. Henry Hogo indicated the District has been talking to CARB regarding national standards, and they are going to petition the US EPA.

Rulemaking for the greenhouse gas (GHG) phase 2 standard that EPA is doing, the National Association of Clean Air Agencies (NACAA) has commented a need for a national standard, as well as Northeast States for Coordinated Air Use Management (NESCAUM), similar to a coalition of states that work on clean air issues and state air quality agencies, which have also made the same comment. Mr. Rothbart stated that the related issue is the timing of the petition, and we are approaching a deadline in the AQMP that needs to put in measures to reduce emissions here and asked how the timing looks with this deadline. Mr. Hogo indicated it would take about 15 years to meet the standard. We can accelerate the standard through incentive programs, such as the Carl Moyer and Proposition 1B programs. Mr. Rothbart also inquired how we take what we just discussed, put it into the AQMP, and get credit for it. Mr. Hogo replied that staff has been working with CARB on attainment for 2023, and what would be needed. If a 50% NOx reduction is needed, and if there is an engine that is 50% lower in emissions, we can encourage those engines be purchased, perhaps with incentives,

Mr. Todd Campbell asked what has happened so far in terms of a potential new standard, and what has been EPA's feedback. Mr. Campbell pointed out that they have participated in EPA's phase 2 rulemaking, and asked whether they would consider either incorporating the standards within the phase 2 rulemaking, or adopting a new standard in the near term, but the response was not positive. Mr. Hogo agreed that it hasn't been, which is why the District is petitioning for US EPA to do something. Staff believes the EPA will come out with phase 2 standards before the end of this Administration because there is an executive order for it. EPA indicated that if they were to do a rulemaking for a national standard, it would not start until after this rulemaking is finished, which will take approximately one to two years. . Mr. Campbell stated that there is a struggle between stationary sources being regulated versus mobile sources, and asked what tools are available to us as an air district to prove that a 0.02 engine is viable, while being allowed to leverage that to make a stronger case to EPA to be able to address those out-of-state trucks. Mr. Hogo responded that staff has been talking to engine

manufacturers. Mr. Campbell further asked if it's possible to aggressively go after state funding in order to incentivize fleets that want to support the District and its goals by moving to cleaner options, Mr. Hogo replied that staff has been indicating to the state the co-benefits of having the technology, such as zero-emission technology and near zero technology with renewable fuels which will be a benefit on the GHG side and benefit for criteria pollutants. Ms. Barbara Baird indicated that there was a letter brought to the Governing Board last week asking that we file this Petition asking the EPA to complete their rulemaking no later than December 31, 2017, which is about as aggressive a schedule that EPA could possibly meet.

Ms. Rita Loof, who represents manufacturers in all states, commented that there would be a lot of pushback from other states noting that this is a California only problem, and encouraged the District to provide incentives. Mr. Hogo replied that incentives are very important, but without a mandatory standard, not all engine manufacturers will produce that engine so we would need to have both. We need the standard so that the manufacturers can produce the engine, and the incentives will be available for the fleets to buy the engines.

Mr. Avila asked regarding the sampling of standards, whether the national figure is higher or lower than California's, and whether national standards are needed. Mr. Hogo responded that California is more stringent. However, there is nothing to stop someone from purchasing in Nevada and using the equipment in California. Therefore, the more stringent national standard is needed.

Agenda Item #5 – Environmental Justice Outreach

Mr. Marc Carrel and Ms. Daniela Arellano presented on SCAQMD's environmental justice outreach efforts.

Ms. Loof asked if the advisory group is envisioned as being more of a group, or the events that are being organized more of an outreach effort, or will the group actually give District staff feedback and input on specific policies. Mr. Carrel replied that the events are intended to not only provide information about what we do, but also to try to match it with some of the issues that those in the community have and to help them understand how we can help and be of service. The advisory group is expected to provide guidance to the District in developing those programs, giving us advice on how to approach the community, what issues to be prepared for, and to provide expertise.

Mr. Felipe Aguirre inquired on the issue of partnership, if it is with only government agencies or community organizations. Mr. Carrel indicated both, and that the target is with community organizations to build better relationships, for the organization to understand our role, and what is within our scope of authority. For example, some inquiries received pertain to ground contamination which are not air quality-related, and with so many levels of government it can be confusing. Simplifying the process is the goal for community members and all stakeholders. Beginning May 5, we will have workshops in each of our four counties. Mr. Aguirre asked what happens when there are the issues of ground contamination, can SCAQMD make a referral to the proper agency. Mr. Derrick Alatorre indicated that he will work with Mr. Sanchez and his 1-800-Cut-Smog staff, to ensure that they can refer the public to the proper agency. Mr. Aguirre replied he understands he is asking for a lot, but the community is confident in the work of the District, and feels that it can be a clearinghouse of information.

Mr. Avila asked if a proliferation of environmental justice groups has been seen in Riverside and San Bernardino counties. Ms. Arellano responded that groups have been more vocal with the increased use of social media, commenting and getting the word out regarding what is going on with their group.

Mr. Campbell stated that the Ports are important to the region's economy, and under District authority have gone into several settlement agreements. Mr. Campbell asked if you are a community member, follow the news, it impacts you personally; what can SCAQMD do to further empower them. Mr. Carrel replied that our Board is working alongside the Ports cleaning up their vehicles. We push not only cleaner vehicles, but provide information. The community was very appreciative of the information we provided. With other agencies in attendance, we are opening the lines of communication, and the communities felt more empowered in how they can work to improve issues.

Agenda Item #6 – Residential EV Charger Rebate Program

Ms. Patricia Kwon provided a presentation regarding the Residential EV charger rebate program.

Mr. Avila asked if residents need to get a permit from the city for installation of an EV charger. Ms. Kwon explained only if you have to pull conduit from the panel.

Chair Benoit asked what the qualifications are for low income. Ms. Kwon replied that most low income residents are already enrolled in a program such as CARE program through their utility company, or are registered with CalWorks or other programs, which makes verification a simple process.

Mr. Campbell asked if there is any program being considered for medium or heavy duty fleet operators, and will incentives be provided for all fuel types. Ms. Kwon indicated that staff is working in coordination with utilities on workplace charging, and we are also working on pilot demonstrations on medium and heavy duty trucks, fuel cell buses, as well as electric, CNG, and hydrogen.

Agenda Item #7 –Monthly Report on Small Business Assistance Activities

No comments.

Agenda Item #8 - Other Business

No comments.

Agenda Item #9 - Public Comment

Mr. Avila asked if SCAQMD will monitor the general atmosphere outside only, now that the well is capped in Porter Ranch. Ms. Feldman replied that is correct, and added that while a hearing board member expressed an interest to add inside monitoring to the Order for Abatement, the District has done so in the past with mixed results, and now defer them to the Los Angeles County Department of Public Health.

Adjournment

The meeting adjourned at 12:35 p.m.



South Coast Air Quality Management District

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DRAFT

ENVIRONMENTAL JUSTICE ADVISORY GROUP FRIDAY, APRIL 22, 2016 MEETING MINUTES

MEMBERS PRESENT:

Dr. Joseph Lyou, SCAQMD Governing Board, EJAG Chairman
Alycia Enciso, Small Business Owner, San Bernardino
Daniel Morales, National Alliance for Human Rights
Dr. Afif El-Hasan, American Lung Association
Evelyn Knight, Long Beach Economic Development Commission
Larry Beeson, Loma Linda University, School of Public Health
Mary Figueroa, Riverside Community College
Myron Hale, SLMQM
Paul Choe, Korean Drycleaners & Laundry Association
Rafael Yanez, Member of the Public
Rhetta Alexander, Valley Interfaith Council
Suzanne Bilodeau, Knott's Berry Farm

MEMBERS ABSENT:

Arnold Butler, Inglewood Unified School District Board
Brenda Threatt, First African Methodist Episcopal (AME) Church
Judy Bergstresser, Member of the Public
Lizette Navarrete, University of California, Riverside
Maria Elena Kennedy, Quail Valley Task Force
Micah Ali, Compton Unified School District
Pastor Raymond Turner
Pat Kennedy, Greater Long Beach Interfaith Community Organization
Rudy Gutierrez, Community Representative, Coachella Valley
William Nelson, OC Signature Properties
Woodie Rucker-Hughes, NAACP - Riverside Branch

OTHERS PRESENT

Andy Silva, San Bernardino County
David Czamanske, SCAQMD Board Assistant for Michael Cacciotti
Mark Abramowitz, SCAQMD Board Assistant for Dr. Joseph Lyou
Nicole Nishimura, SCAQMD Board Assistant for Dr. Joseph Lyou

SCAQMD STAFF

Derrick Alatorre, Assistant DEO
Laki Tisopulos, Assistant DEO
Nicholas Sanchez, Sr. Deputy District Counsel

Marc Carrel, Program Supervisor
Michael Morris, Program Supervisor
Daniela Arellano, Senior Public Information Specialist
Angela Garcia, Office Assistant

Agenda Item #1: Call to Order/Opening Remarks

Chair Dr. Joseph Lyou called the meeting to order at 12:01 PM. He informed members about recent legislation by Senate President Pro Tem Kevin de Leon, aimed to add three new members to the South Coast Air Quality Management District Board, to represent environmental justice communities. He then introduced Nicole Nishimura and Mark Abramowitz as his Board Assistants.

Agenda Item #2: Approval of January 29, 2016 Meeting Minutes

Chair Lyou called for the approval of the minutes. The January 29, 2016 meeting minutes were approved unanimously.

Agenda Item #3: Review of Follow-Up/Action Items (04:45)

Mr. Derrick Alatorre reviewed the action items requested during the January 29, 2016 meeting.

1. Action Item: LPA staff was asked to reschedule the next EJAG meeting and inform members of the date change.
 - LPA Staff rescheduled the EJAG meeting from April 22 to April 29, 2016, and informed members of the change on March 4, 2016
2. Action Item: SCAQMD to share Dr. Beeson's findings from Loma Linda University's study regarding the respiratory health of children who live near railyards.
 - LPA Staff shared Dr. Beeson's research findings with EJAG members on March 4, 2016.
3. Action Item: SCAQMD was asked to provide EJAG members with an update on the Sentinel Power Plant in Desert Hot Springs.
 - Staff will update the Governing Board on the progress of AB 1318 funds used for mitigation projects for the Sentinel Power Plant. Once the Governing Board is updated, LPA staff will update EJAG members.
4. Action Item: There was a request to provide information on proposed guidelines for disbursement and tracking of funds received, pursuant to Rule 1304.1.
 - Staff presented the information to the Governing Board on March 4th. The public hearing was open and individuals from different cities in Orange County addressed the board on this topic because they have projects they would like to have funded.

Agenda Item #4: Member Updates

Ms. Rhettta Alexander expressed concern regarding the Aliso Canyon Gas Leak and the community's desire to have the facility closed. Ms. Alexander expressed the importance of reducing our dependence on fossil fuels.

Mr. Daniel Morales discussed a Riverside Press Enterprise article regarding USC's research on air quality and its effects on children's health. Dr. Lyou acknowledged Dr. Andrea Hricko's contribution to the study and informed EJAG members she is now retired.

Action Item: Agendize Andrea Hricko's replacement in the next Admin Agenda.

Mr. Rafael Yanez received multiple complaints about the off gassing and toxic odors produced by Valmont Coatings' operations in Los Angeles. He recommended SCAQMD review the company's permit as he believes it needs to be updated.

Action Item: Dr. Lyou asked Mr. Yanez to email the information to Mr. Alatorre, who will coordinate with staff to address the issue.

Ms. Mary Figueroa expressed her concern regarding the construction of warehouses in Moreno Valley, because of their effect on public health. Ms. Figueroa encouraged SCAQMD to continue serving Inland Empire communities of color. Dr. Lyou assured her SCAQMD will increase its outreach efforts.

Mr. Yanez requested an update on ways in which the Clean Trucks Program can be expanded inland, to areas where current industrial development is affecting air quality.

Action Item: Dr. Lyou requested that staff provide a presentation at the next EJAG meeting, regarding opportunities for clean freight.

Mr. Myron Hale introduced himself as the newest member of EJAG.

Ms. Evelyn Knight announced that a judge recently ruled in favor of Long Beach, in a lawsuit that opposed the proposed BNSF rail yard project known as SCIG.

Agenda Item #5: Update on the Aliso Canyon Natural Gas Leak in Porter Ranch

Senior Deputy District Counsel Nicholas Sanchez provided an update on the District's enforcement actions on the Aliso Canyon Natural Gas Leak in Porter Ranch.

Dr. Afif El-Hasan asked if SCAQMD is monitoring additional chemicals in the air. Dr. Laki Tisopulos confirmed it is, and will continue to monitor the air in Porter Ranch until it returns to typical levels. Mr. Tisopulos added that SCAQMD recently purchased advanced monitoring equipment to help measure chemicals that may exist in low levels.

Ms. Alexander asked about the likelihood of the Aliso Canyon facility shutting down. Mr. Sanchez relayed that various State agencies are investigating the safety of the facility; the State legislature has proposed numerous bills to prevent a similar event from occurring in the future; and the final outcome of the facility is still being evaluated. He added the Air Resources Board is in the process of determining how much natural gas escaped from the facility, the goal being to have SoCalGas fund supplemental environmental projects to mitigate against the excess emissions caused by the gas leak.

Ms. Alicia Enciso asked if it was truly safe for people to return to the area. Mr. Sanchez reported that the Los Angeles County Department of Public Health (DPH) argued in the civil lawsuit it was not safe for people to return home and wanted SoCalGas to continue funding relocation fees

while they performed indoor air testing. The court sided with SoCal Gas and terminated the requirement that SoCalGas continue paying relocation fees, however the County of Los Angeles successfully appealed the decision, and the case was sent back to the judge to reconsider the harm to residents in Porter Ranch.

Ms. Knight asked if there have been similar legal cases throughout history. Mr. Sanchez reported that the BP Oil Spill would appear to be a similar case, and the legal department has been analyzing how that matter was prosecuted.

Agenda Item #6: Update on the Clean Communities Plan

Ms. Susan Nakamura provided EJAG members with an update on the Clean Communities Plan (CCP).

Ms. Enciso asked how the CCP identified schools for air filtration. Ms. Nakamura informed Ms. Enciso that staff worked with the Center for Community Action and Environmental Justice (CCA EJ) to recommend school sites in the San Bernardino area and Mothers of East Los Angeles to recommend school sites in the Boyle Heights area.

Mr. Yanez recommended that SCAQMD use billboards to inform community members about SCAQMD services. Dr. Lyou acknowledged SCAQMD could do a better job at branding itself. Mr. Yanez asked if railyard owners can replace or upgrade locomotives in Commerce that were transferred from the ports area, in an effort to clean the air near the ports. Dr. Lyou commented that the SCAQMD did adopt rules for railyards but it was litigated. Dr. Lyou commented that this has been a challenging issue.

Mr. Morales asked who conducted the weatherization program in San Bernardino. Ms. Nakamura explained that SCAQMD partnered with SoCalGas to conduct the weatherization through a SoCalGas contractor.

Ms. Alexander asked if corporations fund their own technology replacement programs. Dr. Lyou explained how companies often receive financial incentives to overhaul dirty technology, but rarely use their own funding to mitigate the environmental impacts of their operations.

Ms. Suzanne Bilodeau asked how SCAQMD will measure the program's success and monitor improvements in the local air quality. Ms. Nakamura stated staff will look at the program that were implemented such as the number and type of projects that were funded, identify the rules that were potentially implemented in the local area, and review the interview responses from individuals who participated in the program. She added that the primary goal was to address community concerns from a qualitative perspective.

Dr. El Hasan inquired about the cost effectiveness of the laser spray guns funded through the U.S. EPA's Targeted Air Shed Grant. Staff explained that the spray guns reduce the overspray and improve the transfer efficiency which results in lower use of coatings. Dr. Lyou informed him the technology is cost effective and optimizes the use of coatings.

Ms. Enciso and Mr. Yanez encouraged SCAQMD to educate the public about the efforts conducted through the CCP to which Dr. Lyou and Ms. Nakamura agreed.

Dr. Lyou asked Ms. Nakamura to reflect on how the program was conducted. Ms. Nakamura highlighted the effectiveness of ranking air quality issues based on community feedback.

Mr. Yanez emphasized the importance of having permit writers visit the facilities they are permitting, to truly understand the impact it may have on a neighborhood. Dr. Lyou agreed it was a good suggestion but indicated it would be difficult because of the limited staff. Mr. Yanez also recommended SCAQMD work with the Public Utilities Commission to optimize the HVAC systems implemented in the schools.

Agenda Item #7: Update on Near Roadway Monitoring

Dr. Jason Low provided EJAG members with an update on Near Roadway Monitoring.

Mr. Yanez asked why SCAQMD placed an air quality monitor in the specific block of the 710 freeway as outlined in the presentation. He expressed a better location may have been north of the 105 freeway, closer to the 5 freeway, where there are no buffers and higher concentrations of pollutants. Dr. Low responded the monitor was placed there because of accessibility and regulatory criteria.

Ms. Enciso asked why SCAQMD allows developers to build housing near freeways. Dr. Lyou clarified SCAQMD does not have land use authority so it may only provide recommendations on why housing should not be allowed near freeways. Mr. Derrick Alatorre emphasized the importance of educating the youth and partnering with community groups to help educate the public on this matter. Ms. Mary Figueroa encouraged SCAQMD to educate the Latino community.

Dr. Lyou informed EJAG members that U.S. EPA is now allowing SCAQMD to monitor hotspots. Mr. Yanez recommended that a monitor be placed in Boyle Heights. Dr. Lyou added SCAQMD will deploy personal air monitors within the next 5-10 years, to help SCAQMD collect air quality data.

Agenda Item #8: Update on the Environmental Justice Community Partnership

Ms. Daniela Arellano provided EJAG members with an update on the Environmental Justice Community Partnership.

Ms. Alexander asked if SCAQMD Board Members will receive the data collected during the workshops. Mr. Marc Carrel confirmed they will.

Ms. Knight emphasized the importance of making the partnerships beneficial for the partner and SCAQMD, and added that youth should also be involved in SCAQMD outreach efforts.

Dr. Lyou requested that SCAQMD provide communities with updates on how it is addressing its concerns. Ms. Figueroa agreed and congratulated SCAQMD for conducting the workshop in Thermal, as it is a community that is often neglected.

Action Item: Provide EJAG with an update on how SCAQMD is following up on the communities' concerns.

Mr. Yanez emphasized the importance of reaching out to schools to promote this program.

Ms. Alexander suggested SCAQMD also reach out to indigenous populations.

Agenda Item #9: Public Comment Period

There were no public comments.

Agenda Item #10: Adjournment

The meeting adjourned at 2:57 PM

Next Meeting: July 29, 2016

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 23

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, June 10, 2016. The next Legislative Committee meeting is scheduled for Friday, July 15, 2016 at 9 a.m. in Conference Room CC8.

Agenda Item	Recommendation
S. 2012 (Murkowski) Vehicle Innovation Act of 2016	SUPPORT
H.R. 4675 (Norton) No Lead in Air Act of 2016	SUPPORT
H.R. 4775 (Olson) Ozone Standards Implementation Act of 2016	WATCH

RECOMMENDED ACTION:

Receive, file this report, and approve agenda items as specified in this letter.

Judith Mitchell
Chair
Legislative Committee

LBS:PFC:jf

Attendance [Attachment 1]

The Legislative Committee met on June 10, 2016. Committee Chair Judith Mitchell and Committee Member Janice Rutherford were present at the South Coast Air Quality Management District's (SCAQMD) Diamond Bar headquarters. Committee Members Michael D. Antonovich, Joe Buscaino, and Dr. Clark E. Parker, Sr. attended via videoconference. Committee Member Dr. William Burke was absent.

Update on Federal Legislative Issues [Attachment 2]

SCAQMD's federal legislative consultants (Carmen Group, Cassidy & Associates, and Kadesh & Associates) each provided a written report on key Washington, D.C. issues.

Committee Member Rutherford asked Cassidy & Associates what part of the House Energy Legislation had received veto threats from the President. Ms. Amelia Jenkins with Cassidy and Associates responded that it was mostly regarding environmental provisions of the bill. Cassidy & Associates committed to providing additional details regarding those controversial provisions to SCAQMD staff for distribution to the Committee Members.

Update on State Legislative Issues [Attachment 3]

SCAQMD's state legislative consultants (Joe A. Gonsalves & Son and Gonzalez, Quintana, Hunter & Cruz, LLC) also provided written reports on key issues in Sacramento.

Mr. Matt Klopfenstein, SCAQMD's state legislative consultant with Gonzalez, Quintana, Hunter & Cruz, updated his firm's written report by stating that the Budget Conference Committee met until late Thursday night, as the Governor and Legislature reached agreement on most of the State budget. One of the items that is left open for further discussion in the coming months is the Cap & Trade Greenhouse Gas Reduction Fund Expenditure Plan.

Recommend Position on State Bills [Attachment 4]

S. 2012 (Murkowski) Vehicle Innovation Act of 2016

Ms. Lisha B. Smith, SCAQMD Deputy Executive Officer of Legislative & Public Affairs (LPA), presented S. 2012, the Vehicle Innovation Act of 2016, to the Committee.

S. 2012 is a component of the Senate Energy Bill which authorizes appropriations to the U.S. Department of Energy (DOE) for research, development, engineering, demonstration, and commercial application of vehicles and related technologies, including heavy duty trucks.

Staff recommended a position of SUPPORT.

Moved by Rutherford; seconded by Buscaino

Ayes: Antonovich, Buscaino, Rutherford, Mitchell

Noes: None

*Absent: Burke, Parker**

**Dr. Parker was not present when the vote was taken.*

H.R. 4675 (Norton) No Lead in Air Act of 2016

Mr. Philip Crabbe, Community Relations Manager of SCAQMD’s LPA Office, presented on H.R. 4675.

H.R. 4675 would direct the Federal Aviation Administration (FAA), in consultation with the U.S. Environmental Protection Agency (EPA), to issue regulations that prohibit the use of leaded fuel by aircraft operating within United States airspace beginning on January 1, 2021.

Staff recommended a position of SUPPORT.

Moved by Rutherford; seconded by Parker

Ayes: Antonovich, Buscaino, Parker, Rutherford, Mitchell

Noes: None

Absent: Burke

H.R. 4775 (Olson) Ozone Standards Implementation Act of 2016

Mr. Crabbe presented H.R. 4775 to the Committee.

H.R. 4775 would change the timing and extend deadlines for states to implement the National Ambient Air Quality Standards (NAAQS) for ground-level ozone under the federal Clean Air Act (CAA).

Staff recommended a position of WATCH.

Moved by Rutherford; seconded by Buscaino

Ayes: Antonovich, Buscaino, Parker, Rutherford, Mitchell

Noes: None

Absent: Burke

Report from SCAQMD Home Rule Advisory Group [Attachment 5]

Please refer to Attachment 5 for written report.

Other Business:

None

Public Comment Period:

None

Attachments

1. Attendance Record
2. Update on Federal Legislative Issues – Written Reports
3. Update on State Legislative Issues – Written Reports
4. Recommend Positions on Federal Bills
5. SCAQMD Home Rule Advisory Group Report – Written Report

Attachment 1

ATTENDANCE RECORD –June 10, 2016

SCAQMD BOARD MEMBERS:

Councilmember Judith Mitchell, Chair
Supervisor Michael D. Antonovich (Videoconference)
Councilmember Joe Buscaino (Videoconference)
Dr. Clark E. Parker, Sr. (Videoconference)
Supervisor Janice Rutherford

STAFF TO COMMITTEE:

Lisha B. Smith, Deputy Executive Officer
Julie Franco, Senior Administrative Secretary

SCAQMD STAFF:

Barbara Baird, Chief Deputy Counsel
Naveen Berry, Planning and Rules Manager
Philip Crabbe, Community Relations Manager
Phil Fine, Deputy Executive Officer
Henry Hogo, Assistant Deputy Executive Officer
Chris Marlia, Assistant Deputy Executive Officer
Fred Minassian, Assistant Deputy Executive Officer
Matt Miyasato, Deputy Executive Officer
Wayne Nastri, Acting Executive Officer
Mohsen Nazemi, Deputy Executive Officer
Robert Paud, Telecommunications Supervisor
Mary Reichert, Senior Deputy Counsel
Denny Shaw, Communications Center Supervisor
Rainbow Yeung, Senior Public Information Specialist (Videoconference)
Kim White, Public Affairs Specialist
Kurt Weise, General Counsel
Patti Whiting, Staff Specialist

OTHERS PRESENT:

Mark Abramowitz, Governing Board Member Consultant (Lyou/Videoconference)
Kaleb Froehlich, Cassidy & Associates (teleconference)
Paul Gonsalves, Joe A. Gonsalves & Son (teleconference)
Sue Gornick, Western States Petroleum Association
Tom Gross, Southern California Edison
Jacob Haik, Governing Board Member Consultant (Buscaino/Videoconference)
Stewart Harris, The Carmen Group
Gary Hoitsma, The Carmen Group
Amelia Jenkins, (Cassidy & Associates/teleconference)
Mark Kadesh, Kadesh & Associates
Chris Kierig, Kadesh & Associates
Bill LaMarr, California Small Business Alliance
Chung Liu, Governing Board Member Consultant (Mitchell)
Rita Loof, RadTech
Debra Mendelsohn, Governing Board Member Consultant (Antonovich)
Noel Muyco, SoCalGas
David Rothbart, Los Angeles County Sanitation Districts
Susan Stark, Tesoro
Warren Weinstein, Kadesh & Associates
Peter Whittingham, Curt Pringle & Associates



Attachment 2

MEMORANDUM

To: Members of the South Coast Air Quality Management District Legislative Committee

From: Gary Hoitsma and Stewart Harris, Carmen Group

Date: June 10, 2016

Subj: Update on Federal Legislative Issues

- 1) **EPA Budget:** The House Appropriations Subcommittee on Interior, Environment, and Related Agencies released its FY17 appropriations bill, which funds EPA among other federal agencies. Through our work with Chairman Calvert's office, the Chairman was able to include \$40 million in funding for the Targeted Airshed Grant Program, effectively doubling last year's enacted level of \$20 million. Chairman Calvert was also able to fund EPA's Diesel Emission Reduction Act (DERA) program at \$100 million, again doubling last year's enacted level of \$50 million. The Committee Report that accompanies the bill has not yet been released, but we expect it will once again at Calvert's direction--include language that directs EPA to spend at least 70% of the DERA funding to improve air quality in non-attainment areas while similarly directing the expenditure of the Targeted Airshed Grant funds. While it is not certain if Chairman Calvert will be able to maintain these high levels of funding through the appropriations process, it represents a positive sign of his strong support for SCAQMD and a good starting point for negotiations with the Senate.
- 2) **FAST Act Implementation:** We participated in the national webinar held by the Federal Highway Administration (FHWA) to solicit comments from stakeholders and the public regarding the implementation of Section 1413 of the FAST Act, which calls for the designation of National Corridors that will provide for Electric Vehicle Charging and Hydrogen, Propane and Natural Gas Fueling Infrastructure. FHWA presented questions, some of which reflected comments provided by the District through our earlier discussion with FHWA staff, and sought comments from stakeholders through the webinar. FHWA indicated selection criteria for corridors would be developed in late May, with a solicitation being published in the Federal Register in June. Respondents would have 30 days to provide recommendations to FHWA, which would provide for an internal decision in late August / early September. The final corridor selections would be published in the Federal Register in September (this date is likely to slip due to internal review). FHWA would then offer technical assistance and follow-up to areas selected as corridors, however no funding will be associated with the designations.
- 3) **Washington Visit Preparation:** We worked with SCAQMD staff to prepare and begin scheduling meetings for SCAQMD's June Washington visit. Meetings will be with the District's Congressional delegation, other targeted Congressional offices, federal agencies,

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and other stakeholders. We have been working with staff in these offices to discuss the District's priority issues and lay the groundwork for effective meetings.

CASSIDY&ASSOCIATES

733 Tenth Street, N.W., Suite 400
Washington, DC 20001-4886

(202) 347-0773
www.cassidy.com

To: South Coast Air Quality Management District

From: Cassidy & Associates

Date: June 3, 2016

Re: June Legislative Update

General Congressional Outlook

After a three week legislative session in May, Congress recessed for Memorial Day and will return for the month of June. The House will be in session for 21 more days, while the Senate will be in session for 27 days before adjourning for a long summer recess in late July through Labor Day.

Congress' unfinished business rests on three major issues: spending measures, energy legislation, and Puerto Rico legislation.

Issues of Interest to SCAQMD

Energy Legislation

On May 23rd, House lawmakers passed their updated version of an energy bill to conference with the already passed Senate bipartisan energy legislation. The House legislation passed by a vote of 241-178, with eight Democrats voting in favor of the bill and six Republicans opposing. Included were a number of provisions which have drawn a veto threat from the President.

Prior to adjourning for the Memorial Day recess, House Speaker Paul Ryan and Democratic Leader Nancy Pelosi appointed members to the conference committee.

The House Republican conferees include:

- Energy and Commerce Committee Chairman Fred Upton (R-MI)
- Natural Resources Committee Chairman Rob Bishop (R-UT)
- Science, Space and Technology Committee Chairman Lamar Smith (R-TX)
- Agriculture Committee Chairman Mike Conaway (R-TX)

The House Democrats conferees include:

- House Energy and Commerce Committee Ranking Member Frank Pallone (D-NJ)
- House Natural Resources Committee Ranking Member Rep. Raúl Grijalva (D-AZ)
- Agriculture Committee Ranking Member Collin Peterson (D-MN);
- Science, Space and Technology Committee Ranking Member Eddie Bernice Johnson (D-TX),

- Transportation and Infrastructure Ranking Member Peter DeFazio (D-OR)
- Rep. Lois Capps (D-CA)
- Rep. Jared Huffman (D-CA)
- Rep. Doris Matsui (D-CA)

Under normal circumstances, the Senate would move to appoint conferees and the conference committee would then set out a meeting schedule. Given the disparities between the House and Senate legislation, it is unclear if the Senate Democrats will support a move to initiate a conference, but Senate Energy Chairwoman Lisa Murkowski (R-AK) remains very optimistic that Senate conferees will be appointed in early June.

As a reminder, the Senate energy bill includes the Vehicle Innovation Act. When the conference committee convenes, it will be important for SCAQMD to engage the Californians and others on the conference committee to encourage inclusion of the Vehicle Innovation Act in the final bill.

June 14-16 SCAQMD Legislative Board DC Trip - Planning Update

Cassidy & Associates is continuing to work very hard in planning the upcoming June Legislative Board visit to Washington, D.C. We have secured a meeting at the White House with the Director of the Council on Environmental Quality, as well as President Obama's Advisor on Energy and Climate Change.

Next, the Cassidy team is working to secure a reception room on Capitol Hill for a Tuesday evening reception with congressional members and staff.

Finally, we are reaching out to various Senators and Representatives to schedule meetings, with most of the focus on Section 177 States and their delegations.

KADESH & ASSOCIATES

South Coast Air Quality Management District
Legislative Update
June 3, 2016

Upcoming Board Trip to DC

We are working with SCAQMD staff to prepare for the Board trip in June. Earlier this month, the DC representative of the Manufacturers of Emission Controls Association (MECA) reached out to discuss how we can work together. So far, MECA has been very supportive of our efforts which could prove useful in soliciting support from members outside of California. We have worked very closely with SCAQMD staff to set up Congressional meetings for the Board Members' visit. We anticipate a productive series of meetings. The process of setting up meetings is ongoing and we will keep SCAQMD staff apprised as new meetings are scheduled.

Kadesh & Associates took the lead on drafting a Congressional sign on letter for our members to submit to the Administration in support of our petition. The hope is that the letter focuses the Congressional offices on the issue and serves as a vehicle to get them engaged on the petition.

Congressional Appropriations

The Congressional appropriations process continues to grind ahead slowly and given the compressed schedule, there is little hope that any of the FY17 bills will be ready by the end of the fiscal year. We continue to work the Senate Energy & Water Appropriations bill and the FY17 Interior Appropriations bill. The Senate passed its FY17 Energy & Water bill after a lengthy delay. As mentioned in previous reports, the Senate Energy & Water bill has provided an SCAQMD-supported \$10 million funding source for zero emission technology in the past and contains similar language this year. Additionally, the Senate Interior appropriations subcommittee is planning to markup their bill before the August recess. This bill funds the EPA and also has included funding for SCAQMD in the past.

Starting next week, the House has scheduled several appropriations bills for consideration: DOD, MilCon, THUD, and the Zika funding vehicles are due for consideration early in June. Beyond that, though, there are very few "must pass" bills on the agenda. The lack of Congressional urgency lends credence to the emphasis on Administrative actions and rule-making.

Attachment 3



Legislative Report, June 10, 2016

Cap and Trade Auctions:

Last month's quarterly auction of Cap and Trade allowances, which was expected to generate more than 500 million dollars for the Greenhouse Gas Reduction Fund (GGRF), brought in only \$10 million, as the Air Resources Board sold only a fraction of the allowances it was offering.

The Governor's Office believes this is a one-time adjustment, however, those who study the complex market believe that the underlying conditions are more systemic than situational, the most prominent being an increasing concern that the program will expire in 2020.

When the Legislature passed the enabling legislation a decade ago (AB 32), it was aimed at reducing carbon emissions to 1990 levels by 2020, not only through selling a declining number of allowances at rising prices, but through more specific targets, particularly increasing renewable electric power generation.

The debate in Sacramento still exists over whether the cap-and-trade system can legally exist after 2020, or would have to be reauthorized by the Legislature. Meanwhile, there's a pending lawsuit that seeks to have the system declared a tax under Proposition 26 of 2010, which would require a two-thirds legislative vote to renew the program.

If the program revenues continue to decline, the financial impact to the State would slow plans by Governor Brown and the Legislature to spend what they thought would be billions of dollars in GGRF revenues. As you know, Governor Brown has a \$3.1 billion Cap and Trade spending plan in his 2016-17 budget, based on an assumption that auctions would generate more than \$2 billion during the fiscal year. A big chunk of that money was to go to Governor Brown's High-Speed Rail. High-speed rail officials have been planning to "securitize" the cap-and-trade money to finance the next major segment, linking San Jose with the San Joaquin Valley, that would be the first to carry fare-paying passengers. However, the currently lawsuit on cap-and-trade revenue has made securitization even more difficult, especially coupled with the sharp downturn in the market.

Governor Brown's Subnational Clean Energy Ministerial in San Francisco:

On June 1, 2016, Governor Brown organized leaders from states, cities and provinces from around the world at the inaugural Subnational Clean Energy Ministerial (SubCEM) in San Francisco to highlight regional clean energy and climate action and collaboration. The event also included Pacific Coast Collaborative members, Oregon Governor Kate Brown, Washington Governor Jay Inslee, British Columbia Environment Minister Mary Polak and officials from major West Coast cities to announce new efforts to reduce emissions and combat climate change.

The two Pacific Coast Collaborative agreements signed today include:

1. The Pacific Coast Climate Leadership Action Plan:

An agreement between Pacific Coast Collaborative members California, Oregon, Washington and British Columbia, which reaffirms the key climate and clean energy commitments made in 2013 and extends regional collaboration in new ways, including:

- Establishing a consistent approach for monitoring and reporting on emissions of short-lived climate pollutants such as methane and black carbon, with the aim of establishing reduction targets by 2020.
- Promoting integration of electricity grids in Western states and increasing opportunities for cross-national energy sharing; increasing climate resilience through collaboration on drought preparedness, wildfire risk mitigation and forest restoration.

- Accelerating the transition to zero-emission vehicles (ZEVs) through support for a comprehensive Pacific Coast charging network and bulk vehicle purchasing programs.

2. The Pacific North America Climate Leadership Agreement:

A pact between Pacific Coast Collaborative members California, Oregon, Washington and British Columbia, as well as the City of Vancouver, British Columbia and U.S. cities Los Angeles, San Francisco, Oakland, Seattle and Portland in which the jurisdictions commit to achieve an 80% reduction in greenhouse gases by 2050 through collaboration in several areas. These include strategies to:

- Enhance the regional ZEV market.
- Implementation of benchmarking and disclosure programs for energy use by large buildings.
- Aiming for energy data reporting from at least 75% of eligible large building square footage.
- Reducing carbon emissions from food waste through organic waste prevention and recovery initiatives such as composting and food redistribution.

Additionally, Governor Brown welcomed seven jurisdictions - Telangana, India; Veneto, Italy; Laikipia County, Kenya; City of Budapest, Hungary; City of Santiago, Chile; City of Sacramento, USA; and the City of Portland, USA - as new signatories to the Under 2 MOU climate agreement, the global pact among cities, states and countries to limit the increase in global average temperature to below 2 degrees Celsius. A total of 135 jurisdictions representing 32 countries and six continents have now signed or endorsed the Under 2 MOU. Signatories commit to either reducing greenhouse gas emissions 80% to 95% below 1990 levels by 2050 or achieving a per capita annual emission target of less than 2 metric tons by 2050.

SB 1387 (De León)

SB 1387 (De León) proposes the following:

- Would require the District Board to submit to the State Air Resources Board for review and approval the district's plan for attainment or a revision to that plan.

- Would require the District Board to submit to the State Board for review and approval the district's market-based incentive program and any revisions to that program.
- Would add 3 members to the district board: with the additional members appointed by the Governor, the Senate Committee on Rules, and the Speaker of the Assembly.

The bill passed off the Senate Floor on May 31, 2016 on a party-line vote of 22-13. The bill has not been referred to a Committee, but we anticipate it will be referred to Assembly Natural Resources. We will be sure to keep SCAQMD staff apprised of the bill. The following list will provide you with the Support and Opposition to SB 1387 when it was heard on the Senate Floor:

SUPPORT:

- American Lung Association in California
- Autobahn
- California Environmental Justice Alliance
- California Bicycle Coalition
- Center for Communication action and Environmental Justice (CAEJ)
- Clean Power Campaign
- Coalition for Clean Air
- Environment California
- NextGen Climate Action
- Physicians for Social Responsibility- Los Angeles
- Sierra Club of California
- Union of Concerned Scientist

OPPOSITION:

- California Building Industry Association
- California Council for Environmental and Economic Balance
- American Coatings Association
- American Forest & Paper Association
- Associated Builders and Contractors of California
- Automotive Specialty Products Alliance

- Building Industry Association of Southern California
- Building Owners & Managers Association of California
- California Asphalt Pavement Association
- California Association of Realtors
- California Auto Body Association
- California Business Properties Association
- California Chamber of Commerce
- California Construction and Industrial Materials Association
- California Cotton Ginners and Growers Association
- California Independent Oil Marketers Association
- California Independent Petroleum Association
- California League of Food Processors
- California Manufacturers & Technology Association
- California Metals Coalition
- California Paint Council
- California Railroad Industry
- California Small Business Alliance
- California Small Business Association
- California Taxpayers' Association
- California Trucking Association
- Chemical Industry Council of California
- Coalition of Energy Users
- Commercial Real Estate Development Association
- Construction Industry Air Quality Coalition
- Consumer Specialty Products Association
- El Monte/South El Monte Chamber of Commerce
- Engineering Contractor's Association
- Fullerton Association of Concerned Taxpayers
- Future Port
- Grocery Manufacturers Association
- Harbor Trucking Association

- Heraeus
- Howard Jarvis Taxpayers Association
- Hyatt Die Cast & Engineering Corporation
- Independent Oil Producers Agency
- Industrial Association of Contra Costa County
- Industrial Environmental Association
- Inland Empire Economic Partnership
- International Council of Shopping Centers
- International Warehouse Logistics Association
- Kern Country Taxpayers Association
- Long Beach Chamber of Commerce
- Los Angeles Area Chamber of Commerce
- Metal Finishing Association of Northern California
- Metal Finishing Association of Southern California
- National Federation of Independent Business, California
- Orange County Board of Supervisors
- Printing Industries Association of Southern California
- Redondo Beach Chamber of Commerce
- Regional Hispanic Chamber of Commerce
- Riverside Board of Supervisors
- Santa Barbara Taxpayers Association
- Santa Barbara Technology and Industry Association
- Small Business Action Committee
- South Bay Association of Chambers of Commerce
- Torrance Area Chamber of Commerce
- Valley Industry & Commerce Association
- Western Agricultural Processors Association
- Western States Petroleum Association
- Western States Trucking Association

AB 1691 (Gipson and C. Garcia)

AB 1691, by Assemblymember's Mike Gipson and Christina Garcia, would require the California Air Resources Board (ARB) to update the Enhanced Fleet Modernization Program (EFMP) guidelines to create efficiencies in the EFMP Plus Up Pilot Project (Plus Up). Specifically, this bill:

- The provisions of the bill would sunset on July 1, 2022.
- Declares the intent of the Legislature that Plus Up be focused on disadvantaged communities.
- Requires ARB, no later than June 30, 2017, to update EFMP guidelines to ensure the following occur with regard to the EFMP Plus Up Pilot Project (Plus Up):
 - Each local air district implementing a vehicle retirement program with a backlog or a waiting list for applicants is required to develop a plan on how to eliminate the backlog or waiting list.
 - Specific steps are taken to ensure that the program is not being misused, including, but not limited to, random income eligibility verification and contact with program participants at least once after their vehicles are replaced.
 - The program is accessible to the lowest income disadvantaged communities by developing mandatory partnerships with, and a mandatory minimum amount of overall funding allocated for outreach to community-based organizations.
 - Requires that an outreach and partnership report be submitted to every six months after July 1, 2017.
 - The applicant prescreening be enhanced, if deemed appropriate.
 - Priority is given to the retirement of vehicles that are 15 years old or older and vehicles with more than 75,000 miles.

Our firm is currently working with the Authors of the bill to seek amendments that would do the following:

- Revise the provisions of the Plan to not require a formal plan from districts implementing EFMP that have backlogs or waiting list as long as the district provides in its quarterly program progress reports information on the backlog and actions taken to reduce the backlog.
- Update the program's disadvantaged communities' guidelines to ensure:

- Specific steps are taken to ensure the vehicle replacement component of the program is available in areas at risk of being designated as Federal extreme nonattainment and in all districts containing disadvantaged communities.
- Funding for targeted outreach in low-income and disadvantaged communities for the program is increased from the amounts allocated last year.
- The monies allocated for EFMP be at the same levels allocated from the GGRF for the EFMP Plus Up Project.

The Author's offices are currently reviewing our proposed amendments and we expect to have a response from them in the next few days.

AB 1691 was passed of the Assembly Floor on May 23, 2016 with a bi-partisan vote of 68-19. The bill is currently in the Senate waiting to be set for hearing in the Policy Committee.

Legislative Deadlines

- **May 31-June 3 Floor Session only.** No committee may meet for any purpose.
- **June 3** Last day for each house to pass bills introduced in that house.
- **June 6** Committee meetings may resume.
- **June 15** Budget Bill must be passed by midnight.
- **June 30** Last day for a legislative measure to qualify for the Nov. 8 General Election ballot.
- **July 1** Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment, provided Budget Bill has been passed.
- **Aug. 1** Legislature reconvenes from Summer Recess (J.R. 51(b)(2)).
- **Aug. 12** Last day for fiscal committees to meet and report bills.
- **Aug. 15-31** Floor Session only.
- **Aug. 19** Last day to amend on the Floor.
- **Aug. 31** Last day for each house to pass bills, except bills that take effect immediately or bills in Extraordinary Session. Final Recess begins upon adjournment.



SCAQMD Report

Gonzalez, Quintana, Hunter & Cruz, LLC

June 2, 2016

General Update:

It felt like the end of August this week as the Legislature worked in triple-digit heat until the waning hours of the night. The past month has been a very busy one with the Governor's May Revise of the Budget, the Appropriations Suspense Hearings, and the House of Origin Bill Deadline.

The Governor's Proposed Budget was changed slightly in the May Revise based on new projects and several new policy priorities, especially regarding affordable housing. The May Revise did not include any changes to the original Greenhouse Gas Reduction Fund expenditure plan or the Governor's Transportation Funding proposal, though both of those items continue to be part of larger discussions. Both Houses have formally begun Budget Conference Hearings, where Senators and Assemblymembers review the Budget proposals together and attempt to reach Legislative agreement.

May was capped off with Appropriations Suspense File hearings in both the Assembly and the Senate on Friday, May 26. Assemblymember Lorena Gonzalez, Chair of the Assembly Appropriations Committee, announced that her committee was allowing only 58% of the 474 bills to pass onto the Assembly Floor. The Senate Appropriations Committee, meanwhile, considered 256 bills on the same day. As will be summarized below, many bills SCAQMD is tracking were held, but quite a few remain.

Finally, the month of June began in the heat of Floor Session, fittingly with triple-digit temperatures in Sacramento. The House of Origin deadline, for all 2016 bills to pass to their second house, was Friday, June 3. After a few late nights, both Houses were able to finish by Thursday evening. The rest of the month will consist of intensifying Budget discussions leading to the June 15 deadline, along with policy committees who must complete bill hearings by July 1.

Below are specific updates to policy issues being tracked by SCAQMD's legislative team.

Aliso Canyon Response:

SB 380 (Pavley), the Legislature's primary response to the Aliso Canyon gas leak, passed from the Legislature on May 3 and was signed into law by the Governor on May 10. Several state agencies are seeking funding from the Budget for additional staff to implement the provisions of SB 380.

SB 888 (Allen) establishes the Office of Emergency Services (OES) as the lead agency in response to gas leaks. It also establishes a fund for any penalties levied after a leak to be submitted which will be used for GHG reduction purposes. The bill passed from the Senate Floor 28-10, and is now headed to the Assembly.

Additionally, AB 1903 (Wilk) would authorize a study by the Office of Environmental Health Hazard Assessment of the long-term health impacts of the natural gas leak from the Aliso Canyon natural gas storage facility. This bill passed from the Assembly with a rare 80-0 vote.

State Budget:

The May Revise was released on May 13. Perhaps the most high-profile portion of the budget has become the GGRF money from the state's Cap and Trade program. While the May Revise made no changes to the original \$3.1 billion plan, the Assembly and Senate each proposed alternatives. These different versions have all been sent to the Conference Committee. The discussion has been complicated by the results of the May Cap & Trade Auction, which saw less than 10% of the expected revenues. This has cast a lot of uncertainty on GGRF spending and the programs supported by those funds.

The Legislative Analyst Office (LAO), Department of Finance (DOF) and state Legislators held a hearing on June 2 to discuss the results and how the volatility will impact 2016-17 budget allocations. The LAO and DOF commented on possible reasons for the steep decline. The main reasons appear to be uncertainty about authorization post-2020 absent legislation and the pending litigation challenging the legality of the Cap and Trade program.

Two other budget items that we have focused on are funding for UC Institute of Transportation Studies and GGRF funding for woodsmoke grant programs. The Senate proposed removing the woodsmoke grant provision from the GGRF budget. The Assembly and Governor support the program, so the item is being discussed in Conference Committee.

CVRP/EFMP Related Issues:

Three moderate Democrats in the Assembly were pushing legislation in this arena. These bills were all on the Assembly Appropriations Suspense File, but only one made it off. AB 2564 (Cooper) passed while the other two were held. The bills were caught up in the complications surrounding Cap and Trade funds, given that funding for the programs would largely come from the GGRF.

AB 1710 (Calderon) intended to create more long-term programs at CARB alongside CVRP. It also would have created a credit and a deduction for Personal Income Taxes and an exemption on Sales and Use Taxes up to \$40,000 for low income purchasers. The bill was held on the Suspense File.

AB 1851 (Gray) would have increased CVRP incentives, with larger increases for low income purchasers. It also would have created an incentive for any businesses that purchase charging infrastructure and provided a sales tax benefit if you trade in a high-emitting car. The bill was held on the Suspense File.

AB 2564 (Cooper) increases CVRP incentives for low income purchasers and lowers the household income threshold for eligibility. The bill is now in the Senate.

Natural Gas:

Along with SB 380 previously discussed, Senator Pavley is also carrying SB 887, one of several bills in a comprehensive package to address natural gas well safety. It would comprehensively reform well standards at natural gas storage facilities by requiring continuous monitoring and regular inspection by DOGGR, limiting gas injection to the internal tubing rather than the entire well casing, and imposing other needed safety standards. SB 887 passed from the Senate and is now in the Assembly.

Additionally, AB 2460 (Irwin) aims to extend a program at the CPUC to incentivize solar thermal projects, and AB 2313 (Williams) would increase a program at the CPUC to incentivize biomethane projects. SB 1441 (Leno) would account for methane leaks from natural gas pipelines. All three of these bills passed from their respective House of Origin and are now in their second house. They are part of the larger movement to limit natural gas usage and leakage across the state.

Short Lived Climate Pollutants:

Called “super pollutants” by the environmental community and supportive legislators, SLCPs are a major priority in 2016 after CARB released its proposed strategy for reducing these emissions. SB 1383 (Lara) would mandate reductions in black carbon and methane in a way that's very similar to CARB's proposed strategy to reduce SLCPs, which would likely resolve any legal concerns in this area. The bill passed from the Senate and is now in the Assembly.

Attachment 4

Vehicle Innovation Act of 2016 (Subtitle D of S. 2012, the Energy Policy Modernization Act of 2016”)

Summary: The Vehicle Innovation Act of 2016 is a component of the Senate Energy Bill which authorizes appropriations to the U.S. Department of Energy (DOE) for research, development, engineering, demonstration, and commercial application of vehicles and related technologies including heavy duty trucks.

Background: The Vehicle Innovation Act of 2016 is a component of the Senate’s Energy Bill, which is known as the Energy Policy Modernization Act of 2016.

The Vehicle Innovation Act was originally introduced as S. 1408 by Sen. Gary Peters (D-MI) in May 2015 and H.R. 4106 by Rep. Debbie Dingell (D-MI) on November 19, 2015. The Senate Energy and Commerce Committee held a hearing on the original Senate bill (S. 1408) in June 2015.

In the 112th Congress (2011-12), a similar Advanced Vehicle Technology Act passed the House of Representatives on a bipartisan 312-114 vote, and passed the Senate Energy and Natural Resources Committee with broad bipartisan support. Neither this bill, nor any similar bill, has received a vote on the Senate Floor.

The SCAQMD Governing Board took a position in support of a similar bill in 2013, S. 488, the Advanced Vehicle Technology Act.

Status: On April 20, 2016, the Senate Energy Bill passed the Senate by a vote of 85-12. The House Energy Bill, which passed at the end of May, does not contain any provisions promoting vehicle innovations. The House has appointed Members to a conference committee. The Senate has yet to appoint conferees.

Specific Provisions:

This bill authorizes appropriations to the DOE for research, development, engineering, demonstration, and commercial application of vehicles and related technologies for FY2015-FY2020.

This legislation directs the Secretary of Energy to conduct a program of basic and applied research, development, demonstration, and commercial application activities on materials, technologies, and processes with the potential to

substantially reduce or eliminate petroleum use and emissions from the nation's passenger and commercial vehicles. The bill requires the program to include activities in numerous areas including the following:

- electrification of vehicle systems;
- batteries, ultra-capacitors, and other energy storage devices;
- engine efficiency and combustion optimization;
- hydrogen vehicle technologies;
- natural gas vehicle technologies;
- innovative propulsion systems;
- hydraulic hybrid technologies;
- engine compatibility with and optimization for a variety of transportation fuels;
- refueling and charging infrastructure for alternative fueled and electric or plug-in electric hybrid vehicles;
- sensing, communications, and actuation technologies for vehicle, electrical grid, and infrastructure; and
- retrofitting advanced vehicle technologies to existing vehicles.

These bills also reauthorize the DOE'S Vehicle Technologies Program, through which DOE partners with manufacturers of light duty auto, and medium and heavy duty commercial trucks and suppliers to conduct research to develop the next generation of fuel efficient cars and trucks ..

Among the objectives of this bill is “to develop cost-effective advanced technologies for wide-scale utilization throughout the passenger, commercial, government, and transit vehicle sectors.”

The bill directs DOE to partner with public and private sector entities to conduct research programs on a wide range of passenger vehicle and medium and heavy duty commercial vehicle technologies. In particular, DOE is directed to continue its existing investment into multiple transformational technologies.

DOE must partner with relevant research and development programs in other Federal agencies, and a range of industry stakeholders for a program of cooperative research, development, demonstration, and commercial application activities on advanced technologies for medium- to heavy-duty commercial, vocational, recreational, and transit vehicles. For Class 8 vehicles specifically, the bill would require the Secretary of Energy to establish a competitive grant program to demonstrate the integration of multiple advanced technologies on Class 8 truck and trailer platforms,

The bill requires DOE to conduct research, development, engineering, demonstration, and deployment activities on connectivity of vehicle roadway, vulnerable road users, traffic control systems, and transportation data systems, including technologies that allow for improved safety, reduced energy and fuel use, optimized traffic flow, and vehicle electrification;

It also has DOE carry out a program of R&D activities on advanced vehicle manufacturing technologies and practices and to develop standard testing procedures and technologies for evaluating the performance of advanced heavy vehicle technologies under a range of representative duty cycles and operating conditions and evaluate heavy vehicle performance using work performance-based metrics other than those based on miles per gallon and appropriate metrics based on the work performed by nonroad systems.

Impacts on SCAQMD’s Mission, Operations or Initiatives: The Vehicle Innovation Act would further a number of significant efforts supported by SCAQMD, namely efforts to provide greater federal funding and involvement in the development process (from research through commercialization and deployment) of light duty, medium-duty and heavy duty vehicles.

In addition, DOE is directed to seek opportunities to leverage resources and support initiatives of State and local governments in developing and promoting advanced vehicle technologies, manufacturing, and infrastructure. This could lead to greater federal support for SCAQMD programs and initiatives to further the development of zero and near-zero emission medium and heavy-duty vehicles.

The bill does not identify a specific source of funding, but does authorize funding for this program in the amount of \$1.7 billion over 5 years.

This bill is expected to go to Conference, and support for these provisions would mean urging these provisions be included in an eventual Conference Report.

Recommended Position: SUPPORT

114TH CONGRESS
2D SESSION

S. 2012

AN ACT

To provide for the modernization of the energy policy of
the United States, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

1 **SECTION 1. SHORT TITLE; TABLE OF CONTENTS.**

2 (a) **SHORT TITLE.**—This Act may be cited as the
3 “Energy Policy Modernization Act of 2016”.

4 (b) **TABLE OF CONTENTS.**—The table of contents for
5 this Act is as follows:

Sec. 1. Short title; table of contents.

Sec. 2. Definitions.

TITLE I—EFFICIENCY

Subtitle A—Buildings

Sec. 1001. Greater energy efficiency in building codes.

Sec. 1002. Budget-neutral demonstration program for energy and water conservation improvements at multifamily residential units.

Sec. 1003. Coordination of energy retrofitting assistance for schools.

Sec. 1004. Energy efficiency materials pilot program.

Sec. 1005. Utility energy service contracts.

Sec. 1006. Use of energy and water efficiency measures in Federal buildings.

Sec. 1007. Building training and assessment centers.

Sec. 1008. Career skills training.

Sec. 1009. Energy-efficient and energy-saving information technologies.

Sec. 1010. Availability of funds for design updates.

Sec. 1011. Energy efficient data centers.

Sec. 1012. Weatherization Assistance Program.

Sec. 1013. Reauthorization of State energy program.

Sec. 1014. Smart building acceleration.

Sec. 1015. Repeal of fossil phase-out.

Sec. 1016. Federal building energy efficiency performance standards.

Sec. 1017. Codification of Executive Order.

Sec. 1018. Certification for green buildings.

Sec. 1019. High performance green federal buildings.

Sec. 1020. Evaluation of potentially duplicative green building programs.

Sec. 1021. Study and report on energy savings benefits of operational efficiency programs and services.

Sec. 1022. Use of Federal disaster relief and emergency assistance for energy-efficient products and structures.

Sec. 1023. Watersense.

Subtitle B—Appliances

Sec. 1101. Extended product system rebate program.

Sec. 1102. Energy efficient transformer rebate program.

Sec. 1103. Standards for certain furnaces.

Sec. 1104. Third-party certification under Energy Star program.

Sec. 1105. Energy conservation standards for commercial refrigeration equipment.

Sec. 1106. Voluntary verification programs for air conditioning, furnace, boiler, heat pump, and water heater products.

Sec. 1107. Application of energy conservation standards to certain external power supplies.

Subtitle C—Manufacturing

- Sec. 1201. Manufacturing energy efficiency.
- Sec. 1202. Leveraging existing Federal agency programs to assist small and medium manufacturers.
- Sec. 1203. Leveraging smart manufacturing infrastructure at National Laboratories.

Subtitle D—Vehicles

- Sec. 1301. Short title.
- Sec. 1302. Objectives.
- Sec. 1303. Coordination and nonduplication.
- Sec. 1304. Authorization of appropriations.
- Sec. 1305. Reporting.

PART I—VEHICLE RESEARCH AND DEVELOPMENT

- Sec. 1306. Program.
- Sec. 1307. Manufacturing.

PART II—MEDIUM- AND HEAVY-DUTY COMMERCIAL AND TRANSIT VEHICLES

- Sec. 1308. Program.
- Sec. 1309. Class 8 truck and trailer systems demonstration.
- Sec. 1310. Technology testing and metrics.
- Sec. 1311. Nonroad systems pilot program.

PART III—ADMINISTRATION

- Sec. 1312. Repeal of existing authorities.
- Sec. 1313. Reauthorization of diesel emissions reduction program.
- Sec. 1314. Gaseous fuel dual fueled automobiles.

Subtitle E—Short Title

- Sec. 1401. Short title.

Subtitle F—Housing

- Sec. 1501. Definitions.
- Sec. 1502. Enhanced energy efficiency underwriting criteria.
- Sec. 1503. Enhanced energy efficiency underwriting valuation guidelines.
- Sec. 1504. Monitoring.
- Sec. 1505. Rulemaking.
- Sec. 1506. Additional study.

TITLE II—INFRASTRUCTURE

Subtitle A—Cybersecurity

- Sec. 2001. Cybersecurity threats.
- Sec. 2002. Enhanced grid security.

Subtitle B—Strategic Petroleum Reserve

- Sec. 2101. Strategic Petroleum Reserve modernization.
- Sec. 2102. Strategic petroleum reserve drawdown and sale.

Subtitle C—Trade

- Sec. 2201. Action on applications to export liquefied natural gas.
- Sec. 2202. Public disclosure of liquefied natural gas export destinations.
- Sec. 2203. Energy data collaboration.

Subtitle D—Electricity and Energy Storage

- Sec. 2301. Grid storage program.
- Sec. 2302. Electric system grid architecture, scenario development, and modeling.
- Sec. 2303. Hybrid micro-grid systems for isolated and resilient communities.
- Sec. 2304. Voluntary model pathways.
- Sec. 2305. Performance metrics for electricity infrastructure providers.
- Sec. 2306. State and regional electricity distribution planning.
- Sec. 2307. Authorization of appropriations.
- Sec. 2308. Electric transmission infrastructure permitting.
- Sec. 2309. Report by transmission organizations on distributed energy resources and micro-grid systems.
- Sec. 2310. Net metering study guidance.
- Sec. 2311. Model guidance for combined heat and power systems and waste heat to power systems.

Subtitle E—Computing

- Sec. 2401. Exascale computer research program.

TITLE III—SUPPLY

Subtitle A—Renewables

PART I—HYDROELECTRIC

- Sec. 3001. Hydropower regulatory improvements.
- Sec. 3002. Hydroelectric production incentives and efficiency improvements.
- Sec. 3003. Extension of time for a Federal Energy Regulatory Commission project involving Clark Canyon Dam.
- Sec. 3004. Extension of time for a Federal Energy Regulatory Commission project involving Gibson Dam.

PART II—GEOTHERMAL

SUBPART A—GEOTHERMAL ENERGY

- Sec. 3005. National goals for production and site identification.
- Sec. 3006. Priority areas for development on Federal land.
- Sec. 3007. Facilitation of coproduction of geothermal energy on oil and gas leases.
- Sec. 3008. Noncompetitive leasing of adjoining areas for development of geothermal resources.
- Sec. 3009. Report to Congress.
- Sec. 3010. Authorization of appropriations.

SUBPART B—DEVELOPMENT OF GEOTHERMAL, SOLAR, AND WIND ENERGY ON PUBLIC LAND

- Sec. 3011. Definitions.

- Sec. 3011A. Land use planning; supplements to programmatic environmental impact statements.
- Sec. 3011B. Environmental review on covered land.
- Sec. 3011C. Program to improve renewable energy project permit coordination.
- Sec. 3011D. Savings clause.

SUBPART C—GEOTHERMAL EXPLORATION

- Sec. 3012. Geothermal exploration test projects.

PART III—MARINE HYDROKINETIC

- Sec. 3013. Definition of marine and hydrokinetic renewable energy.
- Sec. 3014. Marine and hydrokinetic renewable energy research and development.
- Sec. 3015. National Marine Renewable Energy Research, Development, and Demonstration Centers.
- Sec. 3016. Authorization of appropriations.

PART IV—BIOMASS

- Sec. 3017. Policies relating to biomass energy.

Subtitle B—Oil and Gas

- Sec. 3101. Amendments to the Methane Hydrate Research and Development Act of 2000.
- Sec. 3102. Liquefied natural gas study.
- Sec. 3103. FERC process coordination with respect to regulatory approval of gas projects.
- Sec. 3104. Pilot program.
- Sec. 3105. GAO review and report.
- Sec. 3106. Ethane storage study.
- Sec. 3107. Aliso Canyon natural gas leak task force.
- Sec. 3108. Report on incorporating Internet-based lease sales.
- Sec. 3109. Denali National Park and Preserve natural gas pipeline.

Subtitle C—Helium

- Sec. 3201. Rights to helium.

Subtitle D—Critical Minerals

- Sec. 3301. Definitions.
- Sec. 3302. Policy.
- Sec. 3303. Critical mineral designations.
- Sec. 3304. Resource assessment.
- Sec. 3305. Permitting.
- Sec. 3306. Federal Register process.
- Sec. 3307. Recycling, efficiency, and alternatives.
- Sec. 3308. Analysis and forecasting.
- Sec. 3309. Education and workforce.
- Sec. 3310. National geological and geophysical data preservation program.
- Sec. 3311. Administration.
- Sec. 3312. Authorization of appropriations.

Subtitle E—Coal

- Sec. 3401. Sense of the Senate on carbon capture, use, and storage development and deployment.
- Sec. 3402. Fossil energy.
- Sec. 3403. Establishment of coal technology program.
- Sec. 3404. Report on price stabilization support.

Subtitle F—Nuclear

- Sec. 3501. Nuclear energy innovation capabilities.
- Sec. 3502. Next generation nuclear plant project.

Subtitle G—Workforce Development

- Sec. 3601. 21st Century Energy Workforce Advisory Board.
- Sec. 3602. Energy workforce pilot grant program.

Subtitle H—Recycling

- Sec. 3701. Recycled carbon fiber.
- Sec. 3702. Energy generation and regulatory relief study regarding recovery and conversion of nonrecycled mixed plastics.
- Sec. 3703. Eligible projects.
- Sec. 3704. Promoting use of reclaimed refrigerants in Federal facilities.

Subtitle I—Thermal Energy

- Sec. 3801. Modifying the definition of renewable energy to include thermal energy.

TITLE IV—ACCOUNTABILITY

Subtitle A—Loan Programs

- Sec. 4001. Terms and conditions for incentives for innovative technologies.
- Sec. 4002. State loan eligibility.
- Sec. 4003. GAO Study on fossil loan guarantee incentive program.
- Sec. 4004. Program eligibility for vessels.
- Sec. 4005. Additional reforms.
- Sec. 4006. Department of Energy Indian energy education planning and management assistance program.

Subtitle B—Energy-Water Nexus

- Sec. 4101. Nexus of energy and water for sustainability.
- Sec. 4102. Smart energy and water efficiency pilot program.

Subtitle C—Innovation

- Sec. 4201. America COMPETES programs.
- Sec. 4202. Inclusion of early stage technology demonstration in authorized technology transfer activities.
- Sec. 4203. Supporting access of small business concerns to National Laboratories.
- Sec. 4204. Microlab technology commercialization.
- Sec. 4205. Sense of the Senate on accelerating energy innovation.
- Sec. 4206. Restoration of Laboratory Directed Research and Development Program.
- Sec. 4207. National Science and Technology Council coordinating subcommittee for high-energy physics.

Subtitle D—Grid Reliability

- Sec. 4301. Bulk-power system reliability impact statement.
- Sec. 4302. Report by transmission organizations on diversity of supply.

Subtitle E—Management

- Sec. 4401. Federal land management.
- Sec. 4402. Quadrennial Energy Review.
- Sec. 4403. State oversight of oil and gas programs.
- Sec. 4404. Under Secretary for Science and Energy.
- Sec. 4405. Western Area Power Administration pilot project.
- Sec. 4406. Research grants database.
- Sec. 4407. Review of economic impact of BSEE rule on small entities.
- Sec. 4408. Energy emergency response efforts of the Department.
- Sec. 4409. GAO report on Bureau of Safety and Environmental Enforcement statutory and regulatory authority for the procurement of helicopter fuel.
- Sec. 4410. Conveyance of federal land within the Swan Lake hydroelectric project boundary.
- Sec. 4411. Study of waivers of certain cost-sharing requirements.
- Sec. 4412. National park centennial.
- Sec. 4413. Program to reduce the potential impacts of solar energy facilities on certain species.
- Sec. 4414. Wild horses in and around the Currituck National Wildlife Refuge.

Subtitle F—Markets

- Sec. 4501. Enhanced information on critical energy supplies.
- Sec. 4502. Working Group on Energy Markets.
- Sec. 4503. Study of regulatory framework for energy markets.

Subtitle G—Affordability

- Sec. 4601. E-prize competition pilot program.
- Sec. 4602. Carbon dioxide capture technology prize.

Subtitle H—Code Maintenance

- Sec. 4701. Repeal of off-highway motor vehicles study.
- Sec. 4702. Repeal of methanol study.
- Sec. 4703. Repeal of authorization of appropriations provision.
- Sec. 4704. Repeal of residential energy efficiency standards study.
- Sec. 4705. Repeal of weatherization study.
- Sec. 4706. Repeal of report to Congress.
- Sec. 4707. Repeal of report by General Services Administration.
- Sec. 4708. Repeal of intergovernmental energy management planning and coordination workshops.
- Sec. 4709. Repeal of Inspector General audit survey and President's Council on Integrity and Efficiency report to Congress.
- Sec. 4710. Repeal of procurement and identification of energy efficient products program.
- Sec. 4711. Repeal of national action plan for demand response.
- Sec. 4712. Repeal of national coal policy study.
- Sec. 4713. Repeal of study on compliance problem of small electric utility systems.

- Sec. 4714. Repeal of study of socioeconomic impacts of increased coal production and other energy development.
- Sec. 4715. Repeal of study of the use of petroleum and natural gas in combustors.
- Sec. 4716. Repeal of submission of reports.
- Sec. 4717. Repeal of electric utility conservation plan.
- Sec. 4718. Emergency Energy Conservation repeals.
- Sec. 4719. Energy Security Act repeals.
- Sec. 4720. Nuclear Safety Research, Development, and Demonstration Act of 1980 repeals.
- Sec. 4721. Elimination and consolidation of certain America COMPETES programs.
- Sec. 4722. Repeal of state utility regulatory assistance.
- Sec. 4723. Repeal of survey of energy saving potential.
- Sec. 4724. Repeal of photovoltaic energy program.
- Sec. 4725. Repeal of energy auditor training and certification.
- Sec. 4726. Repeal of authorization of appropriations.
- Sec. 4727. Repeal of Renewable Energy and Energy Efficiency Technology Competitiveness Act of 1989.
- Sec. 4728. Repeal of hydrogen research, development, and demonstration program.
- Sec. 4729. Repeal of study on alternative fuel use in nonroad vehicles and engines.
- Sec. 4730. Repeal of low interest loan program for small business fleet purchases.
- Sec. 4731. Repeal of technical and policy analysis for replacement fuel demand and supply information.
- Sec. 4732. Repeal of 1992 Report on Climate Change.
- Sec. 4733. Repeal of Director of Climate Protector establishment.
- Sec. 4734. Repeal of 1994 report on global climate change emissions.
- Sec. 4735. Repeal of telecommuting study.
- Sec. 4736. Repeal of advanced buildings for 2005 program.
- Sec. 4737. Repeal of Energy Research, Development, Demonstration, and Commercial Application Advisory Board.
- Sec. 4738. Repeal of study on use of energy futures for fuel purchase.
- Sec. 4739. Repeal of energy subsidy study.
- Sec. 4740. Modernization of terms relating to minorities.

TITLE V—CONSERVATION REAUTHORIZATION

- Sec. 5001. National Park Service Maintenance and Revitalization Conservation Fund.
- Sec. 5002. Land and Water Conservation Fund.
- Sec. 5003. Historic Preservation Fund.
- Sec. 5004. Conservation incentives landowner education program.

TITLE VI—INDIAN TRIBAL ENERGY DEVELOPMENT AND SELF-DETERMINATION

- Sec. 6001. Short title.

Subtitle A—Indian Tribal Energy Development and Self-determination Act Amendments

- Sec. 6011. Indian tribal energy resource development.
- Sec. 6012. Indian tribal energy resource regulation.

- Sec. 6013. Tribal energy resource agreements.
- Sec. 6014. Technical assistance for Indian tribal governments.
- Sec. 6015. Conforming amendments.
- Sec. 6016. Report.

Subtitle B—Miscellaneous Amendments

- Sec. 6201. Issuance of preliminary permits or licenses.
- Sec. 6202. Tribal biomass demonstration project.
- Sec. 6203. Weatherization program.
- Sec. 6204. Appraisals.
- Sec. 6205. Leases of restricted lands for Navajo Nation.
- Sec. 6206. Extension of tribal lease period for the Crow Tribe of Montana.
- Sec. 6207. Trust status of lease payments.

TITLE VII—BROWNFIELDS REAUTHORIZATION

- Sec. 7001. Short title.
- Sec. 7002. Expanded eligibility for nonprofit organizations.
- Sec. 7003. Multipurpose brownfields grants.
- Sec. 7004. Treatment of certain publicly owned brownfield sites.
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- Sec. 10221. Commercial filming.

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- Sec. 10231. Bows in parks.
- Sec. 10232. Wildlife management in parks.
- Sec. 10233. Identifying opportunities for recreation, hunting, and fishing on Federal land.

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- Sec. 10241. Federal Land Transaction Facilitation Act.

PART VI—FISH AND WILDLIFE CONSERVATION

- Sec. 10251. Amendments to Pittman-Robertson Wildlife Restoration Act.
- Sec. 10252. North American Wetlands Conservation Act.
- Sec. 10253. National fish habitat conservation.
- Sec. 10254. Gulf States Marine Fisheries Commission report on Gulf of Mexico outer Continental Shelf State boundary extension.
- Sec. 10255. GAO report on Gulf of Mexico outer Continental Shelf State boundary extension.

PART VII—MISCELLANEOUS

- Sec. 10261. Respect for treaties and rights.
- Sec. 10262. No priority.

Subtitle D—Water Infrastructure and Related Matters

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- Sec. 10301. Authority to make entire active capacity of Fontenelle Reservoir available for use.
- Sec. 10302. Savings provisions.

PART II—BUREAU OF RECLAMATION TRANSPARENCY

- Sec. 10311. Definitions.
- Sec. 10312. Asset management report enhancements for reserved works.
- Sec. 10313. Asset management report enhancements for transferred works.
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PART III—BASIN WATER MANAGEMENT

SUBPART A—YAKIMA RIVER BASIN WATER ENHANCEMENT

- Sec. 10321. Short title.
- Sec. 10322. Modification of terms, purposes, and definitions.
- Sec. 10323. Yakima River Basin Water Conservation Program.
- Sec. 10324. Yakima Basin water projects, operations, and authorizations.
- Sec. 10325. Authorization of Phase III of Yakima River Basin Water Enhancement Project.

SUBPART B—KLAMATH PROJECT WATER AND POWER

- Sec. 10329. Klamath Project.

PART IV—RESERVOIR OPERATION IMPROVEMENT

- Sec. 10331. Reservoir operation improvement.

PART V—HYDROELECTRIC PROJECTS

- Sec. 10341. Terror Lake Hydroelectric Project Upper Hidden Basin Diversion authorization.
- Sec. 10342. Stay and Reinstatement of FERC License No. 11393 for the Mahoney Lake Hydroelectric Project.
- Sec. 10343. Extension of deadline for hydroelectric project.
- Sec. 10344. Extension of deadline for certain other hydroelectric projects.
- Sec. 10345. Equus Beds Division extension.
- Sec. 10346. Extension of time for a Federal Energy Regulatory Commission project involving Cannonsville Dam.

PART VI—PUMPED STORAGE HYDROPOWER COMPENSATION

- Sec. 10351. Pumped storage hydropower compensation.

1 **SEC. 2. DEFINITIONS.**

2 In this Act:

3 (1) DEPARTMENT.—The term “Department”

4 means the Department of Energy.

5 (2) SECRETARY.—The term “Secretary” means

6 the Secretary of Energy.

- 1 (B) ensure that—
- 2 (i) the information from the manufac-
- 3 turer is protected; and
- 4 (ii) the security of the National Lab-
- 5 oratory facility is maintained.

6 (3) REPORT.—Not later than 1 year after the

7 date of enactment of this Act, the Secretary shall

8 submit to Congress a report describing the results of

9 the study.

10 (b) ACTIONS FOR INCREASED ACCESS.—The Sec-

11 retary shall facilitate access to the National Laboratories

12 studied under subsection (a) for small and medium manu-

13 facturers so that small and medium manufacturers can

14 fully use the high-performance computing resources of the

15 National Laboratories to enhance the manufacturing com-

16 petitiveness of the United States.

17 **Subtitle D—Vehicles**

18 **SEC. 1301. SHORT TITLE.**

19 This subtitle may be cited as the “Vehicle Innovation

20 Act of 2016”.

21 **SEC. 1302. OBJECTIVES.**

22 The objectives of this subtitle are—

- 23 (1) to establish a consistent and consolidated
- 24 authority for the vehicle technology program at the
- 25 Department;

1 (2) to develop United States technologies and
2 practices that—

3 (A) improve the fuel efficiency and emis-
4 sions of all vehicles produced in the United
5 States; and

6 (B) reduce vehicle reliance on petroleum-
7 based fuels;

8 (3) to support domestic research, development,
9 engineering, demonstration, and commercial applica-
10 tion and manufacturing of advanced vehicles, en-
11 gines, and components;

12 (4) to enable vehicles to move larger volumes of
13 goods and more passengers with less energy and
14 emissions;

15 (5) to develop cost-effective advanced tech-
16 nologies for wide-scale utilization throughout the
17 passenger, commercial, government, and transit ve-
18 hicle sectors;

19 (6) to allow for greater consumer choice of vehi-
20 cle technologies and fuels;

21 (7) shorten technology development and inte-
22 gration cycles in the vehicle industry;

23 (8) to ensure a proper balance and diversity of
24 Federal investment in vehicle technologies; and

1 (9) to strengthen partnerships between Federal
2 and State governmental agencies and the private
3 and academic sectors.

4 **SEC. 1303. COORDINATION AND NONDUPLICATION.**

5 The Secretary shall ensure, to the maximum extent
6 practicable, that the activities authorized by this subtitle
7 do not duplicate those of other programs within the De-
8 partment or other relevant research agencies.

9 **SEC. 1304. AUTHORIZATION OF APPROPRIATIONS.**

10 There are authorized to be appropriated to the Sec-
11 retary for research, development, engineering, demonstra-
12 tion, and commercial application of vehicles and related
13 technologies in the United States, including activities au-
14 thorized under this subtitle—

15 (1) for fiscal year 2016, \$313,567,000;

16 (2) for fiscal year 2017, \$326,109,000;

17 (3) for fiscal year 2018, \$339,154,000;

18 (4) for fiscal year 2019, \$352,720,000; and

19 (5) for fiscal year 2020, \$366,829,000.

20 **SEC. 1305. REPORTING.**

21 (a) **TECHNOLOGIES DEVELOPED.**—Not later than 18
22 months after the date of enactment of this Act and annu-
23 ally thereafter through 2020, the Secretary shall submit
24 to Congress a report regarding the technologies developed
25 as a result of the activities authorized by this subtitle, with

1 a particular emphasis on whether the technologies were
2 successfully adopted for commercial applications, and if
3 so, whether products relying on those technologies are
4 manufactured in the United States.

5 (b) **ADDITIONAL MATTERS.**—At the end of each fis-
6 cal year through 2020, the Secretary shall submit to the
7 relevant Congressional committees of jurisdiction an an-
8 nual report describing activities undertaken in the pre-
9 vious year under this Act, active industry participants, the
10 status of public private partnerships, progress of the pro-
11 gram in meeting goals and timelines, and a strategic plan
12 for funding of activities across agencies.

13 **PART I—VEHICLE RESEARCH AND**
14 **DEVELOPMENT**

15 **SEC. 1306. PROGRAM.**

16 (a) **ACTIVITIES.**—The Secretary shall conduct a pro-
17 gram of basic and applied research, development, engi-
18 neering, demonstration, and commercial application activi-
19 ties on materials, technologies, and processes with the po-
20 tential to substantially reduce or eliminate petroleum use
21 and the emissions of the Nation’s passenger and commer-
22 cial vehicles, including activities in the areas of—

- 23 (1) electrification of vehicle systems;
24 (2) batteries, ultracapacitors, and other energy
25 storage devices;

- 1 (3) power electronics;
- 2 (4) vehicle, component, and subsystem manu-
3 facturing technologies and processes;
- 4 (5) engine efficiency and combustion optimiza-
5 tion;
- 6 (6) waste heat recovery;
- 7 (7) transmission and drivetrains;
- 8 (8) hydrogen vehicle technologies, including fuel
9 cells and internal combustion engines, and hydrogen
10 infrastructure, including hydrogen energy storage to
11 enable renewables and provide hydrogen for fuel and
12 power;
- 13 (9) natural gas vehicle technologies;
- 14 (10) aerodynamics, rolling resistance (including
15 tires and wheel assemblies), and accessory power
16 loads of vehicles and associated equipment;
- 17 (11) vehicle weight reduction, including
18 lightweighting materials and the development of
19 manufacturing processes to fabricate, assemble, and
20 use dissimilar materials;
- 21 (12) friction and wear reduction;
- 22 (13) engine and component durability;
- 23 (14) innovative propulsion systems;
- 24 (15) advanced boosting systems;
- 25 (16) hydraulic hybrid technologies;

1 (17) engine compatibility with and optimization
2 for a variety of transportation fuels including nat-
3 ural gas and other liquid and gaseous fuels;

4 (18) predictive engineering, modeling, and sim-
5 ulation of vehicle and transportation systems;

6 (19) refueling and charging infrastructure for
7 alternative fueled and electric or plug-in electric hy-
8 brid vehicles, including the unique challenges facing
9 rural areas;

10 (20) gaseous fuels storage systems and system
11 integration and optimization;

12 (21) sensing, communications, and actuation
13 technologies for vehicle, electrical grid, and infra-
14 structure;

15 (22) efficient use, substitution, and recycling of
16 potentially critical materials in vehicles, including
17 rare earth elements and precious metals, at risk of
18 supply disruption;

19 (23) aftertreatment technologies;

20 (24) thermal management of battery systems;

21 (25) retrofitting advanced vehicle technologies
22 to existing vehicles;

23 (26) development of common standards, speci-
24 fications, and architectures for both transportation
25 and stationary battery applications;

- 1 (27) advanced internal combustion engines;
- 2 (28) mild hybrid;
- 3 (29) engine down speeding;
- 4 (30) vehicle-to-vehicle, vehicle-to-pedestrian,
- 5 and vehicle-to-infrastructure technologies; and
- 6 (31) other research areas as determined by the
- 7 Secretary.

8 (b) **TRANSFORMATIONAL TECHNOLOGY.**—The Sec-
9 retary shall ensure that the Department continues to sup-
10 port research, development, engineering, demonstration,
11 and commercial application activities and maintains com-
12 petency in mid- to long-term transformational vehicle tech-
13 nologies with potential to achieve reductions in emissions,
14 including activities in the areas of—

15 (1) hydrogen vehicle technologies, including fuel
16 cells, hydrogen storage, infrastructure, and activities
17 in hydrogen technology validation and safety codes
18 and standards;

19 (2) multiple battery chemistries and novel en-
20 ergy storage devices, including nonchemical batteries
21 and electromechanical storage technologies such as
22 hydraulics, flywheels, and compressed air storage;

23 (3) communication and connectivity among ve-
24 hicles, infrastructure, and the electrical grid; and

1 (4) other innovative technologies research and
2 development, as determined by the Secretary.

3 (c) INDUSTRY PARTICIPATION.—To the maximum
4 extent practicable, activities under this Act shall be carried
5 out in partnership or collaboration with automotive manu-
6 facturers, heavy commercial, vocational, and transit vehi-
7 cle manufacturers, qualified plug-in electric vehicle manu-
8 facturers, compressed natural gas vehicle manufacturers,
9 vehicle and engine equipment and component manufactur-
10 ers, manufacturing equipment manufacturers, advanced
11 vehicle service providers, fuel producers and energy sup-
12 pliers, electric utilities, universities, national laboratories,
13 and independent research laboratories. In carrying out
14 this Act the Secretary shall—

15 (1) determine whether a wide range of compa-
16 nies that manufacture or assemble vehicles or com-
17 ponents in the United States are represented in on-
18 going public private partnership activities, including
19 firms that have not traditionally participated in fed-
20 erally sponsored research and development activities,
21 and where possible, partner with such firms that
22 conduct significant and relevant research and devel-
23 opment activities in the United States;

24 (2) leverage the capabilities and resources of,
25 and formalize partnerships with, industry-led stake-

1 holder organizations, nonprofit organizations, indus-
2 try consortia, and trade associations with expertise
3 in the research and development of, and education
4 and outreach activities in, advanced automotive and
5 commercial vehicle technologies;

6 (3) develop more effective processes for trans-
7 ferring research findings and technologies to indus-
8 try;

9 (4) support public-private partnerships, dedi-
10 cated to overcoming barriers in commercial applica-
11 tion of transformational vehicle technologies, that
12 utilize such industry-led technology development fa-
13 cilities of entities with demonstrated expertise in
14 successfully designing and engineering pre-commer-
15 cial generations of such transformational technology;
16 and

17 (5) promote efforts to ensure that technology
18 research, development, engineering, and commercial
19 application activities funded under this Act are car-
20 ried out in the United States.

21 (d) INTERAGENCY AND INTRAAGENCY COORDINA-
22 TION.—To the maximum extent practicable, the Secretary
23 shall coordinate research, development, demonstration,
24 and commercial application activities among—

1 (1) relevant programs within the Department,
2 including—

3 (A) the Office of Energy Efficiency and
4 Renewable Energy;

5 (B) the Office of Science;

6 (C) the Office of Electricity Delivery and
7 Energy Reliability;

8 (D) the Office of Fossil Energy;

9 (E) the Advanced Research Projects Agen-
10 cy—Energy; and

11 (F) other offices as determined by the Sec-
12 retary; and

13 (2) relevant technology research and develop-
14 ment programs within other Federal agencies, as de-
15 termined by the Secretary.

16 (c) FEDERAL DEMONSTRATION OF TECH-
17 NOLOGIES.—The Secretary shall make information avail-
18 able to procurement programs of Federal agencies regard-
19 ing the potential to demonstrate technologies resulting
20 from activities funded through programs under this Act.

21 (f) INTERGOVERNMENTAL COORDINATION.—The
22 Secretary shall seek opportunities to leverage resources
23 and support initiatives of State and local governments in
24 developing and promoting advanced vehicle technologies,
25 manufacturing, and infrastructure.

1 (g) CRITERIA.—When awarding grants under this
2 program, the Secretary shall give priority to those tech-
3 nologies (either individually or as part of a system) that—

4 (1) provide the greatest aggregate fuel savings
5 based on the reasonable projected sales volumes of
6 the technology; and

7 (2) provide the greatest increase in United
8 States employment.

9 (h) SECONDARY USE APPLICATIONS.—

10 (1) IN GENERAL.—The Secretary shall carry
11 out a research, development, and demonstration pro-
12 gram that—

13 (A) builds on any work carried out under
14 section 915 of the Energy Policy Act of 2005
15 (42 U.S.C. 16195);

16 (B) identifies possible uses of a vehicle bat-
17 tery after the useful life of the battery in a ve-
18 hicle has been exhausted;

19 (C) conducts long-term testing to verify
20 performance and degradation predictions and
21 lifetime valuations for secondary uses;

22 (D) evaluates innovative approaches to re-
23 cycling materials from plug-in electric drive ve-
24 hicles and the batteries used in plug-in electric
25 drive vehicles;

1 (E)(i) assesses the potential for markets
2 for uses described in subparagraph (B) to de-
3 velop; and

4 (ii) identifies any barriers to the develop-
5 ment of those markets; and

6 (F) identifies the potential uses of a vehi-
7 cle battery—

8 (i) with the most promise for market
9 development; and

10 (ii) for which market development
11 would be aided by a demonstration project.

12 (2) REPORT.—Not later than 1 year after the
13 date of enactment of this Act, the Secretary shall
14 submit to the appropriate committees of Congress
15 an initial report on the findings of the program de-
16 scribed in paragraph (1), including recommendations
17 for stationary energy storage and other potential ap-
18 plications for batteries used in plug-in electric drive
19 vehicles.

20 (3) SECONDARY USE DEMONSTRATION.—

21 (A) IN GENERAL.—Based on the results of
22 the program described in paragraph (1), the
23 Secretary shall develop guidelines for projects
24 that demonstrate the secondary uses and inno-
25 vative recycling of vehicle batteries.

1 (B) PUBLICATION OF GUIDELINES.—Not
2 later than 18 months after the date of enact-
3 ment of this Act, the Secretary shall—

4 (i) publish the guidelines described in
5 subparagraph (A); and

6 (ii) solicit applications for funding for
7 demonstration projects.

8 (C) PILOT DEMONSTRATION PROGRAM.—

9 Not later than 21 months after the date of en-
10 actment of this Act, the Secretary shall select
11 proposals for grant funding under this section,
12 based on an assessment of which proposals are
13 mostly likely to contribute to the development
14 of a secondary market for batteries.

15 **SEC. 1307. MANUFACTURING.**

16 The Secretary shall carry out a research, develop-
17 ment, engineering, demonstration, and commercial appli-
18 cation program of advanced vehicle manufacturing tech-
19 nologies and practices, including innovative processes—

20 (1) to increase the production rate and decrease
21 the cost of advanced battery and fuel cell manufac-
22 turing;

23 (2) to vary the capability of individual manufac-
24 turing facilities to accommodate different battery
25 chemistries and configurations;

1 (3) to reduce waste streams, emissions, and en-
2 ergy intensity of vehicle, engine, advanced battery
3 and component manufacturing processes;

4 (4) to recycle and remanufacture used batteries
5 and other vehicle components for reuse in vehicles or
6 stationary applications;

7 (5) to develop manufacturing processes to effec-
8 tively fabricate, assemble, and produce cost-effective
9 lightweight materials such as advanced aluminum
10 and other metal alloys, polymeric composites, and
11 carbon fiber for use in vehicles;

12 (6) to produce lightweight high pressure storage
13 systems for gaseous fuels;

14 (7) to design and manufacture purpose-built hy-
15 drogen fuel cell vehicles and components;

16 (8) to improve the calendar life and cycle life of
17 advanced batteries; and

18 (9) to produce permanent magnets for advanced
19 vehicles.

20 **PART II—MEDIUM- AND HEAVY-DUTY**

21 **COMMERCIAL AND TRANSIT VEHICLES**

22 **SEC. 1308. PROGRAM.**

23 The Secretary, in partnership with relevant research
24 and development programs in other Federal agencies, and
25 a range of appropriate industry stakeholders, shall carry

1 out a program of cooperative research, development, dem-
2 onstration, and commercial application activities on ad-
3 vanced technologies for medium- to heavy-duty commer-
4 cial, vocational, recreational, and transit vehicles, includ-
5 ing activities in the areas of—

6 (1) engine efficiency and combustion research;

7 (2) onboard storage technologies for compressed
8 and liquefied natural gas;

9 (3) development and integration of engine tech-
10 nologies designed for natural gas operation of a vari-
11 ety of vehicle platforms;

12 (4) waste heat recovery and conversion;

13 (5) improved aerodynamics and tire rolling re-
14 sistance;

15 (6) energy and space-efficient emissions control
16 systems;

17 (7) mild hybrid, heavy hybrid, hybrid hydraulic,
18 plug-in hybrid, and electric platforms, and energy
19 storage technologies;

20 (8) drivetrain optimization;

21 (9) friction and wear reduction;

22 (10) engine idle and parasitic energy loss reduc-
23 tion;

24 (11) electrification of accessory loads;

- 1 (12) onboard sensing and communications tech-
- 2 nologies;
- 3 (13) advanced lightweighting materials and ve-
- 4 hicle designs;
- 5 (14) increasing load capacity per vehicle;
- 6 (15) thermal management of battery systems;
- 7 (16) recharging infrastructure;
- 8 (17) compressed natural gas infrastructure;
- 9 (18) advanced internal combustion engines;
- 10 (19) complete vehicle and power pack modeling,
- 11 simulation, and testing;
- 12 (20) hydrogen vehicle technologies, including
- 13 fuel cells and internal combustion engines, and hy-
- 14 drogen infrastructure, including hydrogen energy
- 15 storage to enable renewables and provide hydrogen
- 16 for fuel and power;
- 17 (21) retrofitting advanced technologies onto ex-
- 18 isting truck fleets;
- 19 (22) advanced boosting systems;
- 20 (23) engine down speeding; and
- 21 (24) integration of these and other advanced
- 22 systems onto a single truck and trailer platform.

1 **SEC. 1309. CLASS 8 TRUCK AND TRAILER SYSTEMS DEM-**
2 **ONSTRATION.**

3 (a) **IN GENERAL.**—The Secretary shall conduct a
4 competitive grant program to demonstrate the integration
5 of multiple advanced technologies on Class 8 truck and
6 trailer platforms, including a combination of technologies
7 listed in section 1308.

8 (b) **APPLICANT TEAMS.**—Applicant teams may be
9 comprised of truck and trailer manufacturers, engine and
10 component manufacturers, fleet customers, university re-
11 searchers, and other applicants as appropriate for the de-
12 velopment and demonstration of integrated Class 8 truck
13 and trailer systems.

14 **SEC. 1310. TECHNOLOGY TESTING AND METRICS.**

15 The Secretary, in coordination with the partners of
16 the interagency research program described in section
17 1308—

18 (1) shall develop standard testing procedures
19 and technologies for evaluating the performance of
20 advanced heavy vehicle technologies under a range of
21 representative duty cycles and operating conditions,
22 including for heavy hybrid propulsion systems;

23 (2) shall evaluate heavy vehicle performance
24 using work performance-based metrics other than
25 those based on miles per gallon, including those
26 based on units of volume and weight transported for

1 freight applications, and appropriate metrics based
2 on the work performed by nonroad systems; and
3 (3) may construct heavy duty truck and bus
4 testing facilities.

5 **SEC. 1311. NONROAD SYSTEMS PILOT PROGRAM.**

6 The Secretary shall undertake a pilot program of re-
7 search, development, demonstration, and commercial ap-
8 plications of technologies to improve total machine or sys-
9 tem efficiency for nonroad mobile equipment including ag-
10 ricultural, construction, air, and sea port equipment, and
11 shall seek opportunities to transfer relevant research find-
12 ings and technologies between the nonroad and on-high-
13 way equipment and vehicle sectors.

14 **PART III—ADMINISTRATION**

15 **SEC. 1312. REPEAL OF EXISTING AUTHORITIES.**

16 (a) **IN GENERAL.**—Sections 706, 711, 712, and 933
17 of the Energy Policy Act of 2005 (42 U.S.C. 16051,
18 16061, 16062, 16233) are repealed.

19 (b) **ENERGY EFFICIENCY.**—Section 911 of the En-
20 ergy Policy Act of 2005 (42 U.S.C. 16191) is amended—

21 (1) in subsection (a)—

22 (A) in paragraph (1)(A), by striking “vehi-
23 cles, buildings,” and inserting “buildings”; and

24 (B) in paragraph (2)—

25 (i) by striking subparagraph (A); and

1 (ii) by redesignating subparagraphs
2 (B) through (E) as subparagraphs (A)
3 through (D), respectively; and
4 (2) in subsection (c)—
5 (A) by striking paragraph (3);
6 (B) by redesignating paragraph (4) as
7 paragraph (3); and
8 (C) in paragraph (3) (as so redesignated),
9 by striking “(a)(2)(D)” and inserting
10 “(a)(2)(C)”.

11 **SEC. 1313. REAUTHORIZATION OF DIESEL EMISSIONS RE-**
12 **DUCTION PROGRAM.**

13 Section 797(a) of the Energy Policy Act of 2005 (42
14 U.S.C. 16137(a)) is amended by striking “2016” and in-
15 serting “2021”.

16 **SEC. 1314. GASEOUS FUEL DUAL FUELED AUTOMOBILES.**

17 Section 32905 of title 49, United States Code, is
18 amended by striking subsection (d) and inserting the fol-
19 lowing:

20 “(d) GASEOUS FUEL DUAL FUELED AUTO-
21 MOBILES.—

22 “(1) MODEL YEARS 1993 THROUGH 2016.—For
23 any model of gaseous fuel dual fueled automobile
24 manufactured by a manufacturer in model years
25 1993 through 2016, the Administrator shall measure

1 the fuel economy for that model by dividing 1.0 by
2 the sum of—

3 “(A) .5 divided by the fuel economy meas-
4 ured under section 32904(c) of this title when
5 operating the model on gasoline or diesel fuel;
6 and

7 “(B) .5 divided by the fuel economy meas-
8 ured under subsection (c) of this section when
9 operating the model on gaseous fuel.

10 “(2) SUBSEQUENT MODEL YEARS.—For any
11 model of gaseous fuel dual fueled automobile manu-
12 factured by a manufacturer in model year 2017 or
13 any subsequent model year, the Administrator shall
14 calculate fuel economy in accordance with section
15 600.510–12 (c)(2)(vii) of title 40, Code of Federal
16 Regulations (as in effect on the date of enactment
17 of this paragraph) if the vehicle qualifies under sec-
18 tion 32901(c).”.

19 **Subtitle E—Short Title**

20 **SEC. 1401. SHORT TITLE.**

21 This title may be cited as the “Portman-Shaheen En-
22 ergy Efficiency Improvement Act of 2016”.

23 **Subtitle F—Housing**

24 **SEC. 1501. DEFINITIONS.**

25 In this subtitle, the following definitions shall apply:

H.R. 4675 (Norton) **No Lead in the Air Act of 2016**

Summary: This bill would direct the Federal Aviation Administration (FAA), in consultation with the U.S. Environmental Protection Agency (EPA), to issue regulations that prohibit the use of leaded fuel by aircraft operating within United States airspace beginning on January 1, 2021.

Background: While leaded gas for automobiles has been banned since 1995, the piston-engine aircraft industry and airports that supply their fuel continue to use leaded aircraft fuel. Lead exposure can have harmful effects on children as well as adults. The author argues that without a federal ban, such fuel will continue to be used and will continue to put communities and children at risk. Lead particles from airplane exhaust disperse widely during flight and there are high concentrations of lead near airports. It is estimated that in the U.S. 16 million people live and 3 million children go to school within a half-mile of airports that sell leaded aircraft fuel, called aviation gasoline (avgas). The health effects of lead in children include behavioral and learning problems, lower IQ, hyperactivity, slowed growth, hearing problems, and anemia. Lead exposure can cause premature births and spontaneous abortions in pregnant women, and adults can suffer from increased blood pressure, decreased kidney function, and reproductive problems.

Avgas is the only remaining lead-containing transportation fuel. It is utilized in general aviation aircraft with piston engines, which are generally used for instructional flying, air taxi activities, and personal transportation. While small airports continue to only sell leaded avgas for these piston-engine aircraft, the author claims that about 75% of piston-engine aircraft already operate safely with fuel that does not use lead. These aircraft can run on ordinary unleaded automobile gasoline, provided it does not contain ethanol. This fuel, often called autogas or mogas, has the advantages of being inexpensive and may be produced in larger quantities, compared with avgas. Also, nearly all of the latest generation piston engines come factory-certified to operate on mogas. The remaining number of piston-engine aircraft that need high-octane avgas may be able to be modified with existing technology to run on mogas.

The FAA has stated that it shares EPA's concerns about lead emissions from small aircraft. The FAA claims that owners and operators of more than 200,000 piston-engine aircraft operating in the United States still rely on avgas to power their aircraft. Although lead in avgas is used to prevent engine knock, or detonation, that can result in a sudden engine failure, it remains a toxic substance that can be

inhaled or absorbed in the bloodstream and viable alternatives are either available or being developed. While the current levels of lead emissions are relatively low, avgas emissions have become the largest contributor to lead emissions produced in this country.

Consequently, the FAA, EPA, and the aviation industry are partnering to work to remove lead from avgas. The FAA has created a task force of government and aviation industry stakeholders to study alternative fuels for piston-engine aircraft that do not use lead, and according to the author, the agency has indicated it may certify lead-free aviation fuel sometime in 2018. Specifically, the FAA is working with aircraft and engine manufacturers, fuel producers, EPA, and industry associations to overcome technical and logistical challenges to developing and deploying a new unleaded fuel.

Status: On March 2, 2016, H.R. 4675 was referred to the House Committee on Transportation and Infrastructure. On March 3, 2016 the bill was referred to the Subcommittee on Aviation.

Specific Provisions: This bill would direct the Administrator of the FAA, in consultation with the Administrator of the EPA, to issue such regulations as are necessary to prohibit the use of leaded fuel by aircraft operating within United States airspace beginning on January 1, 2021.

Impacts on SCAQMD’s Mission, Operations or Initiatives: The South Coast region has numerous airports within its four county region, including 23 in Los Angeles County, 5 in Orange County, 24 in Riverside County and 46 in San Bernardino County, for a total of 98. Although current emissions of lead caused by aviation sources within the South Coast region do not currently prevent attainment of federal standards, consistent with the findings in multiple studies, EPA reports that any level of lead exposure is associated with a risk of deleterious health effects.¹ Thus, eliminating this source of lead would help protect public health within the region.

The FAA and EPA are working with industry to develop new unleaded fuel potentially by 2018. In the meantime, a vast majority of piston-engined aircraft already operate safely with unleaded fuel. Thus, the author argues that this bill gives enough time, until 2021, for a full 5-year phase-out of lead in aircraft fuel.

Recommended Position: SUPPORT

¹ Environmental Protection Agency, Office of Research and Development, “Air Quality Criteria Document for Lead, Volumes I-II,” October 2006.

114TH CONGRESS
2D SESSION

H. R. 4675

To direct the Administrator of the Federal Aviation Administration to prohibit the use of leaded fuel by aircraft operating within United States airspace.

IN THE HOUSE OF REPRESENTATIVES

MARCH 2, 2016

Ms. NORTON introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To direct the Administrator of the Federal Aviation Administration to prohibit the use of leaded fuel by aircraft operating within United States airspace.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “No Lead in the Air
5 Act of 2016”.

6 **SEC. 2. PROHIBITION ON LEADED FUEL.**

7 The Administrator of the Federal Aviation Adminis-
8 tration, in consultation with the Administrator of the En-
9 vironmental Protection Agency, shall issue such regula-
10 tions as are necessary to prohibit the use of leaded fuel

1 by aircraft operating within United States airspace begin-
2 ning on January 1, 2021.

○

H.R. 4775

Ozone Standards Implementation Act of 2016

Summary: This bill would change the timing and extend deadlines for states to implement the National Ambient Air Quality Standards (NAAQS) for ground-level ozone under the federal Clean Air Act (CAA).

Background: Under the CAA's NAAQS program, the U.S. Environmental Protection Agency (U.S. EPA) sets standards for criteria pollutants, including ground-level ozone. U.S. EPA first established ozone standards in 1971, then revised them in 1979, 1997, and 2008. In 2008, the standard was lowered to 75 ppb. However, U.S. EPA did not publish implementing regulations for the 2008 standards until March 2015, and states are only now beginning to implement those standards. Then in October 2015, U.S. EPA revised the ozone standards again, making the standard more stringent at 70 ppb. So states must now simultaneously implement two ozone standards.

Status: On March 17, 2016, H.R. 4775 was referred to the House Energy and Commerce Committee. H.R. 4775 was referred on March 18, 2016, to the Subcommittee on Energy and Power. The subcommittee held a hearing on this bill on April 14, 2016 and the bill was marked up by the House Energy and Commerce Committee on May 18, 2016. The committee reported it out with amendments on May 27, 2016.

Specific Provisions: In October 2015, U.S. EPA issued a rule that tightened its NAAQS for ground-level ozone. The rule established a maximum level of 70 parts per billion compared with the previous 2008 ozone standard of 75 ppb. Currently, U.S. EPA is required to release final designations in 2017 regarding whether areas are in attainment or non-attainment with the 2015 ground-level ozone standards. States' attainment of these standards is required between 2020 and 2037.

Currently, there is a five-year interval between U.S. EPA's mandatory review of NAAQS for ozone and other criteria pollutants. H.R. 4775, the Ozone Standards Implementation Act of 2016, would provide ten years for U.S. EPA to issue attainment designations for the new 2015 standards and all future new and revised NAAQS. So for the 2015 ozone standard, this bill gives U.S. EPA until Oct. 26, 2025, to release final designations regarding whether areas are in attainment or non-attainment with the new 2015 ground-level ozone standards. States would have another year, until Oct. 26, 2026, to submit state implementation plans (SIPs) for the standards. And the 2008 ozone NAAQS would continue in effect until nonattainment areas for the new 2015 standards are designated.

The bill would also prevent the 2015 ozone standards from applying to review and preparation of preconstruction permit applications if a state or tribal permitting authority deems the application complete before U.S. EPA releases its final designations. In addition, the bill amends the CAA to make "technological feasibility" a secondary consideration for U.S. EPA when promulgating all NAAQS. In other words, the bill would provide that for certain ozone and particulate matter nonattainment areas, states would not be required to include economically infeasible measures in their plans

It also requires that prior to revising a NAAQS, the U.S. EPA Administrator may request from its independent scientific review committee that the committee provide advice "regarding any adverse public health, welfare, social, economic, or energy effects which may result from various strategies for attainment and maintenance" of the NAAQS.

States would be able to seek relief regarding certain exceptional events, including droughts, under Section 319 of the CAA.

And when publishing a final rule, the bill would have U.S. EPA issue guidance and regulations to implement a new NAAQS at the same time the agency is publishing a final rule. The bill would also direct U.S. EPA to submit a report to Congress within two years regarding the impacts of foreign emissions on NAAQS compliance and related matters.

In addition, the CAA provides that plans submitted by states to comply with NAAQS must include contingency measures, i.e. specific measures to take effect if an area fails to make reasonable further progress, or to attain the NAAQS by the attainment date for that state or region. H.R. 4775 includes language stating that contingency measures "shall not be required" for any extreme nonattainment area for ozone. Currently the only extreme ozone nonattainment areas are the South Coast Air Basin and the San Joaquin Air Basin.

Among the amendments added during the Committee Markup, one would add a definition, and a second would require the U.S. EPA Administrator, in conjunction with the National Oceanic and Atmospheric Administration (NOAA), to conduct a peer reviewed study on the atmospheric formation of ozone and effective control strategies, including the relative contribution of man-made and naturally occurring NO_x, VOCs, and other pollutants. The final amendment would remove some of the current law which provides that ozone nonattainment areas of serious and above adopt a plan achieving a 15% VOC reduction in the first six years after classification and 3% per year thereafter. The provision provides an exception but does not apply it to extreme nonattainment areas. The amendment seems to be intended to provide extreme nonattainment areas the option to use that exception, although it may not actually achieve that result given how the law is drafted.

Impacts on SCAQMD’s Mission, Operations or Initiatives: The Ozone Standards Implementation Act of 2016 addresses concerns expressed by industry groups and several states that the statutory construct of the CAA’s NAAQS provisions provides increasing challenges. These challenges include the view that U.S. EPA fails to issue timely implementation regulations and guidance when standards are revised, that states are forced to pursue measures that may not be technologically or economically feasible, and that U.S. EPA reviews all NAAQS no later than every five years.

In general, the SCAQMD Governing Board has maintained the position that the NAAQS need to be based upon the best science and public health impacts and therefore any amendments to the Clean Air Act need to be carefully crafted to avoid weakening protection of public health. However, several provisions in H.R. 4775 take an approach that is counter to previous Governing Board policy:

Section 2(a): Designations

This section deals specifically with 70 ppb ozone standard U.S. EPA finalized on October 26, 2015. It provides that U.S. EPA shall promulgate final designations of attainment or nonattainment for this standard by October 26, 2025, and that states shall submit their SIPs for this standard by October 26, 2026.

Under existing CAA provisions, U.S. EPA must designate nonattainment areas no later than two years after promulgating a new or revised standard. Thus U.S. EPA would be required to designate areas by October 26, 2017. Under the CAA, SIPs for nonattainment areas are due three years after designation. This bill would make the SIP for the 2015 ozone standard due just one year after designation. The intent of this section is to allow states to delay planning for the new 70 ppb standard by eight years, and presumably also delay the attainment dates for an equivalent period.

In the past, the SCAQMD Governing Board has opposed changes in law which relax obligations to meet health-based standards. For example, SCAQMD sued to challenge U.S. EPA’s revocation of the 1-hour ozone standard effective 2005, which resulted in much confusion as well as the California Air Resources Board (CARB) withdrawing its mobile source measures and a resulting court order disapproving SCAQMD’s 2003 AQMP. Also, the longer planning is delayed to meet a standard, the more difficult it is to meet the standard in a timely and cost-effective manner, as earlier opportunities for controls or incentives may have been missed.

Section 3(a): Timeline for Review of NAAQS

This section changes the requirement for U.S. EPA to review the NAAQS from every five years as is currently set forth in Section 109(d) to every 10 years. (Of course, this section sets an outer limit—it does not prohibit U.S. EPA from reviewing the standards more often). In contrast, this section specifically prohibits U.S. EPA from reviewing the ozone standard or making any revisions to such criteria or standard before October 26, 2025.

This section would prohibit U.S. EPA from taking into account new scientific information regarding the adverse health effects of ozone for a decade. Past Governing Board policy has been that the NAAQS should be driven by the science.

Section 3(b): Consideration of Technological Feasibility

This section would provide that if U.S. EPA finds that a “range” of standards meet the statutory criteria, then U.S. EPA may consider, as a secondary consideration, likely technological feasibility in setting the national primary ambient air quality standard. Currently, the Clean Air Act requires the primary NAAQS to be based only on health based considerations. While the Supreme Court’s decision in *Whitman v. American Trucking Ass’ns*, 531 U.S. 457 (2001), dealt specifically with whether U.S. EPA could consider costs, the Court’s reliance on the language of the statute which focuses on health makes it clear that technology may not currently be considered in setting standards.

In the past, the Governing Board has taken the position that the NAAQS should be based on the science, and issues of feasibility should be considered in the implementation process.

Section 3(e): Contingency Measures

Section 3(e) would amend CAA Section 172(c)(9) regarding contingency measures to state that “Notwithstanding the preceding sentence and any other provisions of this Act, such measures shall not be required for any nonattainment area for ozone classified as an Extreme Area.” CAA Section 172(c)(9) generally requires a SIP to include “contingency measures” that would be automatically implemented if the region fails to make reasonable further progress or fails to attain by the statutory date. In the past, staff has commented that the general

requirement in CAA Section 172(c)(9) does not make sense for extreme ozone areas. This is because such areas must already implement all feasible measures to attain the standard, and in addition must rely on measures that rely on the development of new technologies (Section 182(e)(5) or “black box” measures).

As a result, there are no feasible measures “left out” of the attainment demonstration that can be used as contingency measures. U.S. EPA has agreed with SCAQMD and has held that for an Extreme nonattainment area, the ordinary CAA Section 172(c)(9) and Section 182(c) contingency measures can be satisfied by submitting only those specific measures set forth in Section 182(e)(5). These measures are not required to be in regulatory form when the SIP is submitted; instead there must be a commitment to submit such measures no later than three years before the reductions are needed.

This provision of H.R. 4775 goes beyond existing Governing Board policy by also eliminating contingency measures in “any other provision of this Act,” which would include CAA Section 182(e)(5) contingency measures. (See discussion of Section 3(f) below.)

Finally, this section is ambiguous because it applies only to Extreme nonattainment areas for ozone, yet read literally it would eliminate the obligation of such areas to adopt and implement contingency measures for other pollutants as well. This may make sense if the area is relying on the same measures to reach the ozone standard and some other standard (e.g., PM_{2.5}), but it is not clear in this bill.

Section 3(f): Plan Submissions and Requirements for Ozone Nonattainment Areas

This section modifies several sections in the CAA. First it seeks to modify CAA Sections 182(b)(1)(A) and 182(c)(2)(B) regarding reasonable further progress. These sections currently require moderate and above ozone nonattainment areas to include in their SIPs (1) provisions requiring a 15% reduction in VOCs from baseline emissions in the years 1990-1996, and (2) 3% per year reductions in VOCs thereafter until attainment. Both sections allow a nonattainment area to obtain less than the required reductions if the area implements all measures achieved in practice by areas of the next higher classification as well as “all measures which can feasibly be implemented in the area, in light of technological achievability.” This bill would add “and economic feasibility” after the reference to technological achievability.

This amendment is consistent with existing Governing Board policy. In fact, the SCAQMD is currently suing U.S. EPA to challenge one part of the most recent ozone implementation rule, which changed U.S. EPA's prior interpretation which allowed areas to incorporate emission reductions from upwind areas in their 15% and 3% plans, as long as they also included all upwind area emissions in the baseline inventory from which the reductions are calculated.

Second, Section 3(f) of this bill also provides that CAA Section 182(e)(5) cannot be used for reductions required before November 2000. This could be helpful to SCAQMD. U.S. EPA has already ruled that, as applied to the one-hour ozone standard, the section means what it says, and does not trigger a new 10-year period of inability to use the black box just because the state has missed the original 2010 attainment deadline. However, environmentalists are objecting to this interpretation in a lawsuit challenging U.S. EPA's approval of SCAQMD's 2012 1-hour ozone plan.

Section 3(h): Exceptional Events

This section makes two changes to the statute specifying certain events that cannot be considered "exceptional events."

Section 319 of the CAA allows U.S. EPA to exclude air quality data that is directly due to exceptional events from use in determining whether the area has violated the NAAQS. The CAA currently excludes "stagnation of air masses or meteorological inversions" from the definition of exceptional event. But H.R. 4775 would remove this exclusion, thereby allowing "ordinarily-occurring stagnation of air masses" to be considered exceptional events, and this would likely also enable "ordinarily occurring meteorological inversions" to be considered as well. In the South Coast, stagnant air masses and meteorological inversions are common events so this provision may have little effect on the South Coast Air Basin. However, the term "ordinarily occurring" is vague. This language could allow the South Coast Air Basin to continue to exceed existing or future health-protective NAAQS for many days out of the year, depending on how "ordinarily-occurring" is interpreted. Stagnation and inversions are a major contributor to NAAQS violations in the South Coast Air Basin. The Governing Board has not considered this question.

CAA Section 319 also excludes "a meteorological event involving high temperatures or lack of precipitation" from the definition of "exceptional event."

H.R. 4775 would strike this exclusion entirely, allowing such events to be considered exceptional events. There is no doubt that the recent severe drought has delayed the South Coast Air Basin’s attainment of applicable PM2.5 standards. However, this precise issue has not been presented to the Governing Board.

In addition, high temperatures and lack of precipitation are endemic in the South Coast Air Basin, Coachella Valley, other areas of California and elsewhere. Given potential climate change impacts, these circumstances may increase in the future. Therefore, allowing data obtained during such events to be excluded when determining attainment could mean the region never actually attains healthful air quality because many days in the summer and even other parts of the year may be excluded.

Section 3(i): Report on Emissions Emanating From Outside the United States

This section requires the Administrator to report, within 24 months of the enactment of this Act, on the extent to which foreign sources of emissions impact designations as nonattainment, on U.S. EPA’s procedures and timelines for acting on states’ requests for protection under Section 179B, and whether U.S. EPA recommends any statutory changes to deal with states’ requests relative to foreign-source pollution.

This section is consistent with existing Board policy, as the SCAQMD’s 2015 comment letter on EPA’s proposed revised ozone standard noted the need for information and guidance on how to address background and foreign-source pollution.

Support and Opposition: More than 200 business groups, including the Alliance of Automobile Manufacturers, American Coatings Association, American Farm Bureau Federation, American Forest & Paper Association, the Chemical Industry Council of California, National Association of Home Builders, National Association of Manufacturers, National Black Chamber of Commerce, National Council of Textile Organizations, National Federation of Independent Business, Truck and Engine Manufacturers Association, and the U.S. Chamber of Commerce, have written a letter expressing “significant concerns that the 2015 ozone standards overlap with existing state plans to implement the 2008 standards, leading to duplicative and wasteful implementation schedules, and unnecessary and severe economic impacts.”

The letter continues by saying that H.R. 4775 “better [aligns] the 2015 ozone standards with the 2008 standards and their associated emissions reductions...[and] will help prevent unnecessary nonattainment designations and cost burdens, without sacrificing environmental protection. The legislation’s permitting relief and other reforms are also an important step towards air standards that balance environmental protection and economic development.”

Other supporters of this bill include the American Chemistry Council, the National Association of Manufacturers, and the Industrial Energy Consumers of America. According to a letter of support from the American Chemistry Council, “[m]anufacturers who want to build or expand in the United States must be able to obtain regulatory permits in a timely, transparent and efficient manner. But too often, EPA fails to provide necessary guidance and rules—delays that can last for years and put investment and jobs at risk. Today’s flawed process also burdens states with duplicative and wasteful implementation timelines. This bill is an opportunity for Congress to help ensure thoughtful, reasonable implementation of ozone standards.”

In a written statement, the National Association of Manufacturers’ Vice President of Energy and Resources Policy, said that “H.R. 4775 would ensure continued air quality improvements across the country, while better aligning the rule’s requirements with the realities of the economy, technology and existing policies.”

Opponents of the bill include Center for Biological Diversity, Conservatives for Responsible Stewardship, Earthjustice, Environment America, Environmental Defense Fund, League of Conservation Voters, League of Women Voters, Natural Resources Defense Council, Physicians for Social Responsibility, and the Sierra Club. In a joint letter, these opponents expressed the view that provisions in this legislation “would radically weaken the Clean Air Act to double the time period in which the U.S. EPA is required to review national health standards for ozone, soot, lead and other dangerous pollutants. Current law requires that [U.S.] EPA review the science on ozone, soot, and four other common pollutants every five years, and update standards for these pollutants if the science indicates the standards should be updated.”

The opponents’ letter noted that “even with this 5-year statutory deadline, in practice [U.S.] EPA has reviewed health standards every 8 years or longer. What this means is that delaying the statutory deadline from 5 to 10 years would in effect delay [U.S.] EPA’s updates to standards for even longer than 10 years. As we learn more about air pollution, we understand it is more dangerous to human health, with especially harmful impacts on children and their developing lungs and hearts. Delaying review of the best medical

science does not make current air pollution levels safe— it just means more Americans will suffer unhealthy air pollution levels longer.”

The letter continues, saying that “The Clean Air Act since 1970, backed by a unanimous Supreme Court ruling authored by former Justice Antonin Scalia, makes clear that EPA must consider only medical and public health data to set clean air health standards that protect all Americans, including children, the elderly and asthma sufferers. H.R. 4775 would pollute a medical process with money (and, invariably, politics) and undermine the Act’s very foundation of clean air health standards, leaving millions of Americans exposed to dangerous air pollution even when medical science tells us that amount of air pollution is unsafe.”

Other opponents of this bill include a coalition of health organizations including the Allergy & Asthma Network, Alliance of Nurses for Healthy Environments, American Lung Association, American Public Health Association, American Thoracic Society, Asthma and Allergy Foundation of America, Children’s Environmental Health Network, Health Care Without Harm, March of Dime, Physicians for Social Responsibility, Public Health Institute, and Trust for America’s Health.

According to this coalition, the “Clean Air Act prioritizes reducing air pollution to protect the public’s health, but H.R. 4775 opens a new opportunity for communities to avoid cleaning up, irrespective of the health impacts.”

Specifically, this coalition has criticized the change in the definition of an exceptional event. “Under the Clean Air Act,” according to a letter from the coalition, “communities can demonstrate to [U.S.] EPA that an exceptional event – such as a wildfire – should not “count” in determining whether their air quality meets the national standards. This bill would recklessly expand the definition of exceptional events to include high pollution days when the air is simply stagnant – the precise air pollution episodes the Clean Air Act was designed to combat – and declare those bad air days as “exceptional.”

Conclusion: H.R. 4775 is significant because it attempts to “open up” the CAA and make changes for the first time since Congress passed the last major modification to the CAA in 1990. In Congress, opposition to opening up the CAA to any amendments (narrowly targeted or not) is currently so strong among Democrats – particularly in the Senate – that it is considered next to impossible to get any amendments to the CAA passed in the current Congress.

H.R. 4775 appears headed for likely passage in the House. A markup of this bill is expected to be set for some time in the next several weeks. But even if it passes a vote in

the House, it is expected to die in the Senate, where a likely filibuster by Democrats would be the ultimate backstop against it.

Despite this, the bill does not address the primary problem facing states that will have difficulty in meeting the 2015 ozone standard (let alone existing standards). That problem is that the federal government has provided insufficient assistance to states and regions to reduce pollution from sources under federal authority, whether through regulation or incentives. H.R. 4775, for the most part, seeks to delay implementation of the 2015 standard, which would likely not be necessary if the federal government took action to address emissions from the sources under its authority.

Recommended Position: WATCH



114TH CONGRESS
2D SESSION

H. R. 4775

To facilitate efficient State implementation of ground-level ozone standards,
and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MARCH 17, 2016

Mr. OLSON (for himself, Mr. FLORES, Mr. SCALISE, Mr. LATTA, Mr. MCCARTHY, and Mr. CUELLAR) introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To facilitate efficient State implementation of ground-level
ozone standards, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Ozone Standards Im-
5 plementation Act of 2016”.

6 **SEC. 2. FACILITATING STATE IMPLEMENTATION OF EXIST-**
7 **ING OZONE STANDARDS.**

8 (a) DESIGNATIONS.—

9 (1) DESIGNATION SUBMISSION.—Not later than
10 October 26, 2024, notwithstanding the deadline

1 specified in paragraph (1)(A) of section 107(d) of
2 the Clean Air Act (42 U.S.C. 7407(d)), the Gov-
3 ernor of each State shall designate in accordance
4 with such section 107(d) all areas (or portions there-
5 of) of the Governor's State as attainment, nonattain-
6 ment, or unclassifiable with respect to the 2015
7 ozone standards.

8 (2) DESIGNATION PROMULGATION.—Not later
9 than October 26, 2025, notwithstanding the deadline
10 specified in paragraph (1)(B) of section 107(d) of
11 the Clean Air Act (42 U.S.C. 7407(d)), the Adminis-
12 trator shall promulgate final designations under
13 such section 107(d) for all areas in all States with
14 respect to the 2015 ozone standards, including any
15 modifications to the designations submitted under
16 paragraph (1).

17 (3) STATE IMPLEMENTATION PLANS.—Not
18 later than October 26, 2026, notwithstanding the
19 deadline specified in section 110(a)(1) of the Clean
20 Air Act (42 U.S.C. 7410(a)(1)), each State shall
21 submit the plan required by such section 110(a)(1)
22 for the 2015 ozone standards.

23 (b) CERTAIN PRECONSTRUCTION PERMITS.—

1 (1) IN GENERAL.—The 2015 ozone standards
2 shall not apply to the review and disposition of a
3 preconstruction permit application if—

4 (A) the Administrator or the State, local,
5 or tribal permitting authority, as applicable, de-
6 termines the application to be complete on or
7 before the date of promulgation of the final des-
8 ignation of the area involved under subsection
9 (a)(2); or

10 (B) the Administrator or the State, local,
11 or tribal permitting authority, as applicable,
12 publishes a public notice of a preliminary deter-
13 mination or draft permit for the application be-
14 fore the date that is 60 days after the date of
15 promulgation of the final designation of the
16 area involved under subsection (a)(2).

17 (2) RULES OF CONSTRUCTION.—Nothing in
18 this section shall be construed to—

19 (A) eliminate the obligation of a
20 preconstruction permit applicant to install best
21 available control technology and lowest achiev-
22 able emission rate technology, as applicable; or

23 (B) limit the authority of a State, local, or
24 tribal permitting authority to impose more
25 stringent emissions requirements pursuant to

1 State, local, or tribal law than national ambient
2 air quality standards.

3 **SEC. 3. FACILITATING STATE IMPLEMENTATION OF NA-**
4 **TIONAL AMBIENT AIR QUALITY STANDARDS.**

5 (a) **TIMELINE FOR REVIEW OF NATIONAL AMBIENT**
6 **AIR QUALITY STANDARDS.—**

7 (1) **10-YEAR CYCLE FOR ALL CRITERIA AIR**
8 **POLLUTANTS.—**Paragraphs (1) and (2)(B) of sec-
9 tion 109(d) of the Clean Air Act (42 U.S.C.
10 7409(d)) are amended by striking “five-year inter-
11 vals” each place it appears and inserting “10-year
12 intervals”.

13 (2) **CYCLE FOR NEXT REVIEW OF OZONE CRI-**
14 **TERIA AND STANDARDS.—**Notwithstanding section
15 109(d) of the Clean Air Act (42 U.S.C. 7409(d)),
16 the Administrator shall not—

17 (A) complete, before October 26, 2025, any
18 review of the criteria for ozone published under
19 section 108 of such Act (42 U.S.C. 7408) or
20 the national ambient air quality standard for
21 ozone promulgated under section 109 of such
22 Act (42 U.S.C. 7409); or

23 (B) propose, before such date, any revi-
24 sions to such criteria or standard.

1 (b) CONSIDERATION OF TECHNOLOGICAL FEASI-
2 BILITY.—Section 109(b)(1) of the Clean Air Act (42
3 U.S.C. 7409(b)(1)) is amended by inserting after the first
4 sentence the following: “If the Administrator, in consulta-
5 tion with the independent scientific review committee ap-
6 pointed under subsection (d), finds that a range of levels
7 of air quality for an air pollutant are requisite to protect
8 public health with an adequate margin of safety, as de-
9 scribed in the preceding sentence, the Administrator may
10 consider, as a secondary consideration, likely technological
11 feasibility in establishing and revising the national pri-
12 mary ambient air quality standard for such pollutant.”.

13 (c) CONSIDERATION OF ADVERSE PUBLIC HEALTH,
14 WELFARE, SOCIAL, ECONOMIC, OR ENERGY EFFECTS.—
15 Section 109(d)(2) of the Clean Air Act (42 U.S.C.
16 7409(d)(2)) is amended by adding at the end the fol-
17 lowing:

18 “(D) Prior to establishing or revising a national am-
19 bient air quality standard, the Administrator shall re-
20 quest, and such committee shall provide, advice under sub-
21 paragraph (C)(iv) regarding any adverse public health,
22 welfare, social, economic, or energy effects which may re-
23 sult from various strategies for attainment and mainte-
24 nance of such national ambient air quality standard.”.

1 (d) TIMELY ISSUANCE OF IMPLEMENTING REGULA-
2 TIONS AND GUIDANCE.—Section 109 of the Clean Air Act
3 (42 U.S.C. 7409) is amended by adding at the end the
4 following:

5 “(e) TIMELY ISSUANCE OF IMPLEMENTING REGULA-
6 TIONS AND GUIDANCE.—

7 “(1) IN GENERAL.—In publishing any final rule
8 establishing or revising a national ambient air qual-
9 ity standard, the Administrator shall, as the Admin-
10 istrator determines necessary to assist States, per-
11 mitting authorities, and permit applicants, concu-
12 rrently publish regulations and guidance for imple-
13 menting the standard, including information relating
14 to submission and consideration of a preconstruction
15 permit application under the new or revised stand-
16 ard.

17 “(2) APPLICABILITY OF STANDARD TO
18 PRECONSTRUCTION PERMITTING.—If the Adminis-
19 trator fails to publish final regulations and guidance
20 that include information relating to submission and
21 consideration of a preconstruction permit application
22 under a new or revised national ambient air quality
23 standard concurrently with such standard, then such
24 standard shall not apply to the review and disposi-
25 tion of a preconstruction permit application until the

1 Administrator has published such final regulations
2 and guidance.

3 “(3) RULES OF CONSTRUCTION.—

4 “(A) Nothing in this subsection shall be
5 construed to preclude the Administrator from
6 issuing regulations and guidance to assist
7 States, permitting authorities, and permit appli-
8 cants in implementing a national ambient air
9 quality standard subsequent to publishing regu-
10 lations and guidance for such standard under
11 paragraph (1).

12 “(B) Nothing in this subsection shall be
13 construed to eliminate the obligation of a
14 preconstruction permit applicant to install best
15 available control technology and lowest achiev-
16 able emission rate technology, as applicable.

17 “(C) Nothing in this subsection shall be
18 construed to limit the authority of a State,
19 local, or tribal permitting authority to impose
20 more stringent emissions requirements pursu-
21 ant to State, local, or tribal law than national
22 ambient air quality standards.

23 “(4) DEFINITIONS.—In this subsection:

1 “(A) The term ‘best available control tech-
2 nology’ has the meaning given to that term in
3 section 169(3).

4 “(B) The term ‘lowest achievable emission
5 rate’ has the meaning given to that term in sec-
6 tion 171(3).

7 “(C) The term ‘preconstruction permit’—
8 “(i) means a permit that is required
9 under part C or D for the construction or
10 modification of a major emitting facility or
11 major stationary source; and
12 “(ii) includes any such permit issued
13 by the Environmental Protection Agency
14 or a State, local, or tribal permitting au-
15 thority.”.

16 (e) CONTINGENCY MEASURES FOR EXTREME OZONE
17 NONATTAINMENT AREAS.—Section 172(c)(9) of the Clean
18 Air Act (42 U.S.C. 7502(c)(9)) is amended by adding at
19 the end the following: “Notwithstanding the preceding
20 sentences and any other provision of this Act, such meas-
21 ures shall not be required for any nonattainment area for
22 ozone classified as an Extreme Area.”.

23 (f) PLAN SUBMISSIONS AND REQUIREMENTS FOR
24 OZONE NONATTAINMENT AREAS.—Section 182 of the
25 Clean Air Act (42 U.S.C. 7511a) is amended—

1 (1) in subsection (b)(1)(A)(ii)(III), by inserting
2 “and economic feasibility” after “technological
3 achievability”;

4 (2) in subsection (e)(2)(B)(ii), by inserting
5 “and economic feasibility” after “technological
6 achievability”; and

7 (3) in paragraph (5) of subsection (c), by strik-
8 ing “, if the State demonstrates to the satisfaction
9 of the Administrator that—” and all that follows
10 through the end of the paragraph and inserting a
11 period.

12 (g) PLAN REVISIONS FOR MILESTONES FOR PARTIC-
13 ULATE MATTER NONATTAINMENT AREAS.—Section
14 189(e)(1) of the Clean Air Act (42 U.S.C. 7513a(e)(1))
15 is amended by inserting “, which take into account techno-
16 logical achievability and economic feasibility,” before “and
17 which demonstrate reasonable further progress”.

18 (h) EXCEPTIONAL EVENTS.—Section 319(b)(1)(B)
19 of the Clean Air Act (42 U.S.C. 7619(b)(1)(B)) is amend-
20 ed—

21 (1) in clause (i)—

22 (A) by striking “(i) stagnation of air
23 masses or” and inserting “(i)(I) ordinarily oc-
24 ccurring stagnation of air masses or (II)”;

25 (B) by inserting “or” after the semicolon;

1 (2) by striking clause (ii); and

2 (3) by redesignating clause (iii) as clause (ii).

3 (i) REPORT ON EMISSIONS EMANATING FROM OUT-
4 SIDE THE UNITED STATES.—Not later than 24 months
5 after the date of enactment of this Act, the Administrator,
6 in consultation with States, shall submit to the Congress
7 a report on—

8 (1) the extent to which foreign sources of air
9 pollution, including emissions from sources located
10 outside North America, impact—

11 (A) designations of areas (or portions
12 thereof) as nonattainment, attainment, or
13 unclassifiable under section 107(d) of the Clean
14 Air Act (42 U.S.C. 7407(d)); and

15 (B) attainment and maintenance of na-
16 tional ambient air quality standards;

17 (2) the Environmental Protection Agency's pro-
18 cedures and timelines for disposing of petitions sub-
19 mitted pursuant to section 179B(b) of the Clean Air
20 Act (42 U.S.C. 7509a(b));

21 (3) the total number of petitions received by the
22 Agency pursuant to such section 179B(b), and for
23 each such petition the date initially submitted and
24 the date of final disposition by the Agency; and

1 (4) whether the Administrator recommends any
2 statutory changes to facilitate the more efficient re-
3 view and disposition of petitions submitted pursuant
4 to such section 179B(b).

5 **SEC. 4. DEFINITIONS.**

6 In this Act:

7 (1) ADMINISTRATOR.—The term “Adminis-
8 trator” means the Administrator of the Environ-
9 mental Protection Agency.

10 (2) BEST AVAILABLE CONTROL TECH-
11 NOLOGY.—The term “best available control tech-
12 nology” has the meaning given to that term in sec-
13 tion 169(3) of the Clean Air Act (42 U.S.C.
14 7479(3)).

15 (3) LOWEST ACHIEVABLE EMISSION RATE.—
16 The term “lowest achievable emission rate” has the
17 meaning given to that term in section 171(3) of the
18 Clean Air Act (42 U.S.C. 7501(3)).

19 (4) NATIONAL AMBIENT AIR QUALITY STAND-
20 ARD.—The term “national ambient air quality
21 standard” means a national ambient air quality
22 standard promulgated under section 109 of the
23 Clean Air Act (42 U.S.C. 7409).

24 (5) PRECONSTRUCTION PERMIT.—The term
25 “preconstruction permit”—

1 (A) means a permit that is required under
2 part C or D of title I of the Clean Air Act (42
3 U.S.C. 7470 et seq.) for the construction or
4 modification of a major emitting facility or
5 major stationary source; and

6 (B) includes any such permit issued by the
7 Environmental Protection Agency or a State,
8 local, or tribal permitting authority.

9 (6) 2015 OZONE STANDARDS.—The term “2015
10 ozone standards” means the national ambient air
11 quality standards for ozone published in the Federal
12 Register on October 26, 2015 (80 Fed. Reg. 65292).

○

Attachment 5

BACKGROUND: The Home Rule Advisory Group (HRAG) usually meets on the third Wednesday of each month and is Chaired by Governing Board Member Dr. Joseph Lyou. As required by Governing Board Resolution, the HRAG shall give a monthly summary to the Stationary Source & Legislative Committees. Following is a summary of the May 18, 2016 meeting.

REPORT CONTENT

TOPIC	DESCRIPTION
Legislative Update	<p>AB 1657 (O'Donnell) Air Pollution: Public Ports and Intermodal Terminals - would establish the Zero- and Near-Zero Emission Intermodal Terminals Program, administered by CARB, to fund equipment upgrades and investments at intermodal terminals to help transition the state's freight system to a zero- and near-zero emission operation. The Legislative Committee continued this bill to the June Legislative Committee agenda.</p> <p>AB 1691 (Gipson, Garcia) Vehicular Air Pollution: Vehicle Retirement - would place additional provisions into the Enhanced Fleet Modernization Program (EFMP). The bill requires CARB to update the EFMP guidelines by June 30, 2017 and would remain operative until July 1, 2022. The Legislative Committee adopted a position of SUPPORT WITH AMENDMENTS regarding this bill.</p> <p>AB 1965 (Cooper) Vehicle Retirement and Replacement – would require CARB, in consultation with the California Bureau of Automotive Repair, to set specific, measurable goals for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters. The Legislative Committee adopted a position of SUPPORT WITH AMENDMENTS regarding this bill.</p> <p>AB 2293 (Garcia) California Green Business Program and Green Assistance Program - would create the Green Assistance Program to provide technical assistance to small businesses and non-profits to access programs funded by the Greenhouse Gas Reduction Fund (GGRF). This bill would also establish the California Green Business Program to provide assistance to green business certification programs by local governments. The Legislative Committee adopted a position of SUPPORT regarding this bill.</p> <p>AB 2415 (Garcia) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program – would revise the Clean Truck Program to require enhanced funding to support the commercial deployment of existing heavy-duty truck technologies that meet low NOx emission standards. The Legislative Committee adopted a position of SUPPORT WITH AMENDMENTS regarding this bill.</p> <p>SB 1043 (Allen) Biogas and Biomethane – would require CARB to consider adopting policies to significantly increase the sustainable production and use of biogas in California. The Legislative Committee adopted a position of SUPPORT regarding this bill.</p> <p>SB 1387 (De León) Nonvehicular Air Pollution: Market-based Incentive Programs: South Coast Air Quality Management District Board – would expand the SCAQMD Governing Board by three additional members intended to represent</p>

environmental justice communities; and would alter requirements for revisions to the SCAQMD's RECLAIM program and grants CARB greater oversight authority. The Legislative Committee adopted a position of **WATCH AND EXPRESS CONCERNS AND/OR SEEK AMENDMENTS TO OVERSIGHT PORTION OF BILL** regarding this bill.

Discussion

AB 2293

Bill LaMarr inquired about the definition of a small business. AB 2293 refers to funding for small businesses. The AQMD has three different definitions of a small business, depending on what rule or service is asked for. Philip Crabbe replied that these bills are changing state law. No definitions are provided in this bill, but at some point there is going to have to be a determination made of who would be helped by these funds if this bill passes. Bill LaMarr suggested that maybe AQMD legislative affairs staff could get clarification from the bill author, because it could become a big issue in the future. Philip Crabbe indicated that he would do this.

Dr. Lyou asked how many ways state government defines a small business. Bill LaMarr indicated that different agencies have different definitions. Dr. Philip Fine indicated that staff is looking into this because of possible fee implications.

AB 1387

Bill LaMarr inquired about AB 1387. At the Legislative Committee meeting, SCAQMD staff had suggested a watch position, but by the end of discussion he was unsure about SCAQMD's position. Philip Crabbe clarified that SCAQMD's position is a watch for the entire bill. For the oversight portion, SCAQMD's concerns will be expressed and lead to potentially seeking amendments. Dr. Lyou inquired if there was much conversation on CARB's existing authority. Philip Crabbe replied there was discussion about how much oversight CARB currently has. Dr. Lyou commented in the Health & Safety Code, is very explicit and he does not think it could be interpreted many ways. Dr. Philip Fine indicated that Barbara Baird discussed this at the meeting in detail, and there is a slight disagreement between our legal staff and CARB's interpretation of what the provisions say. William Wong indicated that clarification would need to be made regarding the findings that are listed in the Health & Safety Code each time RECLAIM rules are amended. Dr. Philip Fine indicated that there was also a Board consultation process in existing law and it was unclear how this bill affects that. Dr. Lyou commented there are sections of the Health & Safety Code that indicate that CARB has the authority to write rules and the District has to implement them. Bill Wong indicated that CARB has exercised this authority once or twice before.

Litigation Update

William Wong commented that one case was added to the litigation status report, it is the public records act challenge in court regarding the Aliso Canyon incident. We have produced documents on a rolling basis and have already provided over 3,200 documents. This is an ongoing and intensive effort. Other cases are still on-going.

Discussion

Curtis Coleman noted in the report oral arguments were held on a couple of cases last week, specifically the Medical Advocates case. William Wong replied there is no

	<p>sense from the oral argument whether it is a winner or not, but feels optimistic.</p> <p>Art Montez inquired if there were any environmental justice community legal cases. William Wong replied that we do have a number of lawsuits filed against EPA by the environmental community. Dr. Lyou noted that case #2 includes Communities for a Better Environment, this is an environmental justice organization. The case with Moreno Valley involves environmental justice organizations, and possibly case #7 too. Dr. Lyou indicated many of the cases are by groups who used to participate in workshops and working groups, but are now spending their time in lawsuits.</p>
<p>EPA and Federal Activities</p>	<p>There was no report.</p>
<p>CARB Regulatory Activities</p>	<p>Chris Gallenstein reported their Board Hearing will be on May 19, 2016 and there is one regulatory item going to the Board.</p> <ul style="list-style-type: none"> • Proposed Short-Lived Climate Pollutant (SLCP) Reduction Strategy (first of two planned hearings) <p>On May 16, 2016, CARB released their Strategies for Reducing Mobile Source Emissions. By 2030, the strategy outlines the intent to decrease smog forming emissions (8%), greenhouse gases (45%), petroleum usage (50%) and diesel PM (45%). There are a number of ways that these emission reductions can be achieved and they are outlined in the document. A link can be provided if there are questions, or CARB staff can be available to address questions at next month's meeting. Dr. Lyou indicated this subject is on the Mobile Source Committee agenda for Friday (May 20, 2016).</p> <p><u>Discussion</u></p> <p>David Rothbart inquired about the enforceability of the different control measures that CARB has committed to bring to their Board. Is this the thought process of CARB to make sure this is carried through? Chris Gallenstein replied this was how he understands it. The measures for reduction will come to the Board as distinct measures. Dr. Lyou commented there are many regulatory items and measures to convince EPA to act, as well as commitments from international, maritime, agencies and organizations. It is not only about what CARB will do. Included are regulatory measures and date ranges for adoption of amendments or new regulations for mobile source reductions. Portions could be quantified and put into an Air Quality Management Plan. Dr. Philip Fine clarified that it will not be part of a State Implementation Plan (SIP), until it goes to the CARB Board as a SIP, and is submitted to EPA as a SIP. CARB's strategy is a statewide policy document. The companion document is the State's SIP strategy, which is then incorporated into the San Joaquin and SCAQMD SIPs. Once it is submitted and approved by USEPA, it becomes federally enforceable. At the last AQMP Advisory Group meeting, guidance was received from EPA on how to get credit for voluntary incentive measures in a SIP. There are a whole series of elements and commitments that need to be made. The approvability will be part of the SIP approval process at the EPA level.</p> <p>Chris Gallenstein added that in CARB's document, there are implementation milestones, timelines and schedules. Funding and incentives are identified, as well as</p>

	<p>regulatory strategies.</p> <p>Bill LaMarr remarked that the AQMP goes to the SCAQMD Board in December, and CARB’s action on the SIP is going to be in 2017. Dr. Philip Fine indicated that in the past we have implemented a parallel approval process. There may be additional issues or amendments that can be addressed afterwards, but once CARB submits it, they are indicating approval of the California SIP submission.</p> <p>Dr. Lyou opened it up to the HRAG members and inquired if they wanted more details at next month’s HRAG meeting. Dr. Philip Fine commented there is a CARB presentation at Friday’s Mobile Source Committee meeting, and at next month’s AQMP Advisory meeting. Dr. Lyou encouraged members to come to Friday’s presentation.</p>
<p>Consensus Building</p>	<p>There was no report.</p>
<p>Subcommittee Status Reports</p>	<p>A. Freight Sustainability (Noel Muyco) On May 3, 2016 State agency leaders released the Draft California Sustainable Freight Action Plan. The plan is out for public comments, which are due by July 6, 2016. In response to Governor Brown’s Executive Order B-32-15, this plan calls for a single integrated action plan for California. The agencies involved are California State Transportation Agency, Cal EPA, Natural Resources Agency, CARB, California Department of Transportation, California Energy Commission and Governor’s Office of Business and Economic Development with stakeholder input. State agencies have been directed to pursue a shared vision to improve freight efficiency, transition to zero-emission technologies and increase the competitiveness of California’s freight system. The plan outlines a foundation for modernizing California’s multi-billion dollar freight transportation system.</p> <p>Dr. Lyou reminded members that today South Coast Air Quality Management District is co-hosting a Medium and Heavy Duty Freight Issues Symposium.</p> <p>B. Small Business Considerations (Bill LaMarr) There was no report.</p> <p>C. Environmental Justice (Curt Coleman) There was no report.</p> <p>Dr. Lyou reminded members of the quarterly Environmental Justice Advisory Group meetings, and commented that at the last Board meeting there was discussion about expanding the Clean Communities Plan to include Eastern Coachella and yet to be determined portions of Orange County.</p> <p>D. New Source Review (Bill Quinn) There was no report.</p> <p>E. Climate Change (David Rothbart) The Climate Pollution Reduction Strategy will be heard in Sacramento on May 19, 2016. Implementation of this strategy could cost billions of dollars. There is a strategy</p>

for handling waste by taking the organics out of the landfills and dairy applications. Funding will be a key factor for implementation.

Discussion

Bill LaMarr indicated that he had an AQMP question. He commented that under the socio economic analysis, control measures are listed with many TBDs and some involve incentives. Will this money be identified and committed? Dr. Philip Fine replied that staff is working on this, and there is already a certain amount of money that has been committed towards getting SIP credit for incentive measures, such as Carl Moyer authorization through 2025 and possible cap-and-trade funding from CARB. An enforceable commitment could help direct some of the money. In the plan, we will outline the costs and identify existing and potential funding sources.

Art Montez inquired if the cap-and-trade revenue is collected locally or statewide, and whether this money is intended for communities that get impacted by power plants and environmental justice communities. We end up with facilities that no one else wants in our communities, should there be equal distribution? The burden should not only be with SCAQMD, but also with the cities who are collecting the sewer and trash fees. What about the active brokers between Los Angeles and Orange, for landfills? In Riverside and San Bernardino, portions of landfills are being sold. Industries profit from this and can some of these fees be equally distributed? Should that not be equity here? Dr. Philip Fine replied that the cap-and-trade program is statewide and the funding is to go towards climate mitigation projects. There needs to be a nexus on what the money is spent on and the actual reduction of GHG emissions. Legislation has allocated money into many areas. According to state law, a certain percentage has to benefit environmental justice or disadvantaged communities. In terms of projects that are going to increase emissions, this is where our local jurisdiction applies. The District has rules and regulations. All new facilities must use BACT, and go through our permitting process. Health risks to neighboring communities are evaluated, and we ensure impacts are minimized. We do not have control on how the State decides to spend this money. Some funds will become available to the District, but with very specific instructions on how it can be spent. Some money must be spent in environmental justice communities.

Art Montez indicated his concern is about the health impacts, not for financial interest. He expressed that it seems like the law is intended for health. Dr. Lyou remarked that the AB 32 climate law is for greenhouse gases emission reductions. However, two laws were passed to assure disadvantaged communities benefit from expenditures. Certainly it was envisioned there would be public health and job co-benefits associated with spending this money in these communities. Dr. Philip Fine commented there is another effort with the adaptive management process in AB 32, which will take a periodic look at decision impacts under the cap-and-trade program to assess and avoid any undue burden on disadvantaged communities.

Art Montez asked if there were maps available to see where these facilities are located and are they correlated with the socio economic data. Dr. Philip Fine replied that we have these maps on our website of every permitted facility in the basin. To get an overlay, we would need to combine the environmental justice database with the

	<p>permitted facility database. In terms of funding, these are CARB decisions and not the AQMD's. CARB knows where all the facilities are located with CalEnviroScreen and the cap-and-trade facilities. CARB presentations have been made to AQMD and we may be able to locate CARB's adaptive management process information and mapping tools.</p> <p>David Rothbart inquired about Section 185 penalties. If we start putting all of these programs in the SIP, what are the consequences down the road for stationary sources? Dr. Philip Fine commented that we have built up a balance in the Section 185 account. The real answer is get to attainment of the standards that triggered the fees. Right now the main trigger is the one-hour standard. Our AQMP is showing that we will be very close in meeting that standard in 2022, without too many additional measures.</p>
Report from and to the Stationary Source Committee	<p>The following items were discussed at the Stationary Source Committee meeting on April 15, 2016:</p> <ul style="list-style-type: none"> • Rule 1110.2 Amendment • 2016 AQMP Draft Stationary Control Measures • Update on ExxonMobil Restart <p>On the agenda for this Friday, May 20, 2016, is the following presentation.</p> <ul style="list-style-type: none"> • Southern California Gas Underground Natural Gas Storage Facilities <p><u>Discussion</u> Noel Muyco inquired if the AQMP release is still on schedule. Dr. Phil Fine replied that staff is working hard and anticipates a release in mid-June 2016.</p>
Other Business/Public Comments	There were no comments.
Next meeting	The next meeting of the Home Rule Advisory Group is scheduled for June 8, 2016 at 10:00 a.m. and will be held at SCAQMD in Conference Room CC-8.
2016 Meeting Schedule	<p>The following meetings are scheduled to begin at 10:00 a.m. and will be held at SCAQMD in Conference Room CC-8:</p> <p>January 20 February 17 March 23 April 20 May 18 June 8 July 20 August-Dark September 21 October 19 November 16 December 14</p>

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 24

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met on Friday, June 17, 2016. Following is a summary of that meeting. The next Mobile Source Committee meeting is scheduled for Friday, July 22, 2016 at 9:00 a.m.

RECOMMENDED ACTION:
Receive and file.

Dr. Clark E. Parker, Sr., Chair
Mobile Source Committee

PMF:afm

Attendance

Committee Chair Dr. Clark E. Parker, Sr. attended via videoconference. Committee Members Dr. Joseph Lyou and Judith Mitchell attended at SCAQMD headquarters. Mayor Larry McCallon and Supervisor Shawn Nelson were absent. Dr. Parker called the meeting to order at 9:08 a.m.

ACTION ITEM:

1) Execute Contracts to Conduct 2016 Lawn Mower Exchange Program and Transfer and Appropriate Funds

Mr. Vasken Yardemian, Sr. Staff Specialist, proposed to execute five contracts to implement the 2016 Electric Lawn Mower Exchange Program: three contracts with Black+Decker Inc., The Greenstation, and Chevron North America, Inc. for production and supply of 3,000 battery electric lawn mowers in an amount not to exceed \$435,000 to be awarded among the three vendors; one contract with Dick's Auto Wreckers for the licensed scrapper/recycler element in an amount not to exceed \$36,700; and one contract with Parking Concepts, Inc. for the support service provider element in an amount not to exceed \$20,000. A total of \$491,700 in

contracts will come from the Rule 2202 Air Quality Investment Fund (27). Dr. Parker asked if there was anything different from last year's program and why seven models were offered this year. Mr. Yardemian answered that this year staff is proposing to offer a choice of 7 mower models from three vendors. Dr. Matt Miyasato, Deputy Executive Officer of Science and Technology Advancement added that staff is proposing a wide variety of lawn mowers this year for consumers to choose from, with the option to choose from various lawnmower capabilities, battery capacities and price points.

Moved by Mitchell; seconded by Lyou; unanimously approved.

Ayes: Lyou, Mitchell, Parker

Noes: None

Absent: McCallon, Nelson

INFORMATIONAL ITEM:

2) Update on AQMP Development

Dr. Philip Fine, Deputy Executive Officer in Planning, Rule Development and Area Sources, provided a status update of the 2016 Air Quality Management Plan (AQMP or Plan) development. Changes have been made to various control measures based on comments received. The Draft Plan is anticipated to be released to the public by the end of the month and the public workshops are being scheduled in July.

Dr. Fine stated that a version of this update may also be presented to the Governing Board in July. He showed a chart of the projected Basin baseline NO_x emissions in the future years out to the 2008 8-hour ozone attainment year of 2031. While the baseline emissions decrease over time, a 45 percent reduction in NO_x is needed by 2023 to meet the 1997 8-hour ozone standard. The chart shows that in doing so, the 1-hour ozone would also be met. To meet the 2008 8-hour ozone standard, 55 percent reduction is needed from the 2031 baseline emissions.

The emission reduction strategy is composed of different types of measures and programs. Dr. Fine presented a series of graphs of the baseline NO_x emissions for each ozone attainment year – 2022, 2023, and 2031. The 1-hour ozone standard can be met without relying on CAA section (f)182(e)(5) approval (“black box”), while both the 8-hour ozone standards would need to rely on some incentive-based future deployment of cleaner technologies to meet the standards.

Dr. Fine highlighted the 24-hour PM_{2.5} standard is expected to be met by the attainment year with the decreasing baseline emissions and no reductions beyond

already adopted measures. The annual PM2.5 standard was modeled for different scenarios. Applying the proposed PM2.5 strategy would not be enough to meet the standard for the “Moderate” nonattainment area deadline of 2021. However, applying the proposed NOx strategy in the future implementation years assists in meeting the annual PM2.5 standard by the “Serious” nonattainment area deadline of 2025. The draft Plan will include a request to reclassify the annual PM2.5 nonattainment area to “Serious” but staff is open to suggestions on measures to achieve the standard sooner.

Two primary areas of comments have been received on the preliminary draft control measures. Questions on the incentive measures include the ability to receive credit for such reductions in the State Implementation Plan (SIP), whether to consider a more regulatory approach, and what sources of funding would be available. Measures with “to be determined” (TBD) emission inventory, emission reductions, and/or costs have been questioned as to their value if not included as part of the attainment demonstration. Dr. Fine noted that the 2016 AQMP is designed to be a comprehensive plan with all feasible measures and some “TBD” measures still need some technical assessment to determine the benefits. In addition, “TBD” measures could be used as contingency in case there is a shortfall in needed emission reductions.

Changes were made to the control measures in response to comments received, such as clarifying anticipated affected source categories, providing various pathways to achieve reductions, updating emission inventories and estimated reductions, and including elements suggested by the U.S. EPA to assist in approvability of the incentive measures into the SIP.

Dr. Parker was concerned when it was mentioned that staff “thinks it can” achieve the reductions needed for attainment. Dr. Fine clarified the scientific modeling shows attainment can be met with the strategy, but the strategy also relies on incentive measures, reductions from federal sources, and further deployment of cleaner technologies that is heavily dependent on funding. Thus, there is a level of uncertainty that the measures will be approvable in the SIP and that funding will be available. However, staff is optimistic and hopeful the measures will be SIP creditable and appropriate funding will be secured.

Councilmember Mitchell asked if the NOx emission reductions assist in reducing PM2.5 emissions to meet 24-hour PM2.5 standard. Dr. Fine affirmed that and noted the 24-hour PM2.5 standard will actually be met by the decreasing baseline emissions based on existing adopted regulations including the recent RECLAIM amendments. By the attainment year, 2019, the 24-hour PM2.5 concentration will be well below the standard, providing an opportunity to satisfy contingency measure requirements.

Dr. Lyou inquired about past Plan proposals that included a commercial cooking measure similar to BCM-01 but were not adopted, and questioned why staff believes the measure can be fulfilled in this current Plan. Dr. Fine reminded the committee that a specific reduction commitment was not made in the last Plan and that the research testing and evaluating cost effective controls for under-fired charbroilers is near completion. The new technology is promising and affordable. Incentives could also be coupled with the measure to assist smaller businesses to upgrade to systems that better control PM emissions. Dr. Parker asked how this measure is different than the existing restaurant rule. Dr. Fine noted the restaurant rule focuses on “chain-driven” charbroilers and the proposed measure is seeking reductions from “under-fired” charbroilers, and that this category has been more challenging to identify affordable controls.

In response to Councilmember Mitchell’s query, the Committee was informed that mobile sources are included in the NOx strategy that would be implemented by 2023 and assist in meeting the annual PM2.5 standards two years before the “Serious” nonattainment area deadline of 2025.

Dr. Parker was interested in a U.S. EPA study regarding a change in the PM metric from 2.5 microns or less to ultrafine (less than 0.1 pm). Dr. Fine noted that U.S. EPA is currently reviewing PM2.5 air quality criteria and standards to ensure they are health protective. The change in metric to “ultrafine” PM is also part of that review process but it will be at least 3-4 years before those decisions are finalized.

Councilmember Mitchell wanted examples of the “TBD” measures. Henry Hogo, Assistant Deputy Executive Officer in Science & Technology Advancement, highlighted the facility-based mobile source measures which involve meeting with affected sources and receiving public input. At that point, decisions will be made as to methods to reduce emissions and resulting emission reductions. More specifically, local governments, building and the realty industry are interested in the measure affecting new development and re-development projects. It was noted that San Joaquin Valley Air Pollution Control District has a similar adopted measure that seeks emission reductions from new construction of a variety of land uses. San Joaquin’s rule requires affected facilities to reduce emissions from new or modified development projects. If mitigation is unavailable or infeasible, the responsible party can opt to pay a fee that would be used to reduce emissions from other sources. The South Coast Air Basin’s demographics are different from San Joaquin’s; as such, San Joaquin’s approach may not be the most effective approach in the South Coast Air Basin. Staff will work with affected stakeholders to identify actions that could be taken in the South Coast Air Basin to mitigate and potentially further reduce emissions associated with new and redevelopment projects. Staff is also meeting and taking comments from representatives from airports, Ports, and

railroads, and revising the proposed measures to reflect comments received to-date modifying the proposed control measures accordingly.

Dr. Lyou expressed concern about using the “TBD” measures as contingency without providing the estimated emission reductions that could be achieved. His overarching concern was the heavy reliance on incentive funding to achieve needed reductions, and if not available, there is a need for strong contingency. Acting Executive Officer Wayne Nastri agreed that feasible contingency measures need to be identified to backstop shortfalls but if reductions from the “TBD” measures are adopted, those reductions could be submitted into the SIP. Dr. Lyou sought to understand our legal authority in these areas and also noted the need to show the potentially burdensome alternative emission pathway, to inspire advocacy for incentive funding. It was agreed that alternative pathways such as a federal implementation plan (FIP), electrifying all trucks and Port activity would not be reasonable and would have an adverse impact on the economy and region. Dr. Parker concluded the strategy needs to be reasonable and feasible, and a common sense approach should be applied. Dr. Lyou articulated that what is “reasonable and feasible” could be defined differently between the U.S. EPA and others.

WRITTEN REPORTS:

3) Rule 2202 Activity Report

The report was received as submitted.

4) Monthly Report on Environmental Justice Initiatives – CEQA Document Commenting Update

The report was received as submitted.

OTHER BUSINESS:

None

PUBLIC COMMENT:

None

The meeting was adjourned at approximately 10:27 a.m.

Attachment

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
MOBILE SOURCE COMMITTEE MEETING
Attendance Roster – June 17, 2016**

NAME	AFFILIATION
Dr. Clark E. Parker, Sr. (videoconference)	SCAQMD Governing Board
Dr. Joseph Lyou	SCAQMD Governing Board
Councilmember Judith Mitchell	SCAQMD Governing Board
Board Consultant Mark Abramowitz	SCAQMD Governing Board (Lyou)
Board Consultant Chung Liu	SCAQMD Governing Board (Mitchell)
Board Consultant Ron Ketcham	SCAQMD Governing Board (McCallon)
Curtis Coleman	So Cal Air Quality Alliance
Sue Gornick	Western States Petroleum Association
Bill Pearce	The Boeing Company
David Rothbart	Los Angeles County Sanitation Districts
Susan Stark	Tesoro
Wayne Nastri	SCAQMD Staff
Philip Fine	SCAQMD Staff
Barbara Baird	SCAQMD Staff
Henry Hogo	SCAQMD Staff
Matt Miyasato	SCAQMD Staff
Jill Whynot	SCAQMD Staff
Jo Kay Ghosh	SCAQMD Staff
Leah Alfaro	SCAQMD Staff
Sam Atwood	SCAQMD Staff
Arlene Farol	SCAQMD Staff
Carol Gomez	SCAQMD Staff
Tracy Goss	SCAQMD Staff
Priscilla Hamilton	SCAQMD Staff
Michael Krause	SCAQMD Staff
Chris Marlia	SCAQMD Staff
Fred Minassian	SCAQMD Staff
Kim White	SCAQMD Staff
Jillian Wong	SCAQMD Staff
Vasken Yardemian	SCAQMD Staff

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 25

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee met Friday, June 17, 2016. Following is a summary of that meeting.

RECOMMENDED ACTION:
Receive and file.

Ben Benoit, Chair
Stationary Source Committee

MN:am

Attendance

The meeting began at 10:35 a.m. In attendance at SCAQMD Headquarters were Committee Chair Ben Benoit and Committee Members Dr. Joseph Lyou, and Judith Mitchell. Committee Member Shawn Nelson attended via videoconference. Absent were Committee Members Janice Rutherford and Larry McCallon.

ACTION ITEM

1. Home Rule Advisory Group Membership

Based on the Blue Ribbon Recommendations approved by the Board, two Home Rule Advisory Group membership requests were submitted for concurrence of the Committee. Michael Downs, as community representative for Board Member McCallon and Patty Senecal as alternate for Western States Petroleum Association.

Moved (Lyou), seconded (Mitchell) and approved as recommended by the following vote:

Ayes: Benoit, Lyou, Mitchell, Nelson

Noes: None

Absent: McCallon, Rutherford

INFORMATIONAL ITEM

2. 2015 Annual Report on AB 2588 Air Toxics Hot Spots Program

Ian MacMillan, Planning and Rules Manager, presented a summary of the AB 2588 Air Toxics Hot Spots Annual Report. Following his presentation, Dr. Joseph Lyou inquired about low-cost sensors for toxics and how to interpret this data and present this complicated information to the public. Mr. MacMillan responded that the recent focus has been on metal emissions, with the emphasis being on long-term health risks. He noted that part of the Board's recently approved contract to develop a protocol to compare monitoring data to modeling data will partially address this issue. He further explained that one of the key challenges staff has focused on in recent meetings is presenting this monitoring data in a meaningful way to the public.

Dr. Lyou then inquired about fugitive emissions, for example from metal facilities, and asked if there were staff activities related to those types of facilities. Mr. MacMillan responded that Proposed Rule 1430.1 is currently under development and would address forging and grinding operations, as well as recently adopted Rule 1420.2 that addresses fugitive emissions from lead metal melting facilities. Mr. MacMillan noted that there has been recent focus on the metals industry, but that fugitive emissions from landfills and similar facilities are also being worked on by staff. He further explained that U.S. EPA has new requirements for monitoring benzene at refineries. Dr. Philip Fine, Deputy Executive Officer – Planning, Rule Development & Area Sources, also added that staff is investigating potential amendments to Rule 1469 that focuses on chrome plating facilities, including when monitoring data may be necessary. Dr. Laki Tisopulos, Assistant Deputy Executive Officer – Science & Technology Advancement, added that there are low-cost sensors available to measure particulates and that staff is currently working on developing monitoring tools to share with the community. There was no public comment.

WRITTEN REPORTS

All written reports were acknowledged by the Committee.

OTHER BUSINESS

Councilmember Benoit asked if SCAQMD has made any decisions regarding emails and suggestions received from the public on how to spend the ExxonMobil penalty money. Wayne Natri, Acting Executive Officer, indicated that we are evaluating various proposals and Mohsen Nazemi, Deputy Executive Officer – Engineering and Compliance indicated that since the ExxonMobil Order of Abatement is effective through July 29, 2016, we will know more about the total amount of penalties and can at

that time develop proposals and bring them to Stationary Source Committee and ultimately to the Board for consideration. Mr. Nastri also indicated that he will have a draft email for Councilmember Benoit to respond to the emails from the public regarding this item.

PUBLIC COMMENTS

There were no Public Comments.

The next Stationary Source Committee meeting is scheduled for July 22, 2016. The meeting was adjourned at 10:50 a.m.

Attachment

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
STATIONARY SOURCE COMMITTEE
June 17, 2016
ATTENDANCE ROSTER (Voluntary)**

NAME	AFFILIATION
Councilmember Ben Benoit	SCAQMD Governing Board Member
Councilmember Judith Mitchell	SCAQMD Governing Board Member
Supervisor Shawn Nelson	SCAQMD Governing Board Member
Dr. Joseph Lyou	SCAQMD Governing Board Member
Board Consultant David Czamanske	SCAQMD Governing Board (Cacciotti)
Board Consultant Ron Ketcham	SCAQMD Governing Board (McCallon)
Board Consultant Chung Liu	SCAQMD Governing Board (Mitchell)
Wayne Nastro	SCAQMD staff
Barbara Baird	SCAQMD staff
Philip Fine	SCAQMD staff
Mohsen Nazemi	SCAQMD staff
Jill Whynot	SCAQMD staff
Bayron Gilchrist	SCAQMD staff
Ian MacMillian	SCAQMD staff
Laki Tisopulos	SCAQMD staff
Chris Marlia	SCAQMD staff
Matt Miyasato	SCAQMD staff
Jo Kay Ghosh	SCAQMD staff
Kim White	SCAQMD staff
Curt Coleman	SoCal AQ Alliance
Susan Stark	Tesoro
Sue Gornick	Western States Petroleum Association
Rita Loof	RadTech

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 26

REPORT: Technology Committee

SYNOPSIS: The Technology Committee met on June 17, 2016. Major topics included Technology Advancement items reflected in the regular Board Agenda for the July Board meeting. A summary of these topics with the Committee's comments is provided. The next Technology Committee meeting will be held on July 22, 2016.

RECOMMENDED ACTION:

Receive and file.

John J. Benoit
Technology Committee Chair

MMM:pmk

Attendance: Supervisor John Benoit and Councilmember Joe Buscaino participated by videoconference. Councilmember Judith Mitchell and Councilmember Dwight Robinson were in attendance at SCAQMD headquarters. Mayor Larry McCallon and Supervisor Janice Rutherford were absent due to a conflict with their schedules.

JULY BOARD AGENDA ITEMS

- 1. Recognize Revenue and Appropriate Funds for Enhanced Particulate Monitoring, NATTS, PAMS, PM2.5, Near-Road NO2 and AQ-SPEC Programs, and Issue Solicitations and Purchase Orders and/or Contracts for Air Monitoring Equipment, Air Monitoring Station Upgrade and CNG Vehicles**
SCAQMD received \$2,873,488 in U.S. Government Enhanced Particulate Monitoring Program funds for FY 2016-17. In addition, U.S. EPA has allocated \$247,460 for the NATTS Program for FY 2016-17. These actions are to: 1) recognize revenue and appropriate funds for the Enhanced Particulate Monitoring and NATTS Programs; 2) recognize revenue and appropriate funding for remaining balances of the NATTS, PAMS, PM2.5, Near-Road NO2 and AQ-SPEC Programs;

and 3) issue solicitations and purchase orders and/or contracts for air monitoring equipment, an air monitoring station upgrade and CNG vehicles.

Councilmember Mitchell queried whether measurements at the Crestline station were problematic and inquired if this upgrade was related. Staff replied that the station upgrade is to replace the housing that has worn out and to address community complaints about the station; the instrumentation is meeting the operational criteria. Staff indicated that concerns may have come from discussions with the Engine Manufacturers Association (EMA) regarding the SCAQMD air quality modeling for the AQMP, not measurements. Staff indicated absolute confidence in data quality due to audits and calibrations. Supervisor Benoit confirmed his understanding that the equipment is not a problem but questioned the location choice based upon inversion height and readings below or above it. Supervisor Benoit requested discussion in the near future with EMA to clarify its concern and to also address his question.

Moved by Mitchell; seconded by Buscaino; unanimously approved.

Ayes: Benoit, Buscaino, Mitchell, Robinson

Noes: None

Absent: McCallon, Rutherford

2. Approve Locomotive, Ships at Berth and Cargo Handling Equipment Projects Under Proposition 1B-Goods Movement Program, and Amend Award 

On February 5, 2016, the Board approved issuance of Program Announcements for locomotives as well as ships at berth and cargo handling equipment projects under the Proposition 1B-Goods Movement Program. The Program Announcements closed on March 31, 2016. Staff has completed the evaluation of applications and recommends approval of awards for projects involving the replacement of locomotives with Tier 4 or cleaner engines, the replacement of diesel cargo handling equipment with zero emission technology and associated charging infrastructure, and the installation of ship emission capture-and-control systems. These actions are to execute contracts for eligible locomotive replacements and ships at berth and cargo handling equipment projects, subject to CARB's approval, in an amount not to exceed \$32,776,568 from the Proposition 1B-Goods Movement Program Fund (81). This action is also to approve a contractor's same funding amount as earlier awarded but under the SOON Provision instead of the Carl Moyer Program.

Councilmember Buscaino recused himself due to campaign contributions from BNSF Railway and Ruben Garcia, Advanced Environmental Group, LLC.

Councilmember Judith Mitchell asked why the amendment to the D.A. McCosker award is needed. Staff responded that due to the size of this fleet, it's eligible for funding through the SOON Provision, not the general Carl Moyer Program. D.A. McCosker is considered a large fleet. Councilmember Dwight Robinson asked what factors are used to distinguish the size of the fleets. Staff responded that the size of the fleets are determined based upon the total horsepower of the fleet's off-road equipment. Supervisor Benoit asked what is the actual cost of a line-haul locomotive replacement. Staff responded that the cost of a line-haul locomotive replacement to Tier 4 standards is about \$3 to \$4 million.


Moved by Mitchell; seconded by Robinson; unanimously approved.

Ayes: Benoit, Mitchell, Robinson

Noes: None

Abstain: Buscaino

Absent: McCallon, Rutherford

3. Recognize Revenue from Participating Members of California Natural Gas Vehicle Partnership, Transfer Funds for SCAQMD's Membership, and Approve Budget and Expenditures for Activities and Projects during FYs 2016-17 and 2017-18 

The Board established the California Natural Gas Vehicle Partnership (CNGVP) to promote greater deployment of natural gas vehicles in California. To fund program administration, activities and projects and achieve the goals of the CNGVP, Steering Committee members pay dues for a two-year membership while Associate members participate through in-kind contributions. These actions are to: 1) recognize revenue from participating and future CNGVP members; 2) transfer \$25,000 from the Clean Fuels Fund (31) into the Natural Gas Vehicle Partnership Fund (40) for SCAQMD's two-year membership for FYs 2016-17 and 2017-18; 3) approve the FYs 2016-17 and 2017-18 CNGVP Budget; and 4) authorize the Executive Officer to approve individual expenditures, as approved by the CNGVP for FYs 2016-17 and 2017-18, up to \$75,000 but not to exceed \$225,000 for each fiscal year.

Councilmember Robinson had a question regarding the budget, and he understood that the proposed budget is for a two-year period.

Moved by Buscaino; seconded by Mitchell; unanimously approved.

Ayes: Benoit, Buscaino, Mitchell, Robinson

Noes: None

Absent: McCallon, Rutherford

4. Issue Request for Information to Develop, Integrate and Demonstrate Ultra-Low Emission Diesel Engines for On-Road Heavy-Duty Vehicles 

Significant emission reductions are needed from on-road heavy-duty vehicles to meet federal ozone and fine particulate air quality standards. A new generation of heavy-duty natural gas engines is now certified by CARB and U.S. EPA to achieve a 0.02 g/bhp-hr NOx emission level, which is 90% cleaner than the current on-road heavy-duty NOx exhaust emission standard. Since diesel engines are expected to dominate the market for on-road heavy-duty vehicles for the foreseeable future, there is a need to develop, integrate and demonstrate next generation heavy-duty diesel engines that are capable of achieving emission levels 90% cleaner than the current NOx emission standard. This action is to issue a Request for Information to develop, integrate and demonstrate ultra-low emission diesel engines for on-road heavy-duty vehicles with the goal of commercializing such engines in the 2019-2021 timeframe.

Councilmember Mitchell asked staff to elaborate on the need to have these engines compatible with renewable liquid fuels. Staff responded that one heavy-duty engine manufacturer has a proposed project for an engine that may meet a slightly higher NOx emissions level with the use of dimethyl ether (DME). As such, staff wanted to solicit information on a wide range of fuels that could be used with an ultra-low NOx engine including DME and renewable diesel fuel.

Councilmember Mitchell further asked if the project includes certification of the engine to the 0.02 g/bhp-hr NOx standard. Staff responded that the project would include certification to one of the optional low-emission standards. Supervisor Benoit asked why the project would consider projects targeting NOx emissions above 0.02 g/bhp-hr NOx since the District's petition to U.S. EPA is calling for a 0.02 g/bhp-hr standard. Staff responded that the petition included having a phase-in set of standards if U.S. EPA cannot implement the 0.02 g standard in the timeframe called for in the petition. The engine manufacturer proposing the DME project is confident of reaching 0.05 g/bhp-hr NOx and that was a good interim starting point to get the technology demonstrated and commercialized.

Moved by Robinson; seconded by Mitchell; unanimously approved.

Ayes: Benoit, Buscaino, Mitchell, Robinson

Noes: None

Absent: McCallon, Rutherford

5. Amend Contract for Heavy-Duty Natural Gas Trucks and Reimburse General Fund for Administrative Costs 

SCAQMD was awarded \$1,160,056 under the FY 2014-15 Diesel Emissions Reduction Act (DERA) Program. Of this \$1,160,056 award, only \$175,000 has been committed to date. On May 6, 2016, the Board awarded a contract to CalPortland Company to replace 150 heavy-duty diesel trucks with 0.02 gram NO_x natural gas trucks under the Proposition 1B-Goods Movement Program. Staff recommends adding funds to further reduce the incremental cost of these new trucks. These actions are to amend the contract with CalPortland Company to increase project funding in an amount not to exceed \$930,000 using DERA funds in the Advanced Technology, Outreach, and Education Fund (17) as well as to reimburse the General Fund for administrative costs up to \$55,056 necessary to implement the DERA grant.

Councilmember Robinson asked why only school buses and one truck fleet was awarded funding. Staff responded that the U.S. EPA DERA fund is targeted to specific engine sizes and model years for which these engines have been used specifically in school buses and the one truck fleet identified under the proposed DERA funding. There are other truck projects that have a desire for a 0.02 g/bhp-hr NO_x engine; however, the desired engine size is not commercially available today. The DERA funding needs to be expended within a certain timeframe, otherwise, the funding will be returned to EPA.

Councilmember Robinson further asked if the truck fleet might request additional funding for the rest of its Proposition 1B fleet that did not receive the additional funds. Staff responded that the selected truck fleet was the only one receiving Proposition 1B funds that had trucks with the model year range meeting the DERA requirements.

Councilmember Mitchell asked about the cost of the new vehicles. Staff responded that since the vehicles were not in production now, pricing was not available. The combined Proposition 1B and DERA incentive is approximately \$110,000 and is expected to be less than the incremental cost of the CNG fuel system and near-zero engine compared to the cost of a diesel truck.

Supervisor Benoit asked if there is any assurance that the fleets will actually purchase these vehicles. Staff responded that the contract specifies the engine required, and payment is made only after receipt of the vehicle and an inspection to ensure that it has the correct engine. Any unused funds are returned to Fund 17 for reallocation to other eligible projects or returned to U.S. EPA. Councilmember Mitchell stated that this project to incentivize early buyers of the technology is exactly what the Board had planned and that she was fully in support of the proposal.

Moved by Robinson; seconded by Mitchell; unanimously approved.

Ayes: Benoit, Buscaino, Mitchell, Robinson

Noes: None

Absent: McCallon, Rutherford

6. Execute Contract to Develop and Demonstrate Zero Emission Fuel Cell Electric Transit Buses 

The Center for Transportation and the Environment (CTE) has been awarded \$22,347,502 to develop and demonstrate 20 zero emission fuel cell electric transit buses under CARB's Low Carbon Transportation Greenhouse Gas Reduction Fund Investments. Proposed project partners include Orange County Transportation Authority (OCTA), Alameda-Contra Costa Transit District, Bay Area AQMD and SCAQMD with total project costs of \$45,499,859. OCTA will deploy 10 of the 20 buses in their transit service fleet. This action is to execute a contract with CTE for \$1,000,000 from the Clean Fuels Fund (31) for the development and demonstration of zero emission fuel cell electric buses for transit services at OCTA.

Staff presented a summary of the project to cost share the development and demonstration of 10 fuel cell electric buses at Orange County Transit Authority (OCTA). Councilmember Robinson informed the committee that based on his discussions with OCTA management, OCTA is looking forward to implementing new technologies and has already received one fuel cell bus, even though they initially struggled with LNG buses about 10 years ago. Councilmember Mitchell recognized the higher upfront and operational cost of fuel cell and electric buses, but inquired about the potential lower operational and maintenance (O&M) costs compared to CNG buses. Staff explained that O&M costs vary by technology and duty cycle, and the early adopters of natural gas buses indeed struggled with the reliability and maintenance costs, but those maintenance costs have trended in a favorable manner over the past few years and are anticipated to be lower with the 0.02 g NOx engine. Further, maintenance cost of electric vehicles can be lower based on fewer moving parts, and that as a part of this project, detailed O&M data will be gathered to review life cycle costs that can be directly compared. Supervisor Benoit informed the committee that SunLine Transit will be upgrading the hydrogen station in the Coachella Valley and inquired about their timeline.

Moved by Mitchell; seconded by Robinson; unanimously approved.

Ayes: Benoit, Buscaino, Mitchell, Robinson

Noes: None

Absent: McCallon, Rutherford

7. Recognize Revenue and Appropriate Funds from Clean Fuels, Carl Moyer AB 923 and Proposition 1B-Goods Movement Programs for Administrative Support, Outreach and Education, Capital Outlays, and Related Activities 

The Technology Advancement Office executes hundreds of contracts annually to implement incentive, demonstration and technology transfer projects, involving ongoing administrative support, outreach and education, capital outlays, and related activities. This action is to recognize up to \$1,660,000 in revenue into the General Fund and appropriate \$1,660,000 to the Science & Technology Advancement FY 2016-17 Budget from the following special revenue funds: \$1,285,000 from the Clean Fuels Program Fund (31); \$75,000 from the Carl Moyer Program AB 923 Fund (80); and \$300,000 from the Proposition 1B-Goods Movement Program Fund (81). These appropriations will ensure flexibility and expediency in administering and implementing these programs and in procuring and maintaining equipment required by the programs. Publication requirements will be waived for advanced technology vehicle acquisitions as they are available from limited dealerships.

Moved by Buscaino; seconded by Mitchell; unanimously approved.

Ayes: Benoit, Buscaino, Mitchell, Robinson

Noes: None

Absent: McCallon, Rutherford

Councilmember Buscaino left the meeting.

8. California Fuel Cell Partnership Executive Board Meeting Notes and Quarterly Updates 

This report summarizes the California Fuel Cell Partnership Executive Board meeting held April 19, 2016, and provides updates for the quarters beginning October 2015 and January 2016.

Staff presented a summary of the most recent California Fuel Cell Partnership Executive Board meeting. Councilmember Mitchell asked how many fuel cell vehicles we currently have. Staff responded that we have two Toyota Mirai, two Mercedes F-Cell, a Hyundai Tucson retail and an older research version which has accumulated about 38,000 miles. Councilmember Robinson expressed interest in trying one of the fuel cell vehicles.

Staff use of hydrogen stations is demonstrating increasing reliability, but more stations are needed in the Inland Empire, and the station in Riverside is expected to be available soon. Councilmember Mitchell asked if there is still hydrogen fueling at Sunline Transit. Staff replied that the station provides lower pressure fueling used by buses but needs to be upgraded for use by cars.

Supervisor Benoit commented that Sunline is interested in upgrading their station, which uses solar panels previously funded by SCAQMD, and requested an update from staff about plans at Sunline Transit to upgrade their station for use by both buses and passenger cars.

This is a receive and file item.

9. Other Business

There was no other business.

10. Public Comment Period

There was no public comment.

Next Meeting: July 22, 2016

Attachment

Attendance

Attachment – Attendance

Supervisor John J. Benoit (via videoconference).....	SCAQMD Governing Board
Councilmember Joe Buscaino (via videoconference).....	SCAQMD Governing Board
Councilmember Judith Mitchell.....	SCAQMD Governing Board
Councilmember Dwight Robinson.....	SCAQMD Governing Board
Mark Abramowitz	Board Consultant (Lyou)
Ron Ketcham.....	Board Consultant (McCallon)
Wayne Nastri, Acting Executive Officer	SCAQMD
John Olvera, Principal Deputy District Counsel	SCAQMD
Matt Miyasato, STA.....	SCAQMD
Henry Hogo, STA.....	SCAQMD
Fred Minassian, STA.....	SCAQMD
Laki Tisopulos, STA	SCAQMD
Naveen Berry, STA	SCAQMD
Dean Saito, STA.....	SCAQMD
Al Baez, STA	SCAQMD
Richard Carlson, STA	SCAQMD
Drue Hargis, STA.....	SCAQMD
Jason Low, STA	SCAQMD
Lisa Mirisola, STA	SCAQMD
Adewale Oshinuga, STA.....	SCAQMD
Vicki White, STA.....	SCAQMD
Mike O’Kelly, FIN.....	SCAQMD
Mary Leonard, FIN.....	SCAQMD
Robert Paul, IM	SCAQMD
Penny Shaw Cedillo, STA.....	SCAQMD
Pat Krayser, STA.....	SCAQMD
Breann De Santiago, PRDAS-Student Intern.....	SCAQMD
Gabriel Prieto, LPA-Student Intern.....	SCAQMD
Sloan Tay, LPA-Student Intern.....	SCAQMD

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 27

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on June 16, 2016. The next meeting is scheduled for Thursday, August 18, 2016, at 2:00 p.m., in Conference Room CC8.

RECOMMENDED ACTION:
Receive and file.

Michael D. Antonovich
SCAQMD Representative on MSRC

MMM:HH:AP

Meeting Minutes Approved

The MSRC unanimously approved the minutes of its March 17, 2016 meeting. Those approved minutes are attached for your information (*Attachment 1*).

Major Event Center Transportation Program

As part of the FYs 2014-16 Work Program, the MSRC allocated \$4.5 million for event center transportation programs and released a Program Announcement to solicit projects for traffic-impacted centers. Applications may be submitted through July 29, 2016. The MSRC subsequently allocated an additional \$411,011 to the Program, and to date, the MSRC has awarded a total of \$4,739,077. The MSRC considered recommendations concerning an additional application. Los Angeles County Metropolitan Transportation Authority (Metro) requested the MSRC to consider an award of \$807,945 to provide special express bus service, as well as special Metrolink service for select games, for the 2017 Dodgers baseball season. Service would be provided by CNG buses between Union Station and Dodger Stadium for all Dodger home games, providing service from at least 90 minutes prior to each game until at least 45 minutes after the game ends. In addition, special Metrolink trains would be added in support of "cross-town rivalry" games versus the Los Angeles Angels of Anaheim. For these games, trains would depart from Oceanside and arrive at Union Station, enabling patrons to utilize the bus service to access Dodger Stadium. Service would promote the use of public transit, including bus and rail, in lieu of personal automobile. Elimination of traffic congestion,

especially reductions in automobile stop and go driving and queuing, has a direct link to reduced vehicle exhaust emissions. Metro and the Los Angeles Dodgers would contribute at least \$896,360 in co-funding. In accordance with the Program terms, Metro would only seek reimbursement for rail trips performed using Metrolink's cleanest locomotives. The MSRC allocated an additional \$807,945 to the Program, waived the maximum funding per event center, and approved a contract award to Metro in an amount not to exceed \$807,945 as part of the FYs 2016-18 Work Program to implement the 2017 Dodger Stadium Express service. The SCAQMD Board will consider these items at its July 8, 2016 meeting.

Approval of FY 2016-17 Administrative Budget

Administrative costs for the AB 2766 Discretionary Program were previously limited by the state to 5 percent annually of the overall budget. The passage of SB 513 raised this cap to 6.25 percent. Every year, the MSRC adopts an Administrative Budget for the upcoming fiscal year to ensure costs remain within this limitation. On June 16, 2016, the MSRC adopted its FY 2016-17 Administrative Budget in the amount of \$719,131, which is more than \$268,000 below the 6.25 percent cap. As part of the adoption of the FY 2016-17 Administrative Budget, the MSRC included an allocation of \$56,000 for miscellaneous expenditures, such as postage, office supplies and equipment, advertising, travel, etc. These funds will be transferred to the Science & Technology Advancements FY 2016-17 Budget. Expenses will be tracked and any funds not expended by the end of the fiscal year will be returned to the MSRC. The SCAQMD Board will consider authorization of the fund transfer at its July 8, 2016 meeting.

Contract Modification Request

The MSRC considered a contract modification request for the City of Pasadena, Contract #MS12080, which provides \$225,000 to expand a CNG station, and approved a six month contract term extension.

Received and Approved Final Reports

The MSRC received and unanimously approved a final report summary this month for EDCO Disposal Corp., Contract #MS16081, which provided \$150,000 for expansion of existing CNG infrastructure.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2004-05 through the present. The Contracts Administrator's Report for June, 2016 is attached for your information. (*Attachment 2*)

Attachments

Attachment 1 – Approved March 17, 2016 Meeting Minutes

Attachment 2 – June 2016 Contracts Administrator's Report



MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE
THURSDAY, MARCH 17, 2016 MEETING MINUTES
21865 Copley Drive, Diamond, Bar, CA 91765- Conference Room CC-8

MEMBERS PRESENT:

Michael Antonovich, representing SCAQMD (via v/c)
Jack Kitowski, representing California Air Resources Board
Dolores Roybal Saltarelli, representing Regional Rideshare Agency (via v/c)
Adam Rush (Alt.) representing RCTC
Steve Veres, representing LA County MTA (via v/c)
Greg Winterbottom, representing OCTA

MEMBERS ABSENT:

(Chair) Greg Pettis, representing RCTC
(Vice Chair) Larry McCallon, representing SANBAG
Michele Martinez, representing SCAG

MSRC-TAC MEMBERS PRESENT:

MSRC-TAC Vice Chair Tanya Love, representing RCTC
Rongsheng Luo, representing Southern California Association of Governments
Kelly Lynn, representing San Bernardino Associated Governments
Dean Saito, representing SCAQMD

OTHERS PRESENT:

Lauren Dunlap, Southern California Gas Company

SCAQMD STAFF & CONTRACTORS

Ray Gorski, MSRC Technical Advisor-Contractor
Henry Hogo, Asst. DEO/Science & Technology Advancement
John Kampa, Financial Analyst
Christina Kusnandar, Contracts Assistant
Ana Ponce, MSRC Administrative Liaison
Cynthia Ravenstein, MSRC Contracts Administrator
Veera Tyagi, Senior Deputy District Counsel
Rachel Valenzuela, MSRC Contracts Assistant
Paul Wright, Audio Visual Specialist

CALL TO ORDER

- Call to Order

MSRC Member Greg Winterbottom called the meeting to order at 2:03 p.m., in the absence of the MSRC Chair and Vice Chair.

- Opening Comments

Mr. Winterbottom welcomed new MSRC Member, Jack Kitowski, who will be representing the California Air Resources Board. Mr. Kitowski indicated that he will be replacing Erik White who went on to be APCO for Placera County APCD. He looks forward to working with the MSRC.

PUBLIC COMMENT PERIOD

- Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

STATUS REPORT

- **Clean Transportation Policy Update**

Cynthia Ravenstein reported on this item for MSRC-TAC Chair Gretchen Hardison. There is a lot of good information in the Clean Transportation Policy Update which is prepared by The Better World Group. A link was sent to all the Members so that they may access more detailed information online. She highlighted a few items of interest. ARB's update on the advanced clean transit rule. There is one to be looked at getting a mix of incentives to promote a greater use of zero emission buses. There is a possible role for the MSRC there. Metro has released their draft Active Transportation Plan for L.A. County. Public comments are due by March 25. There is a proposed Senate bill about ARB considering and adopting policies for increased sustainable production and use of renewable gas. Federal level DERA grants \$26 million in funding available for projects that significantly reduce diesel emissions. Those applications are due by April 26.

CONSENT CALENDAR (Items 1 through 6)**Receive and Approve Items****Agenda Item #1 – Minutes of the November 19 and December 17, 2015 MSRC Meetings**

The minutes of the November 19 and December 17, 2015 MSRC meetings were distributed at the meeting.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER STEVE VERES, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 6, THE MSRC UNANIMOUSLY APPROVED THE NOVEMBER 19 AND DECEMBER 17, 2015 MEETING MINUTES.

AYES: KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: Staff will place the approved minutes on the MSRC's website.

Agenda Item #2 – Summary of Final Reports by MSRC Contractors

The MSRC received and unanimously approved four final report summaries this month as follows:

1. Waste Management Collection & Recycling, Inc., Contract #MS14039, which provided \$75,000 for maintenance facility modifications;
2. Waste Management Collection & Recycling, Inc., Contract #MS14040, which provided \$75,000 for maintenance facility modifications;
3. USA Waste of California, Inc., Contract #MS14041, which provided \$175,000 to construct a new CNG station and for maintenance facility modifications; and
4. Grand Central Recycling & Transfer Station, Inc., Contract #MS14042, which provided \$150,000 for the expansion of an existing CNG station.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER STEVE VERES, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 6, THE MSRC UNANIMOUSLY APPROVED THE FINAL REPORTS ABOVE.

AYES: KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: MSRC staff will file the final reports and release any retention on the contracts.

Receive and File Items**Agenda Item #3 – MSRC Contracts Administrator's Report**

The MSRC AB 2766 Contracts Administrator's Report for January 28, 2016 through February 24, 2016 was included in the agenda package.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER STEVE VERES, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 6, THE MSRC UNANIMOUSLY APPROVED TO RECEIVE AND FILE THE CONTRACTS ADMINISTRATOR'S REPORT FOR JANUARY 28, 2016 THROUGH FEBRUARY 24, 2016.

AYES: KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: SCAQMD staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the April 1, 2016 SCAQMD Board meeting.

Agenda Item #4 – Financial Report on AB 2766 Discretionary Fund

A financial report on the AB 2766 Discretionary Fund for the period ending February 2016 was included in the agenda package.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER STEVE VERES, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 6, THE MSRC UNANIMOUSLY APPROVED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING FEBRUARY 29, 2016.

AYES: KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: No further action is required.

For Approval – As Recommended

Agenda Item #5 – Consider Substitution of CNG Vacuum Truck for CNG Street Pothole Truck and Three-Year Term Extension by City of South Pasadena, Contract #ML11040 (\$30,000 – Purchase One Heavy-Duty CNG Vehicle)

The City has re-evaluated the need for the street pothole truck identified in the contract, and finds instead that their immediate need is for a vacuum truck. The City requests to substitute the vacuum truck for the pothole truck, and a three-year term extension. The MSRC-TAC unanimously recommends approval.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER STEVE VERES, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 6, THE MSRC UNANIMOUSLY APPROVED THE CITY OF SOUTH PASADENA, CONTRACT #ML11040, TO SUBSTITUTE A VACUUM TRUCK FOR THE POTHOLE TRUCK IDENTIFIED IN THE CONTRACT; IN ADDITION TO A THREE-YEAR CONTRACT TERM EXTENSION.

AYES: KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: MSRC staff will amend the above contract accordingly.

Agenda Item #6 Consider Substitution of CNG Street Sweeper for CNG Service Truck and One-Year Term Extension by City of Fullerton, Contract #ML12015 (\$40,000 – Purchase One Heavy-Duty CNG Vehicle and Expand CNG Station)

The City indicates that due to changes in operations and fleet needs they are requesting to substitute the purchase of a street sweeper for the service truck identified in the contract. The City also requests a one-year term extension. The MSRC-TAC unanimously recommends approval.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC MEMBER STEVE VERES, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 6, THE MSRC UNANIMOUSLY APPROVED THE CITY OF FULLERTON, CONTRACT #ML12015, TO SUBSTITUTE A STREET SWEEPER FOR THE SERVICE TRUCK IDENTIFIED IN CONTRACT; IN ADDITION TO A ONE-YEAR CONTRACT TERM EXTENSION.

AYES: KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.

NOES: NONE.

ACTION: MSRC staff will amend the above contract accordingly.

ACTION CALENDAR (Items 7 through 9)

FYs 2014-16 WORK PROGRAM

Agenda Item #7 – Consider Work Plans Received Under the Transportation Control Measure CTC Partnership Program

MSRC Member Greg Winterbottom disclosed, for Agenda Items #7 and #8, that he receives benefits through his organization, but does not receive any personal financial benefits from these items.

MSRC Alternate Adam Rush disclosed that he is a Commissioner of the Riverside County Transportation Commission which is involved in this item, but he does not receive any financial interest, for Item #7 specifically.

Veera Tyagi, Senior Deputy District Counsel, disclosed for the record, that for Item #7, MSRC Member Steve Veres does not have a financial interest, but is required to identify for the record, that he is a staff member of the Los Angeles County Metropolitan Transportation Authority, which is involved in this item.

MSRC Member Kelly Lynn, Chair/TCM Subcommittee, reported on this item. As an element of the FYs 2014-16 Work Program, the MSRC allocated \$10 million for a Transportation Control Measure CTC Partnership Program. The MSRC approved a solicitation document in April 2015 seeking Work Plans from County Transportation Commissions to partner with the MSRC. The MSRC has approved three Work Plans to date, awarding a total of \$2,335,027. Five additional Work Plans are being brought forward for consideration. The Los Angeles County Metropolitan Transportation Authority (Metro) is requesting \$2,500,000 for expansion of the Willowbrook/Rosa Parks transit station; San Bernardino Associated Governments (SANBAG) is requesting \$1,000,000 for signal synchronization projects; and Orange County Transportation Authority (OCTA) is requesting \$1,553,657 to support the implementation of a mobile ticketing system. The fourth Work Plan, submitted by SANBAG, is requesting \$250,000 for a series of “Open Streets” events promoting active transportation modes; the fifth Work Plan, submitted by the Riverside County Transportation Commission (RCTC), is requesting \$1,909,241 for strategies to address first mile/last mile mobility associated with Metrolink stations. The MSRC-TAC recommends approval of five awards totaling \$7,212,898.

[MSRC Member Michael Antonovich arrived at 2:14 p.m., during the discussion of this item.]

MSRC Member Jack Kitowski asked what criteria was there around the funding for the projects; what were the parameters under which they could use the funding. Ray Gorski, MSRC Technical Advisor, replied that the idea was to set aside a set amount of funding for each of the County Transportation Commissions. There are a lot of different kinds of Transportation Control Measures and management strategies, but for the MSRC or their staff to try to understand what each of the CTCs needs for their specific jurisdiction, it was felt that it might be a process that a one-size solution would not fit all. Instead, an Invitation to Negotiate was put together. The MSRC said that if they can show us a Work Plan that shows how they would invest \$2.5 million in innovative or essential strategies that would reduce VMT, automobile trips or have some direct emission reductions, then we would look at that and give them authorization to move forward and spend the money that was set aside. The actual breadth of the Invitation to Negotiate was pretty broad because staff had been hearing, over the period that it had been developed, from various

CTCs and the members of both the MSRC and the TAC that they had unique needs within their county. For example some counties were doing major freeway construction and therefore would need FSP to potentially help reduce the amount of incidents that would prevent traffic flow. Other counties were moving toward having increased electrification at rail stations. There is also a very strong push to incorporate active transportation, both pedestrian and bicycling access, especially when coupled with transit. So all these bits and pieces were put into a rather broad program announcement for the CTCs, but it was incumbent upon them to come back and present their plan on how they would invest the money, to the MSRC. This is pretty much a culmination of the specific investments that the CTCs would like to make.

Mr. Kitowski asked if there was an environmental justice or disadvantaged communities component put into it. Mr. Gorski said that there was not, however, there is definitely that vein in many of the Work Plans, for example, the Rosa Parks Station that is working to restore and expand transportation opportunities within that area of Los Angeles which in their proposal showed that it does have environmental justice attributes. Also, looking at how the transit stations are distributed throughout the Inland Empire, it will be helping to serve, through better access, all members of the community.

MSRC Alternate Adam Rush, asked if the sixth and possibly final application is going through the TAC right now, and if that is going to round out the \$10 million. Ms. Lynn replied that a TCM Subcommittee meeting is being set up to review that application, and that would round out SANBAG's \$2.5 million.

Henry Hogo, Assistant DEO/Science and Technology Advancement, added to Ray Gorski's comment that according to the map that shows the environmental justice areas and also the disadvantaged communities, as defined under the ARB guidelines, it covers over 80 percent of the region here.

ON MOTION BY MSRC ALTERNATE ADAM RUSH, AND SECONDED BY MSRC ALTERNATE DOLORES ROYBAL SALTARELLI, THE MSRC UNANIMOUSLY VOTED TO APPROVE FIVE WORK PLANS: 1) METRO FOR \$2,500,000 FOR EXPANSION OF THE WILLOWBROOK/ROSA PARKS TRANSIT STATION; 2) SANBAG FOR \$1 MILLION FOR SIGNAL SYNCHRONIZATION PROJECTS; 3) OCTA FOR \$1,553,657 TO SUPPORT THE IMPLEMENTATION OF A MOBILE TICKETING SYSTEM; 4) SANBAG FOR \$250,000 FOR A SERIES OF "OPEN STREETS" EVENTS PROMOTING ACTIVE TRANSPORTATION MODES; AND 5) RCTC FOR \$1,909,241 FOR STRATEGIES TO ADDRESS FIRST MILE/LAST MILE MOBILITY ASSOCIATED WITH METROLINK STATIONS.
AYES: ANTONOVICH, KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.
NOES: NONE.

ACTION: Staff will include these contract awards for consideration by the SCAQMD Board at its April 1, 2016 meeting.

Agenda Item #8 – Consider Application Received Under the Major Event Center Transportation Program

MSRC Member Kelly Lynn, Chair/TCM Subcommittee, reported on this item. As an element of their FYs 2014-16 Work Program, the MSRC allocated \$4.5 million to fund projects assisting venues not sufficiently served by transportation service. A Program Announcement was released

on May 1, 2015. At their November 19, 2015 meeting, the MSRC allocated an additional \$123,866, and to date, the MSRC has awarded a total of \$3,915,899. One additional application is being brought forward for consideration: OCTA is requesting \$128,500 for special bus service to Angel Stadium.

MSRC Member Greg Winterbottom thanked the MSRC for considering this item. It is a great idea. He said that unfortunately they are not going to be able to do the Angel train this year because of the problems they were having with Metrolink. That was a very beneficial number of riders for the MSRC; but maybe next year they will have a couple of Tier Four locomotives that can be used.

ON MOTION BY MSRC MEMBER JACK KITOWSKI, AND SECONDED BY MSRC MEMBER MICHAEL ANTONOVICH, THE MSRC UNANIMOUSLY VOTED TO APPROVE AN AWARD TO ORANGE COUNTY TRANSPORTATION AUTHORITY FOR \$259,610 TO IMPLEMENT ANGELS EXPRESS BUS SERVICE FOR 2016.
AYES: ANTONOVICH, KITOWSKI, ROYBAL SALTARELLI, VERES, WINTERBOTTOM, RUSH.
NOES: NONE.

ACTION: Staff will include this contract award for consideration by the SCAQMD Board at its April 1, 2016 meeting.

Agenda Item #9 – Consider Next Steps in the Development of a Near-Zero Natural Gas Engine Incentive Program

Ray Gorski, MSRC Technical Advisor, reported on this item. With the advent of certification of the Cummins Westport 8.9-liter 0.02-gram NOx engine, at their February 18, 2016 meeting, the MSRC directed their staff to look at options to implement a potential near-zero emission natural gas heavy-duty engine program. At today's meeting, staff presented some preliminary ideas, an effort coordinated with the SCAQMD, on how the MSRC could utilize some of their remaining unallocated FY 2014-16 funds to get the engine to the marketplace.

Some initial ideas were presented, such as, to have a program which targets transit buses and refuse trucks; to have the "per vehicle" incentive as low as feasible to bring someone to the table to try to get the maximum number of vehicles; some options for a program structure, such as, first come-first served and geographic minimums, or a competition with maximum award amounts; and the overall program value (currently the unallocated budget balance is \$12.3 million dollars. The MSRC may choose to allocate any portion of that amount to this type of program).

MSRC Alternate Adam Rush indicated that the MSRC has a lot of programs that require matching funds, are they being considered as part of this program; are there adequate opportunities out there that could be part of this solicitation. Mr. Gorski said yes. Right now the match which would be brought in, for example, for a refuse collection truck repower, they would be paying the money to purchase a current 0.2 gram natural gas engine, and the MSRC would be paying that increment to bring it to a near zero version of that engine, a 0.02. So they would have to make an investment first of all for the base engine, or at least the current cost of that engine, which is on the order of \$65,000 to \$70,000, that would be their contribution, and the MSRC would just be providing the incentive to move to the near-zero level. Transit properties are a little bit different because they do get money from the Federal Transit Administration to buy down the buses they procure. This would take into account all the funds which are brought to the table and

the MSRC would not be asked to pay more than the incremental cost between purchasing a transit bus with an existing 0.2 compared to the 0.02. It is felt that based upon information which has been provided by the transit agencies that it is around a \$15,000 incremental cost.

MSRC Member Jack Kitowski is strongly supportive. He indicated that they have spent years working with folks to try to develop these ultra low NOx engines and they have finally come to fruition, finally certified, and we should rally behind that and do what we can to support that engine and get it out as much as possible. The ARB has looked at this as well. One area which is an opportunity and a complication, is as ARB is developing a draft funding plan in their Low Carbon Transportation Program, that they are taking to their Board in June, they have a draft recommendation to fund these engines, as well. The requirement would be that they use Low Carbon Renewable Fuel so as to get to the greenhouse gas benefits. Somehow or another it does seem like there is this opportunity for these programs to link up.

The MSRC consensus was to have their staff engage the MSRC-TAC to form a Subcommittee to specifically look at this potential program and bring back recommendations and a draft solicitation for the MSRC to review in May. Staff was further directed to include the CARB Members to participate to ensure a program that is coordinated and, to the extent possible, dovetailed with any program that is offered by the State; and to also coordinate with SCAQMD to ensure the program is integrated with their incentive programs.

ACTION: Staff will return in May with some recommendations for the MSRC.

OTHER BUSINESS

Agenda Item #10 – Other Business

No other business was introduced.

ADJOURNMENT

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING
ADJOURNED AT 2:46 P.M.

NEXT MEETING:

Thursday, April 21, 2016, at 2 p.m., Room CC-8.

[Prepared by Ana Ponce]



MSRC Agenda Item No. 3

DATE: June 16, 2016

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 April 28 to May 25, 2016.

RECOMMENDATION: Receive and file report

WORK PROGRAM IMPACT: None

Contract Execution Status

2014-16 Work Program

On December 5, 2014, the SCAQMD Governing Board approved an award under the AB118 Enhanced Fleet Maintenance Program. This contract is executed.

On June 5, 2015, the SCAQMD Governing Board approved two awards under the Event Center Transportation Program and one award to provide low-emission transportation services to the Special Olympics World Games. These contracts are executed.

On September 4, 2015, the SCAQMD Governing Board approved 25 awards under the Local Government Match Program and one award under the Transportation Control Measure Partnership Program. These contracts are under development, with the prospective contractor for signature, with the SCAQMD Board Chair for signature, or executed.

On October 2, 2015, the SCAQMD Governing Board approved 11 awards under the Local Government Match Program and one award under the Alternative Fuel Infrastructure Program. These contracts are with the prospective contractor for signature or executed.

On November 6, 2015, the SCAQMD Governing Board approved 37 awards under the Local Government Match Program. These contracts are under development, undergoing internal review, with the prospective contractor for signature, with the SCAQMD Board Chair for signature, or executed.

On December 4, 2015, the SCAQMD Governing Board approved one award under the Major Event Center Transportation Program, one award under the Alternative Fuel Infrastructure

Program, and one award under the Transportation Control Measure Partnership Program. These contracts are under development or executed.

On January 8, 2016, the SCAQMD Governing Board approved two awards under the Major Event Center Transportation Program, one award under the Local Government Match Program, and one award under the Transportation Control Measure Partnership Program. These contracts are with the prospective contractor for signature or executed.

On March 4, 2016, the SCAQMD Governing Board approved two awards under the Alternative Fuel Infrastructure Program. These contracts are undergoing internal review.

On April 1, 2016, the SCAQMD Governing Board approved one award under the Major Event Center Transportation Program and five awards under the Transportation Control Measure Partnership Program. These contracts are undergoing internal review.

On May 6, 2016, the SCAQMD Governing Board approved one award under the Major Event Center Transportation Program and one award under the Transportation Control Measure Partnership Program. These contracts are under development.

2012-14 Work Program

On April 5, 2013, the SCAQMD Governing Board approved three awards under the Event Center Transportation Program. These contracts are executed.

On July 5, 2013, the SCAQMD Governing Board approved an additional award to Orange County Transportation Authority under the Event Center Transportation Program. This contract is executed.

On September 6, 2013, the SCAQMD Governing Board approved an award to Transit Systems Unlimited under the Event Center Transportation Program. This contract is executed.

On November 1, 2013, the SCAQMD Governing Board approved two awards under the Event Center Transportation Program. These contracts are executed.

On December 6, 2013, the SCAQMD Governing Board approved 25 awards under the Local Government Match Program, 12 awards under the Alternative Fuel Infrastructure Program, one award under the Alternative Fuel School Bus Incentives Program, and one award under the Event Center Transportation Program. These contracts are with the prospective contractor for signature or executed.

On January 10, 2014, the SCAQMD Governing Board approved three awards under the Local Government Match Program, one award under the Alternative Fuel Infrastructure Program, and one award under the Alternative Fuel School Bus Incentives Program. These contracts are executed.

On February 7, 2014, the SCAQMD Governing Board approved two awards under the Local Government Match Program and one award under the Alternative Fuel Infrastructure Program. These contracts are executed.

On April 4, 2014, the SCAQMD Governing Board approved two awards under the Local

Government Match Program and three awards under the Traffic Signal Synchronization Partnership Program. These contracts are executed.

On May 2, 2014, the SCAQMD Governing Board approved 12 awards under the Local Government Match Program. These contracts are undergoing internal review, with the prospective contractor for signature, or executed.

On June 6, 2014, the SCAQMD Governing Board approved an award under the Traffic Signal Synchronization Partnership Program. This contract is executed.

On July 11, 2014, the SCAQMD Governing Board approved an award under the Traffic Signal Synchronization Partnership Program. This contract is executed.

On September 5, 2014, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is executed.

On October 3, 2014, the SCAQMD Governing Board approved an award under the Alternative Fuel Infrastructure Program. This contract is executed.

On December 5, 2014, the SCAQMD Governing Board approved 12 awards under the Alternative Fuel Infrastructure Program and two awards under the Event Center Transportation Program. These contracts undergoing internal review, with the prospective contractor for signature, or executed.

On February 6, 2015, the SCAQMD Governing Board approved 3 awards under the Alternative Fuel Infrastructure Program. These contracts are awaiting responses from the prospective contractor or executed.

Work Program Status

Contract Status Reports for work program years with open (including "Open/Complete") and/or pending contracts are attached. MSRC or MSRC-TAC members may request spreadsheets covering any other work program year.

FY 2004-05 Work Program Contracts

One contract from this work program year is open.

FY 2004-05 Invoices Paid

No invoices were paid during this period.

FY 2005-06 Work Program Contracts

No contracts from this work program year are open; and 3 are in "Open/Complete" status, having completed all obligations save ongoing operation.

FY 2005-06 Work Program Invoices Paid

No invoices were paid during this period.

FY 2006-07 Work Program Contracts

One contract from this work program year is open; and 7 are in "Open/Complete" status. One contract closed during this period: Orange County Transportation Authority, Contract #MS07009 – Purchase 40 Transit Buses.

FY 2006-07 Invoices Paid

No invoices were paid during this period.

FY 2007-08 Work Program Contracts

6 contracts from this work program year are open; and 14 are in “Open/Complete” status. One contract moved into “Open/Complete” status during this period: Clean Energy Fuels Corp., Contract #MS08058 – Install New CNG Station, Ontario Airport. One contract closed during this period: California Cartage Company, Contract #MS08012 – Purchase 12 Natural Gas Yard Tractors.

FY 2007-08 Invoices Paid

No invoices were paid during this period.

FY 2008-09 Work Program Contracts

2 contracts from this work program year are open; and 14 are in “Open/Complete” status.

FY 2008-09 Invoices Paid

No invoices were paid during this period.

FY 2010-11 Work Program Contracts

15 contracts from this work program year are open; and 32 are in “Open/Complete” status.

FY 2010-11 Invoices Paid

One invoice in the amount of \$32,885.00 was paid during this period.

FY 2011-12 Work Program Contracts

29 contracts from this work program year are open, and 24 are in “Open/Complete” status.

FY 2011-12 Invoices Paid

One invoice in the amount of \$450,000.00 was paid during this period.

FYs 2012-14 Work Program Contracts

51 contracts from this work program year are open, and 9 are in “Open/Complete” status.

FYs 2012-14 Invoices Paid

One invoice in the amount of \$56,700.00 was paid during this period.

FYs 2014-16 Work Program Contracts

47 contracts from this work program year are open.

FYs 2014-16 Invoices Paid

One invoice in the amount of \$300.00 was paid during this period.

Administrative Scope Changes

2 administrative scope changes were initiated during the period of April 28 to May 25, 2016:

- City of South Pasadena, Contract #ML16025 (proposed), Expand CNG Station and Purchase 2 Heavy-Duty CNG Vehicles – Reduce vehicles to 1 and funding from \$210,535 to \$180,535
- Los Angeles County Metropolitan Transportation Authority, Contract #MS16001, Implement Transit Service to Dodger Stadium – Adjust service hours, return route, and dedicated bus lane hours, and substitute additional outreach for Transit TV

Attachments

- FY 2004-05 through FYs 2014-16 (except FY 2009-10) Contract Status Reports



AB2766 Discretionary Fund Program Invoices

April 28, 2016 to May 25, 2016

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2010-2011 Work Program</i>							
5/6/2016	5/19/2016	5/20/2016	5/24/2016	MS11086	DCL America Inc.	1000007753€	\$32,885.00
Total: \$32,885.00							
<i>2011-2012 Work Program</i>							
5/13/2016	5/19/2016	5/20/2016	5/24/2016	ML12017	City of Los Angeles, Bureau of Sanitation	2	\$450,000.00
Total: \$450,000.00							
<i>2012-2014 Work Program</i>							
4/29/2016	5/19/2016	5/20/2016	5/24/2016	ML14034	City of Lake Elsinore	JV02559 Fin:	\$56,700.00
Total: \$56,700.00							
<i>2014-2016 Work Program</i>							
5/13/2016	5/19/2016	5/20/2016	5/24/2016	MS16004	Mineral LLC	101454	\$300.00
Total: \$300.00							

Total This Period: \$539,885.00

FYs 2004-05 Through 2014-16 AB2766 Contract Status Report

6/2/2016

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2004-2005 Contracts									
Open Contracts									
ML05014	Los Angeles County Department of P	5/21/2007	11/20/2008	6/20/2016	\$204,221.00	\$0.00	Traffic Signal Synchronization	\$204,221.00	No
Total: 1									
Declined/Cancelled Contracts									
ML05005	City of Highland				\$20,000.00	\$0.00	2 Medium Duty CNG Vehicles	\$20,000.00	No
ML05008	Los Angeles County Department of P				\$140,000.00	\$0.00	7 Heavy Duty LPG Street Sweepers	\$140,000.00	No
ML05010	Los Angeles County Department of P				\$20,000.00	\$0.00	1 Heavy Duty CNG Bus	\$20,000.00	No
MS05030	City of Inglewood				\$31,662.00	\$0.00	2 CNG Street Sweepers	\$31,662.00	No
MS05032	H&C Disposal				\$34,068.00	\$0.00	2 CNG Waste Haulers	\$34,068.00	No
MS05044	City of Colton				\$78,720.00	\$0.00	CNG Station Upgrade	\$78,720.00	No
Total: 6									
Closed Contracts									
ML05006	City of Colton Public Works	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 P	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
ML05013	Los Angeles County Department of P	1/5/2007	7/4/2008	1/4/2013	\$313,000.00	\$313,000.00	Traffic Signal Synchronization	\$0.00	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML05072	Los Angeles County Department of P	8/24/2009	5/23/2010	1/23/2011	\$349,000.00	\$349,000.00	Traffic Signal Synchronization (LADOT)	\$0.00	Yes
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, Housing & Municipal	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, Housing & Municipal	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
MS05052	Caufield Equipment, Inc.	8/3/2005	1/2/2007		\$478,000.00	\$478,000.00	Repower 4 Scrapers	\$0.00	Yes
MS05070	Haaland Internet Productions (HIP D	6/24/2005	5/31/2007	11/30/2011	\$100,715.00	\$92,458.24	Design, Host & Maintain MSRC Website	\$8,256.76	Yes

Total: 44

Closed/Incomplete Contracts

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
ML05009	Los Angeles County Department of P	6/22/2006	12/21/2007	9/30/2011	\$56,666.00	\$0.00	2 Propane Refueling Stations	\$56,666.00	No
ML05012	Los Angeles County Department of P	11/10/2006	5/9/2008	1/9/2009	\$349,000.00	\$0.00	Traffic Signal Synchronization (LADOT)	\$349,000.00	No
ML05023	City of La Canada Flintridge	3/30/2005	2/28/2006	8/28/2008	\$20,000.00	\$0.00	1 CNG Bus	\$20,000.00	No

Total: 4

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2005-2006 Contracts

Declined/Cancelled Contracts

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

Total: 9

Closed Contracts

ML06016	City of Whittier	5/25/2006	5/24/2012	11/24/2012	\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06017	City of Claremont	8/2/2006	4/1/2012		\$50,000.00	\$50,000.00	2 CNG Refuse Trucks	\$0.00	Yes
ML06020	Los Angeles Department of Water an	3/19/2007	9/18/2013	4/18/2014	\$25,000.00	\$25,000.00	CNG Aerial Truck	\$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
ML06028	City of Pasadena	9/29/2006	11/28/2012	3/28/2014	\$245,000.00	\$245,000.00	New CNG Station & Maint. Fac. Upgrades	\$0.00	Yes
ML06029	City of Culver City Transportation De	9/29/2006	8/28/2012	12/28/2012	\$50,000.00	\$50,000.00	2 CNG Heavy-Duty Trucks	\$0.00	Yes
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	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
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
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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, Housing & Municipal	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
ML06070	City of Colton	4/30/2008	2/28/2015	4/30/2015	\$50,000.00	\$0.00	Two CNG Pickups	\$50,000.00	No

Total: 33

Open/Complete Contracts

ML06035	City of Hemet, Public Works	11/10/2006	12/9/2012	1/9/2017	\$338,107.00	\$323,107.00	7 Nat Gas Trucks & New Nat Gas Infrastruct	\$15,000.00	Yes
ML06054	Los Angeles County Department of P	6/17/2009	6/16/2016		\$125,000.00	\$125,000.00	3 CNG & 2 LPG HD Trucks	\$0.00	Yes
ML06071	City of Santa Monica	6/13/2014		11/30/2016	\$149,925.00	\$149,925.00	3 H.D. CNG Trucks & CNG Fueling Station	\$0.00	Yes

Total: 3

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2006-2007 Contracts									
Open Contracts									
ML07044	City of Santa Monica	9/8/2008	3/7/2015	3/7/2017	\$600,000.00	\$50,000.00	24 H.D. Nat. Gas Vehicles	\$550,000.00	No
Total: 1									
Declined/Cancelled Contracts									
ML07031	City of Santa Monica				\$180,000.00	\$0.00	Upgrade N.G. Station to Add Hythane	\$180,000.00	No
ML07032	City of Huntington Beach Public Wor				\$25,000.00	\$0.00	One H.D. CNG Vehicle	\$25,000.00	No
ML07035	City of Los Angeles, General Service				\$350,000.00	\$0.00	New CNG Refueling Station/Southeast Yard	\$350,000.00	No
ML07038	City of Palos Verdes Estates				\$25,000.00	\$0.00	One H.D. LPG Vehicle	\$25,000.00	No
MS07010	Palos Verdes Peninsula Transit Auth				\$80,000.00	\$0.00	Repower 4 Transit Buses	\$80,000.00	No
MS07014	Clean Energy Fuels Corp.				\$350,000.00	\$0.00	New L/CNG Station - SERRF	\$350,000.00	No
MS07015	Baldwin Park Unified School District				\$57,500.00	\$0.00	New CNG Station	\$57,500.00	No
MS07016	County of Riverside Fleet Services D				\$36,359.00	\$0.00	New CNG Station - Rubidoux	\$36,359.00	No
MS07017	County of Riverside Fleet Services D				\$33,829.00	\$0.00	New CNG Station - Indio	\$33,829.00	No
MS07018	City of Cathedral City				\$350,000.00	\$0.00	New CNG Station	\$350,000.00	No
MS07021	City of Riverside				\$350,000.00	\$0.00	New CNG Station	\$350,000.00	No
MS07050	Southern California Disposal Co.				\$320,000.00	\$0.00	Ten Nat. Gas Refuse Trucks	\$320,000.00	No
MS07062	Caltrans Division of Equipment				\$1,081,818.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$1,081,818.00	No
MS07065	ECCO Equipment Corp.				\$174,525.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$174,525.00	No
MS07067	Recycled Materials Company of Calif				\$99,900.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$99,900.00	No
MS07069	City of Burbank	5/9/2008	3/8/2010	9/8/2011	\$8,895.00	\$0.00	Off-Road Diesel Equipment Retrofit Program	\$8,895.00	No
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: 27									
Closed Contracts									
ML07025	City of San Bernardino	8/12/2008	7/11/2010		\$350,000.00	\$350,000.00	Maintenance Facility Modifications	\$0.00	Yes
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
ML07028	City of Los Angeles, General Service	3/13/2009	3/12/2014		\$350,000.00	\$350,000.00	New CNG Refueling Station/Hollywood Yard	\$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
ML07033	City of La Habra	5/21/2008	6/20/2014	11/30/2013	\$25,000.00	\$25,000.00	One H.D. Nat Gas Vehicle	\$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
ML07036	City of Alhambra	1/23/2009	2/22/2015		\$50,000.00	\$50,000.00	2 H.D. CNG Vehicles	\$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
ML07042	City of La Quinta	8/15/2008	9/14/2010		\$100,000.00	\$100,000.00	Street Sweeping Operations	\$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
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
ML07048	City of Cathedral City	9/19/2008	10/18/2010		\$100,000.00	\$84,972.45	Street Sweeping Operations	\$15,027.55	Yes
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
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
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
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
MS07011	L A Service Authority for Freeway E	3/12/2010	5/31/2011	9/30/2011	\$700,000.00	\$700,000.00	"511" Commuter Services Campaign	\$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
MS07013	Rainbow Disposal Company, Inc.	1/25/2008	3/24/2014	9/24/2014	\$350,000.00	\$350,000.00	New High-Volume CNG Station	\$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
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
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	Yes
MS07058	The Better World Group	11/17/2007	11/16/2009	11/16/2011	\$247,690.00	\$201,946.21	MSRC Programmatic Outreach Services	\$45,743.79	Yes
MS07059	County Sanitation Districts of L.A. Co	9/5/2008	9/4/2010	7/14/2012	\$231,500.00	\$231,500.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	Yes
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	Yes
MS07061	City of Los Angeles, Department of	10/31/2008	8/30/2010	2/28/2013	\$40,626.00	\$40,626.00	Off-Road Diesel Equipment Retrofit Program	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	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
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	Yes
MS07070	Griffith Company	4/30/2008	2/28/2010	8/28/2012	\$168,434.00	\$125,504.00	Off-Road Diesel Equipment Retrofit Program	\$42,930.00	Yes
MS07071	Tiger 4 Equipment Leasing	9/19/2008	7/18/2010	1/18/2013	\$210,937.00	\$108,808.97	Off-Road Diesel Equipment Retrofit Program	\$102,128.03	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
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	Yes
MS07076	Reed Thomas Company, Inc.	8/15/2008	6/14/2010	3/14/2012	\$339,073.00	\$100,540.00	Off-Road Diesel Equipment Retrofit Program	\$238,533.00	Yes
MS07077	USA Waste of California, Inc.	5/1/2009	12/31/2014		\$160,000.00	\$160,000.00	Five Nat. Gas Refuse Trucks (Santa Ana)	\$0.00	Yes
MS07078	USA Waste of California, Inc.	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
MS07079	Riverside County Transportation Co	1/30/2009	7/29/2013	12/31/2011	\$20,000.00	\$15,165.45	BikeMetro Website Migration	\$4,834.55	Yes
MS07080	City of Los Angeles, Bureau of Sanit	10/31/2008	8/30/2010	8/28/2016	\$63,192.00	\$62,692.00	Off-Road Diesel Equipment Retrofit Program	\$500.00	No
MS07091	BusWest	10/16/2009	3/15/2010		\$33,660.00	\$33,660.00	Provide Lease for 2 CNG School Buses	\$0.00	Yes
MS07092	Riverside County Transportation Co	9/1/2010	10/31/2011		\$350,000.00	\$350,000.00	"511" Commuter Services Campaign	\$0.00	Yes

Total: 53

Closed/Incomplete Contracts

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
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: 4

Open/Complete Contracts

ML07023	City of Riverside	6/20/2008	10/19/2014	7/19/2016	\$462,500.00	\$461,476.42	CNG Station Expansion/Purch. 14 H.D. Vehi	\$1,023.58	Yes
ML07024	City of Garden Grove	3/7/2008	9/6/2014	7/6/2016	\$75,000.00	\$75,000.00	Three H.D. CNG Vehicles	\$0.00	Yes
ML07043	City of Redondo Beach	9/28/2008	7/27/2014	10/27/2016	\$125,000.00	\$125,000.00	Five H.D. CNG Transit Vehicles	\$0.00	Yes
MS07008	City of Los Angeles, Department of T	9/18/2009	5/17/2020	9/17/2017	\$1,900,000.00	\$1,900,000.00	Purchase 95 Transit Buses	\$0.00	Yes
MS07022	CSULA Hydrogen Station and Resea	10/30/2009	12/29/2015	10/29/2019	\$250,000.00	\$250,000.00	New Hydrogen Fueling Station	\$0.00	Yes
MS07049	Palm Springs Disposal Services	10/23/2008	11/22/2014	9/22/2016	\$96,000.00	\$96,000.00	Three Nat. Gas Refuse Trucks	\$0.00	Yes
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

Total: 7

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2007-2008 Contracts									
Open Contracts									
ML08028	City of Santa Monica	9/11/2009	9/10/2016	5/10/2019	\$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	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	No
ML08043	City of Desert Hot Springs	9/25/2009	3/24/2016	3/24/2021	\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
MS08007	United Parcel Service West Region	12/10/2008	10/9/2014	4/9/2019	\$300,000.00	\$0.00	10 H.D. Nat. Gas Vehicles	\$300,000.00	No
MS08013	United Parcel Service West Region	12/10/2008	10/9/2014	3/9/2019	\$480,000.00	\$216,000.00	12 H.D. Nat. Gas Yard Tractors	\$264,000.00	No
MS08068	Regents of the University of Californi	11/5/2010	11/4/2017	11/4/2019	\$400,000.00	\$0.00	Hydrogen Station	\$400,000.00	No
Total: 6									
Declined/Cancelled Contracts									
ML08032	City of Irvine	5/1/2009	8/31/2010		\$9,000.00	\$0.00	36 Vehicles (Diagnostic)	\$9,000.00	No
ML08041	City of Los Angeles, Dept of Transpo	8/6/2010	7/5/2011	12/5/2011	\$8,800.00	\$0.00	73 Vehicles (Diagnostic)	\$8,800.00	No
ML08049	City of Cerritos	3/20/2009	1/19/2015	2/19/2017	\$25,000.00	\$0.00	1 CNG Heavy-Duty Vehicle	\$25,000.00	No
ML08051	City of Colton				\$75,000.00	\$0.00	3 CNG Heavy-Duty Vehicles	\$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
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
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
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
MS08060	Burrtec Waste Industries, Inc.	12/24/2008	11/23/2014		\$100,000.00	\$0.00	New CNG Station - Azusa	\$100,000.00	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
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
Total: 17									
Closed Contracts									
ML08023	City of Villa Park	11/7/2008	10/6/2012		\$6,500.00	\$5,102.50	Upgrade of Existing Refueling Facility	\$1,397.50	Yes
ML08027	Los Angeles County Department of P	7/20/2009	1/19/2011	1/19/2012	\$6,901.00	\$5,124.00	34 Vehicles (Diagnostic)	\$1,777.00	Yes
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
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
ML08034	County of San Bernardino Public Wo	3/27/2009	7/26/2015		\$150,000.00	\$150,000.00	8 CNG Heavy-Duty Vehicles	\$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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML08036	City of South Pasadena	5/12/2009	7/11/2013		\$169,421.00	\$169,421.00	New CNG Station	\$0.00	Yes
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, Housing & Municipal	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
ML08045	City of Santa Clarita	2/20/2009	6/19/2010		\$3,213.00	\$3,150.00	14 Vehicles (Diagnostic)	\$63.00	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
MS08001	Los Angeles County MTA	12/10/2010	6/9/2014		\$1,500,000.00	\$1,499,999.66	Big Rig Freeway Service Patrol	\$0.34	Yes
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 Progra	\$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 Progra	\$0.00	Yes
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
MS08012	California Cartage Company, LLC	12/21/2009	10/20/2015	4/20/2016	\$480,000.00	\$480,000.00	12 H.D. Nat. Gas Yard Tractors	\$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
MS08015	Yosemite Waters	5/12/2009	5/11/2015		\$180,000.00	\$117,813.60	11 H.D. Propane Vehicles	\$62,186.40	Yes
MS08016	TransVironmental Solutions, Inc.	1/23/2009	12/31/2010	9/30/2011	\$227,198.00	\$80,351.34	Rideshare 2 School Program	\$146,846.66	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
MS08053	City of Los Angeles, Bureau of Sanit	2/18/2009	12/17/2015		\$400,000.00	\$400,000.00	New LNG/CNG Station	\$0.00	Yes
MS08056	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New LNG Station - POLB-Anah. & I	\$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
MS08061	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$400,000.00	New CNG Station - L.A.-La Cienega	\$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
MS08066	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Palm Spring Airport	\$0.00	Yes
MS08070	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Paramount	\$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
MS08072	Clean Energy Fuels Corp.	12/4/2009	3/3/2015		\$400,000.00	\$354,243.38	New CNG Station - Burbank	\$45,756.62	Yes
MS08073	Clean Energy Fuels Corp.	11/26/2009	2/25/2015		\$400,000.00	\$400,000.00	New CNG Station - Norwalk	\$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
MS08078	SunLine Transit Agency	12/10/2008	6/9/2015	2/9/2016	\$189,000.00	\$189,000.00	CNG Station Upgrade	\$0.00	Yes
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 Progra	\$60,000.00	Yes
MS09004	A-Z Bus Sales, Inc.	1/30/2009	3/31/2009		\$156,000.00	\$156,000.00	Alternative Fuel School Bus Incentive Progra	\$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 Progra	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Total: 44									
Closed/Incomplete Contracts									
ML08025	Los Angeles County Department of P	10/30/2009	3/29/2011		\$75,000.00	\$0.00	150 Vehicles (Diagnostic)	\$75,000.00	No
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
Total: 2									
Open/Complete Contracts									
ML08024	City of Anaheim	7/9/2010	7/8/2017	1/8/2018	\$425,000.00	\$425,000.00	9 LPG Buses and 8 CNG Buses	\$0.00	Yes
ML08026	Los Angeles County Department of P	7/20/2009	7/19/2016		\$250,000.00	\$250,000.00	10 LPG Heavy-Duty Vehicles	\$0.00	Yes
ML08038	Los Angeles Department of Water an	7/16/2010	7/15/2017		\$1,050,000.00	\$1,050,000.00	42 CNG Heavy-Duty Vehicles	\$0.00	Yes
ML08040	City of Riverside	9/11/2009	9/10/2016	3/10/2019	\$455,500.00	\$455,500.00	16 CNG Vehicles, Expand CNG Station & M	\$0.00	Yes
ML08050	City of Laguna Beach Public Works	8/12/2009	4/11/2016	10/11/2016	\$75,000.00	\$75,000.00	3 LPG Trolleys	\$0.00	Yes
MS08017	Omnitrans	12/13/2008	12/12/2015	12/12/2016	\$900,000.00	\$900,000.00	30 CNG Buses	\$0.00	Yes
MS08018	Los Angeles County Department of P	8/7/2009	10/6/2016	4/6/2018	\$60,000.00	\$60,000.00	2 CNG Vehicles	\$0.00	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
MS08021	CalMet Services, Inc.	1/9/2009	1/8/2016	7/8/2016	\$900,000.00	\$900,000.00	30 CNG Vehicles	\$0.00	Yes
MS08058	Clean Energy Fuels Corp.	11/26/2009	3/25/2016	3/25/2017	\$400,000.00	\$400,000.00	New CNG Station - Ontario Airport	\$0.00	Yes
MS08063	Go Natural Gas	9/25/2009	1/24/2016	1/24/2017	\$400,000.00	\$400,000.00	New CNG Station - Moreno Valley	\$0.00	Yes
MS08067	Trillium CNG	3/19/2009	6/18/2015	6/18/2016	\$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
MS08076	Azusa Unified School District	10/17/2008	11/16/2014	1/31/2017	\$172,500.00	\$172,500.00	New CNG station and maint. Fac. Modificati	\$0.00	Yes
Total: 14									

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2008-2009 Contracts									
Open Contracts									
ML09033	City of Beverly Hills	3/4/2011	5/3/2017	5/3/2018	\$550,000.00	\$100,000.00	10 Nat. Gas Heavy-Duty Vehicles & CNG St	\$450,000.00	No
ML09036	City of Long Beach Fleet Services B	5/7/2010	5/6/2017	5/6/2020	\$875,000.00	\$525,000.00	Purchase 35 LNG Refuse Trucks	\$350,000.00	No
Total: 2									
Declined/Cancelled Contracts									
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 an	7/16/2010	9/15/2012		\$850,000.00	\$0.00	Retrofit 85 Off-Road Vehicles w/DECS	\$850,000.00	No
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 P				\$8,250.00	\$0.00	Remote Vehicle Diagnostics/15 Vehicles	\$8,250.00	No
ML09025	Los Angeles County Department of P	10/15/2010	12/14/2012	6/14/2013	\$50,000.00	\$0.00	Remote Vehicle Diagnostics/85 Vehicles	\$50,000.00	No
ML09028	Riverside County Waste Manageme				\$140,000.00	\$0.00	Retrofit 7 Off-Road Vehicles w/DECS	\$140,000.00	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
MS09003	FuelMaker Corporation				\$296,000.00	\$0.00	Home Refueling Apparatus Incentives	\$296,000.00	No
Total: 11									
Closed Contracts									
ML09007	City of Rancho Cucamonga	2/26/2010	4/25/2012		\$117,500.00	\$62,452.57	Maintenance Facility Modification	\$55,047.43	Yes
ML09010	City of Palm Springs	1/8/2010	2/7/2016		\$25,000.00	\$25,000.00	1 Nat. Gas Heavy-Duty Vehicle	\$0.00	Yes
ML09011	City of San Bernardino	2/19/2010	5/18/2016		\$250,000.00	\$250,000.00	10 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
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
ML09013	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$144,470.00	\$128,116.75	Traffic Signal Synchr./Moreno Valley	\$16,353.25	Yes
ML09014	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$113,030.00	\$108,495.94	Traffic Signal Synchr./Corona	\$4,534.06	Yes
ML09015	City of Riverside Public Works	9/10/2010	12/9/2011	7/31/2013	\$80,060.00	\$79,778.52	Traffic Signal Synchr./Co. of Riverside	\$281.48	Yes
ML09016	County of San Bernardino Public Wo	1/28/2010	3/27/2014		\$50,000.00	\$50,000.00	Install New CNG Station	\$0.00	Yes
ML09020	County of San Bernardino	8/16/2010	2/15/2012		\$49,770.00	\$49,770.00	Remote Vehicle Diagnostics/252 Vehicles	\$0.00	Yes
ML09021	City of Palm Desert	7/9/2010	3/8/2012		\$39,450.00	\$38,248.87	Traffic Signal Synchr./Rancho Mirage	\$1,201.13	Yes
ML09024	Los Angeles County Department of P	10/15/2010	12/14/2012	6/14/2013	\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
ML09027	Los Angeles County Department of P	7/23/2010	3/22/2012	6/22/2012	\$150,000.00	\$150,000.00	Freeway Detector Map Interface	\$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
ML09030	City of Los Angeles GSD/Fleet Servi	6/18/2010	6/17/2011		\$22,310.00	\$22,310.00	Remote Vehicle Diagnostics/107 Vehicles	\$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
ML09046	City of Newport Beach	5/20/2010	5/19/2016		\$162,500.00	\$162,500.00	Upgrade Existing CNG Station, Maintenance	\$0.00	Yes
ML09047	Los Angeles County Department of P	8/13/2014	8/12/2015	11/12/2015	\$400,000.00	\$272,924.53	Maintenance Facility Modifications	\$127,075.47	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	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

Total: 19

Open/Complete Contracts

ML09008	City of Culver City Transportation De	1/19/2010	7/18/2016	7/18/2017	\$175,000.00	\$175,000.00	8 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09009	City of South Pasadena	11/5/2010	12/4/2016	3/4/2019	\$125,930.00	\$125,930.00	CNG Station Expansion	\$0.00	Yes
ML09023	Los Angeles County Department of P	12/10/2010	12/9/2017		\$50,000.00	\$50,000.00	2 Heavy-Duty Alternative Fuel Transit Vehicl	\$0.00	Yes
ML09026	Los Angeles County Department of P	10/15/2010	10/14/2017	4/14/2019	\$150,000.00	\$80,411.18	3 Off-Road Vehicles Repowers	\$69,588.82	Yes
ML09031	City of Los Angeles, Department of	10/29/2010	10/28/2017		\$825,000.00	\$825,000.00	33 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09032	Los Angeles World Airports	4/8/2011	4/7/2018		\$175,000.00	\$175,000.00	7 Nat. Gas Heavy-Duty Vehicles	\$0.00	Yes
ML09035	City of Fullerton	6/17/2010	6/16/2017	12/16/2018	\$450,000.00	\$450,000.00	2 Heavy-Duty CNG Vehicles & Install CNG	\$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
ML09038	City of Chino	9/27/2010	5/26/2017		\$250,000.00	\$250,000.00	Upgrade Existing CNG Station	\$0.00	Yes
ML09041	City of Los Angeles, Bureau of Sanit	10/1/2010	9/30/2017		\$875,000.00	\$875,000.00	Purchase 35 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML09042	Los Angeles Department of Water an	12/10/2010	12/9/2017		\$1,400,000.00	\$1,400,000.00	Purchase 56 Dump Trucks	\$0.00	Yes
ML09043	City of Covina	10/8/2010	4/7/2017	10/7/2018	\$179,591.00	\$179,591.00	Upgrade Existing CNG Station	\$0.00	Yes

Total: 12

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2010-2011 Contracts									
Open Contracts									
ML11020	City of Indio	2/1/2013	3/31/2019	9/30/2019	\$30,000.00	\$0.00	Retrofit one H.D. Vehicles w/DECS, repower	\$30,000.00	No
ML11024	County of Los Angeles, Dept of Publi	12/5/2014	6/4/2022		\$90,000.00	\$0.00	Purchase 3 Nat. Gas H.D. Vehicles	\$90,000.00	No
ML11029	City of Santa Ana	9/7/2012	3/6/2020		\$262,500.00	\$0.00	Expansion of Existing CNG Station, Install N	\$262,500.00	No
ML11032	City of Gardena	3/2/2012	9/1/2018	10/1/2020	\$102,500.00	\$0.00	Modify Maint. Facility, Expand CNG station,	\$102,500.00	No
ML11036	City of Riverside	1/27/2012	1/26/2019	3/26/2021	\$670,000.00	\$0.00	Install New CNG Station, Purchase 9 H.D. N	\$670,000.00	No
ML11038	City of Santa Monica	5/18/2012	7/17/2018		\$400,000.00	\$0.00	Maintenance Facility Modifications	\$400,000.00	No
ML11040	City of South Pasadena	5/4/2012	1/3/2019	1/3/2022	\$30,000.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle	\$30,000.00	No
ML11041	City of Santa Ana	9/7/2012	11/6/2018	5/6/2020	\$265,000.00	\$34,651.86	Purchase 7 LPG H.D. Vehicles, Retrofit 6 H.	\$230,348.14	No
ML11045	City of Newport Beach	2/3/2012	8/2/2018	8/2/2020	\$30,000.00	\$0.00	Purchase 1 Nat. Gas H.D. Vehicle	\$30,000.00	No
MS11062	Load Center	9/7/2012	1/6/2016	12/6/2016	\$175,384.00	\$169,883.00	Retrofit Six Off-Road Vehicles under Showc	\$5,501.00	No
MS11065	Temecula Valley Unified School Distr	8/11/2012	1/10/2019		\$50,000.00	\$0.00	Expansion of Existing CNG Station	\$50,000.00	No
MS11085	City of Long Beach Fleet Services B	8/23/2013	12/22/2016		\$159,012.00	\$0.00	Retrofit Seven H.D. Off-Road Vehicles Unde	\$159,012.00	No
MS11086	DCL America Inc.	6/7/2013	10/6/2016		\$500,000.00	\$351,076.96	Retrofit Eight H.D. Off-Road Vehicles Under	\$148,923.04	No
MS11091	California Cartage Company, LLC	4/5/2013	8/4/2016	2/4/2018	\$55,000.00	\$0.00	Retrofit Two H.D. Off-Road Vehicles Under	\$55,000.00	No
MS11092	Griffith Company	2/15/2013	6/14/2016	12/14/2017	\$390,521.00	\$0.00	Retrofit 17 H.D. Off-Road Vehicles Under Sh	\$390,521.00	No
Total: 15									
Declined/Cancelled Contracts									
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
MS11046	Luis Castro				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11047	Ivan Borjas				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11048	Phase II Transportation				\$1,080,000.00	\$0.00	Repower 27 Heavy-Duty Vehicles	\$1,080,000.00	No
MS11049	Ruben Caceras				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11050	Carlos Arrue				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11051	Francisco Vargas				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11053	Jose Ivan Soltero				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11054	Albino Meza				\$40,000.00	\$0.00	Repower One Heavy-Duty Vehicle	\$40,000.00	No
MS11059	Go Natural Gas				\$150,000.00	\$0.00	New Public Access CNG Station - Paramou	\$150,000.00	No
MS11063	Standard Concrete Products				\$310,825.00	\$0.00	Retrofit Two Off-Road Vehicles under Showc	\$310,825.00	No
MS11070	American Honda Motor Company				\$100,000.00	\$0.00	Expansion of Existing CNG Station	\$100,000.00	No
MS11072	Trillium USA Company DBA Californi				\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS11077	DCL America Inc.				\$263,107.00	\$0.00	Retrofit of 13 Off-Road Diesel Vehicles with	\$263,107.00	No
MS11083	Catrac Construction, Inc.				\$500,000.00	\$0.00	Install DECS on Eight Off-Road Vehicles	\$500,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS11084	Ivanhoe Energy Services and Develo				\$66,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$66,750.00	No
MS11088	Diesel Emission Technologies				\$32,750.00	\$0.00	Retrofit Three H.D. Off-Road Vehicles Under	\$32,750.00	No
MS11089	Diesel Emission Technologies				\$9,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$9,750.00	No
MS11090	Diesel Emission Technologies				\$14,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$14,750.00	No

Total: 21

Closed Contracts

ML11007	Coachella Valley Association of Gov	7/29/2011	7/28/2012		\$250,000.00	\$249,999.96	Regional PM10 Street Sweeping Program	\$0.04	Yes
ML11027	City of Los Angeles, Dept. of Genera	5/4/2012	7/3/2015	1/3/2016	\$300,000.00	\$300,000.00	Maintenance Facility Modifications	\$0.00	No
ML11035	City of La Quinta	11/18/2011	11/17/2012		\$25,368.00	\$25,368.00	Retrofit 3 On-Road Vehicles w/DECS	\$0.00	Yes
MS11001	Mineral LLC	4/22/2011	4/30/2013	4/30/2015	\$111,827.00	\$103,136.83	Design, Develop, Host and Maintain MSRC	\$8,690.17	Yes
MS11002	A-Z Bus Sales, Inc.	7/15/2011	12/31/2011	6/30/2013	\$1,705,000.00	\$1,705,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS11003	BusWest	7/26/2011	12/31/2011	12/31/2012	\$1,305,000.00	\$1,305,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS11004	Los Angeles County MTA	9/9/2011	2/29/2012		\$450,000.00	\$299,743.34	Clean Fuel Transit Service to Dodger Stadiu	\$150,256.66	Yes
MS11006	Orange County Transportation Autho	10/7/2011	2/29/2012	8/31/2012	\$268,207.00	\$160,713.00	Metrolink Service to Angel Stadium	\$107,494.00	Yes
MS11018	Orange County Transportation Autho	10/14/2011	1/31/2012		\$211,360.00	\$211,360.00	Express Bus Service to Orange County Fair	\$0.00	Yes
MS11052	Krisda Inc	9/27/2012	6/26/2013		\$120,000.00	\$120,000.00	Repower Three Heavy-Duty Vehicles	\$0.00	Yes
MS11056	The Better World Group	12/30/2011	12/29/2013	12/29/2015	\$206,836.00	\$186,953.46	Programmatic Outreach Services	\$19,882.54	Yes
MS11057	Riverside County Transportation Co	7/28/2012	3/27/2013		\$100,000.00	\$89,159.40	Develop and Implement 511 "Smart Phone"	\$10,840.60	Yes
MS11058	L A Service Authority for Freeway E	5/31/2013	4/30/2014		\$123,395.00	\$123,395.00	Implement 511 "Smart Phone" Application	\$0.00	Yes
MS11061	Eastern Municipal Water District	3/29/2012	5/28/2015		\$11,659.00	\$1,450.00	Retrofit One Off-Road Vehicle under Showc	\$10,209.00	Yes
MS11074	SunLine Transit Agency	5/11/2012	7/31/2012		\$41,849.00	\$22,391.00	Transit Service for Coachella Valley Festival	\$19,458.00	Yes
MS11080	Southern California Regional Rail Au	4/6/2012	7/31/2012		\$26,000.00	\$26,000.00	Metrolink Service to Auto Club Speedway	\$0.00	Yes
MS11087	Cemex Construction Material Pacific,	10/16/2012	2/15/2016		\$448,766.00	\$448,760.80	Retrofit 13 H.D. Off-Road Vehicles Under Sh	\$5.20	Yes

Total: 17

Closed/Incomplete Contracts

MS11064	City of Hawthorne	7/28/2012	8/27/2018	8/27/2019	\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No
MS11076	SA Recycling, LLC	5/24/2012	9/23/2015		\$424,801.00	\$0.00	Retrofit of 13 Off-Road Diesel Vehicles with	\$424,801.00	No
MS11081	Metropolitan Stevedore Company	9/7/2012	1/6/2016		\$45,416.00	\$0.00	Install DECS on Two Off-Road Vehicles	\$45,416.00	No
MS11082	Baumot North America, LLC	8/2/2012	12/1/2015		\$65,958.00	\$4,350.00	Install DECS on Four Off-Road Vehicles	\$61,608.00	Yes

Total: 4

Open/Complete Contracts

ML11021	City of Whittier	1/27/2012	9/26/2018	6/26/2019	\$210,000.00	\$210,000.00	Purchase 7 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11022	City of Anaheim	3/16/2012	7/15/2018		\$150,000.00	\$150,000.00	Purchase of 5 H.D. Vehicles	\$0.00	Yes
ML11023	City of Rancho Cucamonga	4/20/2012	12/19/2018	9/19/2020	\$260,000.00	\$260,000.00	Expand Existing CNG Station, 2 H.D. Vehicl	\$0.00	Yes
ML11025	County of Los Angeles Department o	3/14/2014	9/13/2021		\$150,000.00	\$150,000.00	Purchase 5 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11026	City of Redlands	3/2/2012	10/1/2018		\$90,000.00	\$90,000.00	Purchase 3 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11028	City of Glendale	1/13/2012	5/12/2018		\$300,000.00	\$300,000.00	Purchase 10 H.D. CNG Vehicles	\$0.00	Yes

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML11030	City of Fullerton	2/3/2012	3/2/2018		\$109,200.00	\$109,200.00	Purchase 2 Nat. Gas H.D. Vehicles, Retrofit	\$0.00	Yes
ML11031	City of Culver City Transportation De	12/2/2011	12/1/2018		\$300,000.00	\$300,000.00	Purchase 10 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML11033	City of Los Angeles, Bureau of Sanit	3/16/2012	1/15/2019		\$1,080,000.00	\$1,080,000.00	Purchase 36 LNG H.D. Vehicles	\$0.00	Yes
ML11034	City of Los Angeles, Department of	5/4/2012	1/3/2019		\$630,000.00	\$630,000.00	Purchase 21 H.D. CNG Vehicles	\$0.00	Yes
ML11037	City of Anaheim	12/22/2012	12/21/2019		\$300,000.00	\$300,000.00	Purchase 12 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11039	City of Ontario, Housing & Municipal	1/27/2012	9/26/2018		\$180,000.00	\$180,000.00	Purchase 6 Nat. Gas H.D. Vehicles	\$0.00	Yes
ML11042	City of Chino	2/17/2012	4/16/2018		\$30,000.00	\$30,000.00	Purchase 1 Nat. Gas H.D. Vehicle, Repower	\$0.00	Yes
ML11043	City of Hemet Public Works	2/3/2012	2/2/2019		\$60,000.00	\$60,000.00	Purchase 2 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML11044	City of Ontario, Housing & Municipal	1/27/2012	6/26/2019		\$400,000.00	\$400,000.00	Expand Existing CNG Station	\$0.00	Yes
MS11008	USA Waste of California, Inc.	10/24/2013	4/23/2020		\$125,000.00	\$125,000.00	Expansion of Existing LCNG Station	\$0.00	Yes
MS11009	USA Waste of California, Inc.	10/24/2013	4/23/2020		\$125,000.00	\$125,000.00	Expansion of Existing LCNG Station	\$0.00	Yes
MS11010	Border Valley Trading	8/26/2011	10/25/2017	4/25/2020	\$150,000.00	\$150,000.00	New LNG Station	\$0.00	Yes
MS11011	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$100,000.00	New CNG Station - Signal Hill	\$0.00	Yes
MS11012	EDCO Disposal Corporation	12/30/2011	4/29/2019		\$100,000.00	\$100,000.00	New CNG Station - Buena Park	\$0.00	Yes
MS11016	CR&R Incorporated	4/12/2013	10/11/2019		\$100,000.00	\$100,000.00	New CNG Station - Perris	\$0.00	Yes
MS11017	CR&R, Inc.	3/2/2012	2/1/2018		\$100,000.00	\$100,000.00	Expansion of existing station - Garden Grove	\$0.00	Yes
MS11019	City of Corona	11/29/2012	4/28/2020		\$225,000.00	\$225,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS11055	KEC Engineering	2/3/2012	8/2/2018	8/2/2019	\$200,000.00	\$200,000.00	Repower 5 H.D. Off-Road Vehicles	\$0.00	Yes
MS11060	Rowland Unified School District	8/17/2012	1/16/2019	1/16/2020	\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes
MS11066	Torrance Unified School District	11/19/2012	9/18/2018		\$42,296.00	\$42,296.00	Expansion of Existing CNG Station	\$0.00	Yes
MS11067	City of Redlands	5/24/2012	11/23/2018	11/23/2019	\$85,000.00	\$85,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS11068	Ryder System Inc.	7/28/2012	10/27/2018		\$175,000.00	\$175,000.00	New Public Access L/CNG Station (Fontana)	\$0.00	Yes
MS11069	Ryder System Inc.	7/28/2012	8/27/2018		\$175,000.00	\$175,000.00	New Public Access L/CNG Station (Orange)	\$0.00	Yes
MS11071	City of Torrance Transit Department	12/22/2012	1/21/2019	1/21/2020	\$175,000.00	\$166,250.00	New Limited Access CNG Station	\$8,750.00	Yes
MS11073	Los Angeles Unified School District	9/11/2015	2/10/2022		\$175,000.00	\$175,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS11079	Bear Valley Unified School District	2/5/2013	10/4/2019		\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes

Total: 32

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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FY 2011-2012 Contracts

Open Contracts

ML12014	City of Santa Ana	11/8/2013	8/7/2020		\$384,000.00	\$4,709.00	9 H.D. Nat. Gas & LPG Trucks, EV Charging	\$379,291.00	No
ML12015	City of Fullerton	4/25/2013	11/24/2020		\$40,000.00	\$10,000.00	HD CNG Vehicle, Expand CNG Station	\$30,000.00	No
ML12016	City of Cathedral City	1/4/2013	10/3/2019		\$60,000.00	\$0.00	CNG Vehicle & Electric Vehicle Infrastructur	\$60,000.00	No
ML12017	City of Los Angeles, Bureau of Sanit	6/26/2013	5/25/2020	11/25/2021	\$950,000.00	\$900,000.00	32 H.D. Nat. Gas Vehicles	\$50,000.00	No
ML12018	City of West Covina	10/18/2013	10/17/2020	1/17/2022	\$300,000.00	\$0.00	Expansion of Existing CNG Station	\$300,000.00	No
ML12041	City of Anaheim Public Utilities Depa	4/4/2014	11/3/2015	11/3/2016	\$68,977.00	\$0.00	EV Charging Infrastructure	\$68,977.00	No
ML12043	City of Hemet	6/24/2013	9/23/2019		\$60,000.00	\$0.00	Two Heavy-Duty Nat. Gas Vehicles	\$60,000.00	No
ML12045	City of Baldwin Park DPW	2/14/2014	12/13/2020		\$400,000.00	\$0.00	Install New CNG Station	\$400,000.00	No
ML12046	City of Irvine	8/11/2013	3/10/2021		\$30,000.00	\$0.00	One Heavy-Duty Nat. Gas Vehicle	\$30,000.00	No
ML12048	City of La Palma	1/4/2013	11/3/2018		\$20,000.00	\$0.00	Two Medium-Duty LPG Vehicles	\$20,000.00	No
ML12051	City of Bellflower	2/7/2014	2/6/2016	2/6/2017	\$170,000.00	\$0.00	EV Charging Infrastructure	\$170,000.00	No
ML12057	City of Coachella	8/28/2013	8/27/2019	1/27/2022	\$57,456.00	\$0.00	Purchase One Nat. Gas H.D. Vehicle/Street	\$57,456.00	No
ML12090	City of Palm Springs	10/9/2015	10/8/2021		\$21,163.00	\$0.00	EV Charging Infrastructure	\$21,163.00	No
MS12008	Bonita Unified School District	7/12/2013	12/11/2019	4/11/2021	\$175,000.00	\$0.00	Construct New Limited-Access CNG Station	\$175,000.00	No
MS12011	Southern California Gas Company	6/14/2013	6/13/2019	3/13/2021	\$150,000.00	\$0.00	Construct New Public-Access CNG Station -	\$150,000.00	No
MS12024	Southern California Gas Company	6/13/2013	12/12/2019	11/12/2020	\$150,000.00	\$0.00	Construct New Public-Access CNG Station -	\$150,000.00	No
MS12027	C.V. Ice Company, Inc.	5/17/2013	11/16/2019		\$75,000.00	\$0.00	Purchase 3 Medium-Heavy Duty Vehicles	\$75,000.00	No
MS12033	Mike Diamond/Phace Management	12/22/2012	12/21/2018	6/21/2021	\$500,000.00	\$134,010.00	Purchase 20 Medium-Heavy Duty Vehicles	\$365,990.00	No
MS12034	Ware Disposal Company, Inc.	11/2/2012	11/1/2018	11/1/2020	\$133,070.00	\$74,763.00	Purchase 8 Medium-Heavy Duty Vehicles	\$58,307.00	No
MS12060	City of Santa Monica	4/4/2014	8/3/2017		\$500,000.00	\$333,734.27	Implement Westside Bikeshare Program	\$166,265.73	No
MS12067	Leatherwood Construction, Inc.	11/8/2013	3/7/2017		\$122,719.00	\$0.00	Retrofit Six Vehicles w/DECS - Showcase III	\$122,719.00	No
MS12075	CR&R Incorporated	7/27/2013	1/26/2021	1/26/2022	\$100,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$100,000.00	No
MS12077	City of Coachella	6/14/2013	6/13/2020		\$225,000.00	\$0.00	Construct New CNG Station	\$225,000.00	No
MS12080	City of Pasadena	11/8/2013	8/7/2020	8/7/2021	\$225,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$225,000.00	No
MS12083	Brea Olinda Unified School District	7/30/2015	2/29/2024		\$59,454.00	\$0.00	Install New CNG Infrastructure	\$59,454.00	No
MS12084	Airport Mobil Inc.	12/6/2013	5/5/2020		\$150,000.00	\$0.00	Install New CNG Infrastructure	\$150,000.00	No
MS12086	SuperShuttle International, Inc.	3/26/2013	3/25/2019		\$225,000.00	\$202,500.00	Purchase 23 Medium-Heavy Duty Vehicles	\$22,500.00	No
MS12089	Riverside County Transportation Co	10/18/2013	9/17/2015		\$249,136.00	\$105,747.48	Implement Rideshare Incentives Program	\$143,388.52	No
MS12Hom	Mansfield Gas Equipment Systems				\$296,000.00	\$0.00	Home Refueling Apparatus Incentive Progra	\$296,000.00	No

Total: 29

Declined/Cancelled Contracts

ML12038	City of Long Beach Public Works				\$26,000.00	\$0.00	Electric Vehicle Charging Infrastructure	\$26,000.00	No
ML12040	City of Duarte Transit				\$30,000.00	\$0.00	One Heavy-Duty Nat. Gas Vehicle	\$30,000.00	No
ML12044	County of San Bernardino Public Wo				\$250,000.00	\$0.00	Install New CNG Station	\$250,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML12052	City of Whittier	3/14/2013	7/13/2019		\$165,000.00	\$0.00	Expansion of Existing CNG Station	\$165,000.00	No
ML12053	City of Mission Viejo				\$60,000.00	\$0.00	EV Charging Infrastructure	\$60,000.00	No
MS12007	WestAir Gases & Equipment				\$100,000.00	\$0.00	Construct New Limited-Access CNG Station	\$100,000.00	No
MS12030	Complete Landscape Care, Inc.				\$150,000.00	\$0.00	Purchase 6 Medium-Heavy Duty Vehicles	\$150,000.00	No
MS12070	Valley Music Travel/CID Entertainme				\$99,000.00	\$0.00	Implement Shuttle Service to Coachella Mus	\$99,000.00	No

Total: 8

Closed Contracts

ML12013	City of Pasadena	10/19/2012	3/18/2015	9/18/2015	\$200,000.00	\$65,065.00	Electric Vehicle Charging Infrastructure	\$134,935.00	Yes
ML12019	City of Palm Springs	9/6/2013	7/5/2015		\$38,000.00	\$16,837.00	EV Charging Infrastructure	\$21,163.00	Yes
ML12021	City of Rancho Cucamonga	9/14/2012	1/13/2020		\$40,000.00	\$40,000.00	Four Medium-Duty Nat. Gas Vehicles	\$0.00	Yes
ML12023	County of Los Angeles Internal Servi	8/1/2013	2/28/2015		\$250,000.00	\$192,333.00	EV Charging Infrastructure	\$57,667.00	Yes
ML12037	Coachella Valley Association of Gov	3/14/2013	3/13/2014		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$0.00	Yes
ML12049	City of Rialto Public Works	7/14/2014	9/13/2015		\$30,432.00	\$3,265.29	EV Charging Infrastructure	\$27,166.71	Yes
ML12050	City of Baldwin Park	4/25/2013	4/24/2014	10/24/2014	\$402,400.00	\$385,363.00	EV Charging Infrastructure	\$17,037.00	Yes
ML12054	City of Palm Desert	9/30/2013	2/28/2015		\$77,385.00	\$77,385.00	EV Charging Infrastructure	\$0.00	Yes
ML12056	City of Cathedral City	3/26/2013	5/25/2014		\$25,000.00	\$25,000.00	Regional Street Sweeping Program	\$0.00	Yes
ML12066	City of Manhattan Beach	1/7/2014	4/6/2015		\$5,900.00	\$5,900.00	Electric Vehicle Charging Infrastructure	\$0.00	Yes
MS12001	Los Angeles County MTA	7/1/2012	4/30/2013		\$300,000.00	\$211,170.00	Clean Fuel Transit Service to Dodger Stadiu	\$88,830.00	Yes
MS12002	Orange County Transportation Autho	9/7/2012	4/30/2013		\$342,340.00	\$333,185.13	Express Bus Service to Orange County Fair	\$9,154.87	Yes
MS12003	Orange County Transportation Autho	7/20/2012	2/28/2013		\$234,669.00	\$167,665.12	Implement Metrolink Service to Angel Stadiu	\$67,003.88	Yes
MS12005	USA Waste of California, Inc.	10/19/2012	8/18/2013		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12006	Waste Management Collection & Re	10/19/2012	8/18/2013		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12012	Rim of the World Unified School Dist	12/20/2012	5/19/2014		\$75,000.00	\$75,000.00	Vehicle Maintenance Facility Modifications	\$0.00	Yes
MS12059	Orange County Transportation Autho	2/28/2013	12/27/2014		\$75,000.00	\$75,000.00	Maintenance Facilities Modifications	\$0.00	Yes
MS12061	Orange County Transportation Autho	3/14/2014	3/13/2017		\$224,000.00	\$114,240.00	Transit-Oriented Bicycle Sharing Program	\$109,760.00	Yes
MS12062	Fraser Communications	12/7/2012	5/31/2014		\$998,669.00	\$989,218.49	Develop & Implement "Rideshare Thursday"	\$9,450.51	Yes
MS12064	Anaheim Transportation Network	3/26/2013	12/31/2014		\$127,296.00	\$56,443.92	Implement Anaheim Circulator Service	\$70,852.08	Yes
MS12065	Orange County Transportation Autho	7/27/2013	11/30/2013		\$43,933.00	\$14,832.93	Ducks Express Service to Honda Center	\$29,100.07	Yes
MS12068	Southern California Regional Rail Au	3/1/2013	9/30/2013		\$57,363.00	\$47,587.10	Implement Metrolink Service to Autoclub Sp	\$9,775.90	Yes
MS12069	City of Irvine	8/11/2013	2/28/2014		\$45,000.00	\$26,649.41	Implement Special Transit Service to Solar	\$18,350.59	Yes
MS12076	City of Ontario, Housing & Municipal	3/8/2013	4/7/2015		\$75,000.00	\$75,000.00	Maintenance Facilities Modification	\$0.00	Yes
MS12078	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$73,107.00	Maintenance Facility Modifications - Vernon	\$1,893.00	Yes
MS12081	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$75,000.00	Maintenance Facility Modifications - Santa A	\$0.00	Yes
MS12085	Bear Valley Unified School District	4/25/2013	6/24/2014		\$75,000.00	\$75,000.00	Maintenance Facility Modifications	\$0.00	Yes
MS12087	Los Angeles County MTA	8/29/2013	11/28/2015		\$125,000.00	\$125,000.00	Implement Rideshare Incentives Program	\$0.00	Yes
MS12088	Orange County Transportation Autho	12/6/2013	3/5/2016		\$125,000.00	\$18,496.50	Implement Rideshare Incentives Program	\$106,503.50	Yes

Total: 29

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Closed/Incomplete Contracts									
MS12079	Penske Truck Leasing Co., L.P.	1/7/2014	1/6/2016		\$75,000.00	\$0.00	Maintenance Facility Modifications - Boyle H	\$75,000.00	No
Total: 1									
Open/Complete Contracts									
ML12020	City of Los Angeles, Department of	9/27/2012	3/26/2019	3/26/2020	\$450,000.00	\$450,000.00	15 H.D. Nat. Gas Vehicles	\$0.00	Yes
ML12022	City of La Puente	12/6/2013	6/5/2020		\$110,000.00	\$110,000.00	2 Medium-Duty and Three Heavy-Duty CNG	\$0.00	Yes
ML12039	City of Redlands	2/8/2013	10/7/2019		\$90,000.00	\$90,000.00	Three Heavy-Duty Nat. Gas Vehicles	\$0.00	Yes
ML12042	City of Chino Hills	1/18/2013	3/17/2017		\$87,500.00	\$87,500.00	Expansion of Existing CNG Station	\$0.00	Yes
ML12047	City of Orange	2/1/2013	1/31/2019		\$30,000.00	\$30,000.00	One Heavy-Duty Nat. Gas Vehicle	\$0.00	Yes
ML12055	City of Manhattan Beach	3/1/2013	12/31/2018		\$10,000.00	\$10,000.00	One Medium-Duty Nat. Gas Vehicle	\$0.00	Yes
MS12004	USA Waste of California, Inc.	10/24/2013	11/23/2019		\$175,000.00	\$175,000.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS12009	Sysco Food Services of Los Angeles	1/7/2014	4/6/2020		\$150,000.00	\$150,000.00	Construct New Public-Access LNG Station	\$0.00	Yes
MS12010	Murrieta Valley Unified School Distric	4/5/2013	9/4/2019		\$242,786.00	\$242,786.00	Construct New Limited-Access CNG Station	\$0.00	Yes
MS12025	Silverado Stages, Inc.	11/2/2012	7/1/2018		\$150,000.00	\$150,000.00	Purchase Six Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12026	U-Haul Company of California	3/14/2013	3/13/2019		\$500,000.00	\$353,048.26	Purchase 23 Medium-Heavy Duty Vehicles	\$146,951.74	Yes
MS12028	Dy-Dee Service of Pasadena, Inc.	12/22/2012	1/21/2019		\$45,000.00	\$40,000.00	Purchase 2 Medium-Duty and 1 Medium-He	\$5,000.00	Yes
MS12029	Community Action Partnership of Or	11/2/2012	11/1/2018		\$25,000.00	\$14,850.00	Purchase 1 Medium-Heavy Duty Vehicle	\$10,150.00	Yes
MS12031	Final Assembly, Inc.	11/2/2012	11/1/2018		\$50,000.00	\$32,446.00	Purchase 2 Medium-Heavy Duty Vehicles	\$17,554.00	Yes
MS12032	Fox Transportation	12/14/2012	12/13/2018		\$500,000.00	\$500,000.00	Purchase 20 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12035	Disneyland Resort	1/4/2013	7/3/2019		\$25,000.00	\$18,900.00	Purchase 1 Medium-Heavy Duty Vehicle	\$6,100.00	Yes
MS12036	Jim & Doug Carter's Automotive/VS	1/4/2013	11/3/2018		\$50,000.00	\$50,000.00	Purchase 2 Medium-Heavy Duty Vehicles	\$0.00	Yes
MS12058	Krisda Inc	4/24/2013	1/23/2019		\$25,000.00	\$25,000.00	Repower One Heavy-Duty Off-Road Vehicle	\$0.00	Yes
MS12063	Custom Alloy Light Metals, Inc.	8/16/2013	2/15/2020		\$100,000.00	\$100,000.00	Install New Limited Access CNG Station	\$0.00	Yes
MS12071	Transit Systems Unlimited, Inc.	5/17/2013	12/16/2018		\$21,250.00	\$21,250.00	Expansion of Existing CNG Station	\$0.00	Yes
MS12072	99 Cents Only Stores	4/5/2013	9/4/2019		\$100,000.00	\$100,000.00	Construct New CNG Station	\$0.00	Yes
MS12073	FirstCNG, LLC	7/27/2013	12/26/2019		\$150,000.00	\$150,000.00	Construct New CNG Station	\$0.00	Yes
MS12074	Arcadia Unified School District	7/5/2013	9/4/2019		\$175,000.00	\$175,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS12082	City of Los Angeles, Bureau of Sanit	11/20/2013	2/19/2021		\$175,000.00	\$175,000.00	Install New CNG Infrastructure	\$0.00	Yes
Total: 24									

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2012-2014 Contracts									
Open Contracts									
ML14012	City of Santa Ana	2/13/2015	10/12/2021		\$244,000.00	\$0.00	EV Charging and 7 H.D. LPG Vehicles	\$244,000.00	No
ML14014	City of Torrance	9/5/2014	12/4/2019		\$56,000.00	\$0.00	EV Charging Infrastructure	\$56,000.00	No
ML14016	City of Anaheim	4/3/2015	9/2/2021		\$380,000.00	\$0.00	Purchase 2 H.D. Vehicles, Expansion of Exi	\$380,000.00	No
ML14018	City of Los Angeles, Department of	3/6/2015	9/5/2021		\$810,000.00	\$0.00	Purchase 27 H.D. Nat. Gas Vehicles	\$810,000.00	No
ML14019	City of Corona Public Works	12/5/2014	6/4/2020	6/4/2022	\$178,263.00	\$0.00	EV Charging, Bicycle Racks, Bicycle Locker	\$178,263.00	No
ML14021	Riverside County Regional Park and	7/24/2014	12/23/2016		\$250,000.00	\$0.00	Bicycle Trail Improvements	\$250,000.00	No
ML14022	County of Los Angeles Department o	10/2/2015	5/1/2022		\$300,000.00	\$0.00	Purchase 10 H.D. Nat. Gas Vehicles	\$300,000.00	No
ML14023	County of Los Angeles Department o	10/2/2015	9/1/2017		\$230,000.00	\$0.00	Maintenance Fac. Modifications-Westcheste	\$230,000.00	No
ML14024	County of Los Angeles Department o	10/2/2015	9/1/2017		\$230,000.00	\$0.00	Maintenance Fac. Modifications-Baldwin Par	\$230,000.00	No
ML14025	County of Los Angeles Dept of Publi	10/2/2015	7/1/2018		\$300,000.00	\$0.00	Construct New CNG Station in Malibu	\$300,000.00	No
ML14026	County of Los Angeles Dept of Publi	10/2/2015	5/1/2023		\$300,000.00	\$0.00	Construct New CNG Station in Castaic	\$300,000.00	No
ML14027	County of Los Angeles Dept of Publi	10/2/2015	5/1/2023		\$500,000.00	\$0.00	Construct New CNG Station in Downey	\$500,000.00	No
ML14028	City of Fullerton	9/5/2014	1/4/2022		\$126,950.00	\$0.00	Expansion of Existing CNG Infrastructure	\$126,950.00	No
ML14029	City of Irvine	7/11/2014	6/10/2017		\$90,500.00	\$0.00	Bicycle Trail Improvements	\$90,500.00	No
ML14030	County of Los Angeles Internal Servi	1/9/2015	3/8/2018		\$425,000.00	\$0.00	Bicycle Racks, Outreach & Education	\$425,000.00	No
ML14033	City of Irvine	7/11/2014	2/10/2021		\$60,000.00	\$0.00	Purchase 2 H.D. CNG Vehicles	\$60,000.00	No
ML14034	City of Lake Elsinore	9/5/2014	5/4/2021		\$56,700.00	\$56,700.00	EV Charging Stations	\$0.00	No
ML14049	City of Moreno Valley	7/11/2014	3/10/2021		\$105,000.00	\$30,000.00	One HD Nat Gas Vehicle, EV Charging, Bicy	\$75,000.00	No
ML14050	City of Yucaipa	7/11/2014	9/10/2015	7/1/2016	\$84,795.00	\$0.00	Installation of Bicycle Lanes	\$84,795.00	No
ML14051	City of Brea	9/5/2014	1/4/2017		\$450,000.00	\$0.00	Installation of Bicycle Trail	\$450,000.00	No
ML14054	City of Torrance	11/14/2014	4/13/2017		\$350,000.00	\$0.00	Upgrade Maintenance Facility	\$350,000.00	No
ML14055	City of Highland	10/10/2014	3/9/2018		\$500,000.00	\$0.00	Bicycle Lanes and Outreach	\$500,000.00	No
ML14056	City of Redlands	9/5/2014	5/4/2016	5/4/2017	\$125,000.00	\$0.00	Bicycle Lanes	\$125,000.00	No
ML14061	City of La Habra	3/11/2016	3/10/2022		\$41,600.00	\$0.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$41,600.00	No
ML14062	City of San Fernando	3/27/2015	5/26/2021		\$387,091.00	\$0.00	Expand Existing CNG Fueling Station	\$387,091.00	No
ML14066	City of South Pasadena	9/12/2014	7/11/2016	7/11/2017	\$142,096.00	\$0.00	Bicycle Trail Improvements	\$142,096.00	No
ML14067	City of Duarte Transit	12/4/2015	1/3/2023		\$60,000.00	\$0.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$60,000.00	No
ML14068	City of South Pasadena	9/12/2014	10/11/2015	7/11/2016	\$10,183.00	\$0.00	Electric Vehicle Charging Infrastructure	\$10,183.00	No
ML14071	City of Manhattan Beach	1/9/2015	11/8/2018		\$22,485.00	\$0.00	Electric Vehicle Charging Infrastructure	\$22,485.00	No
ML14072	City of Cathedral City	8/13/2014	1/12/2021		\$136,000.00	\$0.00	Medium & H.D. Vehicles, EV Charging, Bike	\$136,000.00	No
ML14093	County of Los Angeles Dept of Publi	8/14/2015	1/13/2019		\$150,000.00	\$0.00	San Gabriel BikeTrail Underpass Improveme	\$150,000.00	No
MS14001	Los Angeles County MTA	3/6/2015	4/30/2015		\$1,216,637.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$1,216,637.00	No
MS14046	Ontario CNG Station Inc.	5/15/2014	5/14/2020	5/14/2021	\$150,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$150,000.00	No
MS14053	Upland Unified School District	1/9/2015	7/8/2021		\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS14057	Los Angeles County MTA	11/7/2014	10/6/2019		\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14058	Orange County Transportation Autho	11/7/2014	4/6/2016	10/6/2016	\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14059	Riverside County Transportation Co	9/5/2014	3/4/2018		\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14072	San Bernardino Associated Governm	3/27/2015	3/26/2018		\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14073	Anaheim Transportation Network	1/9/2015	4/30/2017		\$221,312.00	\$205,373.62	Anaheim Resort Circulator Service	\$15,938.38	No
MS14076	Rialto Unified School District	6/17/2015	2/16/2022		\$225,000.00	\$0.00	New Public Access CNG Station	\$225,000.00	No
MS14077	County Sanitation Districts of L.A. Co	3/6/2015	5/5/2021		\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No
MS14078	American Honda Motor Co., Inc.	9/4/2015	8/3/2022		\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS14080	CR&R Incorporated	6/1/2015	8/31/2021	8/31/2022	\$200,000.00	\$0.00	Expansion of Existing CNG Infrastructure/Ma	\$200,000.00	No
MS14081	CR&R Incorporated	6/1/2015	5/30/2021		\$175,000.00	\$90,000.00	Expansion of Existing CNG Infrastructure/Ma	\$85,000.00	No
MS14082	Grand Central Recycling & Transfer	12/4/2015	3/3/2023		\$150,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$150,000.00	No
MS14083	Hacienda La Puente Unified School	7/10/2015	3/9/2022		\$175,000.00	\$0.00	New Limited Access CNG Station	\$175,000.00	No
MS14084	US Air Conditioning Distributors	5/7/2015	9/6/2021		\$100,000.00	\$90,000.00	Expansion of Existing CNG Infrastructure	\$10,000.00	No
MS14087	Orange County Transportation Autho	8/14/2015	4/30/2016		\$239,645.00	\$195,377.88	Implement Special Metrolink Service to Ang	\$44,267.12	No
MS14089	Top Shelf Consulting, LLC	2/5/2015	8/4/2016	12/31/2016	\$200,000.00	\$190,000.00	Enhanced Fleet Modernization Program	\$10,000.00	No
MS14090	City of Monterey Park	5/7/2015	5/6/2021		\$225,000.00	\$186,857.60	Expansion of Existing CNG Infrastructure	\$38,142.40	No

Total: 50

Pending Execution Contracts

ML14013	City of Los Angeles, Bureau of Sanit				\$400,000.00	\$0.00	Purchase 128 H.D. Nat. Gas Vehicles	\$400,000.00	No
ML14060	County of Los Angeles Internal Servi				\$104,400.00	\$0.00	Electric Vehicle Charging Infrastructure	\$104,400.00	No
ML14069	City of Beaumont				\$200,000.00	\$0.00	Construct New CNG Infrastructure	\$200,000.00	No
ML14070	City of Rancho Cucamonga				\$365,245.00	\$0.00	Bicycle Trail Improvements	\$365,245.00	No
MS14035	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Sun Valle	\$75,000.00	No
MS14036	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - La Mirad	\$75,000.00	No
MS14037	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Carson	\$75,000.00	No
MS14038	Penske Truck Leasing Co., L.P.				\$75,000.00	\$0.00	Vehicle Maint. Fac. Modifications - Fontana	\$75,000.00	No
MS14075	Fullerton Joint Union High School Di				\$300,000.00	\$0.00	Expansion of Existing CNG Infrastructure/Ma	\$300,000.00	No
MS14079	Waste Resources, Inc.				\$100,000.00	\$0.00	New Limited Access CNG Station	\$100,000.00	No
MS14085	Prologis, L.P.				\$100,000.00	\$0.00	New Limited Access CNG Station	\$100,000.00	No
MS14086	San Gabriel Valley Towing I				\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS14092	West Covina Unified School District				\$124,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$124,000.00	No

Total: 13

Declined/Cancelled Contracts

ML14063	City of Hawthorne				\$32,000.00	\$0.00	Expansion of Existng CNG Infrastructure	\$32,000.00	No
MS14043	City of Anaheim				\$175,000.00	\$0.00	Expansion of Existing CNG Station	\$175,000.00	No
MS14091	Serv-Wel Disposal				\$100,000.00	\$0.00	New Limited-Access CNG Infrastructure	\$100,000.00	No

Total: 3

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
Closed Contracts									
ML14010	City of Cathedral City	8/13/2014	10/12/2015		\$25,000.00	\$25,000.00	Street Sweeping Operations	\$0.00	Yes
ML14011	City of Palm Springs	6/13/2014	1/12/2016		\$79,000.00	\$78,627.00	Bicycle Racks, Bicycle Outreach & Educatio	\$373.00	Yes
ML14015	Coachella Valley Association of Gov	6/6/2014	9/5/2015		\$250,000.00	\$250,000.00	Street Sweeping Operations	\$0.00	Yes
ML14020	County of Los Angeles Dept of Publi	8/13/2014	1/12/2018		\$150,000.00	\$0.00	San Gabriel BikeTrail Underpass Improveme	\$150,000.00	No
ML14065	City of Orange	9/5/2014	8/4/2015		\$10,000.00	\$10,000.00	Electric Vehicle Charging Infrastructure	\$0.00	Yes
MS14002	Orange County Transportation Autho	9/6/2013	4/30/2014		\$576,833.00	\$576,833.00	Clean Fuel Transit Service to Orange Count	\$0.00	Yes
MS14003	Orange County Transportation Autho	8/1/2013	4/30/2014	10/30/2014	\$194,235.00	\$184,523.00	Implement Metrolink Service to Angel Stadiu	\$9,712.00	Yes
MS14004	Orange County Transportation Autho	9/24/2013	4/30/2014		\$36,800.00	\$35,485.23	Implement Express Bus Service to Solar De	\$1,314.77	Yes
MS14005	Transit Systems Unlimited, Inc.	4/11/2014	2/28/2016		\$515,200.00	\$511,520.00	Provide Expanded Shuttle Service to Hollyw	\$3,680.00	Yes
MS14007	Orange County Transportation Autho	6/6/2014	4/30/2015		\$208,520.00	\$189,622.94	Implement Special Metrolink Service to Ang	\$18,897.06	Yes
MS14008	Orange County Transportation Autho	8/13/2014	5/31/2015		\$601,187.00	\$601,187.00	Implement Clean Fuel Bus Service to Orang	\$0.00	Yes
MS14009	A-Z Bus Sales, Inc.	1/17/2014	12/31/2014	3/31/2015	\$388,000.00	\$388,000.00	Alternative Fuel School Bus Incentive Progra	\$0.00	Yes
MS14039	Waste Management Collection and	7/10/2015	4/9/2016		\$75,000.00	\$75,000.00	Vehicle Maint. Fac. Modifications - Irvine	\$0.00	Yes
MS14040	Waste Management Collection and	7/10/2015	4/9/2016		\$75,000.00	\$75,000.00	Vehicle Maint. Fac. Modifications - Santa An	\$0.00	No
MS14047	Southern California Regional Rail Au	3/7/2014	9/30/2014		\$49,203.00	\$32,067.04	Special Metrolink Service to Autoclub Speed	\$17,135.96	Yes
MS14048	BusWest	3/14/2014	12/31/2014	5/31/2015	\$940,850.00	\$847,850.00	Alternative Fuel School Bus Incentive Progra	\$93,000.00	Yes
MS14088	Southern California Regional Rail Au	5/7/2015	9/30/2015		\$79,660.00	\$66,351.44	Special Metrolink Service to Autoclub Speed	\$13,308.56	Yes
Total: 17									
Open/Complete Contracts									
ML14031	Riverside County Waste Manageme	6/13/2014	12/12/2020		\$90,000.00	\$90,000.00	Purchase 3 H.D. CNG Vehicles	\$0.00	No
ML14032	City of Rancho Cucamonga	1/9/2015	1/8/2022		\$113,990.00	\$104,350.63	Expansion of Existing CNG Infras., Bicycle L	\$9,639.37	Yes
ML14064	City of Claremont	7/11/2014	7/10/2020	1/10/2021	\$60,000.00	\$60,000.00	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$0.00	No
MS14041	USA Waste of California, Inc.	9/4/2015	10/3/2021		\$175,000.00	\$175,000.00	Limited-Access CNG Station, Vehicle Maint.	\$0.00	Yes
MS14042	Grand Central Recycling & Transfer	6/6/2014	9/5/2021		\$150,000.00	\$150,000.00	Expansion of Existing CNG Station	\$0.00	Yes
MS14044	TIMCO CNG Fund I, LLC	5/2/2014	11/1/2020		\$150,000.00	\$150,000.00	New Public-Access CNG Station in Santa A	\$0.00	Yes
MS14045	TIMCO CNG Fund I, LLC	6/6/2014	12/5/2020		\$150,000.00	\$150,000.00	New Public-Access CNG Station in Inglewoo	\$0.00	Yes
MS14052	Arcadia Unified School District	6/13/2014	10/12/2020		\$78,000.00	\$78,000.00	Expansion of an Existing CNG Fueling Statio	\$0.00	Yes
MS14074	Midway City Sanitary District	1/9/2015	3/8/2021		\$250,000.00	\$250,000.00	Limited-Access CNG Station & Facility Modif	\$0.00	Yes
Total: 9									

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
FY 2014-2016 Contracts									
Open Contracts									
ML16005	City of Palm Springs	3/4/2016	10/3/2017		\$40,000.00	\$0.00	Install Bicycle Racks, and Implement Bicycl	\$40,000.00	No
ML16006	City of Cathedral City	4/27/2016	4/26/2022		\$55,000.00	\$0.00	Purchase 1 H.D. Nat. Gas Vehicle, Bicycle	\$55,000.00	No
ML16007	City of Culver City Transportation De	10/6/2015	4/5/2023		\$246,000.00	\$0.00	Purchase 7 H.D. Nat. Gas Vehicles, EV Cha	\$246,000.00	No
ML16009	City of Fountain Valley	10/6/2015	2/5/2018		\$46,100.00	\$0.00	Install EV Charging Infrastructure	\$46,100.00	No
ML16011	City of Claremont	10/6/2015	6/5/2022		\$90,000.00	\$0.00	Purchase 3 Heavy-Duty Nat. Gas Vehicles	\$90,000.00	No
ML16012	City of Carson	1/15/2016	10/14/2022		\$60,000.00	\$0.00	Purchase 2 Heavy-Duty Nat. Gas Vehicles	\$60,000.00	No
ML16013	City of Monterey Park	12/4/2015	7/3/2022		\$90,000.00	\$0.00	Purchase 3 Heavy-Duty Nat. Gas Vehicles	\$90,000.00	No
ML16015	City of Yorba Linda	3/4/2016	11/3/2017		\$85,000.00	\$0.00	Install Bicycle Lanes	\$85,000.00	No
ML16016	City of Los Angeles, Department of	2/5/2016	12/4/2022		\$630,000.00	\$0.00	Purchase 21 Heavy-Duty Nat. Gas Vehicles	\$630,000.00	No
ML16017	City of Long Beach	2/5/2016	8/4/2023		\$1,445,400.00	\$0.00	Purchase 48 Medium-Duty, 16 H.D. Nat. Ga	\$1,445,400.00	No
ML16020	City of Pomona	4/1/2016	2/1/2018		\$440,000.00	\$0.00	Install Road Surface Bicycle Detection Syste	\$440,000.00	No
ML16023	City of Banning	12/11/2015	12/10/2021		\$30,000.00	\$0.00	Purchase 1 H.D. Nat. Gas Vehicle	\$30,000.00	No
ML16024	City of Azusa	4/27/2016	2/26/2022		\$30,000.00	\$0.00	Purchase 1 H.D. Nat. Gas Vehicle	\$30,000.00	No
ML16026	City of Downey	5/6/2016	9/5/2017		\$40,000.00	\$0.00	Install EV Charging Infrastructure	\$40,000.00	No
ML16027	City of Whittier	1/8/2016	11/7/2022		\$30,000.00	\$0.00	Purchase 1 H.D. Nat. Gas Vehicle	\$30,000.00	No
ML16031	City of Cathedral City	12/19/2015	2/18/2017		\$25,000.00	\$0.00	Street Sweeping in Coachella Valley	\$25,000.00	No
ML16033	Coachella Valley Association of Gov	4/27/2016	4/26/2018		\$250,000.00	\$0.00	Street Sweeping Operations in Coachella Va	\$250,000.00	No
ML16034	City of Riverside	3/11/2016	10/10/2018		\$500,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$500,000.00	No
ML16035	City of Wildomar	4/1/2016	11/1/2017		\$500,000.00	\$0.00	Install Bicycle Lanes	\$500,000.00	No
ML16036	City of Brea	3/4/2016	12/3/2018		\$500,000.00	\$0.00	Install a Class 1 Bikeway	\$500,000.00	No
ML16037	City of Rancho Cucamonga	2/5/2016	11/4/2022		\$30,000.00	\$0.00	Purchase One Heavy-Duty Natural Gas Vehi	\$30,000.00	No
ML16038	City of Palm Springs	4/1/2016	7/31/2022		\$230,000.00	\$0.00	Install Bicycle Lanes & Purchase 4 Heavy-D	\$230,000.00	No
ML16042	City of San Dimas	4/1/2016	12/31/2019		\$55,000.00	\$0.00	Install EV Charging Infrastructure	\$55,000.00	No
ML16046	City of El Monte	4/1/2016	5/31/2021		\$20,160.00	\$0.00	Install EV Charging Infrastructure	\$20,160.00	No
ML16048	City of Placentia	3/26/2016	5/25/2021		\$90,000.00	\$0.00	Install a Bicycle Locker and EV Charging Infr	\$90,000.00	No
ML16049	City of Buena Park	4/1/2016	11/30/2018		\$429,262.00	\$0.00	Installation of a Class 1 Bikeway	\$429,262.00	No
ML16050	City of Westminster	5/6/2016	7/5/2020		\$115,000.00	\$0.00	Installation of EV Charging Infrastructure	\$115,000.00	No
ML16051	City of South Pasadena	2/12/2016	1/11/2017		\$320,000.00	\$0.00	Implement "Open Streets" Event with Variou	\$320,000.00	No
ML16053	City of Claremont	3/11/2016	7/10/2018		\$498,750.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$498,750.00	No
ML16054	City of Yucaipa	3/26/2016	7/26/2018		\$120,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$120,000.00	No
ML16055	City of Ontario	5/6/2016	5/5/2022		\$270,000.00	\$0.00	Purchas Nine Heavy-Duty Natural-Gas Vehi	\$270,000.00	No
ML16056	City of Ontario	3/23/2016	9/22/2020		\$150,000.00	\$0.00	Expansion of an Existing CNG Station	\$150,000.00	No
ML16057	City of Yucaipa	4/27/2016	1/26/2019		\$380,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$380,000.00	No
ML16059	City of Burbank	4/1/2016	2/28/2022		\$180,000.00	\$0.00	Purchase 6 H.D. Nat. Gas Vehicles	\$180,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16060	City of Cudahy	2/5/2016	10/4/2017		\$73,910.00	\$0.00	Implement an "Open Streets" Event	\$73,910.00	No
ML16061	City of Murrieta	4/27/2016	1/26/2020		\$11,642.00	\$0.00	Installation of EV Charging Infrastructure	\$11,642.00	No
ML16063	City of Glendora	3/4/2016	4/3/2022		\$30,000.00	\$0.00	Purchase One H.D. Nat. Gas Vehicle	\$30,000.00	No
ML16072	City of Palm Desert	3/4/2016	1/3/2020		\$56,000.00	\$0.00	Installation of EV Charging Infrastructure	\$56,000.00	No
ML16078	City of Moreno Valley	5/6/2016	11/5/2017		\$32,800.00	\$0.00	Install Bicycle Infrastructure & Implement Bi	\$32,800.00	No
ML16079	City of Yucaipa	4/1/2016	3/31/2020		\$5,000.00	\$0.00	Purchase Electric Lawnmower	\$5,000.00	No
ML16083	City of El Monte	4/1/2016	4/30/2021		\$57,210.00	\$0.00	Install EV Charging Infrastructure	\$57,210.00	No
MS16001	Los Angeles County MTA	4/1/2016	4/30/2017		\$1,350,000.00	\$0.00	Clean Fuel Transit Service to Dodger Stadiu	\$1,350,000.00	No
MS16002	Orange County Transportation Autho	10/6/2015	5/31/2016		\$722,266.00	\$703,860.99	Clean Fuel Transit Service to Orange Count	\$18,405.01	No
MS16004	Mineral LLC	9/4/2015	7/3/2017		\$25,890.00	\$3,600.00	Design, Develop, Host and Maintain MSRC	\$22,290.00	No
MS16030	The Better World Group	12/19/2015	12/31/2017		\$120,000.00	\$18,701.25	Programmic Outreach Services to the MSR	\$101,298.75	No
MS16081	EDCO Disposal Corporation	3/4/2016	10/3/2022		\$150,000.00	\$135,000.00	Expansion of Existing Public Access CNG St	\$15,000.00	No
MS16084	Transit Systems Unlimited, Inc.	5/6/2016	2/28/2018		\$565,600.00	\$0.00	Implement Special Shuttle Service from Uni	\$565,600.00	No
MS16085	Southern California Regional Rail Au	3/11/2016	9/30/2016		\$78,033.00	\$0.00	Special MetroLink Service to Autoclub Spee	\$78,033.00	No

Total: 48

Pending Execution Contracts

ML16008	City of Pomona				\$310,000.00	\$0.00	Purchase 4 Medium-Duty and 9 Heavy-Duty	\$310,000.00	No
ML16010	City of Fullerton				\$370,500.00	\$0.00	Expand Existing CNG Station, EV Charging I	\$370,500.00	No
ML16014	City of Dana Point				\$153,818.00	\$0.00	Extend an Existing Class 1 Bikeway	\$153,818.00	No
ML16018	City of Hermosa Beach				\$29,520.00	\$0.00	Purchase 2 M.D. Nat. Gas Vehicles, Bicycle	\$29,520.00	No
ML16019	City of Los Angeles, Dept of General				\$102,955.00	\$0.00	Install EV Charging Infrastructure	\$102,955.00	No
ML16021	City of Santa Clarita				\$49,400.00	\$0.00	Install EV Charging Infrastructure	\$49,400.00	No
ML16022	Los Department of Water and Power				\$390,000.00	\$0.00	Purchase 13 H.D. Nat. Gas Vehicles	\$390,000.00	No
ML16025	City of South Pasadena				\$180,535.00	\$0.00	Purchase 2 H.D. Nat. Gas Vehicles, Expand	\$180,535.00	No
ML16028	City of Azusa				\$25,000.00	\$0.00	Enhance Existing Class 1 Bikeway	\$25,000.00	No
ML16032	City of Azusa				\$474,925.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$474,925.00	No
ML16039	City of Torrance Transit Department				\$32,000.00	\$0.00	Install EV Charging Infrastructure	\$32,000.00	No
ML16040	City of Eastvale				\$110,000.00	\$0.00	Install EV Charging Infrastructure	\$110,000.00	No
ML16041	City of Moreno Valley				\$20,000.00	\$0.00	Install EV Charging Infrastructure	\$20,000.00	No
ML16045	City of Anaheim				\$275,000.00	\$0.00	Maintenance Facility Modifications	\$275,000.00	No
ML16047	City of Fontana				\$500,000.00	\$0.00	Enhance an Existing Class 1 Bikeway	\$500,000.00	No
ML16052	City of Rancho Cucamonga				\$315,576.00	\$0.00	Install Two Class 1 Bikeways	\$315,576.00	No
ML16058	Los Angeles County Department of P				\$491,898.00	\$0.00	Purchase 15 H.D. Nat. Gas Vehicles and Ins	\$491,898.00	No
ML16062	City of Colton, Electric Department				\$25,000.00	\$0.00	Installation of EV Charging Infrastructure	\$25,000.00	No
ML16064	County of Orange, OC Parks				\$204,073.00	\$0.00	Implement "Open Streets" Events with Vario	\$204,073.00	No
ML16065	City of Temple City				\$500,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$500,000.00	No
ML16066	City of Long Beach				\$75,050.00	\$0.00	Implement an "Open Streets" Event	\$75,050.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16067	City of South El Monte				\$73,329.00	\$0.00	Implement an "Open Streets" Event	\$73,329.00	No
ML16068	Riverside County Dept of Public Heal				\$171,648.00	\$0.00	Implement an "Open Streets" Events with V	\$171,648.00	No
ML16069	City of West Covina				\$54,199.00	\$0.00	Installation of EV Charging Infrastructure	\$54,199.00	No
ML16070	City of Beverly Hills				\$90,000.00	\$0.00	Purchase 3 H.D. Nat. Gas Vehicles	\$90,000.00	No
ML16071	City of Highland				\$264,500.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$264,500.00	No
ML16073	City of Long Beach				\$50,000.00	\$0.00	Implement an "Open Streets" Event	\$50,000.00	No
ML16074	City of La Verne				\$365,000.00	\$0.00	Install CNG Fueling Station	\$365,000.00	No
ML16075	City of San Fernando				\$354,000.00	\$0.00	Install a Class 1 Bikeway	\$354,000.00	No
ML16076	City of San Fernando				\$100,000.00	\$0.00	Install EV Charging Infrastructure	\$100,000.00	No
ML16077	City of Rialto				\$463,216.00	\$0.00	Pedestrian Access Improvements, Bicycle L	\$463,216.00	No
ML16092	San Bernardino Associated Governm				\$250,000.00	\$0.00	Implement a Series of "Open Streets" Event	\$250,000.00	No
MS16029	Orange County Transportation Autho				\$943,643.00	\$0.00	Transportation Control Measure Partnership	\$943,643.00	No
MS16043	LBA Realty Company LLC				\$100,000.00	\$0.00	Install Limited-Access CNG Station	\$100,000.00	No
MS16080	Riverside Country Transportation Co				\$1,200,000.00	\$0.00	Passenger Rail Service for Coachella and St	\$1,200,000.00	No
MS16082	Riverside County Transportation Co				\$590,759.00	\$0.00	Extended Freeway Service Patrols	\$590,759.00	No
MS16086	San Bernardino Associated Governm				\$800,625.00	\$0.00	Freeway Service Patrols	\$800,625.00	No
MS16087	Burrtec Waste & Recycling Services,				\$100,000.00	\$0.00	Construct New Limited-Access CNG Station	\$100,000.00	No
MS16088	Transit Systems Unlimited, Inc.				\$17,000.00	\$0.00	Expansion of Existing CNG Station	\$17,000.00	No
MS16089	Orange County Transportation Autho				\$128,500.00	\$0.00	Implement Special Bus Service to Angel Sta	\$128,500.00	No
MS16090	Los Angeles County MTA				\$2,500,000.00	\$0.00	Expansion of the Willowbrook/Rosa Parks Tr	\$2,500,000.00	No
MS16091	San Bernardino Associated Governm				\$1,000,000.00	\$0.00	Traffic Signal Synchronization Projects	\$1,000,000.00	No
MS16093	Orange County Transportation Autho				\$1,553,657.00	\$0.00	Implement a Mobile Ticketing System	\$1,553,657.00	No
MS16094	Riverside Country Transportation Co				\$1,909,241.00	\$0.00	MetroLink First Mile/Last Mile Mobility Strate	\$1,909,241.00	No
MS16095	Orange County Transportation Autho				\$694,645.00	\$0.00	Implement Special Bus Service to Orange C	\$694,645.00	No
MS16096	San Bernardino Associated Governm				\$450,000.00	\$0.00	EV Charging Infrastructure	\$450,000.00	No

Total: 46

Closed Contracts

MS16003	Special Olympics World Games Los	10/9/2015	12/30/2015		\$380,304.00	\$380,304.00	Low-Emission Transportation Service for Sp	\$0.00	Yes
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Total: 1

[↑ Back to Agenda](#)

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 28

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board met on June 23, 2016, in Sacramento, CA. The following is a summary of this meeting.

RECOMMENDED ACTION:

Receive and File.

Judith Mitchell, Member
SCAQMD Governing Board

sm

The Air Resources Board's (ARB or Board) June meeting was held on June 23, 2016 in Sacramento at the California Environmental Protection Agency Headquarters Building. Key items presented are summarized below.

Consent Items

No Consent Items.

Discussion Items

1. Public Meeting to Consider the Proposed Fiscal Year 2016-2017 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program

The Board approved the Proposed Fiscal Year 2016-2017 Funding Plan (Plan) to allocate Low Carbon Transportation and Fuels funding and the Air Quality Improvement Program funding in the Governor's proposed State Budget. These programs provide incentives for clean vehicle and equipment projects to reduce greenhouse gas emissions and air pollution with a priority to benefit disadvantaged communities. Staff's proposal builds on investments from previous funding cycles by continuing incentives for zero-emission and plug-in passenger cars, clean trucks and buses, and advanced technology freight demonstration projects. New this year is proposed funding for very low carbon fuel production incentives including aviation fuels. The Plan also includes a long-term plan for the Clean Vehicle Rebate Project and related light-duty vehicle incentives as required by State law. At the meeting, the Board amended the Plan to include a contingency plan if the available funds are decreased or increased in the future. This amendment sets a floor on the level to which the Plan's equity programs can be cut due to a decrease in funds, and also requires staff to include what changes to the Plan would occur if additional funds become available.

SCAQMD Staff Comments/Testimony: Fred Minassian, Asst. DEO/Technology Advancement, stated that SCAQMD supports the proposed Fiscal Year 2016-17 funding plan for Low Carbon Transportation and the Air Quality Improvement Program, especially the deployment of zero-emission port technologies such as electric yard hostlers, gantry cranes, forklifts, and related infrastructure. Air districts and CARB have a long and successful history of implementing state's incentive funding programs. SCAQMD believes that local implementation of the program by the air districts will have several benefits. It will enhance the distribution and tracking of the funds in Environmental Justice areas. Furthermore, through its robust pre- and post-inspection process, SCAQMD will be able to combine the deployment of the new technologies with the requirement of replacing the older equipment. This, rather than just funding new technologies will increase the overall emissions reductions of the program. In addition, leveraging the Proposition 1B-Goods Movement Program with Low Carbon Transportation Funds is already allowed per CARB's program guidelines. SCAQMD proposes increased coordination between CARB and air districts for a single point and easier access to these funds by the applicants.

2. Public Meeting to Hear the Enforcement Division 2015 Annual Report

The Board heard a presentation on the Enforcement Division's 2015 Annual Report. ARB staff updated the Board on the 2015 enforcement activities that focused on diesel pollutant reduction, vehicle certification and aftermarket parts, consumer products, fuels, and other programs enforced by the Division. Staff discussed how enforcement

activities have increased in disadvantaged communities, and what compliance assistance and training the division has provided to stakeholders and local air districts. Staff also informed the Board on an amendment to state law AB1071 to allow up to 50 percent of penalty fees to fund Supplemental Environmental Projects (SEPs), such as diesel school bus clean-up, the California Council on Diesel Education & Technology, and small engine maintenance and repair training. Finally, staff presented the 2015 enforcement statistics with examples of investigations and their outcomes, and discussed future priorities for the Division.

3. Public Meeting to Hear an Informational Presentation on Air Quality Progress in California Communities

The Board heard an analysis of air quality trends in California over a 25-year period focusing on the disproportional air quality burden in disadvantaged and minority communities. Using the Environmental Justice Screening Method that takes into account social and health vulnerability, exposure and risk, and hazard proximity, the study asked if ARB, local, and federal efforts are shrinking the disparity in healthy air quality between Environmental Justice (EJ) and non-EJ communities. ARB staff studies concluded that as air quality improves throughout the state, the greatest improvement in air quality is occurring at monitoring sites in EJ communities. Though a disparity still exists in EJ communities for several local pollutants, the gap between EJ and non-EJ community exposures has shrunk considerably since 1990 due to regulations and enforcement aimed at local sources such as anti-idling, cleaner diesel fuels, tailpipe emission standards, and retrofit requirements.

4. Public Meeting to Hear an Informational Update on the 2030 Target Scoping Plan Update

The Board heard an informational presentation on the 2030 Target Scoping Plan Update. In the presentation, staff updated the Board on the progress that has been achieved toward meeting the 2020 target of 1990 greenhouse gas (GHG) emission levels, and provided an evaluation of the challenges ahead in meeting the 2030 goal of reducing GHG emissions 40 percent below 1990 levels. Staff discussed the ongoing collaboration with other state agencies, the role of the Environmental Justice Advisory Committee (EJAC), and the involvement of the public and experts. Staff is planning to release the draft 2030 Target Scoping Plan in the fall of 2016, with a spring 2017 target date to present the final Plan to the Board.

Attachment

CARB June 23, 2016 Meeting Agenda

PUBLIC MEETING AGENDA

June 23, 2016

[Webcast](#)

LOCATION:

California Environmental Protection Agency
Air Resources Board
Byron Sher Auditorium, 2nd Floor
1001 I Street
Sacramento, California 95812

This facility is accessible by public transit. For transit information, call (916) 321-BUSS, website:

<http://www.sacrt.com>

(This facility is accessible to persons with disabilities.)

**TO SUBMIT WRITTEN COMMENTS ON AN
AGENDA ITEM IN ADVANCE OF THE MEETING GO
TO: <http://www.arb.ca.gov/lispub/comm/bclist.php>**

**Thursday
June 23, 2016
9:00 a.m.**

DISCUSSION ITEMS:

Note: These agenda items may be heard in a different order at the Board meeting.

Agenda Item

16-6-1: Public Meeting to Consider the Proposed Fiscal Year 2016-2017 Funding Plan for Low Carbon Transportation and Fuels Investments and the Air Quality Improvement Program

The Board will consider the Proposed Fiscal Year 2016-2017 Funding Plan for allocating the Low Carbon Transportation and Fuels funding and the Air Quality Improvement Program funding in the Governor's proposed State Budget. These programs provide incentives for clean vehicle and equipment projects to reduce greenhouse gas emissions and air pollution with a priority to benefit disadvantaged communities. Staff's proposal builds on investments from previous funding cycles by continuing incentives for zero-emission and plug-in passenger cars, clean trucks and buses, and advanced technology freight demonstration projects. A new addition this year is proposed funding for very low carbon fuel production incentives. The proposed Funding Plan also includes a long-term plan for the Clean Vehicle Rebate Project and related light-duty vehicle incentives as required by State law.

[More Information](#)

[Staff Presentation](#)

Spanish translation will be provided at the Board Meeting for the following Board items (16-6-2, 16-6-3, and 16-6-4).

16-6-2: Public Meeting to Hear an Informational Presentation on Air Quality Progress in California Communities

The Board will hear an analysis of air quality trends, including diesel particulate matter and criteria pollutants, in California communities over a 25-year period.

[More Information](#)

[Staff Presentation](#)

16-6-3: Public Meeting to Hear the Enforcement Division 2015 Annual Report

The Board will hear the Enforcement Division 2015 Annual Report, which will include highlights of 2015 enforcement activities focused on diesel pollutant reduction, vehicle certification and aftermarket parts, consumer products, fuels, and other programs enforced by the Division, as well as an overview of permitting and support services provided to support enforcement efforts. The Board will be provided enforcement statistics, including enforcement activities in Disadvantaged Communities, and an explanation of the Division's goals and priorities for 2016 and beyond.

[More Information](#)

[Staff Presentation](#)

16-6-4: Public Meeting to Hear an Informational Update on the 2030 Target Scoping Plan Update

The Board will hear an informational update on the 2030 Target Scoping Plan Update. The update will provide the framing for the Scoping Plan, progress towards achieving the 2020 target, and evaluation of the challenge that lays ahead in reducing greenhouse gas emissions 40 percent below 1990 levels by 2030.

[More Information](#)

[Staff Presentation](#)

CLOSED SESSION

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, and as authorized by Government Code section 11126(a):

POET, LLC, et al. v. California Air Resources Board, et al., Superior Court of California (Fresno County), Case No. 15CECG03380.

American Fuels and Petrochemical Manufacturers, et al. v. Jane O'Keeffe, et al., U.S. District Court (D. Ore. Portland), Case No. 3:15-CV-00467; Plaintiffs' appeal, U.S. Court of Appeals, Ninth Circuit, Case No. 15-35834.

POET, LLC, et al. v. Corey, et al., Superior Court of California (Fresno County), Case No. 09CECG04659; plaintiffs' appeal, California Court of Appeal, Fifth District, Case No. F064045; California Supreme Court, Case No. S213394 [remanded to trial court]; plaintiff's appeal of trial court order discharging peremptory writ of mandate, Court of Appeal, Fifth District, Case No. F073340.

Rocky Mountain Farmers Union, et al. v. Corey, U.S. District Court (E.D. Cal. Fresno), Case No. 1:09-CV-02234-LJO-DLB; ARB interlocutory appeal, U.S. Court of Appeals, Ninth Circuit, Case No. 09-CV-02234 [remanded to trial court].

American Fuels and Petrochemical Manufacturers, et al. v. Corey, et al., U.S. District Court (E.D. Cal. Fresno), Case No. 1:10-CV-00163-AWI-GSA; ARB's interlocutory appeal, U.S. Court of Appeals, Ninth Circuit, Case No. 10-CV-00163 [remanded to trial court].

California Chamber of Commerce et al. v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2012-80001313; plaintiffs' appeal, California Court of Appeal, Third District, Case No. C075930.

Morning Star Packing Company, et al. v. California Air Resources Board, et al., Sacramento Superior Court, Case No. 34-2013-800001464; plaintiffs' appeal, California Court of Appeal, Third District, Case No. C075954.

Kimberly-Clark Worldwide, Inc. v. California Air Resources Board, et al., Sacramento County Superior Court, Case No. 34-2015-80002246.

Sowinski v. California Air Resources Board, et al., Orange County Superior Court, Case No. 30-2015-00822179-CU-BT-CXCCX-105.

State of West Virginia et al. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 15-1363.

Truck and Engine Manufacturers Association v. California Air Resources Board, Sacramento Superior Court, Case No. 34-2013-00150733.

Alliance of Automobile Manufacturers v. California Air Resources Board; Sacramento Superior Court, Case No. 34-2013-00152974.

Alliance for California Business v. Nichols et al., Glenn County Superior Court, Case No. 13CV01232.

Dalton Trucking, Inc. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 13-1283 (dismissed), U.S. Court of Appeals, Ninth Circuit, Case No. 13-74019.

Owner-Operator Independent Drivers Association Inc. et al. v. Corey et al., U.S. District Court, (E.D. Cal. Fresno) Case No. 1:13-CV-01998-LJO-SAB (transferred by court to E.D. Cal. Sacramento, Case No. 2:14-CV-00186-MCE-AC), plaintiffs' appeal U.S. Court of Appeals, Ninth Circuit, Case Nos. 15-72101 and 15-16429.

Jack Cody dba Cody Transport v. California Air Resources Board, et al., Sacramento Superior Court, Case No. 34-2015-80002116.

John R. Lawson Rock & Oil, Inc. et al. v. California Air Resources Board et al., Fresno County Superior Court, Case No. 14-CECG01494.

Transportation Solutions Defense and Education Fund v. California Air Resources Board, Fresno County Superior Court, Case No. 14CECG01788 (plaintiff's transfer to Sacramento Superior Court, Case No. 34-2014-80001974-CU-WM-GDS).

Meeks v. California Air Resources Board, et al. Los Angeles County Superior Court, Case No. BC592558.

Adam Brothers Trucking v. Air Resources Board, et al., Santa Barbara County Superior Court, Case No. 15 CV04432

In re: Volkswagen "Clean Diesel" MDL, United States District Court, Northern District of California, Case No. 15-MD-2672-CRB (JSC).

American Coating Association, Inc. v. State of California and California Air Resources Board, Sacramento County Superior Court, Case No. 04CS01707.

People v. Southern California Gas Company, Los Angeles Superior Court, Case No. BC 602973.

California Air Resources Board v. BP West Coast Products LLC, Contra Costa County Superior Court, Case No. C12-00567.

California Air Resources Board v. West Coast Diesel, Inc., Fresno County Superior Court, Case No. 15 CECG 03337.

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 that 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 ELECTRONICALLY SUBMIT WRITTEN COMMENTS ON AN AGENDA ITEM IN ADVANCE OF THE MEETING GO TO:

<http://www.arb.ca.gov/lispub/comm/bclist.php>

(Note: not all agenda items are available for electronic submittals of written comments.)

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CLERK OF THE BOARD:

1001 I Street, 23rd Floor, Sacramento, California 95814

(916) 322-5594

ARB Homepage: www.arb.ca.gov

SPECIAL ACCOMMODATION REQUEST

Consistent with California Government Code Section 7296.2, special accommodation or language needs may be provided for any of the following:

- An interpreter to be available at the hearing;
- Documents made available in an alternate format or another language;
- A disability-related reasonable accommodation.

To request these special accommodations or language needs, please contact the Clerk of the Board at (916) 322-5594 or by facsimile at (916) 322-3928 as soon as possible, but no later than 7 business days before the scheduled Board hearing. TTY/TDD/Speech to Speech users may dial 711 for the California Relay Service.

Consecuente con la sección 7296.2 del Código de Gobierno de California, una acomodación especial o necesidades lingüísticas pueden ser suministradas para cualquiera de los siguientes:

- Un intérprete que esté disponible en la audiencia
- Documentos disponibles en un formato alterno u otro idioma
- Una acomodación razonable relacionados con una incapacidad

Para solicitar estas comodidades especiales o necesidades de otro idioma, por favor llame a la oficina del Consejo al (916) 322-5594 o envíe un fax a (916) 322-3928 lo más pronto posible, pero no menos de 7 días de trabajo antes del día programado para la audiencia del Consejo. TTY/TDD/Personas que necesiten este servicio pueden marcar el 711 para el Servicio de Retransmisión de Mensajes de California.

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 29

PROPOSAL: California Fuel Cell Partnership Executive Board Meeting Agenda and Quarterly Updates 

SYNOPSIS: This report summarizes the California Fuel Cell Partnership Executive Board meeting held April 19, 2016, and provides updates for quarters beginning October 2015 and January 2016.

COMMITTEE: Technology, June 17, 2016; Recommended for Approval

RECOMMENDED ACTION:

Receive and file the attached Executive Board meeting agenda and quarterly updates.

Clark E. Parker, Sr., Ph.D.
SCAQMD Representative to CaFCP

MMM:FM:NB:LHM

The next California Fuel Cell Partnership (CaFCP) Executive Board meeting is scheduled for October 18, 2016, in Sacramento.

Additional information about the CaFCP can be found at <http://www.fuelcellpartnership.org>.

Attachments

- 1) CaFCP April 19, 2016 Executive Board Meeting Agenda
- 2) CaFCP Quarterly Update (October–December 2015)
- 3) CaFCP Quarterly Update (January–March 2016)



CaFCP Public Forum and Executive Board Meeting

April 19, 2016
8:30am–5:30pm
Writers Boot Camp
2525 Michigan Avenue, Building I
Santa Monica, CA 90404

Overview

California has a goal of putting 1.5 million ZEVs on the roads by 2025, and signed an MOU with seven other states to have 3.3 million ZEVs in use by 2025. Fuel cell electric vehicles are vital to reaching the goal and, therefore, California legislature has expanded programs to provide funding and support for hydrogen stations and for zero-emission cars, buses and trucks.

Throughout 2016, CaFCP will hold three public forums to address and explore how CaFCP members can work together to ensure FCEVs are deployed to reach the ZEV deployment goals

April—Meeting the goal of 100 reliable retail hydrogen stations by 2023

July—Action planning for medium- and heavy-duty vehicles

October—Market acceptance and incentives for passenger vehicles

Background for April Meeting

In December 2015, the Energy Commission published a joint report with the Air Resources Board, *Assessment of Time and Cost Needed to Attain 100 Hydrogen Refueling Stations in California*. The report found that costs for early market hydrogen refueling stations are high and equipment costs are not expected to decrease significantly in the near term, but have the potential to decrease by 50 percent through 2025. The report concludes that California will attain the 100-hydrogen-refueling-station goal between 2020 and 2024, depending on market conditions and consumer response to FCEVs, and that \$157 million to \$170 million in cumulative ARFVTP incentive funding will be needed. Public and private funds will be needed to reduce costs and accelerate station development.

Reading the report prior to the summit is strongly recommended.

<http://www.energy.ca.gov/2015publications/CEC-600-2015-016/CEC-600-2015-016.pdf>

Objectives for this forum

- Address 2016 CaFCP activities to ensure funded stations are open as planned and operating reliably
- Assess approaches for developing business cases for station development
- Identify possible financing scenarios, policies and regulations that can help (or hurt) cost reduction
- Identify additional stakeholders to participate in market development, and invite to become CaFCP members

Longer-term objectives for CaFCP working group and steering team

- Identify activities that could have the biggest impact on cost reduction of stations and hydrogen
- Determine drivers needed to increase the amount of renewable hydrogen in the supply chain
- Identify opportunities for national or international collaboration

AGENDA

8:30am – 8:40am

CaFCP Chair, J Ward

1. Welcome

Welcome remarks from the CaFCP Chair

8:40am – 9:45am

*Office of Governor, T Eckerle
Air Resources Board, G Achtelik
Toyota, J Ward
CaFCP, B Elrick*

2. Bringing Retail Stations Online – Status and Actions

Retail hydrogen stations are coming online in California, providing real customers the first chance to access hydrogen similar to traditional fuels. This requires new processes in station commissioning, station operational status tools, and some of the first point-of-sale hydrogen systems. Presentations will highlight progress on hydrogen station development, fuel cell electric vehicle deployment and initial customer reactions, and CaFCP activities and progress toward commercialization.

The discussion will also include:

- What's working as expected?
 - What needs improvement
 - What lessons can we learn from activities in Europe and Asia?
 - What immediate activities do the CaFCP working group and steering team need to address?
-
-

9:45am – 10:15am

Energy Commission, J McKinney

3. Overview to the December 15 AB8 report

Introduction to the three focused sessions with highlights from the December 2015 AB8 report and review of the three scenarios.

10:15am – 10:45am

BREAK

10:45am – 12:00pm

*NREL, M Melaina
H2 Logic, M Sloth
Linde, M Beckman*

4. Reducing Station Equipment and Development Costs

Today's cost of hydrogen stations will drop as FCEV sales and consumer acceptance grows. In this session, speakers will explain cost data points in the report and present potentials for cost reductions, including technology, equipment, and new business models and approaches.

- Discussion:
 - Opportunities and timing for cost reductions
 - New short- and long-term approaches to initiate now
 - How CaFCP can be effective in addressing this topic
-
-

12:00pm – 1:00pm

LUNCH (on own)

1:00pm – 2:30pm

*Air Resources Board, C Dunwoody
NREL, K Wipke
Fuel Cell Energy, M Levin
United Hydrogen, B Koski*

5. Developing Hydrogen Supply and Renewables

The majority of hydrogen used today for FCEVs comes from excess production for other uses. New production, preferably from renewables, will be needed as demand grows. Greater supply might also be achieved by leveraging other hydrogen applications or capabilities. This session will look at policy drivers, cost reduction technologies, and new approaches that can result in expanded supply, increased renewable feedstock, and greater integration with other energy applications.

- Discussion:
 - Concepts that seem likely in the near term...and longer term
 - The role of renewables in the early market
 - Actions that CaFCP can take to influence change

2:30pm – 3:00pm**BREAK**

3:00pm – 4:30pm

*Energy Commission, J Scott
and J McKinney
Air Liquide, O Hoefelmann
First Element Fuel, J Ewanick*

6. Time and Funding to get to 100 Stations

The report covers three deployment scenarios and concludes that ARFVTP funds will not be sufficient to satisfy demand for hydrogen. This session will explore the data analysis, financial evaluations and potential new approaches that can lead California to the first 100 hydrogen stations.

- Discussion:
 - Improving overall deployment while leveraging all possible funding scenarios
 - New models and approaches for rollout
 - Leveraging deployment in other regions
 - Immediate actions for CaFCP and its members

4:30pm – 5:20pm

CaFCP, B Elrick

7. Executive Board Business Meeting

- 2015 program plan review and progress on 2016 plan
- Approval of MD/HD FCEV Action Plan publication
- Finalize restructuring proposal
- Finalize 2017 CaFCP meeting dates
- Public comment period*

5:20pm – 5:30pm

Chair, J Ward

8. Meeting wrap up

No-host reception to follow meeting*** Public comment period**

The public comment period provides an opportunity for members of the public to address the executive board on subject matters within the interest of CaFCP. Each person will be allowed a maximum of three minutes to ensure that everyone has a chance to speak.

Agenda items may be taken out of order and times may vary from those listed in the agenda. The board may choose to limit public comment at the chair's discretion.

This meeting is open to the public and will not be available by phone. This facility is accessible to persons with disabilities. Deadline for requesting ADA modification is April 12, 2016. Meeting materials will be posted at www.cafcp.org.

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CaFCP Quarterly Update
October – December 2015

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 October to December 2015.

In its fourth phase, 2013-2016, CaFCP members, individually or in groups, will focus on meeting these goals to achieve market launch:

- Prepare for larger-scale manufacturing, which encompasses cost reduction, supply chain and production.
- Work on the customer channel, including identifying and training dealers and service technicians.
- Reduce costs of station equipment, increase supply of renewable hydrogen at lower cost, and develop new retail station approaches.
- Support cost reduction through incentives and targeted RD&D projects
- Continue research, development and demonstration of advanced concepts in renewable and other low-carbon hydrogen.
- Provide education and outreach to the public and community stakeholders on the role of FCVs and hydrogen in the evolution to electric drive.

CaFCP and members' activities fall within three main strategic directions:

1. Support hydrogen station and vehicle deployment to enable commercial market launch in 2015 timeframe
2. Show feasibility and a clear value proposition to consumers, businesses and communities
3. Focus existing resources, engage new groups and pursue innovative concepts to overcome early market challenges

To successfully implement the vision, CaFCP activities must focus on technical, communications and business operations/strategies that require convening, collaborating and communicating.

2015 Program Plan
Q4 accomplishments


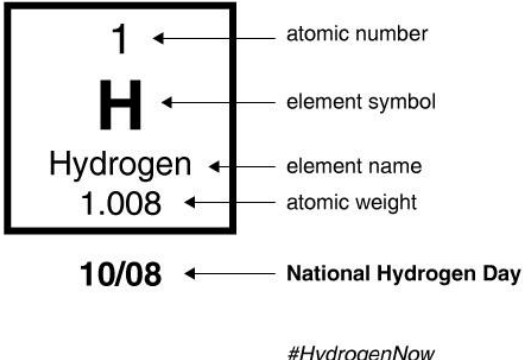


<p>1. CONVENE</p> <p>Convene CaFCP members and stakeholders in a common forum to discuss the challenges and opportunities, exchange experiences and knowledge, and advance group sharing and progress. Build and expand trust among members via open communication. Maintain and enable the organization to achieve its mission and goals.</p>	
Conduct CaFCP standing meetings	<ul style="list-style-type: none"> Oct 20 – completed public Executive Board meeting Completed 2 Steering Team meetings and 1 Working Group meeting
Conduct ad-hoc topical member and industry meetings	<ul style="list-style-type: none"> No meetings for Q4 in this category.
Expand CaFCP membership	<ul style="list-style-type: none"> Presented and discussed strategy for membership expansion at Executive Board meeting
<p>2. COLLABORATE</p> <p>Collaborate to identify and address emerging challenges and translate into comprehensive and durable solutions. Retain the flexibility to address issues quickly as they arise, in the interest of advancing all members and industry.</p>	
Member data and information needs	<ul style="list-style-type: none"> Developing H2 station commissioning checklist with station developers and vehicle OEMs Successfully added the Diamond Bar H2 station to SOSS (station operational status system) Implementing SOSS 3.0 at all new stations being commissioned Executive Board agreed on basic definition for “open station” 10 stations actively reporting status data to SOSS
Roadmap progress	<ul style="list-style-type: none"> Updates on status of funded stations shared by station implementers and government during in-person meeting, followed by a discussion on how to address challenges identified. GO-Biz, CEC and SCAQMD updates on station implementation Number of full “retail stations” has grown to 5 stations End of year status report published by CEC
Roadmap 2.0 for stations 69-100	<ul style="list-style-type: none"> CaFCP staff functioning in supporting and facilitating role for discussions on the “69-100” strategy. Main responsibility for planning lies with CARB, as part of AB8 reporting. Facilitated discussions about alternative funding means to meet long term goals within CaFCP context
Station Implementation Barriers	<ul style="list-style-type: none"> NFPA 2 published; public comments for the 2019 version are due June, 2016. SAE International November in-person meetings <ul style="list-style-type: none"> FC Interface Working Group <ul style="list-style-type: none"> SAE J2601 addressed open and technical items around the MC Formula-based method; final draft for review expected by EOM December J2719/1 (Application Guideline for Use of Hydrogen Quality Specification) Intent is to provide guidance on how to reduce required testing based on the technologies employed to produce the fuel <ul style="list-style-type: none"> working draft reviewed at November meeting pre-vote review through Jan. 2016

	<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> • publication in April of 2016 ○ FC Safety Task Force: <ul style="list-style-type: none"> ▪ J2990/1 (Gaseous Hydrogen and Fuel Cell Vehicle First and Second Responder Recommended Practice) Passed initial ballot: comments being addressed; final ballot by March, 2016. ▪ J2579 (Standard for Fuel Systems in Fuel Cell and Other Hydrogen Vehicles) Under revision; in order to influence considerations at the Second Phase of the GTR, the document will have to be published as a complete standard in 2019 ▪ SAE J3089 (Vehicular Hydrogen Sensor): new document in development; sensor industry experts to be brought in; working draft reflecting input from an industry survey to be posted by the end of the year. • CSA HGV 4.3 (Test Methods for Hydrogen Fueling Parameter Evaluation) in process of being updated to the Standard SAE J2601 <ul style="list-style-type: none"> ○ Anticipated publication date: Q1, 2016 • CSA HGV 4.9 (Hydrogen Fueling Station Guidelines): Anticipated publication date: Q1, 2016 • ISO/TC 197 Parallel Working Group meetings and Plenary Meeting held in Torrance at Toyota Campus. <ul style="list-style-type: none"> ○ The following working groups met: ○ WG 5 (fueling nozzles); WG 15 (stationary hydrogen vessels); WG 17 (PSAs); WG 18 (containers and PRDs); WG 19 (dispensers); WG 20 (valves); WG 21 (compressors); WG 22 (hoses); WG 23 (fittings); WG 24 (hydrogen filling stations- see below); WG 25 (hydride storage); WG 26 (electrolysis); WG 27 (hydrogen quality); WG 28 (hydrogen quality control) <ul style="list-style-type: none"> ▪ WG 24 (fueling stations)- The working draft recently passed ballot as a Technical Report (TR); consideration being given to publishing as a Technical Specification (TS); continuing effort focused on development of an International Standard (IS) –(extremely aggressive schedule in order to meet European needs)- A committee draft (CD) is targeted for March 2016 and a draft International Standard (DIS) is targeted for July 2016.
<p>Expand value proposition of H2 and FCEVs</p>	<ul style="list-style-type: none"> • Continued discussion about renewable H2 and how to shape a strategy for California on this topic. • EIN will work on investigating renewable H2 more in depth • LCFS and clean hydrogen is a topic that may need more attention within California
<p>Medium- and heavy-duty vehicle and FCEB strategies</p>	<ul style="list-style-type: none"> • MD/HD FCEV Action Plan in process, publication is targeted for Q1 2016. • Completed Oct 16 HD truck focus group meeting and Oct 30 MD/HD FCEV Action Plan stakeholder meeting at ARB in Sacramento. • Presented about MD/HD FCEV status and requirements for success in market at CEC/UCD workshop on Dec 3


3. COMMUNICATE


Communicate, educate, inform and promote H2 & FCEVs benefits and opportunities to key outside stakeholders and general public for increased and continued support. Become readily recognized as the face of the industry for trustworthy information and assist.

Activity	Description	Picture
<p>International Code Council Conference and Expo, Sept. 29- Oct. 1, 2015 Long Beach, CA</p>	<p>Exhibitor, Presenter and test drive</p>	
<p>League of California Cities Annual Conference and Expo, Oct. 1-2, 2015 San Jose, CA</p>	<p>Exhibitor</p>	
<p>AC Transit APTA Tour of the Emeryville Station Oct. 7, 2015 Emeryville, CA</p>	<p>Member support</p>	

<p>UCI hydrogen station celebration, Oct. 8, 2015 UC Irvine, Irvine, CA</p>	<p>Member Support</p>	
<p>National Hydrogen Day and Fuel Cell Webinar Oct. 8, 2015 Worldwide</p>	<p>Social media</p>	 <p>1 ← atomic number H ← element symbol Hydrogen ← element name 1.008 ← atomic weight</p> <p>10/08 ← National Hydrogen Day</p> <p>#HydrogenNow</p>
<p>Fireshow West Conference and Expo Oct. 8, 2015 Reno, NV</p>	<p>Exhibitor and Presenter</p>	
<p>Film Crew from Guangdong, China at West Sacramento Hydrogen Station October 15, 2015 -</p>	<p>Media</p>	

<p>Daimler Road Rally and Meeting, Oct. 18-20</p>	<p>Member support and social media</p>	
<p>Toyota Mirai Launch, Oct. 20, 2015, Los Angeles, CA</p>	<p>Member Support</p>	
<p>Stanford Univ. Clean Energy Product Expo, Oct. 26, 2015 Stanford Univ, Palo Alto, CA</p>	<p>Exhibitor</p>	
<p>Advancing the Choice Expo, Oct. 29, 2015, UC Riverside, Riverside, CA</p>	<p>Exhibition and member support</p>	

<p>Fuel Cell Seminar, Nov 16-18, 2015 Los Angeles, CA</p>	<p>Presenter and test drive</p>	 A photograph showing three individuals (two men and one woman) standing behind a long white-clothed podium. They are in a dark room with a large blue-lit backdrop that reads "FUEL CELL SEMINAR & ENERGY EXPOSITION". The man on the right is speaking into a microphone.
<p>TC-197 Workshops</p>	<p>Member support and test drive</p>	 A wide-angle photograph of a large conference room. Numerous people are seated at long, dark tables arranged in rows. The room is brightly lit with overhead lights, and the attendees appear to be engaged in a workshop or meeting.

<p>HySTEP tour at Cal State L.A. with fueling developers, Dec. 16, 2015, CSULA, CA</p>	<p>Station tour and member support</p>	 A group of approximately seven people, including men and women in business attire, are gathered around a hydrogen fuel cell station. The station is a white trailer with a large stainless steel tank on the right side and a fueling nozzle on the left. The people are looking at a large informational display board mounted on the station. The scene is outdoors, with a building and palm trees in the background.
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Legislative, NGO & Policy

Conduct one-on-one meetings with California state and federal elected officials and their staff in district and capitol offices. Conduct one-on-one meetings with influential NGOs at the local, state and national levels. Emphasize California's commitment to hydrogen and provide information about progress and plans. Provide education and information to policy makers.

2015 Q4 Statistics – Meetings and encounter

Elected officials: 2 (2015 to date: 26)

Legislative staff: 4 (2015 to date: 67)

NGOs: 0 (2015 to date: 10)

Event name	Meeting Date	Meeting with (Names and titles of all persons)
League of California Cities Convention	10/1/2015	San Diego Council Member Mark Kersey and chief of staff Patrick Bouteller
League of California Cities Convention	10/1/2015	San Diego Council Member David Alvarez
District meeting	10/19/2015	Vickere Murphy, aide to State Senator Carol Liu (D-Glendale)
City Hall meeting	11/9/2015	Rafael Prieto and Maria Souza-Rountree, office of the Chief Legislative Analyst, City of Los Angeles
City Hall meeting	11/30/2015	Jacob Haik, deputy chief of staff (and AQMD liaison) and Ryan Ferguson, field deputy/planning, office of Los Angeles City Council Member Joe Buscaino (San Pedro)

Community Relations (Station-related outreach)

Activity	Meeting Date
Meetings with City of West Hollywood re fleet opportunities	October 28
Meeting with City of LA (Chief Legislative Analyst's office)	November 9
Meeting with Caltrans staff in Sylmar re station location	December 10
Meeting with San Francisco city staff regarding hydrogen readiness planning	December 31
Introduction letters to recommended cities for hydrogen stations	December

Website and Social Media

We provide outreach and education through events, materials, video, web and social media that increase awareness in the general public, build support in early market communities and support other projects' specific goals. Our online strategy is to deliver real-world information about FCEVs and hydrogen stations to early adopter audiences. We use email, blogs, Twitter, YouTube and Facebook to share messages about FCEV commercialization and technology with different audience types.

www.cafcp.org	Oct-15	Nov-15	Dec-15
Number of visits	9,629	8,607	6,908
Average time users spent on site	1:44	1:52	1:47
Most visited pages	Station map Home page FAQ Toolkits Stations A California Road Map	Station map Home page FAQ Station Facts Toolkits Stations	Station map Home page Station Facts FAQ Toolkits Stations
Most searched keywords on Google to land on CaFCP website	cafcp.org california fuel cell partnership cafcp ballard cafcp difference between fuel cell and battery	cafcp.org cafcp difference between fuel cell and battery hydrogen fueling stations in california difference between cell and battery	cafcp difference between fuel cell and battery california fuel cell partnership difference between cell and battery where does hydrogen come from
Most searched keywords on cafcp.org search engine	executive board webinar air climate apps battery	Soss cost well to wheels hydrogen Sosa	hydrogen soss ab 8 AB 8 automaker
Most referred websites	google.com yahoo bing arb.ca.gov driveclean.ca.gov	google.com bing yahoo cafcp.org claim1180477.copyrightcl aims.org	google.com cafcp.org yahoo bing arb.ca.gov

FACEBOOK	Oct-15	Nov-15	Dec-15
New likes	33	19	26
Lifetime likes	2,664	2,668	2,681
Lifetime Post Total Reach	17,095	12,130	8,276
Lifetime Engaged Users	919	662	379

TWITTER	Oct-15	Nov-15	Dec-15
Total Followers	2,383	2,431	2,476
Monthly Tweets	127	57	51
Link Clicks	477	268	328
Total Impressions	42,850	20,736	22,201

E-blast – SunLine Transit Receives FTA Funding for FCEBs	
Sent Feb 9, 2015 - 3 Tweets	
Contacts:	9,415
Opened:	10.4% - 980 contacts
Bounced:	2.0% - 186 contacts
No Info:	87.6% - 8,249
Clicked:	1% - 84 contacts
Unsubscribed:	16

E-blast – Diamond Bar H2 Station Dedication Invite 3/25/15	
Sent March 18, 2015	
Contacts:	153
Opened:	30.7% - 47 contacts
Bounced:	9.2% - 14 contacts
No Info:	60.1% - 92 contacts
Clicked:	1% - 7 contacts
Unsubscribed:	0

E-blast – Celebrating Earth Day 2015	
Sent April 20, 2015 – 5 Tweets	
Contacts:	10950
Opened:	10.0% - 1,094 contacts
Bounced:	2.1% - 235 contacts
No Info:	87.9% - 9,621 contacts
Clicked:	1% - 101 contacts
Unsubscribed:	14

E-blast – STD, May 21: H2 station briefing	
Sent May 4, 2015	
Contacts:	163
Opened:	33.7% - 55 contacts
Bounced:	6.1% - 10 contacts
No Info:	60.1% - 98 contacts
Clicked:	2% - 4 contacts
Unsubscribed:	0

E-blast – June 26 - Tours: Fuel Cell Electric Bus Manufacturing in California	
Sent Jun 11, 2015	
Contacts:	214
Opened:	29.0% - 62 contacts
Bounced:	1.4% - 3 contacts
No Info:	69.6% - 149 contacts
Clicked:	2% - 4 contacts
Unsubscribed:	0

E-blast – Automakers Release List of Station Priority Locations	
Sent June 16, 2015 – 9 Tweets	
Contacts:	11,869
Opened:	10.5% - 1,242 contacts
Bounced:	4.9% - 582 contacts
No Info:	84.6% -10,045 contacts
Clicked:	3% - 320 contacts
Unsubscribed:	12

E-blast – Permitting and fire official workshops, August 4 and 5	
Sent July 13, 2015	
Contacts:	62
Opened:	19.4% - 12 contacts
Bounced:	1.6% - 1 contacts
No Info:	79.0% - 49 contacts
Clicked:	5% - 3 contacts
Unsubscribed:	0

E-blast – Progress of California's Hydrogen Stations Webinar, August 18	
Sent August 17, 2015 - Tweets	
Contacts:	13,167
Opened:	9.2% - 1,213 contacts
Bounced:	3.1% - 410 contacts
No Info:	87.7% -11,544 contacts
Clicked:	1% - 115 contacts
Unsubscribed:	14

E-blast – October 8: Progress of California's Hydrogen Stations Webinar	
Sent October 5, 2015 – 5 Tweets	
Contacts:	13,624
Opened:	9.3% - 1,261 contacts
Bounced:	2.8% - 382 contacts
No Info:	87.9% -11,981 contacts
Clicked:	1% - 121 contacts
Unsubscribed:	12

E-blast – October 20, CaFCP Public Executive Board Meeting	
Sent October 16, 2015 – 6 Tweets	
Contacts:	13,138
Opened:	7.5% - 991 contacts
Bounced:	2.9% - 385 contacts
No Info:	89.5% -11,762 contacts
Clicked:	1% - 78 contacts
Unsubscribed:	18

E-blast – New Hydrogen Station Permitting Guidebook	
Sent November 5, 2015 - 21 Tweets	
Contacts:	13,034
Opened:	9.4% - 1,229 contacts
Bounced:	2.7% - 355 contacts
No Info:	87.8% -11,450 contacts
Clicked:	1% - 184 contacts
Unsubscribed:	16

Top Stories: H2 Fueling Infrastructure Assessments, DOE Funding for H2 RD&D, Station Developers Join CaFCP	
Sent December 7, 2015 – 18 Tweets	
Contacts:	12,779
Opened:	9.5% - 1,218 contacts
Bounced:	4.2% - 536 contacts
No Info:	86.3% -11,025 contacts
Clicked:	1% - 168 contacts
Unsubscribed:	14

CaFCP Quarterly Update
January –March 2016

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 January to March 2016.

In its fourth phase, 2013-2016, CaFCP members, individually or in groups, will focus on meeting these goals to achieve market launch:

- Prepare for larger-scale manufacturing, which encompasses cost reduction, supply chain and production.
- Work on the customer channel, including identifying and training dealers and service technicians.
- Reduce costs of station equipment, increase supply of renewable hydrogen at lower cost, and develop new retail station approaches.
- Support cost reduction through incentives and targeted RD&D projects
- Continue research, development and demonstration of advanced concepts in renewable and other low-carbon hydrogen.
- Provide education and outreach to the public and community stakeholders on the role of FCVs and hydrogen in the evolution to electric drive.

CaFCP and members' activities fall within three main strategic directions:

1. Support hydrogen station and vehicle deployment to enable commercial market launch in 2015 timeframe
2. Show feasibility and a clear value proposition to consumers, businesses and communities
3. Focus existing resources, engage new groups and pursue innovative concepts to overcome early market challenges

To successfully implement the vision, CaFCP activities must focus on technical, communications and business operations/strategies that require convening, collaborating and communicating.

1. Develop Infrastructure	
<i>Develop the necessary infrastructure and processes to support early commercial launch and expanded vehicle rollout.</i>	
Support the construction and commissioning of current California hydrogen stations by participating in codes, standards and regulation processes; facilitating station commissioning processes; and supporting station openings.	<ul style="list-style-type: none"> • Station OPEN Process guideline document with OEMs and Station Developers released (a working document) • CSA HGV 4.9 Hydrogen fueling stations published • CSA HGV 4.3 Test Methods for Hydrogen Fueling Parameter Evaluation at ballot with Auto Technical Committee • SAE J2719/1 Application Guideline for Use of Hydrogen Quality Specification went to ballot • SAE J2601 Fueling Protocols for Light Duty Gaseous Hydrogen Surface Vehicles being finalized for ballot, to include the MC Formula method (<i>went to ballot on 4/6 for 30 days</i>) • California Office of the State Fire Marshal released information bulletin 16-004 ADOPTION OF 2016 EDITION OF NFPA 2 FOR THE 2016 CALIFORNIA FIRE CODE • HyStEP completed device evaluation testing - Station Confirmation Group to confirm some process issues-will be in the field testing stations soon • Added 14 newly opened stations (including soft opening) to SOSS • Submitted Oct-Dec 2015 SOSS project status report to DOE
Prepare for future funding through outreach and education with fueling retailers and hydrogen industry.	<ul style="list-style-type: none"> • Engaged in discussions with fuel retailers interested in incorporating H2 stations into their operations and provided connections to station developers.
Work with stakeholders to identify potential future station locations.	<ul style="list-style-type: none"> • Identified two Bay Area venue options for the fall 2016 Financial Forum; tentative date for the forum is September 20th • Facilitated station developer discussions with Harbor City station owner in effort to site existing funded stations to the location.
Develop Road Map 2.0 with strategies for a sustainable network in California.	
2. Share and Synchronize Experience	
<i>Provide forums and opportunities for members to advance group collaboration and progress within CaFCP and among stakeholders.</i>	

Build and expand trust among members through open communication and forums.	<ul style="list-style-type: none"> Working Group meeting held March 9-10 Several OEM group meetings convened to finalize station open process guideline document, gain consensus on Harbor City strategy recommendations, station naming convention, SOSS reliability data, communication of station outages to customers and station soft opening process. Station developer meeting held to gain consensus on soft opening process, SOSS reliability data, station naming convention and communication of station outages to customers.
Communicate with stakeholders nationally and internationally to share learnings and amplify market launch efforts.	<ul style="list-style-type: none"> Keynote speaker at FC Expo Panel speaker at NESCAUM meeting at New York Auto Show Panel speaker at SAE Government/Industry Conference in Washington DC
3. Reach Target Audiences	
<i>Reach target markets and communities to educate, inform and promote hydrogen and FCEVs.</i>	
Communicate the benefits of FCEVs and hydrogen through outreach materials, events, social media and media relations.	<ul style="list-style-type: none"> Participated in 16 outreach events Presented quarterly hydrogen station update webinar Recorded NACS podcast interview on H2/FCEVs with Bob Wimmer of Toyota Coordinated SoCal SD meetings and station tour for JX Nippon Exhibited at WPMA Convention
Provide education and outreach to state and local governments, and NGOs.	<ul style="list-style-type: none"> Reengaged Political Solutions Reached four legislators, 34 staff and 4 NGOs. Arranged for Mirai display in CA New Car Dealers Association lobby
Conduct community training for AHJs and emergency responders	<ul style="list-style-type: none"> Presented to the bi-monthly Haz-Mat Training in Sunnyvale, CA (AHJs from Santa Clara County and incorporated cities (Mountain View, for example) Presented to the Northern California Fire Prevention Officers at bi-monthly meeting (with Mirai for display and optional West Sacramento station tour)
Continue development of CaFCP's station map and SOSS	<ul style="list-style-type: none"> 15 retail stations on SOSS Added "soft opening" to station map and SOSS Added a comment field to m.cafcp.org Continuing to support OEMs and SDs in implementation

	<ul style="list-style-type: none"> Added reporting capabilities to calculate online/offline percentages
4. Expand Markets	
<i>Restructure CaFCP to be more inclusive and capable of meeting the expanding commercial market needs and opportunities, broadening the member base, and being the voice of all stakeholder participants</i>	
Establish new structure and expand membership.	<ul style="list-style-type: none"> Drafting new legal documents Last part of reorg to be presented to Executive Board in April Participated in Jan 11-13 Transportation Research Board (TRB) Annual meeting in Washington DC to present the FCEV case
Support deployment of fuel cell bus Centers of Excellence and the Bus Team.	<ul style="list-style-type: none"> Participated in CARB Advanced Clean Transit meetings to provide FCEB perspective
Publish and implement the Medium- and Heavy-Duty Road Map document.	<ul style="list-style-type: none"> Action Plan to be presented to Executive Board in April Started MD FC truck fueling protocol discussions to resolve limitations of fueling at passenger H2 stations
Support activities outside of California, as directed by members.	

Q1 Outreach Events


Conferences : 4 (290 people)

Forums: 6 (150 people)




Station tours: 4 (60 people)

Community Events: 3 (50 people)

Webinars: 1 (325 attendees)

Activity	Description	Picture
Transportation Research Board (TRB) annual meeting, Washington D.C, January 11-12, 2016	Bill - Speaker	No photo available.
Firehouse World, San Diego, 02/2-3/2016	Exhibitor	

<p>Linde Outreach Event, Feb. 6, 2016</p>	<p>Juan - Member support</p>	
<p>WPMA, Las Vegas, Feb. 15-18/2016</p>	<p>Exhibitor</p>	
<p>Fire Prevention Workshop, West Sacramento, Feb. 19, 2016</p>	<p>Jennifer/Juan – Speaker Static display</p>	

<p>Station Webinar, March 1, 2016, CaFCP HQ</p>	<p>CaFCP Staff</p>	<p>Progress of California's Hydrogen Stations Webinar <i>March 1 - Open to public</i></p> <p>Please join the California Fuel Cell Partnership for a brown-bag webinar about the progress of California's hydrogen stations.</p> <p>This webinar will provide a general, non-technical overview of</p> <ol style="list-style-type: none"> 1. The development status of California's hydrogen stations 2. A first look at several of the new stations 3. CaFCP's new station map <p>Presentations will be followed by a Q&A</p> <p>Tuesday, March 1 12:00-1:00pm (PST) Register here</p> <p>#HydrogenNow #DriveH2</p>  <p><i>Driving for the future.</i> www.cafcp.org info@cafcp.org </p>
<p>California Environmental Dialogue Forum, Sacramento, March 2, 2016,</p>	<p>Chris - Speaker</p>	<p>Photo not available.</p>
<p>FC Expo Japan, Feb. 03/2-4/2016</p>	<p>Bill Elrick – Speaker</p>	<p>Photo not available.</p>
<p>CEC Station tour for new employees, Linde Station March 8, 2016</p>	<p>Juan – Tour</p>	

<p>League of California Cities – Public Works, Sacramento March 9, 2016</p>	<p>Exhibitor</p>	
<p>CARB tour for new employees, Linde Station March 10, 2016</p>	<p>Juan – Tour</p>	
<p>Thursday's Club, La Canada Flintridge, March 13, 2016</p>	<p>Keith – member support</p>	

<p>Clean Tech Investors Forum, Dana Point, March 15-17</p>	<p>Static display of Toyota Mirai and Hyundai Tucson</p>	
<p>California New Car Dealership Event, Sacramento, March 16, 2016</p>	<p>Bill and Juan – member opportunities</p>	<p>No photo available.</p>
<p>Toast for Clean Air, Sacramento, March 16, 2016</p>	<p>Nico – Networking</p>	<p>No photo available.</p>
<p>GO-Biz Fellowship station tour, Linde Station, March 23, 2016</p>	<p>Juan – Tour</p>	

Legislative, NGO & Policy

Conduct one-on-one meetings with California state and federal elected officials and their staff in district and capitol offices. Conduct one-on-one meetings with influential NGOs at the local, state and national levels. Emphasize California's commitment to hydrogen and provide information about progress and plans. Provide education and information to policy makers.

2016 Q1 Statistics – Meetings and encounter

Elected officials: 4 (2016 to date: 4)

Legislative staff: 34 (2016 to date: 34)

NGOs: 4 (2016 to date: 4)

Event name	Meeting Date	Meeting with (Names and titles of all persons)
District meeting	1/5/2016	Steven Butcher, field representative to Assembly Member Adrin Nazarian (D-Van Nuys)
Phone meeting	1/7/2016	Diana Lin, science fellow, office of Assembly Member Bill Quirk (D-Hayward)
District Office Request	1/7/2016	Vickere Murphy, field representative to State Senator Carol Liu (D-Glendale)
Capitol meeting	1//12	Victoria Alvarez, consultant, Assembly Committee on Transportation (chair is Assembly Member Jim Frazier, D-Fairfield)
Capitol meeting	1/12/2016	Tina Andolina, consultant, State Senator Ben Allen (D-Redondo Beach)
Capitol meeting	1/12/2016	Quentin Foster, California Environmental Justice Alliance
Capitol meeting	1/13/2016	Randy Chinn and Erin Riches, consultant, State Senate Committee on Transportation and Housing
NGO meeting	1/14/2016	Kathryn Phillips, director of Sierra Club California
Legislative meeting	1/28/2016	Assemblyman Raj Mukherji (D-Jersey City) from New Jersey
District meeting	2/11/2016	Steven Butcher, field representative to Assembly Member Adrin Nazarian (D-Van Nuys)
Email exchange	2/19/2016	KC Jaski, Capitol office and Brian Elliott, district office of Congressman Scott Peters (D-La Jolla)

Email exchange	2/22/2016	Robert Boykin, office of Assembly Member Bonilla (D-Concord), Andrew Zingale, office of Assembly Member Mullin (D-South San Francisco), Brady Brocherding, office of Assembly Member Quirk (D-Hayward) and Adrian Vazquez, office of Senator de Leon (D-Los Angeles)
Capitol meeting	2/24/2016	Daniel Ballon, Assembly Republican Transportation consultant
Capitol meeting	2/24/2016	Ted Morley and Doug Yoakum, Senate Republican Transportation consultants
Capitol meeting	2/24/2016	Assembly Member Evan Lowe (D-Campbell) and Tatum Holland, legislative director
Capitol meeting	2/24/2016	Erasmus Viveros, senior legislative assistant to Assembly Member Freddie Rodriguez (D-Chino)
Capitol meeting	2/24/2016	Brady Borcherding, legislative aide to Assembly Member Bill Quirk (D-Hayward)
Capitol meeting	2/24/2016	Assembly Speaker-elected Anthony Rendon (D-South Gate)
Capitol meeting	2/24/2016	Lance Christensen, senior policy director and Aly John, district representative, office of State Senator John Moorlach (R-Costa Mesa)
Capitol meeting	2/24/2016	Dana Lillian Mitchell, chief consultant, Assembly Committee on Arts, Entertainment, Sports, Tourism & Internet Media
Capitol meeting	2/24/2016	Christopher Galeano, senate fellow, office of State Senator Connie Leyva (D-Chino)
NGO meeting	2/25/2016	Bonnie Holmes-Gen and Will Barrett, American Lung Association
Meeting	2/24/2016	Alisa Reinhardt, staff counsel, California New Car Dealers Association
Follow up	3/1/2016	Eveline Bravo-Ayala, office of Senator Bob Hertzberg (D-Van Nuys), Monaiza Humayun, office of Assembly Member Quirk (D-Hayward), Gloria Pulido, office of State Controller John Chiang and Eric Guerra, office of Assembly Member Chiu (D-San Francisco)
Phone meeting	3/2/2016	Elizabeth Lam, field representative, office of Assembly Member Kansen Chu (D-Milpitas)
Phone meeting	3/2/2016	Morgan Culbertson, field representative, office of Assembly Member Jacqui Irwin (D-Camarillo)

Email exchange	3/2/2016	Rocky Fernandez, office of Senator Bob Wicowski (D-Fremont) and Lauren Gallant, office of Senator Fran Pavley (D-Woodland Hills)
Call	3/3/2016	Brian Elliott, office of Congressman Scott Peters (D-San Diego)
Lunch meeting	3/3/2016	Thomas Wong, office of State Controller Betty Yee
Capitol meeting	3/10/2016	Assembly Member Kansen Chu (D-San Jose) and Robert Mason, legislative aide
Capitol meeting	3/10/2016	Andrei Gribakov, legislative aide to State Senator Fran Pavley (D-Woodland Hills)
Phone inquiry	3/17/2016	David Hersch, legislative director to LA City Council Member Paul Koretz (West LA)
Email exchange	3/17/2016	Eveline Bravo-Ayala, office of State Senator Bob Hertzberg

Website and Social Media

We provide outreach and education through events, materials, video, web and social media that increase awareness in the general public, build support in early market communities and support other projects' specific goals. Our online strategy is to deliver real-world information about FCEVs and hydrogen stations to early adopter audiences. We use email, blogs, Twitter, YouTube and Facebook to share messages about FCEV commercialization and technology with different audience types.

www.cafcp.org	Jan-16	Feb-16	Mar-16
Number of visits	12,084	8,927	9,232
Average time users spent on site	1:42	1:38	1:33
Most visited pages	Home Page Station Map Stations Cars Downloads	Home Page Station Map Stations Cars Downloads	Home Page Station Map Stations Cars Downloads
Most searched keywords on Google to land on CaFCP website	why.does.spacebarnot.work? hydrogen stations in California hydrogen fuel stations in California m.cafcp.org	why.does.spacebarnot.work? hydrogen stations in California hydrogen fuel stations in California m.cafcp.org	why.does.spacebarnot.work? hydrogen stations in California hydrogen fuel stations in California m.cafcp.org

	a road map for fuel cell electric buses in california	a road map for fuel cell electric buses in california	a road map for fuel cell electric buses in california
Most searched keywords on cafc.org search engine	executive board webinar air climate apps battery	Soss cost well to wheels hydrogen Sosa	hydrogen soss ab 8 AB 8 automaker
Most referred websites	google.com yahoo driveclean.ca.gov afdc.energy.gov bing facebook	google.com yahoo driveclean.ca.gov afdc.energy.gov bing facebook	google.com yahoo driveclean.ca.gov afdc.energy.gov bing facebook

FACEBOOK	Jan-16	Feb-16	Mar-16
New likes	26	33	40
Lifetime likes	2,697	2,717	2,737
Lifetime Post Total Reach	6,755	5,792	19,614
Lifetime Engaged Users	320	284	1,182

TWITTER	Jan-16	Feb-16	Mar-16
New Followers	55	67	66
Total Followers	2,515	2,592	2,592
Tweets for the month	54	57	63
Tweet Impressions	25,900	24,100	33,000
Mentions	168	188	154
Profile visits	531	743	1,067

E-blast – March 1, Progress of California's Hydrogen Stations Webinar

Sent Feb 11, 2016 – 9 Tweets

Contacts:	14,026
Opened:	9.5% - 1,333 contacts
Bounced:	7.2% - 1,014 contacts

No Info:	83.3% - 11,679
Clicked:	2% - 224 contacts
Unsubscribed:	13

E-blast – CEC & ARB Joint Agency Report on Assembly Bill 8	
Sent Feb 22, 2016 – 26 Tweets	
Contacts:	13,000
Opened:	10.3% - 1,341 contacts
Bounced:	2.3% - 300 contacts
No Info:	87.4% - 11,359 contacts
Clicked:	1% - 171 contacts
Unsubscribed:	15

E-blast – Resources for California's Hydrogen Stations Webinar, March 1	
Sent March 2, 2016	
Contacts:	324
Opened:	53.4% - 173 contacts
Bounced:	1.9% - 6 contacts
No Info:	44.8% - 145 contacts
Clicked:	20% - 65 contacts
Unsubscribed:	0

E-blast – Save the Date April 19: CaFCP Spring Forum	
Sent March 14, 2016 – 47 Tweets	
Contacts:	13,047
Opened:	9.2% - 1,206 contacts
Bounced:	3.6% - 466 contacts
No Info:	87.2% - 11,375 contacts
Clicked:	1% - 134 contacts
Unsubscribed:	16

E-blast – New Hydrogen Infrastructure Analysis Resources Available Online	
Sent March 21, 2016 – 247 Tweets	
Contacts:	12,853
Opened:	10.7% - 1,377 contacts
Bounced:	3.1% - 397 contacts
No Info:	86.2% - 11,079 contacts
Clicked:	2% - 207 contacts
Unsubscribed:	8

E-blast – April 6: Legislative briefing on fuel cell electric vehicles	
Sent March 30, 2016	
Contacts:	350
Opened:	20.3% - 71 contacts
Bounced:	5.1% - 18 contacts
No Info:	74.6% - 261 contacts
Clicked:	1% - 3 contacts
Unsubscribed:	0

DRAFT 2016 AIR QUALITY MANAGEMENT PLAN

SCAQMD Governing Board
July 8, 2016

Philip Fine, Ph.D.

Deputy Executive Officer

Planning, Rule Development and Area Sources

2016 AQMP: Activity Update

- Emission Inventory released (March)
- Preliminary Control Strategy released (April)
- Modeling refinements
- Numerous stakeholder meetings
- Control Measure updates based on comments received
- Draft 2016 AQMP released on June 30, 2016
 - Some technical appendices to follow
- CEQA NOP/IS to be released shortly
- Public Workshops, CEQA/Socioeconomic Scoping Sessions
 - July 14: Coachella/Diamond Bar
 - July 20-21: Regional workshops (4-counties)
- CEQA/Socioeconomic Impact analyses (July/August)

2016 AQMP: Approach

- An innovative approach is necessary
 - *Traditional regulations included where feasible, but not sufficient to reach attainment*
- Focus on mobile sources
 - *The most effective way to reduce air pollution impacts on the health of our residents, including those in disproportionately impacted and environmental justice communities*
- Continue to be closely engaged with the California Air Resources (CARB) and the U.S. EPA who have primary responsibility for these sources.
- Recognizes the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated deployment of zero and near zero technologies

2016 AQMP: Highlights

- A strategy with fair-share emission reductions at the federal, state, and local levels
- Investment in strategies and technologies meeting multiple air quality objectives
- Seeking new partnerships and significant funding for incentives to accelerate deployment of zero and near-zero technologies
- Quantifying and taking credit for co-benefits from other planning efforts (climate, energy, transportation etc.)
- Enhanced socioeconomic assessment, including an expanded environmental justice analysis

2016 AQMP: Incentive Funding Needs

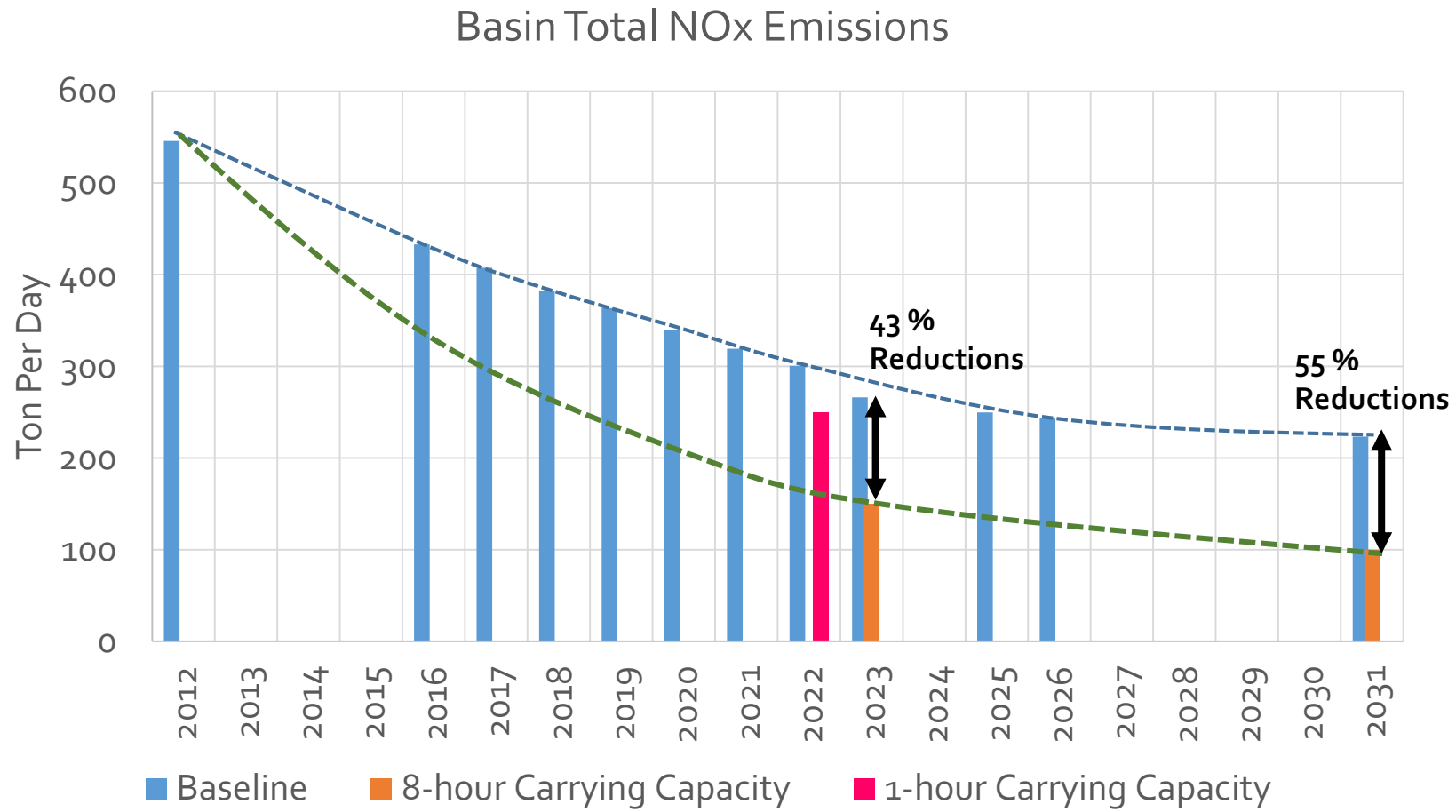
\$11 - \$14 billion over 15 years

~\$1 billion/year

- Critical for the health of our residents, including those disproportionately impacted, to secure this level of funding
- Work with CARB, EPA and lawmakers at the state and federal level to continue and expand current incentive funding programs and create new ones as needed
- Seeking establishment of a federal Clean Air Investment Fund similar to other USEPA programs that are currently funded at \$0.5 – \$1 billion per year
- Context
 - Basin GDP: \$1.1 trillion/year
 - Basin Energy Costs: ~\$40 - 60 billion/year
 - Proposed Basin transportation spending: ~\$20 billion/year
 - Lost transportation funding due to sanctions is much greater than incentive costs

2016 AQMP: Modeling Refinements

Carrying Capacity for Ozone Standards

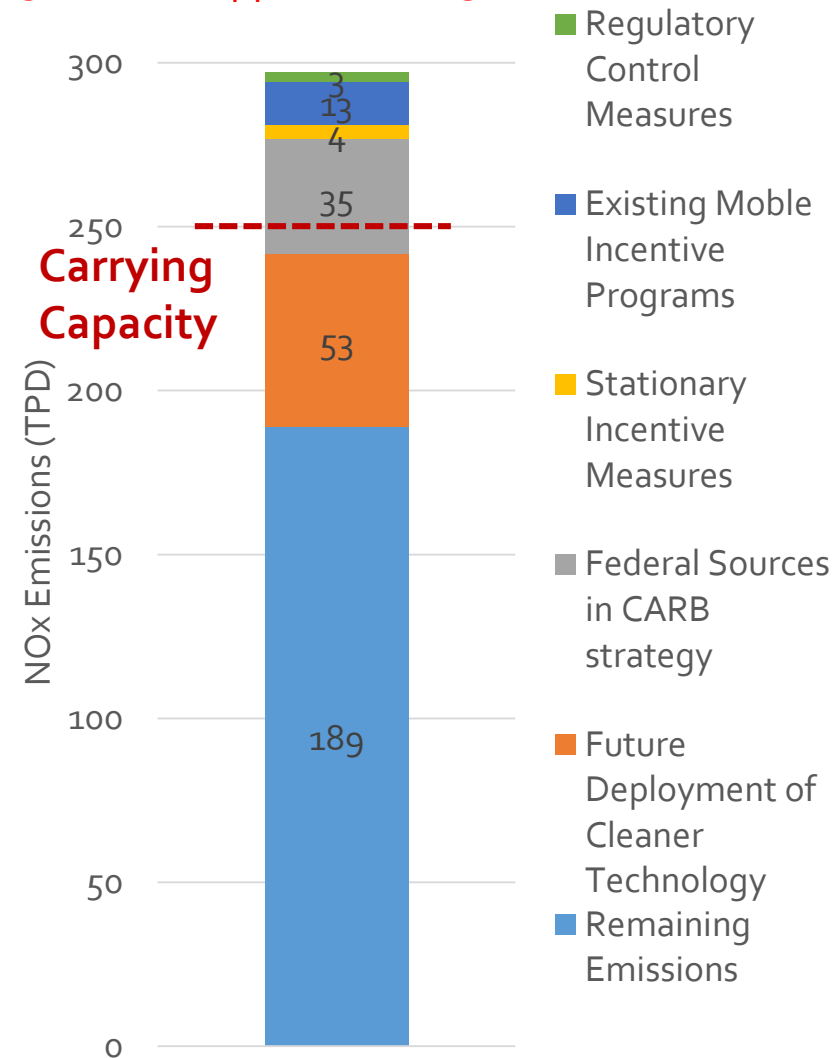


- 8-hour Ozone strategy for 2023 will ensure 1-hour attainment for 2022

1979 1-Hour Ozone Standard

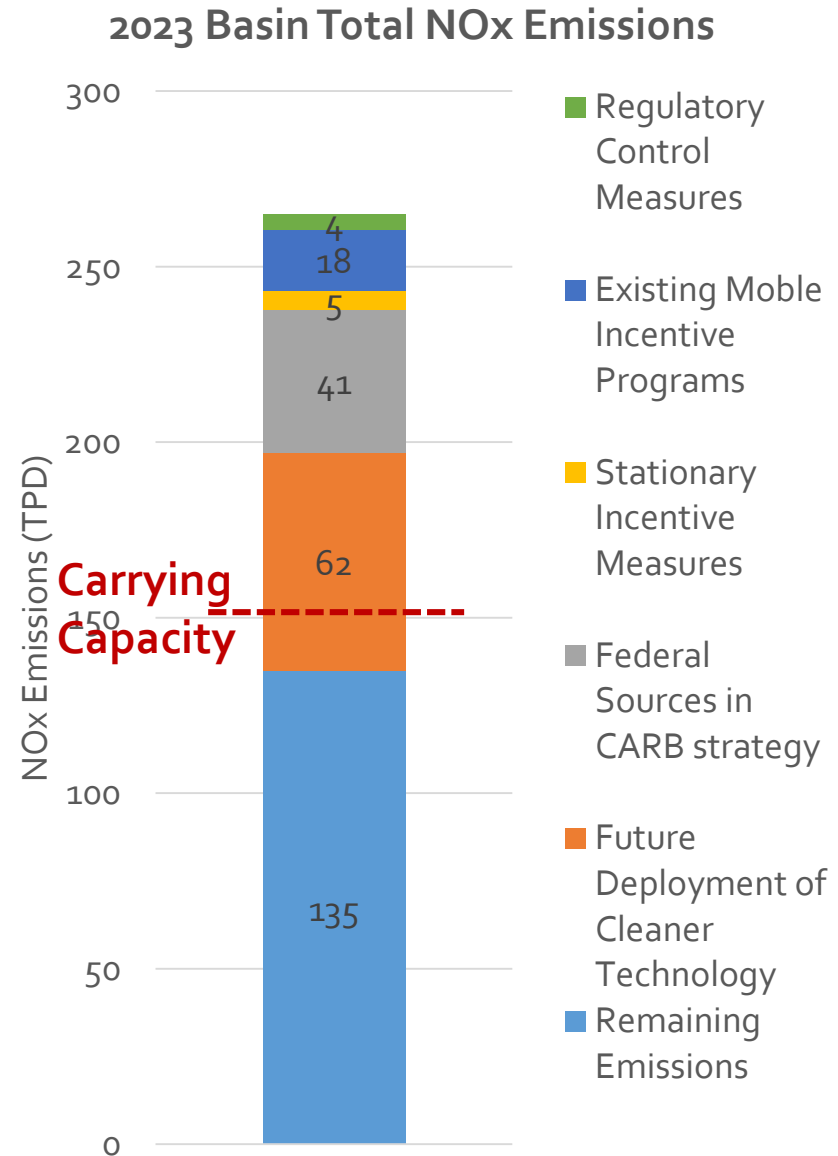
- Attainment Target Year: 2022
- Baseline Total NOx Emissions for the Basin is 297 TPD
- Carrying Capacity is 250 TPD
- VOC's are as effective as NOx for this standard
- Attainment scenario with no 182(e)5 measures needed

2022 Basin Total NOx Emissions
(85% of the Applicable 2023 Ozone Measures)



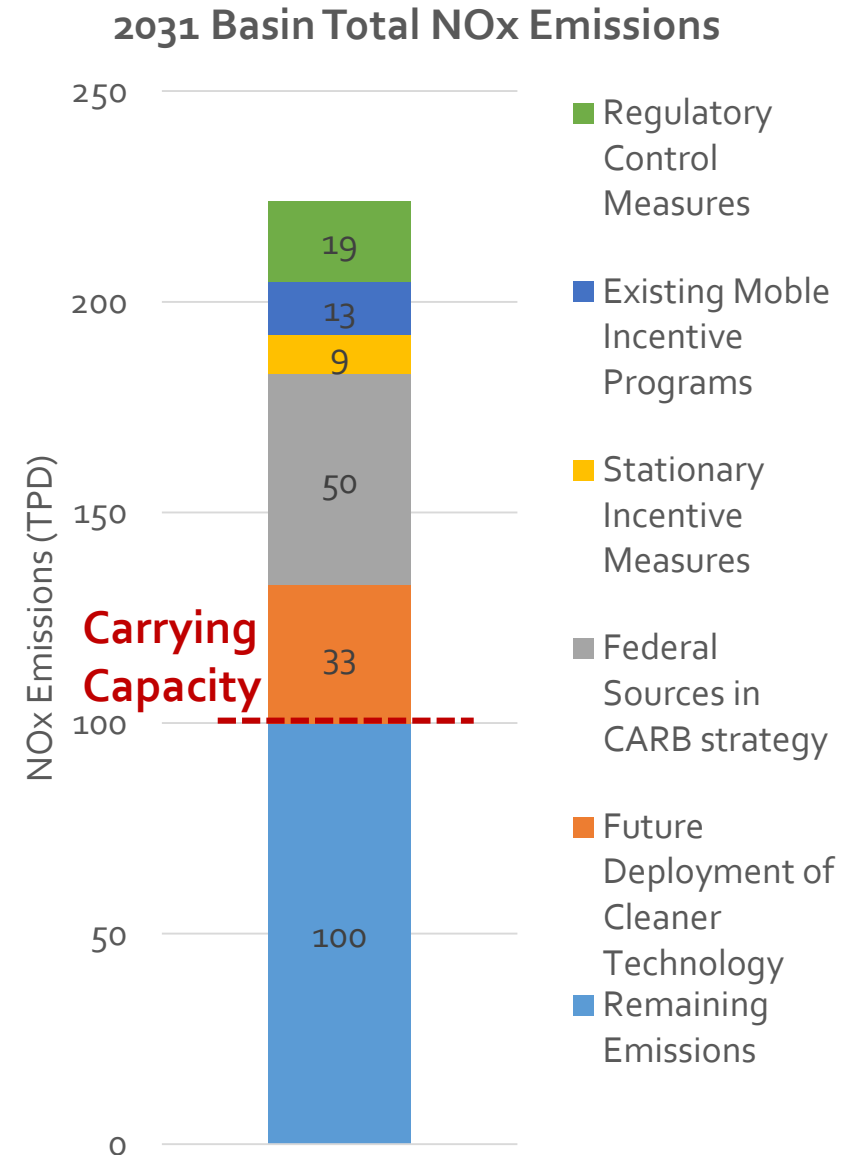
1997 8-Hour Ozone Standard

- Attainment Target Year: 2023
- Baseline Total NO_x Emissions for the Basin is 265 TPD
- Carrying Capacity is 150 TPD
- Modelled Attainment Scenario with 133 NO_x reduction results in 82 ppb
- This provides some flexibility (17 TPD) in ongoing control strategy discussion



2008 8-Hour Ozone Standard

- Attainment Target Year: 2031
- Baseline Total NOx Emissions for the Basin is 224 TPD
- Carrying Capacity is 100 TPD
- Modelled Attainment Scenario with 132 NOx reduction results in 74 ppb



2006 24-Hour PM_{2.5} Standard

- Attainment Target Year: 2019
- Standard is 35 $\mu\text{g}/\text{m}^3$
- Baseline, with no reductions beyond already adopted measures, shows attainment.
- The projected concentration is 31.7 $\mu\text{g}/\text{m}^3$
- Difference between standard (35 $\mu\text{g}/\text{m}^3$) and projection (31.7 $\mu\text{g}/\text{m}^3$) can be used to satisfy CAA contingency measure requirements.

2012 Annual PM_{2.5} Standard

- **Attainment Target Year: 2025**
 - Requesting “bump-up” from for ‘moderate’ to ‘serious’ non-attainment
- **Attainment Scenarios**

Year	Strategy	Emissions Reduction	Future Concentration	Attainment Determination
2021	BCM-01 only (Commercial Cooking)	3 TPD of PM	12.3 µg/m ³	Non-Attainment
2023	Ozone Attainment Scenario (including Future Deployment of Cleaner Technology)	133 TPD of NO _x	10.5 µg/m ³	In Attainment
2025	BCM-01 only	3.3 TPD of PM	11.8 µg/m ³	In Attainment
	Ozone Defined Measures Only	43 TPD of NO _x	11.9 µg/m ³	In Attainment

Key Comments

➤ Incentive Measures

- ✓ Regulatory options
- ✓ Source(s) of funding (federal, state, etc.)
- ✓ SIP credit

➤ “Facility-based” Measures

- ✓ Work with all stakeholders to identify emission reduction opportunities
- ✓ Future rulemaking is an option if needed
- ✓ Helps to implement state commitments
- ✓ Develop mechanisms for SIP credit
- ✓ Not part of attainment demonstration

Plan Development Timeline

Target Date	Activity
June 2016	Release Draft AQMP
July/August 2016	Conduct Regional Workshops and Scoping Meetings
	Release Socioeconomic Analysis, Release CEQA Draft EIR (60-day review)
	AQMP Advisory Group Mtgs #12,13
September 2016	Release Revised Draft AQMP
	AQMP Advisory Group Mtg #14
October 2016	AQMP Advisory Group Mtg #15
November 2016	Release Draft Final AQMP
	AQMP Advisory Group Mtg #16
	Regional Public Hearings
December 2016	Governing Board to consider approval

BOARD MEETING DATE: July 8, 2016

AGENDA NO. 31

REPORT: 2015 Annual Report on AB 2588 Air Toxics Hot Spots Program

SYNOPSIS: The Air Toxics "Hot Spots" Information and Assessment Act of 1987 (AB 2588) requires local air pollution control districts to prepare an annual report. The report provides the public with information regarding the SCAQMD's programs to reduce emissions of toxic air contaminants (TACs) and this annual update describes the various activities taken in 2015 to satisfy the requirements of AB 2588 and Rule 1402, such as quadrennial emissions reporting and prioritization, and the preparation and review of Health Risk Assessments and Risk Reduction Plans. This report also provides a summary of additional SCAQMD activities related to TACs, such as toxics rulemaking, toxics emissions inventory development and auditing, the MATES IV study, and permitting.

COMMITTEE: Stationary Source, June 17, 2016, Reviewed

RECOMMENDED ACTION:
Receive and file.

Wayne Natri
Acting Executive Officer

PF:JW:IM:VM

Introduction

The South Coast Air Quality Management District (SCAQMD) has a comprehensive air toxics program. At the heart of this program are Rule 1401 – New Source Review of Toxic Air Contaminants, to ensure toxic emissions from new and modified sources do not exceed specified thresholds and Rule 1402 – Control of Toxic Air Contaminants from Existing Sources, which implements various aspects of AB 2588. The SCAQMD's air toxics program also includes a series of source-specific rules that address toxic air contaminants (TACs) for specific industry or equipment categories. The 2010 Clean Communities Plan also includes measures to reduce toxic air contaminants.

Staff has prepared an annual report that summarizes the agency's air toxics program activities in 2015, including Air Toxics "Hot Spots" Information and Assessment Act (or AB 2588) activities, rule development activities, and other air toxic related programs, such as Multiple Air Toxics Exposure Study (MATES), source testing and air monitoring efforts. This report satisfies Section 44363 of the California Health and Safety Code which requires the SCAQMD to annually prepare and publish a status report of the AB 2588 activities. The annual report will be available on the SCAQMD's website and distributed to county boards of supervisors, city councils, and local health officers.

Background

The AB 2588 program, combined with implementation of Rule 1402, includes requirements for toxic emissions inventories, categorizing and prioritizing facilities, and reviewing and approving detailed Air Toxic Inventory Reports (ATIRs), Health Risk Assessments (HRAs), public notifications, and Risk Reduction Plans (RRPs).

There are two broad classes of facilities within the AB 2588 program, 'Core' facilities, and facilities in an Industry-wide category. Industry-wide facilities are generally small businesses with relatively similar emission profiles (such as gas stations and dry cleaners using perchloroethylene). Facilities that are in an Industry-wide Source category have fewer requirements under AB 2588 than Core facilities. Core facilities must regularly report their toxic emissions, and conduct an HRA if their emissions exceed certain thresholds. If the HRA shows that risks are above thresholds set in Rule 1402, a Core facility must also conduct risk reduction activities and/or public notification. Historically, a total of 1,640 facilities have been in SCAQMD's Core AB 2588 program, though currently there are only 346.

From the beginning of the program in 1987 through the end of 2015, staff has reviewed and approved 339 HRAs from 307 facilities. Of these facilities, 53 facilities were required to perform public notification activities and 25 facilities were required to implement risk reduction measures.

Accomplishments

The attached report summarizes the SCAQMD staff's activities in 2015 for the AB 2588 Program, implementation of Rules 1402 and 1401, source-specific air toxic rule development efforts, analysis of toxic program impacts from addition of new or revised TACs, development of industry-wide source category HRAs, air monitoring and source testing projects done in conjunction with AB 2588 and Rule 1402, and upcoming activities.

AB 2588 Program

Under the AB 2588 program, facilities are required to report their toxic emissions to the SCAQMD quadrennially through the web-based Annual Emissions Reporting (AER) Program. Of the 346 facilities that quadrennially report their toxic emissions, 140 facilities submitted their toxic inventory reports in 2015.

Summary of Activities for Specific AB 2588 Facilities

In 2015, staff reviewed a variety of work products (other than inventories) submitted by 31 different facilities as a requirement of AB 2588 or Rule 1402. In particular, staff initiated audit activities on 22 facilities with priority scores greater than 10, continued reviews of three detailed ATIRs, six HRAs, and four Risk Reduction Plans (RRPs). Comment letters were provided on two HRAs and two RRP. Four HRAs were approved, and as a result, staff conducted four public notification meetings. One RRP was also approved. Staff continues to work on incorporating analyses of onsite ambient air quality monitoring data into the HRAs for several different facilities. The monitoring data from these sites provides a new source of information on fugitive emissions of toxics that has previously been uncertain or unquantified.

Table 1 lists the facilities that had an ATIR, HRA, or RRP reviewed by staff in 2015. The attached Annual Report provides detailed information regarding AB 2588 activities at each facility.

Table 1 - AB 2588 Facilities - 2015

Facility Name	ID #
All American Asphalt	132954
The Boeing Company	16660
Bowman Plating Company	18989
Carlton Forge Works	22911
Hixson Metal Finishing	11818
Kaiser Aluminum	16338
Quemetco	8547
Gerdau	18931

Air Monitoring and Source Testing Activities to Support the AB 2588 Program

In addition to collecting and reviewing quadrennial emission inventories based on emission calculations, SCAQMD staff regularly engages in air toxics monitoring and air toxics source testing at and near many facilities. In 2015 the SCAQMD staff conducted source testing and monitoring efforts on a variety of facilities in the metal industry including Exide Technologies, Carlton Forge Works, Gerdau, Quemetco, and Hixson.

Rule 1401 Permitting and HRA Modeling Projects

In 2015, SCAQMD staff processed approximately 1,630 Rule 1401 applications for 1,050 facilities. Under Rule 1401, the SCAQMD staff conducts air dispersion modeling to confirm that new and modified permits do not exceed the health risk thresholds and also provides analyses for Hearing Board cases. In 2015, SCAQMD staff reviewed and approved 24 HRA modeling projects for permitting.

Industry-Wide Categories

Industry-wide category sources are smaller facilities that share the same Standard Industrial Classification (SIC) or North American Industry Classification System (NAICS) code, and thus can be easily and generically characterized (such as gas stations or dry cleaners using perchloroethylene). For the most part, these facilities are small businesses that would suffer economic hardships with individual compliance if HRAs were required.

The California Air Pollution Control Officers Association (CAPCOA) Toxics Committee has been developing statewide emission inventory and risk assessment guidelines for several of these industry-wide categories. The guidelines provide a cost-effective and uniform methods for calculating facility emissions and estimating toxic risks for these facilities.

To date, risk assessments are available for Retail Gas Stations and Perc Dry Cleaners. Detailed maps of estimated cancer risks from these facilities can be found on SCAQMD's website.¹ In 2015, staff began work to update the industry-wide HRA for gas stations. This updated industry-wide HRA will be completed once the California Air Resources Board completes updates to its guidance regarding emissions from gas stations.

Multiple Air Toxics Exposure Study (MATES)

MATES IV² is the fourth in a series of urban toxics monitoring and evaluation studies conducted in the Basin and is part of the SCAQMD Board Environmental Justice Initiative. The study is a follow-up to previous studies that took place in 1985-86, 1998-99, and 2004-06. MATES IV consists of several elements including a comprehensive monitoring program, an updated emissions inventory of toxic air

¹ <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588/iws-facilities>

² The MATES studies are available here: <http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies>

contaminants, and a modeling effort to fully characterize Basin risk. The study focuses on the carcinogenic risk from exposure to air toxics.

The final MATES IV report was released on May 1, 2015 and an interactive map of the Basin was posted on the SCAQMD web site to identify the estimated modeled carcinogenic risk from air toxics by geographic location.

The study shows that compared to past MATES studies of air toxics in the Basin, diesel particulate exposure has been substantially reduced, but is still unacceptably high, especially near sources of diesel emissions such as the ports and transportation corridors. The results confirm the need for a continued focus on the reduction of toxic emissions, particularly from diesel exhaust. The MATES IV study found that the average residential cancer risk from air pollution in the SCAQMD is about 900 per million, reflecting a reduction of about 57% compared to MATES III.

Pilot Study for Multi-Metals In-Stack and Ambient Continuous Monitors

SCAQMD staff initiated a technology demonstration pilot study for in-stack continuous emissions monitoring system (CEMS) and continuous fence-line/perimeter ambient air monitoring for multi-metals in 2014. The pilot study was conducted at Quemetco and Gerdau for a period of two months. SCAQMD staff continued this pilot test in 2015 at Quemetco. Preliminary findings from 2015 for the ambient continuous multi-metal monitor shows favorable results for lead and less quantitative results for other metals, but most results are useful for trend detection. Assessments of the CEMS data was still ongoing in 2015, and showed promising results. Both units show promise for providing real-time information about toxic metal emissions.

Rule Development

Assessment of OEHHA Revised Air Toxics Hot Spots Program Risk Assessment Guidelines and Development of Amendments to Rules 1401, 1401.1, 1402, and 212 (2015)

AB 2588 requires that OEHHA develop health risk assessment guidelines for implementation of the Toxics Hot Spots Program. In 2003, OEHHA developed and approved the Health Risk Assessment Guidance used throughout all of SCAQMD's risk based programs (permitting, AB 2588, CEQA, public notification, etc.).³ Since the adoption of the 2003 Guidelines, new scientific information has shown that early-life exposures to air toxics contribute to an increased estimated lifetime risk of developing cancer and other adverse health effects, compared to exposures that occur in adulthood. Based on this information, OEHHA developed and released a draft of its new Air Toxics Hot Spots Program Guidance Manual for Preparation of Risk Assessments (Revised OEHHA Guidelines) in October, 2014. The final Revised OEHHA Guidelines

³ All of OEHHA's current and past risk guidance materials can be found online here: <http://oehha.ca.gov/air/air-toxics-hot-spots>

document was approved by OEHHA on March 6, 2015. The Revised OEHHA Guidelines incorporate age sensitivity factors which increase cancer risk estimates to residential and sensitive receptors, based on the change in methodology. Under the Revised OEHHA Guidelines, even when the toxic emissions from a facility have not increased, estimated cancer risk to a residential receptor will increase. Cancer risks for off-site worker receptors are similar between the existing and revised guidelines because the methodology for adulthood exposures remains relatively unchanged. The new method includes utilizing higher estimates of cancer potency during early life exposures. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined together, risks for the same inhalation exposure level will be about 2.3 times higher using the updated methods, and up to about six times higher for toxic air contaminants with multi-pathway exposures.

After an extensive outreach process, staff completed rule development activities for Rules 1401, 1401.1, 1402, and 212, updated all Rule 1401 risk assessment guidance materials and screening tools for permitting, and updated the AB 2588 Prioritization Procedures and risk assessment guidance. On June 5, 2015, the SCAQMD Board adopted amendments to Rule 1401 - New Source Review of Toxic Air Contaminants, Rule 1401.1 - Requirements for New and Relocated Facilities near Schools, and Rule 1402 - Control of Toxic Air Contaminants from Existing Sources to incorporate the Revised OEHHA Health Risk Assessment Guidelines.

Amended Rule 1420.1 – Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-acid Battery Recycling Facilities (March 6, 2015 and September 4, 2015)

This rule applies to lead-acid battery recycling facilities that have processed more than 50,000 tons of lead per year in any one of the five calendar years prior to November 5, 2010, or annually thereafter. On October 2008, the U.S. EPA tightened the National Ambient Air Quality Standard (NAAQS) for lead tenfold to 0.15 micrograms/cubic meter ($\mu\text{g}/\text{m}^3$). Lead is classified as both a “criteria pollutant” under the federal Clean Air and as a carcinogenic TAC. Lead has many health effects, including neurotoxicity. Young children are especially vulnerable to certain biological effects of lead including learning disabilities, behavioral problems, and deficits in IQ. In order to achieve attainment with the federal standard, Rule 1420.1 was adopted in November 2010 and applies to lead-acid battery recycling facilities that process more than 50,000 tons of lead annually. There is currently only one large lead-acid battery recycler in the Basin, Quemetco Inc. located in the City of Industry. In April 2015 Exide Technologies in Vernon, another large lead-acid battery recycler, notified the District that it was permanently closing its Vernon plant.

The rule includes ambient lead and arsenic concentration limits, facility mass point source limits, as well as housekeeping and maintenance provisions such as regular cleaning periods, inspections and proper handling of lead containing dust and waste.

In March 2015, the Board adopted amendments to the rule to further reduce the accumulation of lead dust in the community by lowering the ambient lead concentration limit to 0.100 $\mu\text{g}/\text{m}^3$ and lowering the point source lead emission rate to 0.023 lb/hr, effective January 1, 2016, as well as adding other housekeeping and maintenance measures. Rule 1420.1 was amended again in September 2015 to lower the point source emission rate to 0.003 pounds per hour and include provisions to ensure emissions are appropriately controlled during closure and clean-up activities of a large lead-acid battery recycling facility.

Adopted Rule 1420.2 – Emission Standards for Lead from Metal Melting Facilities (October 2, 2015)

The SCAQMD Board adopted Rule 1420.2 in October 2015 with the objective of protecting public health by minimizing public exposure to lead emissions and preventing exceedances of the lead NAAQS in the Basin. Rule 1420.2 establishes ambient lead monitoring requirements, stricter ambient lead thresholds, enclosure requirements, and more comprehensive housekeeping provisions for lead-acid battery manufacturers, secondary smelters, scrap recyclers, and an iron and steel mini-mill. Rule 1420.2 phases in an ambient lead concentration limit of 0.100 $\mu\text{g}/\text{m}^3$, similar to Rule 1420.1.

Amended Rule 1156 – Further Emission Reductions of Particulate Emissions from Cement Manufacturing Facilities (November 6, 2015)

This rule requires cement manufacturing facilities to comply with specific requirements applicable to various operations, including materials storage, handling and transport at the facilities, as well as requiring monitoring of hexavalent chromium (Cr+6) and keeping below a specific fence-line limit. The November 2015 amendments further minimize Cr+6 emissions and risk from cement manufacturing operations and the property after facility closure while streamlining Cr+6 ambient monitoring. The amendments established conditions under which monitoring can be reduced or eliminated. In addition, the amendments included a modification to the fence-line ambient Cr+6 threshold to reflect the updated OEHHA Guidelines.

Toxic Program Impacts with New or Revised Toxics Air Contaminants (TACs)

Pursuant to Rule 1402, once OEHHA finalizes the identification of a new TAC or revises a risk value for an existing TAC, SCAQMD staff provides notice to the Board and affected industries. On March 28, 2016, OEHHA adopted new and revised Reference Exposure Levels (RELs) for toluene diisocyanate (TDI) and methylene diphenyl diisocyanate (MDI) for use in the Air Toxics Hot Spots Program.⁴

⁴ The documents are available at:

<http://oehha.ca.gov/air/report-hot-spots/notice-adoption-reference-exposure-levels-toluene-diisocyanate-and-methylene>

This report serves as the Rule 1402 required notice and also includes a preliminary estimate of Rule 1402 program impacts.

Background

RELs are airborne concentrations of a chemical that are not anticipated to result in adverse non-cancer health effects for specified exposure durations in the general population, including sensitive subpopulations. The adopted TDI and MDI RELs cover different types of exposure to TDI and MDI in air: infrequent 1-hour exposures, repeated 8-hour exposures, and continuous long-term exposure. The updated chronic REL and added acute REL result in more stringent risk values. The revised health risk values are shown in Table 2.

Table 2 - Existing and Revised Health Risk Values for TDI and MDI

CAS #	Compound	Chronic REL ($\mu\text{g}/\text{m}^3$)		8-Hour REL ($\mu\text{g}/\text{m}^3$)		Acute REL ($\mu\text{g}/\text{m}^3$)	
		Old	New	Old	New	Old	New
584849	Toluene diisocyanate	0.07	0.008	NA	0.015	NA	2
101688	Methylene diphenyl diisocyanate	0.7	0.08	NA	0.16	NA	12

Rule 1402 –Assessment of Impacts to Existing Facilities

Rule 1402 requires existing facilities with a non-cancer risk exceeding specified thresholds to conduct public notification, submit a risk reduction plan, and reduce risk. Seventeen facilities reported annual emissions of TDI and MDI compounds, but only six facilities reported these compounds in quantities sufficient to exceed a screening level which could trigger a requirement to submit a HRA. Four of the facilities that reported TDI and MDI emissions were aerospace engine and engine parts manufacturing facilities. One facility’s emissions were from plating and polishing, and the other facility’s emissions were from plastic foam product and urethane manufacturing operations.

Five of the facilities have approved AB 2588 Health Risk Assessments; however, other more potent TACs accounted for the majority of these facilities’ total risk and the revised TDI and MDI health risk values would have negligible effect on the overall health risk from these facilities. Therefore no additional impacts are expected.

Analysis of one facility with reported emissions of TDI showed that non-cancer risk from toluene diisocyanate was the “risk driver” and the facility has already implemented a Risk Reduction Plan. This facility still reports its toxic emissions quadrennially, and staff will review its next report to determine if a new HRA is required based on its most recent emissions.

Future Activities

In addition to routine AB 2588 implementation activities, staff has and will continue to:

- Implement the OEHHA Revised Air Toxics Hot Spots Program Risk Assessment Guidelines (2016).
- Continue to investigate options regarding model-monitor reconciliation. Often, modeling analysis predicts concentrations that are substantially different than those found in the monitoring results. This difference is usually due to fugitive emissions that are not captured in traditional emission inventories. At its June 3, 2016 meeting, the Board approved a contract for Protocol Development for Reconciling Air Quality Monitoring Data with Dispersion Modeling Results to provide support in developing a consistent methodology for facilities to use when preparing AB 2588 HRAs. Staff will continue to work on this project in 2016.
- Streamline the AB 2588 program through proposed Rule 1402 amendments and revisions to program guidance documents.
- Develop proposed Rule 1430.1.

Attachments

- A. Annual Report on AB 2588 Air Toxics “Hot Spots” Program
- B. Board Meeting Presentation

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT



Annual Report on AB 2588 Air Toxics “Hot Spots” Program

July 2016

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EXECUTIVE SUMMARY

A key statewide program implemented by air districts to address health risks from existing permitted facilities, called the Air Toxics Hot Spots Information and Assessment Act (AB 2588), requires the South Coast Air Quality Management District (SCAQMD) to prepare an Annual Report of activities under that program. This report fulfills that requirement and also provides a summary of staff activities in relation to other toxic air contaminant programs in calendar year 2015.

In 2015, staff reviewed a variety of work products submitted by 31 different facilities as a requirement of AB 2588. Staff initiated audit activities on 22 facilities with priority score greater than 10, continued reviews of three detailed Air Toxics Inventory Reports (ATIRs), six Health Risk Assessments (HRAs), and four Risk Reduction Plans (RRPs). Comment letters were provided on two HRAs and two RRP. Four HRAs were approved, and as a result, staff conducted four public notification meetings. One RRP was also approved. Staff continues to work on incorporating analyses of onsite ambient air quality monitoring data into the HRAs for several different facilities. The monitoring data from these sites provides a new source of information on fugitive emissions of toxics that has previously been uncertain or unquantified.

In addition to AB 2588 activities, SCAQMD staff worked on a variety of other toxic programs in 2015. This included completing rule development work on Rules 1401, 1401.1, and 1402 to incorporate revised OEHHA risk values into our toxic rules. Other rule activity include amendments to 1420.1, and 1420.2, both addressing lead emissions as well as amendments to 1156 regarding cement manufacturing. Staff continued its work on the Clean Communities Plan and published the Final Multiple Air Toxics Exposure Study IV (MATES IV) Report.

1.0 INTRODUCTION

The South Coast Air Quality Management District (SCAQMD) has a comprehensive air toxics program. At the heart of this program are Rule 1401 – New Source Review of Toxic Air Contaminants to ensure toxic emissions from new and modified sources do not exceed specified risk thresholds and Rule 1402 – Control of Toxic Air Contaminants from Existing Sources which implements various aspects of AB 2588. AB 2588 is the Air Toxics “Hot Spots” Information and Assessment Act, H&S Code Section 44300 et seq. The SCAQMD’s air toxic program also includes a series of source specific rules that address toxic air contaminants for specific industries or equipment categories. The 2010 Clean Communities Plan (CCP) also includes measures to reduce toxic air contaminants.

This report summarizes the SCAQMD’s air toxics program activities in 2015, including AB 2588 activities, rule development activities, and other air toxic related programs such as implementation of the Clean Communities Plan, Multiple Air Toxics Exposure Study (MATES), and source testing and air monitoring efforts in support of AB 2588. This report also satisfies Section 44363 of the California Health and Safety Code that requires the SCAQMD to annually prepare and publish a status and forecast report of AB 2588 activities.

The AB 2588 program, combined with implementation of Rule 1402, includes requirements for toxic emissions inventories, categorizing and prioritizing facilities, and reviewing and approving detailed Air Toxic Inventory Reports (ATIRs), Health Risk Assessments (HRAs), public notifications, and Risk Reduction Plans (RRPs).

1.1 Background

There are two broad classes of facilities within the AB 2588 program, ‘Core’ facilities, and facilities in Industry-wide categories. Industry-wide facilities are generally small businesses with relatively similar emission profiles (such as gas stations and dry cleaners using perchloroethylene). Facilities that are in an Industry-wide category have fewer requirements under AB 2588 than Core facilities and are discussed further in Section 2.5 of this report. Core facilities must regularly report their toxic emissions, and conduct a HRA if their emissions exceed certain thresholds. If the HRA shows that risks are above thresholds set in Rule 1402, a Core facility must also conduct risk reduction activities and/or public notification. An overview of the AB 2588 program for ‘Core’ facilities is illustrated in Figure 1. Historically, a total of 1,640 facilities have been in SCAQMD’s Core AB 2588 program, although currently there are only 346.

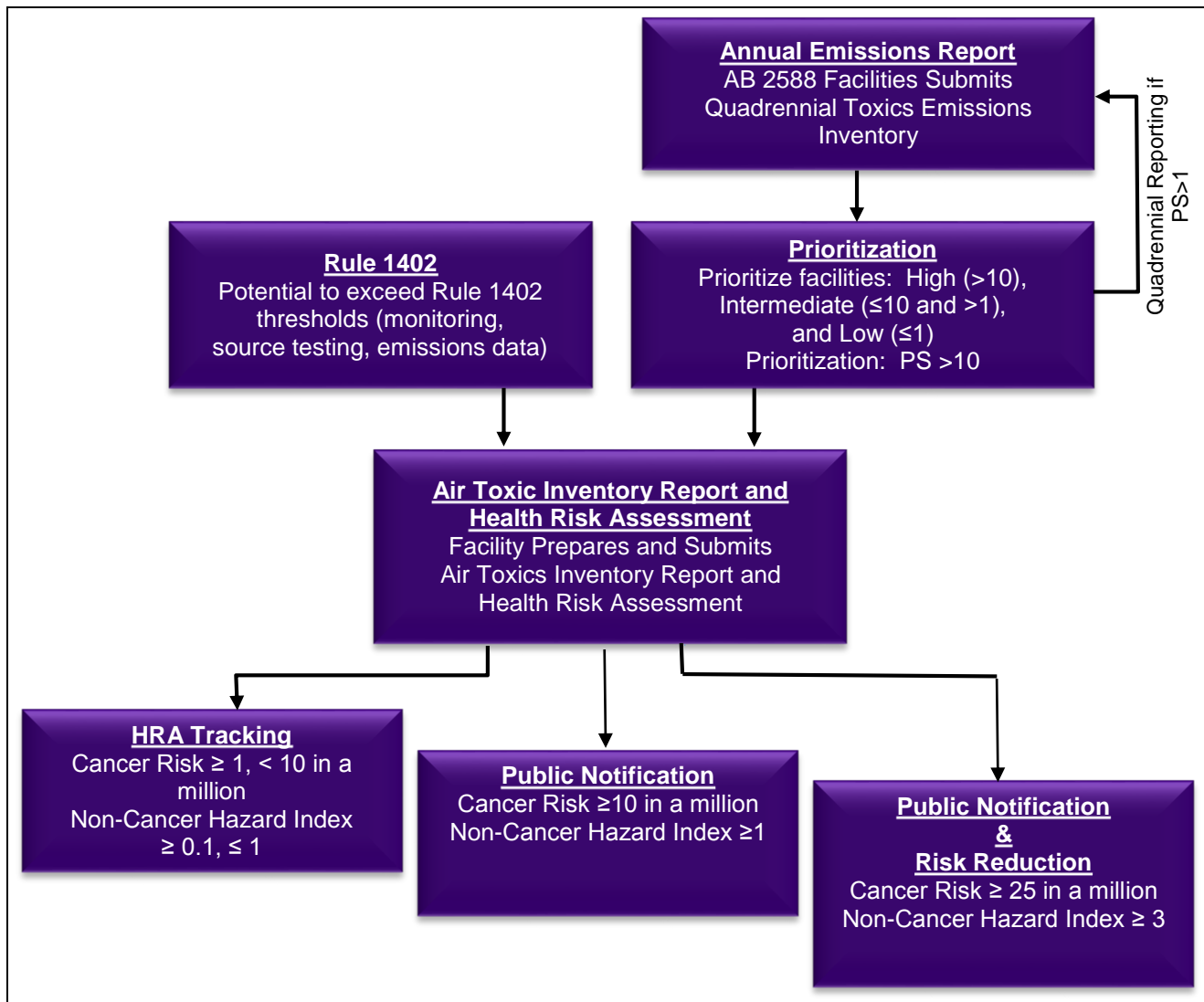


Figure 1. Overview of the AB 2588 Hot Spots Program

SCAQMD staff reviews HRAs to ensure they follow methodologies established by the state Office of Environmental Health Hazard Assessment (OEHHA) and the California Air Resources Board (CARB), as required by H&S Code Section 44360(c). The health risk values presented in this Annual Report prior to 2015 were calculated using the methodologies available at the time of HRA approval, and have not been recalculated based on more recent guidance.¹ OEHHA’s revised HRA guidance was approved in early 2015 and now takes into account more recent science that has documented greater risks when children are exposed to cancer causing compounds, in addition to other changes. This change in methodology results in residential cancer risks that are about two to six times

¹ The potential effect of the most recently revised HRA Guidance from OEHHA on the District AB 2588 Program is discussed in detail in the staff report to amended Rules 212, 1401, 1401.1, and 1402 found here: <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2015/2015-jun1-028>.

higher for a given level of exposure compared to the previous methodology. The risks in all HRAs finalized by SCAQMD staff in 2015 were recalculated to reflect the updated OEHHA HRA Guidelines.

From the beginning of the program in 1987 through the end of 2015, staff has reviewed and approved 339 HRAs from 307 facilities. Of these facilities, 53 facilities were required to perform public notification activities and 25 facilities were required to implement risk reduction measures. As a result of the AB 2588 program, about 95% of 1,640 Core facilities now have HRAs demonstrating that cancer risks are below ten in a million and acute and chronic non-cancer hazard indices are less than 1, or their emissions have been low enough to not require an HRA. The results from the 339 approved HRAs are illustrated in Figures 2, 3, and 4. Appendix A lists the Core facilities and the risks from their approved HRAs. Table A-1 lists the facilities in order of their cancer risks and Table A-2 is ordered by facility ID. Table A-3 lists facilities which have prepared risk reduction plans for the AB 2588 program and their corresponding risks [Section 44363(a) (2) and (3)]. Appendix B shows trends in ambient air toxics in the South Coast Air Basin and vicinity.

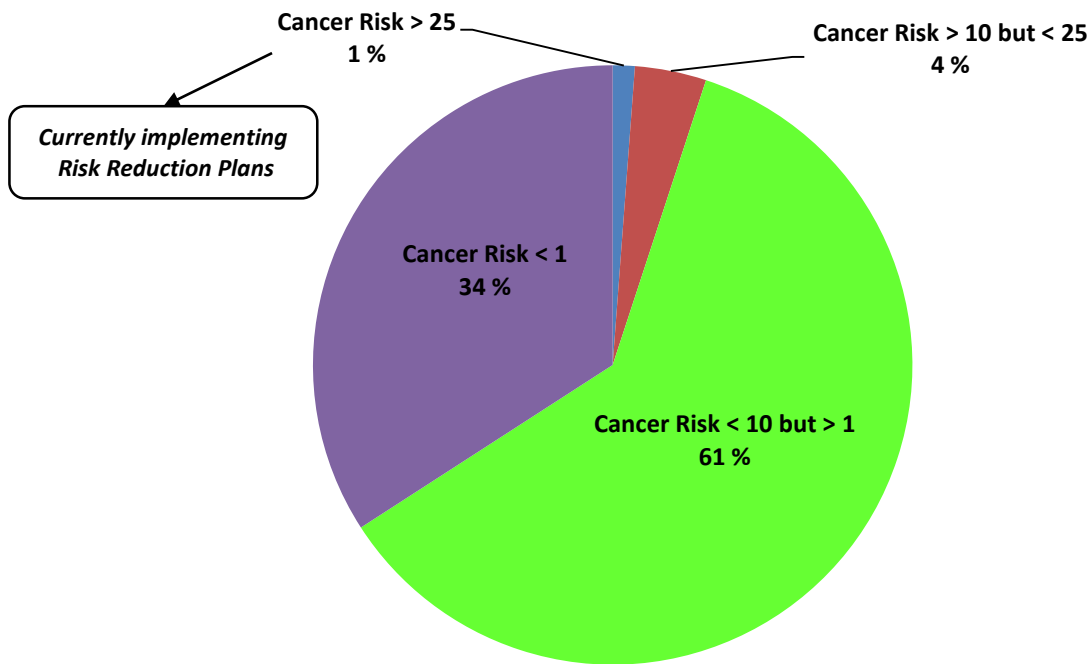


Figure 2. Distribution of Cancer Risks for AB 2588 Facilities that have an Approved HRA (Chances in a Million)

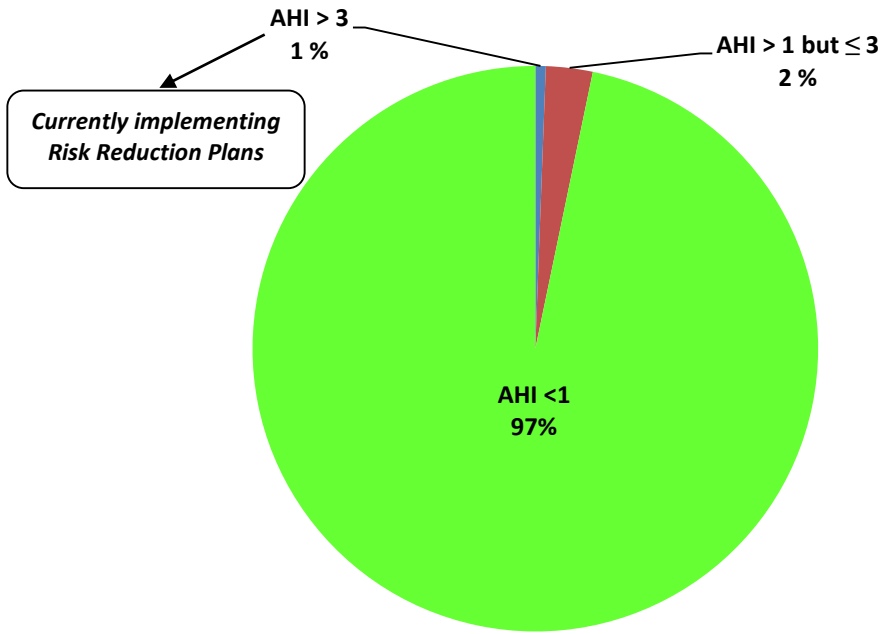


Figure 3. Distribution of Acute Hazard Indices for AB 2588 Facilities that have an Approved HRA

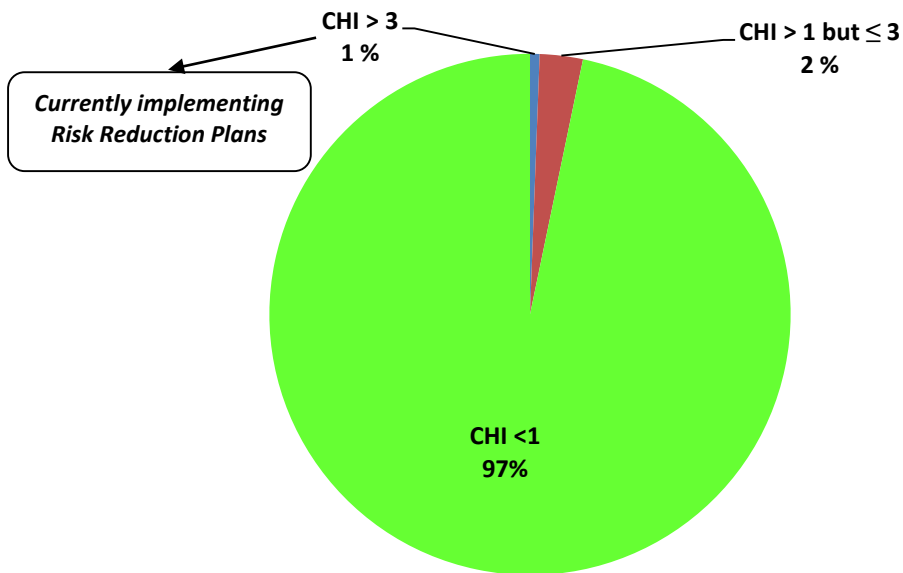


Figure 4. Distribution of Chronic Hazard Indices for AB 2588 Facilities that have an Approved HRA

2.0 2015 TOXICS ACTIVITIES

This section highlights SCAQMD staff activities in 2015 for various stages of the AB 2588 program, implementation of Rules 1402 and 1401, air monitoring and source testing projects done in conjunction with AB 2588 and Rule 1402, development of industry-wide source category HRAs, and source-specific air toxic rule development efforts that address toxic air contaminants for specific industries or equipment categories.

2.1 Air Toxic Inventory Reports (ATIR) and Health Risk Assessments (HRAs)

Under the AB 2588 program, facilities are required to report their toxic emissions to the SCAQMD quadrennially (i.e., once every four years) through the web-based Annual Emissions Reporting (AER) program in a streamlined reporting process to obtain a preliminary toxic inventory. Under this process, facilities report emissions of 177 toxic compounds along with the distance to the nearest residential and worker receptor to calculate priority scores for each facility. Every year, criteria and toxic emissions data for the previous calendar year are posted to the SCAQMD FIND website.ⁱⁱ In 2015, 140 facilities submitted quadrennial toxic emissions inventory updates. Based on emissions inventory submittals, the SCAQMD staff calculates priority scores for each facility which takes into account potency, toxicity, and the amount of toxics released into the air, as well as the distance to workers, residents and sensitive receptors (such as hospitals, schools, nursing homes, and day care centers).

Upon initial prioritization of facilities, the SCAQMD staff conducts a more detailed evaluation and audit of those facilities with a priority score greater than 10 to confirm use of the correct emission factors, control efficiencies, source test methods, and relative proportions of toxic compounds. In addition, staff conducts further analyses to confirm the distance to the sensitive receptors and workers, and reviews emissions trends and facility changes such as new or modified permitted equipment or pollution controls. In the cases where the facility has a prior HRA, staff compares the priority score results with the last HRA submittal or Risk Reduction Plan, if applicable. The additional information obtained through priority score auditing will often negate the need to require an HRA. If, however, the prioritization score remains greater than 10, the facility is asked to prepare an ATIR and HRA.

There are two general paths in rule 1402 which a facility will be required to prepare an ATIR and HRA: 1) Audited quadrennial toxic inventory reporting shows that the facility has a priority score greater than 10 as explained above; and 2) the Executive Officer, based upon investigation, determines that emission levels from the facility could potentially cause

ⁱⁱ <http://www.aqmd.gov/home/tools/public/find>

exceedance of the action risk thresholds of Rule 1402 (e.g., monitoring or source testing shows elevated levels of toxic air contaminants).

Facilities that prepare an ATIR and HRA must submit a detailed inventory of approximately 450 toxic compounds as well as provide stack parameters and locations using the latest CARB Hotspots Analysis and Reporting Program (HARP 2)^{III}. HARP 2 replaces the prior version and incorporates the methodologies from the 2015 OEHHA Guidance Manual. HARP 2 also incorporates U.S. EPA's air quality dispersion model called AERMOD^{IV} to estimate the concentration of pollutants in place of the previously used ISCST3 model. ISCST3 dispersion modeling is no longer allowed for determining TAC concentrations under Rule 1402. Meteorological data^V for use in HARP 2 and AERMOD can be downloaded from the SCAQMD website.

2.2 Air Monitoring and Source Testing Activities to Support the AB 2588 Program

In addition to collecting and reviewing quadrennial emission inventories based on emission calculations, SCAQMD staff regularly conducts or reviews monitoring or source testing at and near facilities. SCAQMD staff review and approve source test protocols and reports submitted by facilities to determine air toxic emissions for the AB 2588 program, along with occasionally conducting or observing source tests. For example, in 2015, the SCAQMD staff conducted source testing and monitoring efforts on a variety of metal industries.

2.3 Summary of SCAQMD Staff Activities on Specific AB 2588 Facilities in 2015

In 2015, staff actively addressed 31 facilities in various stages of the AB 2588 process. Specifically, staff initiated audit activities on 22 facilities with priority scores greater than 10, continued reviews of three ATIRs, six HRAs, and four RRP. Comment letters were provided on two HRAs and two RRP. Four HRAs were approved, and as a result, staff conducted four public notification meetings. One RRP was also approved. Table 1 presents a summary of key activities associated with each facility required to submit an ATIR, HRA, or RRP. A description of these key activities for each facility follows Table 1.

^{III} CARB 2015. Hotspots Analysis and Reporting Program (HARP 2) can be found at: <http://www.arb.ca.gov/toxics/harp/harp.htm>.

^{IV} http://www.epa.gov/ttn/scram/dispersion_prefrec.htm#aermod

^V <http://www.aqmd.gov/home/library/air-quality-data-studies/meteorological-data/data-for-aermod>

Table 1 - Disposition of AB 2588 Facilities

Facility Name	ID #	ATIR			HRA			RRP			Public Notice	Source Testing	Air Monitoring
		R	C	A	R	C	A	R	C	A			
All American Asphalt	132954				x								
The Boeing Company	16660				xx	xx	x						
Bowman Plating Company	18989				x		x				x		
Carlton Forge Works	22911				x							x	x
Exide Technologies	124838												x
Hixson Metal Finishing	11818				x	x	x	x	xx	x	xx	x	x
Kaiser Aluminum	16338		x										
Quemetco	8547				x	x						x	x
Gerdau	18931				x	xx	x	x			x		x

For ATIRs, HRAs, and RRP: R=Report Received, and staff review initiated; C=Comment letter on report sent to facility; A=Report Approved. Multiple 'x' marks indicate that multiple reports were received or comments were sent.

2.3.1 All American Asphalt (ID 132954) – San Fernando

All American Asphalt, located in San Fernando, is a material production and construction company which provides grading, paving, concrete and grinding services. They also produce rubberized asphalt concrete. The facility was required to prepare and submit an ATIR and HRA. The facility's ATIR was approved in 2014 and they subsequently submitted their HRA. SCAQMD staff completed its preliminary review and has submitted the HRA to OEHHA for its review which is expected to be complete in 2016.

2.3.2 The Boeing Company (ID 16660) – Huntington Beach

The Boeing Company, located in Huntington Beach, is an aerospace research and development facility which manufactures metal parts either by processing them in chromic acid anodizing tanks and/or coating in spray booths or from composite materials. The facility was required to prepare an updated HRA to demonstrate compliance with Rule 1469.1 (d)(3)(C) based on a revised facility emission inventory that differed from the inventory in a previously approved HRA (2006). The Boeing Company submitted their first HRA in early 2014 and two subsequent revised HRAs; one in late 2014 and one in early 2015 to incorporate comments by SCAQMD staff. In conjunction with OEHHA's updated Guidelines, on March 6, 2015 CARB approved a new version of its HARP2 software to analyze health risks consistent with the new OEHHA HRA Guidelines. Due to these changes, SCAQMD staff recalculated the risks using the new HARP2 software. The facility's approved HRA showed a revised maximum cancer risk of 6.39 in a million

mainly from diesel particulate matter (DPM) and hexavalent chromium emissions, and did not require public notification.

2.3.3 Bowman Plating Company, Inc. (ID 18989) – Unincorporated LA County

Bowman Plating Company, located near Compton, has been in operation since 1945, provides metal finishing and non-destructive testing, and processes materials including aluminum, titanium, composite, steel, and stainless steel for aerospace, defense and related industries. The facility's previously approved HRA from 2007 showed a maximum cancer risk of 14.2 in a million, mainly due to hexavalent chromium (Cr+6) emissions from paint spraying operation. Since then, Bowman has continued to report its toxics emissions every four years pursuant to AB 2588. The SCAQMD staff compared the facility's 2010 quadrennial inventory update with the 2007 approved HRA which resulted in similar risk numbers. However, subsequent AERs submitted by the facility for calendar years 2011 through 2013 showed increased use of Cr+6 containing spray paints and lower control efficiencies, and consequently, the 2007 HRA (using 2006 emissions inventory year) was no longer representative of the facility's current health risks. As a result, staff required Bowman Plating Company to submit an updated HRA using the 2013 emission inventory.

Bowman Plating submitted an HRA update for 2013 air toxic emissions on 10/24/14. This HRA was then updated by SCAQMD staff to incorporate the new OEHHA HRA Guidelines resulting in a maximum residential cancer risk of 110 in a million for the maximum residential receptor, and 17 in a million for the maximum exposed worker receptor, both primarily from hexavalent chromium emissions. Since the cancer risks exceeded action thresholds specified in SCAQMD's Rule 1402, Bowman Plating was required to conduct public notification and Risk Reduction. Notices of the public meeting were sent out to 118 people in the area where there was potential health risk above the risk thresholds established in Rule 1402. A public meeting to present the results of the HRA was held on February 9th, 2016 and the Risk Reduction Plan was submitted in June 2016.

2.3.4 Carlton Forge Works (ID 22911) - Paramount^{VI}

Carlton Forge Works (CFW) manufactures forged high-temperature alloy rings for aerospace, gas turbine, and other industries, using principal alloy metals such as nickel, titanium, aluminum, cobalt, zirconium, niobium, and iron. The facility is located in a mixed residential/industrial area of Paramount, CA.

Complaints of burnt metallic odors reported by local community members led SCAQMD staff to supplement ongoing complaint investigations, inspections and surveillance activities with preliminary air sampling in February, April and May of 2013 to investigate potential health impacts from exposure to gaseous and particulate pollutants emitted by

^{VI} A web page with additional details regarding CFW can be found on SCAQMD's web page here: <http://www.aqmd.gov/home/library/public-information/2014-news-archives/carlton-forge-works-information>

CFW operations. Because the major activities at CFW are forging, abrasive blasting, coating, and grinding, particular attention was given to the monitoring of the metallic components of particle emissions to better characterize the emissions and potential exposure off-site in the community.

In addition, a series of source tests was conducted in the summer of 2013 to better assess the locations and levels of emissions. Starting in August 2013, based on the preliminary air and soil sampling results, SCAQMD began ambient field measurements for the monitoring of the metallic components of particle emissions at two nearby sites downwind. Nickel and Cr+6 were observed at higher levels than background. One of the monitoring sites was relocated to a location slightly farther away in November 2013 to collect gradient information. Reductions in ambient levels have been observed since sampling began due to improvements at the facility.

Based on elevated levels of metals found in nearby monitors and preliminary risk estimates using CFW's draft ATIR, CFW was asked to prepare an ATIR, HRA, and RRP on March 21, 2014. In August 2014, CFW provided a revised ATIR and a draft HRA. Subsequently, on October 28, 2014 CFW provided a revised HRA that corrected an error in the dispersion modeling in the August 2014 HRA. Both draft HRAs indicated that a RRP was not required because risks were below SCAQMD Rule 1402 thresholds. SCAQMD staff is continuing to review the draft HRA and ATIR in conjunction with the nearby monitoring to ensure that the HRA appropriately analyzes all emissions from CFW. Monitoring data continues to be collected near CFW and the levels of the pollutants of concern recorded at the monitors since 2014 are generally lower than what was previously found in 2013.^{VII}

In 2015 SCAQMD staff initiated rule development to address potential toxic emissions from forging and grinding operations. More information regarding toxic rule development activities in 2015 are discussed in the section titled "Rule Making".

2.3.5 Exide Technologies (ID 124838) – Vernon^{VIII}

Exide Technologies is a secondary lead smelting facility which recovers lead from recycled automotive batteries, and had been in operation since 1922, and it has currently ceased operations. Equipment used in the battery recycling process included machines to break batteries apart and separate different materials, furnaces and kettles to melt metals, and miscellaneous equipment including storage tanks, conveying equipment, and engines. The facility's approved HRA in 2013 showed a cancer risk of up to 156 in a million at a worker

^{VII} A preliminary report on monitoring data through 2014 can be found online here: www.aqmd.gov/home/library/public-information/2014-news-archives/carlton-forge-works-information

^{VIII} A web page with additional details regarding Exide can be found on SCAQMD's web page here: <http://www.aqmd.gov/home/regulations/compliance/exide-updates>

receptor, primarily from arsenic. AB 2588 activities related to Exide were completed prior to 2015.

In April 2015, DTSC informed Exide of its plans to deny their permit application and required Exide to submit a Closure Plan to describe how the facility will be closed in a manner that is protective of public health and the environment. As a result, Exide notified SCAQMD that it was shutting down its facility and would initiate a closure and cleanup process. Exide remains under intense scrutiny by SCAQMD including ongoing inspections, ambient monitoring, and continued Hearing Board review in an effort to reduce potential emissions and health risk to the public, during facility closure activities.

2.3.6 Hixson Metal Finishing (ID 11818) - Newport Beach^{IX}

Hixson Metal Finishing located in Newport Beach is a metal finishing facility that conducts anodizing, testing, plating, coating, and painting operations on various parts for use in the aerospace and defense industries. Some of the potential onsite sources of emissions include the chrome anodizing line, nickel and cadmium plating, curing and drying ovens, paint spray booths, abrasive blasting equipment, waste water treatment system and miscellaneous natural gas combustion sources. The major source of concern with Hixson's operation is fugitive dust containing hexavalent chromium (Cr+6). In April 2014 SCAQMD staff required Hixson to prepare and submit an AB 2588 HRA and RRP, in conjunction with a stipulated order of Abatement approved by the SCAQMD Hearing Board that limited Hixson's activities, and required shutdown of certain operations using Cr+6 if monitored ambient levels exceeded specified Cr+6 levels at adjacent residential or worker exposure sites.

Hixson submitted their HRA to SCAQMD in November 2014, however they did not submit the RRP on time and SCAQMD staff issued Hixson a Notice of Violation in February 2015. Hixson submitted their proposed RRP in March 2015. Upon detailed review and use of the new OEHHA HRA Guidelines, SCAQMD staff finalized that HRA. The approved HRA showed a maximum residential cancer risk of 1502 per million mainly from Cr+6 emissions. However, it should be noted that the calculated risk was based on emissions occurring before the facility instituted various control measures and today's level of risk are substantially lower. Since the HRA results were above thresholds established in Rule 1402, Hixson was required to notify the public about the health risk. Notices of the public meeting were sent out over 7,300 people in the area where there was potential health risk above the risk thresholds established in Rule 1402. SCAQMD staff held a community meeting at the Hoag Hospital Conference Center on June 17, 2015.

^{IX} A web page with additional details regarding Hixson can be found on SCAQMD's web page here: <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588/hixson-metal-finishing>

SCAQMD staff rejected Hixson's first two draft RRP's dated March 2015 and June 2015, deeming them inadequate, and directed Hixson to revise their RRP to improve the control measures. Hixson resubmitted the revised RRP on July 1, 2015, and SCAQMD staff conditionally approved it on July 24, 2015. Staff subsequently approved a Mitigated Negative Declaration and permits to implement the RRP in December, 2015. Hixson is currently implementing the RRP.

2.3.7 Kaiser Aluminum Fabricated Products, LLC (ID 16338) – Los Angeles

Kaiser Aluminum Fabricated Products located in Los Angeles, develops fabricated aluminum products for major suppliers and manufacturers in the aerospace, general automotive, engineering and custom industrial markets. They also manufacture aluminum extrusions, cast logs, billets, and semi-fabricated products. The facility was required to prepare and submit an ATIR based on the facility's quadrennial emissions inventory which resulted in a facility priority score greater than 10. SCAQMD staff conducted a site visit in October 2014 to verify the sources of emissions identified in the ATIR and is continuing to review the facility's emissions profile. Staff completed most of the review of the ATIR in 2015 and approval of facility's ATIR is pending final approval of their source testing results.

2.3.8 Quemetco (ID 8547) – City of Industry

Quemetco operates a battery recycling and lead recovery facility. At this facility, used batteries are received, fragmented and the lead-containing materials are recovered and purified. The primary pollutants for this facility are arsenic, lead, benzene, and 1,3-butadiene.

Multiple AB 2588 HRAs have been approved for Quemetco in the past, most recently in 2010. In October and November 2013, the SCAQMD staff conducted source tests at Quemetco. The results of the 2013 source tests showed elevated arsenic, benzene, and 1,3-butadiene emissions compared to previous 2009, 2010, and 2012 source tests. As a result, in 2013, SCAQMD staff requested that Quemetco prepare and submit an HRA pursuant to Rule 1402. SCAQMD staff has commented on and asked for multiple revisions of the draft HRA. On September 16, 2015, SCAQMD sent Quemetco a tentative approval of the staff-modified HRA. Quemetco subsequently commented that the monitoring data that they collect onsite required revision before incorporating into the HRA. SCAQMD staff subsequently evaluated Quemetco's monitoring data in late 2015 and early 2016.^x

^x SCAQMD staff approved Quemetco's HRA in 2016. The HRA approval activity will be summarized in the 2016 Annual Report. Current information regarding Quemetco can be found here: <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588/quemetco>

2.3.9 R J Noble (ID 19167) – Orange

R.J. Noble Company, located in Orange produces, manufactures, and recycles asphalt, asphalt rubber, recycled asphalt (RAP), rock, sand, and concrete products. They also produce products including: aggregate base, recrushed base, sand products, gravel products, and recycled asphalt. Based on the facility's 2013 quadrennial air toxic emissions report, staff calculated a priority score greater than 10 and as a result, the facility was required to prepare and submit an ATIR. The submitted ATIR is currently under review.

2.3.10 Gerdau (ID 18931) - Rancho Cucamonga

Gerdau North America acquired the TAMCO Rancho Cucamonga steel mini mill in October, 2010. The company produces steel reinforcing bars that are commonly used in construction. Ferrous steel scrap is recycled and delivered to the Mill by trucks and rail, and then melted in an Electric Arc Furnace (EAF) to produce steel billets. The billets are reheated in a reheat furnace to form concrete reinforcing bar (rebar). The primary pollutants for this facility are Cr+6, nickel, manganese, mercury, and arsenic.

In April 2013, Gerdau was required to prepare and submit an HRA and SCAQMD staff asked for revisions prior to approval. An amended HRA was submitted by Gerdau on April 2014. On November 20, 2014, staff asked Gerdau to revise its HRA to evaluate the facility's impact relative to the lead National Ambient Air Quality Standard, among other changes. This revised HRA was submitted in early 2015.

SCAQMD staff recalculated the risks using the new OEHHA HRA Guidelines and approved Gerdau's HRA on October 8, 2015. Several health risk endpoints from the recalculated HRA exceed thresholds specified in Rule 1402. The maximum residential cancer risk (52.7 per million), mainly from hexavalent chromium, dioxins, and diesel particulate matter (DPM), the cancer burden (3.08), the maximum worker chronic hazard index (3.19) mainly from manganese and arsenic, and the maximum acute hazard index (3.04) mainly from nickel, all exceed the risk reduction thresholds in Rule 1402. Another pollutant of concern from Gerdau's operation is lead. Gerdau was therefore required to notify the public regarding the results of its HRA, and also submit a Risk Reduction Plan by April 6, 2016. Notices of public meeting were sent out to 118 people in the area where there was potential health risk above the thresholds established in Rule 1402. SCAQMD staff held a community meeting at Victoria Gardens Cultural Center in Rancho Cucamonga on November 30, 2015 to explain the impact of Gerdau's emissions on public health and to discuss next steps.^{XI} Gerdau also provided a presentation of their facility's operations at this meeting.

^{XI} <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588/gerdau>

2.4 Industry-Wide Category Sources

Industry-wide category sources are smaller facilities that share the same Standard Industrial Classification (SIC) or North American Industry Classification System (NAICS) code, and thus can be easily and generically characterized. For the most part, these facilities are small businesses that would suffer economic hardships by individual compliance, if HRA's were required. The SCAQMD has identified seven industry-wide categories:

- Retail Gasoline Dispensing;
- Perchloroethylene Dry Cleaning;
- Auto Body Shops;
- Fiberglass Molding;
- Printing;
- Metal Plating, and
- Wood Stripping / Refinishing.

An advantage for industry-wide categories is that compliance can be handled collectively. Health and Safety Code Section 44323 states that an air district may prepare an industry-wide emission inventory and health risk assessment for the industry-wide facilities. The California Air Pollution Control Officers Association's (CAPCOA) Toxics Committee has been developing statewide emission inventory and risk assessment guidelines for several of these industry-wide categories. The guidelines provide a cost-effective and uniform method for calculating facility emissions and estimating toxic risks for these facilities under the SCAQMD's jurisdiction.

Eventually industry-wide risk assessments will be prepared for all the categories listed above. To date, risk assessments are available for Retail Gas Stations and Perc Dry Cleaners. Detailed maps of estimated cancer risks from these facilities can be found on SCAQMD's website.^{XII} In 2015, staff began work to update the industry-wide HRA for gas stations. This updated industry-wide HRA will be completed once the Air Resources Board completes updates to its guidance regarding emissions from gas stations.

2.5 Pilot Study for Multi-Metals In-Stack and Ambient Continuous Monitors

SCAQMD staff initiated a technology demonstration pilot study for in-stack continuous emissions monitoring system (CEMS) and fence-line/perimeter ambient air monitoring for multi-metals in 2014. Contracts with Cooper Environmental Services, the only manufacturer of these types of continuous monitors, were initiated in 2014 to implement

^{XII} <http://www.aqmd.gov/home/regulations/compliance/toxic-hot-spots-ab-2588/iws-facilities>

the study. The pilot study was conducted at Quemetco and Gerdau for a period of two months. SCAQMD staff continued this pilot test in 2015 at Quemetco. Preliminary findings from 2015 for ambient multi-metal monitor shows favorable results for lead and less quantitative results for other metals, but most results are useful for trend detection. Assessment of the CEMS data were still ongoing in 2015, and showed promising results. Both units show promise for providing real-time information about metal emissions.

2.6 Rule 1401 Permitting and HRA Modeling Projects

Under Rule 1401, any new, relocated, or modified permit units which emit toxic air contaminants as specified in the rule are subject to specific allowable limits for maximum individual cancer risk (MICR), cancer burden, and non-cancer acute and chronic hazard index (HI). In 2015, SCAQMD staff processed approximately 1,630 Rule 1401 applications for 1,050 facilities. Under Rule 1401, the SCAQMD staff also conducts an air dispersion modeling to confirm that new and modified permits do not exceed the health risk thresholds and also provides analyses for Hearing Board cases. In 2015, SCAQMD staff reviewed and approved 24 toxic risk modeling projects for permitting.

2.7 Multiple Air Toxics Exposure Study (MATES)

MATES IV^{XIII} is the fourth in a series of urban toxics monitoring and evaluation studies conducted in the Basin and is part of the SCAQMD Governing Board Environmental Justice Initiatives adopted in 1997. The study is a follow-up to previous studies which took place in 1985-86, 1998-99, and 2004-06. MATES IV consists of several elements including a comprehensive monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize Basin risk. The study focuses on the carcinogenic risk from exposure to air toxics. The measurement of ultrafine particle concentrations was a new focus for MATES IV. In addition, shorter-term measurements were conducted at various locations, such as airports, freeways, rail yards, and busy intersections near warehouse operations to assess exposures to ultrafine particles and black carbon. Sampling began in June 2012 and concluded June 2013, providing a full year of ambient data.

The final MATES IV report was released on May 1, 2015 in addition to an interactive map of the Basin which is available on the SCAQMD web site, to identify the estimated modeled carcinogenic risk from air toxics by geographic location.

The study shows that compared to past MATES studies of air toxics in the Basin, diesel particulate exposure has been substantially reduced, but is still unacceptably high, especially near sources of diesel emissions such as the ports and transportation corridors. The results confirm the need for a continued focus on the reduction of toxic emissions, particularly from diesel exhaust. The MATES IV study found that the average residential

^{XIII} The MATES studies and an interactive map are available here:
<http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies>

cancer risk from air pollution in the SCAQMD is about 900 chances per million, reflecting a reduction of about 57% compared to MATES III.

2.8 National-Scale Air Toxics Assessment (NATA) Support

Every three years, beginning in 1996, the U.S. EPA prepares a National-Scale Air Toxics Assessment (NATA).^{XIV} NATA is somewhat analogous to SCAQMD's Multiple Air Toxic Exposure Study (MATES). Whereas MATES looks at population risks in the four county jurisdiction of the SCAQMD, all 50 states are addressed in NATA. The purpose of NATA is to: (1) identify and prioritize the toxic air contaminants of greatest concern, (2) determine the risk contribution from each of the major source categories (i.e., on-road, off-road, point, and area), and (3) identify local areas (i.e., census tracts) with potentially elevated risks. In 2015, AB 2588 staff reviewed preliminary results from NATA and worked with EPA and CARB to refine results based on local data prior to final publication of the 2011 NATA in December 2015. SCAQMD staff continues to work with EPA to ensure that future NATA efforts (including the upcoming 2014 NATA) continue to use the best available local emissions data.

2.9 Rule Development

2.9.1 Assessment of OEHHA Revised Air Toxics Hot Spots Program Risk Assessment Guidelines and Development of Amendments to Rules 1401, 1401.1, 1402, and 212 (2015)

AB 2588 requires that OEHHA develop health risk assessment guidelines for implementation of the Toxics Hot Spots Program. In 2003, OEHHA developed and approved the Health Risk Assessment Guidance used throughout all of SCAQMD's risk based programs (permitting, AB 2588, CEQA, public notification, etc.).^{XV} Since the adoption of the 2003 Guidelines, new scientific information has shown that early-life exposures to air toxics contribute to an increased estimated lifetime risk of developing cancer and other adverse health effects, compared to exposures that occur in adulthood. Based on this information, OEHHA developed and released a draft of its new Air Toxics Hot Spots Program Guidance Manual for Preparation of Risk Assessments (Revised OEHHA Guidelines) in October, 2014. The final Revised OEHHA Guidelines document was approved by OEHHA on March 6, 2015. The Revised OEHHA Guidelines incorporate age sensitivity factors which increase cancer risk estimates to residential and sensitive receptors, based on the change in methodology. Under the Revised OEHHA Guidelines, even when the toxic emissions from a facility have not increased, estimated cancer risk to a residential receptor will increase due to the change in methodology. Cancer risks for off-site worker receptors are similar between the existing and revised methodology because the methodology for adulthood exposures remains relatively unchanged. The proposed

^{XIV} The U.S. EPA's web portal to NATA is at: <http://www.epa.gov/ttn/atw/natamain/>.

^{XV} All of OEHHA's current and past risk guidance materials can be found online here: <http://oehha.ca.gov/air/air-toxics-hot-spots>

new method includes utilizing higher estimates of cancer potency during early life exposures. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined together, risks for the same inhalation exposure level will be about 2.3 times higher using the updated methods and approximately six times higher for toxic air contaminants with multi-pathway exposures.

After an extensive outreach process, staff completed rule development activities for Rules 1401, 1401.1, 1402, and 212, updated all 1401 risk assessment guidance materials and screening tools for permitting, and updated the AB 2588 Prioritization Procedures and risk assessment guidance. On June 5, 2015, the SCAQMD Governing Board adopted amendments to Rule 1401 - New Source Review of Toxic Air Contaminants, Rule 1401.1 - Requirements for New and Relocated Facilities near Schools, and Rule 1402 - Control of Toxic Air Contaminants from Existing Sources to incorporate the Revised OEHHA Health Risk Assessment Guidelines.

2.9.2 Amended Rule 1420.1 – Emission Standards for Lead and Other Toxic Air Contaminants from Large Lead-acid Battery Recycling Facilities (March 6, 2015 and September 4, 2015)

This rule applies to lead-acid battery recycling facilities that have processed more than 50,000 tons of lead per year in any one of the five calendar years prior to November 5, 2010, or annually thereafter. On October 2008, the U.S. EPA reduced the National Ambient Air Quality Standard (NAAQS) for lead tenfold to 0.15 micrograms/cubic meter ($\mu\text{g}/\text{m}^3$). Lead is classified as both “criteria pollutant” under the federal Clean Air and as a carcinogenic toxic air contaminant (TAC). Lead has many health effects, including neurotoxicity. Young children are especially vulnerable to certain biological effects of lead including learning disabilities, behavioral problems, and deficits in IQ. In order to achieve attainment with the federal standard, Rule 1420.1 was adopted in November 2010 and applies to lead-acid battery recycling facilities that process more than 50,000 tons of lead annually. There is currently only one large lead-acid battery recycler in the Basin, Quemetco Inc. located in the City of Industry. In April 2015 Exide Technologies in Vernon, another large lead-acid battery recycler, notified the California Department of Toxic Substances Control (DTSC) that the facility was permanently closing.

The rule includes ambient lead and arsenic concentration limits, facility mass point source limits, as well as housekeeping and maintenance provisions such as regular cleaning periods, inspections and proper handling of lead containing dust and waste. In March 2015, the Governing Board adopted amendments to the rule to further reduce the accumulation of lead dust in the community by lowering the ambient lead concentration limit to 0.100 $\mu\text{g}/\text{m}^3$ and lowering the point source lead emission rate to 0.023 lb/hr, effective January 1, 2016, as well as adding other housekeeping and maintenance measures. Rule 1420.1 was amended again in September 2015 to lower the point source emission rate to 0.003 pounds per hour and include provisions to ensure emissions from lead are appropriately controlled during closure and clean-up activities of a large lead-acid battery recycling facility.

2.9.3 Adopted Rule 1420.2 – Emission Standards for Lead from Metal Melting Facilities (October 2, 2015)

The SCAQMD Governing Board adopted Rule 1420.2 in October 2015 with the objective of protecting public health by minimizing public exposure to lead emissions and preventing exceedances of the lead NAAQS in the Basin. Rule 1420.2 establishes ambient lead monitoring requirements, stricter ambient lead thresholds, enclosure requirements, and more comprehensive housekeeping provisions for lead-acid battery manufacturers, secondary smelters, scrap recyclers, and an iron and steel mini-mill. Rule 1420.2 phases in an ambient lead concentration limit of 0.100 µg/m³, similar to Rule 1420.1.

2.9.4 Amended Rule 1156 – Further Emission Reductions of Particulate Emissions from Cement Manufacturing Facilities (November 6, 2015)

This rule requires cement manufacturing facilities to comply with specific requirements applicable to various operations, including materials storage, handling and transport at the facilities, as well as requiring monitoring of hexavalent chromium (Cr+6) and keeping below a specific fence-line limit. The November 2015 amendments further minimize Cr+6 emissions and risk from cement manufacturing operations and the property after facility closure while streamlining Cr+6 ambient monitoring. The amendments established the conditions under which monitoring can be reduced or eliminated. In addition, the amendments included a modification to the fence-line ambient Cr+6 threshold to reflect changes made by the OEHHA.

2.10 Toxic Program Impacts with New or Revised Toxics Air Contaminants (TACs)

Pursuant to Rule 1402, once OEHHA finalizes the identification of a new TAC or revises a risk value for an existing TAC, SCAQMD staff provides notice to the Board and affected industries. Use of any new TAC or a more stringent risk value in health risk assessments is either 12 months after the Governing Board receives and files a report containing such notification, or another Board-approved implementation schedule. This report also includes a preliminary estimate of Rule 1402 program impacts. Rule 1401 includes additional requirements for reporting to the Board on permitting impacts. The report for Rule 1401 impacts will be provided later in 2016.

Background

On March 28, 2016, OEHHA adopted new and revised Reference Exposure Levels (RELs) for toluene diisocyanate (TDI) and methylene diphenyl diisocyanate (MDI) for use in the Air Toxics Hot Spots Program.^{XVI} RELs are airborne concentrations of a chemical that are

^{XVI} The documents are available at: <http://oehha.ca.gov/air/report-hot-spots/notice-adoption-reference-exposure-levels-toluene-diisocyanate-and-methylene>

not anticipated to result in adverse non-cancer health effects for specified exposure durations in the general population, including sensitive subpopulations. The adopted RELs cover different types of exposure to TDI and MDI in air: infrequent 1-hour exposures, repeated 8-hour exposures, and continuous long-term exposure. The updated chronic REL and added acute REL result in more stringent risk values. The revised health risk values are shown in Table 2 – Existing and Revised Health Risk Values for TDI and MDI.

Toluene Diisocyanate –TDI is used principally to make flexible polyurethane foam products, but is also in adhesives, sealants, coatings, and elastomers (e.g., shoe soles). Similar to MDI, no detectable levels of TDI have been found to be emitted from new polyurethane consumer products but it may be emitted from manufacturing facilities.

Methylene Diphenyl Diisocyanate – MDI is used in the preparation of polyurethane resin and spandex fibers, and to bond rubber to rayon and nylon. Its use in polyurethane foams accounts for approximately 80% of the MDI consumed worldwide. Emissions of detectable levels of free MDI and TDI from polyurethane consumer products and other products made with MDI (e.g. mattresses, adhesives, sealants and other products for consumer use) have not been found, however it may be emitted from the manufacturing of these materials.

Table 2 - Existing and Revised Health Risk Values for TDI and MDI

CAS #	Compound	Chronic REL		8-Hour REL		Acute REL	
		Old	New	Old	New	Old	New
584849	Toluene Diisocyanate	0.07	0.008	NA	0.015	NA	2
101688	Methylene Diphenyl diisocyanate	0.7	0.08	NA	0.16	NA	12

Rule 1402 –Assessment of Impacts to Existing Facilities

Rule 1402 requires existing facilities with a non-cancer risk exceeding specified thresholds to conduct public notification, submit a risk reduction plan, and reduce risk. Seventeen facilities reported annual emissions of toluene diisocyanate and methylene diphenyl diisocyanate compounds, but only six facilities reported these compounds in quantities sufficient to exceed a screening level which could trigger a requirement to submit a HRA. Four of the facilities that reported TDI and MDI emissions were aerospace engine and engine parts manufacturing facilities, one facility’s emissions were from plating and polishing, and the other facility’s emissions were from plastic foam product and urethane manufacturing operations.

Five of the facilities have approved Health Risk Assessments requirements of the AB 2588 program; however, other more potent TACs contribute the majority of these facilities’ total

risk and the revised TDI and MDI health risk values would have negligible effect on the overall health risk from these facilities. Therefore no additional impacts are expected.

Analysis of one facility with reported emissions of TDI showed that non-cancer risk from toluene diisocyanate compounds was the “risk driver” and the facility has already implemented a RRP. This facility still reports its toxic emissions quadrennially, and staff will review its next report to determine if a new HRA is required based on its most recent emissions.

3.0 FUTURE ACTIVITIES

3.1 AB 2588 Activities

In 2016, staff will prioritize about 140 facilities and notify those with high priority scores to prepare ATIRs and HRAs. About 10 facility HRAs and 10 ATIRs will be reviewed. Public notification will also occur for multiple facilities including Quemetco (ID 8547), Carlton Forge Works (ID 22911), and potentially others.

3.2 Model-Monitor Reconciliation

In response to community concerns regarding fugitive emissions and difficulties quantifying those emissions, SCAQMD staff will continue to investigate options regarding model-monitor reconciliation. Often, modeling analysis predicts concentrations that are substantially lower than those found in the monitoring results. This difference is usually due to fugitive emissions that are not captured in traditional emission inventories.

At its June 3, 2016 meeting, the Governing Board approved a contract for Protocol Development for Reconciling Air Quality Monitoring Data with Dispersion Modeling Results to provide support in developing a consistent methodology for facilities to use when preparing AB 2588 HRAs. Staff will continue to work on this project throughout 2016.

3.3 Rulemaking

Proposed Amended Rule 1402 - Control of Toxic Air Contaminants from Existing Sources (October 2016) - During amendments to Rule 1402 in 2015, some business representatives requested that the SCAQMD consider a program that would allow facilities to implement risk reductions that would go below those required under Rule 1402. Proposed Amended Rule 1402 includes a Voluntary Risk Reduction Program that would allow certain facilities to make early reductions that go beyond the Action Risk Threshold with a modified public notification process. In addition, staff is proposing amendments to clarify rule requirements and streamline the program. The proposed rule will include an update to SCAQMD’s Prioritization Procedures to further streamline the AB 2588 process.

Proposed Rule 1430.1 (Revise to 1430) - Control of Toxic Air Contaminants from Grinding Operations at Metal Forging Facilities (November 2016) –Staff is developing a proposed new rule to control toxic metal particulate emissions from grinding operations located at forging facilities. In general, there are currently no SCAQMD regulatory requirements for metal grinding operations, and this activity is exempt from permitting. Results of sampling data collected by SCAQMD staff at multiple forging facilities have shown that fugitive metallic dust generated from metal grinding activities include TACs such as cadmium, hexavalent chromium, cobalt, and nickel. Ambient air monitoring conducted at one forging facility has shown elevated concentrations of nickel in the ambient air due to metal grinding activities. Some of these forging facilities are located in close proximity to sensitive receptors including residences, schools, and hospitals.

Appendix A

Health Risk from Facilities with an Approved Health Risk Assessment (HRA)

The tables in Appendix A lists the facilities and the risks identified in their HRAs or RRP as reviewed and approved by staff. Risks presented in this table were calculated based on guidance that was available from the state Office of Environmental Health Hazard Assessment (OEHHA) at the time of HRA approval. For example, the risks presented in this appendix for facilities with HRA approval date prior to 2015 do not include the recent updated health risk calculation methodologies (OEHHA, 2015) that accounts for the differences in children's breathing rates and place greater emphasis on their susceptibility to cancer risk in comparison to adults. The risks in all HRAs finalized by SCAQMD staff in 2015 were recalculated to reflect the updated OEHHA HRA Guidelines.

Table A-1 lists the facilities in order of their cancer risks and Table A-2 is ordered by facility ID. The listed risks are from an approved HRA, unless an approved risk reduction plan has been fully implemented. In those instances, the listed risks reflect the risks after the implementation of the risk reduction plan. Table A-3 lists the status of the facility's risk reduction plan and is presented by Facility ID. Attention should also be given to the other footnotes in the table denoting facilities with updated HRAs pending approval and facilities with risk including emergency diesel internal combustion engines. It also provides the current status of each facility as follows:

- A – Active
- I – Inactive
- OB – Out of business

“Inactive” and “out of business” facilities have been retained for historical purposes since staff occasionally receives public inquiries regarding “inactive” or “out of business” facilities. Staff realizes that facilities that have gone through change of ownership could have different name and facility ID numbers. The following risk levels are identified in SCAQMD Rule 1402 – Control of Toxic Air Contaminants from Existing Sources:

- **Action Risk Levels:** Cancer risk ≥ 25 in a million; Acute HI ≥ 3.0 ; Chronic HI ≥ 3.0 , Cancer Burden ≥ 0.5
- **Public Notification Levels:** Cancer risk ≥ 10 in a million; Acute HI > 1.0 ; Chronic HI > 1.0
- **Exemption Levels:** Cancer risk < 1 in a million; Acute HI < 0.1 ; Chronic HI < 0.1

APPENDIX A-1
Health Risks from Facilities with an Approved HRA
(Listed in descending order by cancer risk)

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
11818	A	HIXSON METAL FINISHING	NEWPORT BEACH	1502.0	1.09	0.2	0.1	2015
124838	OB	EXIDE TECHNOLOGIES	LOS ANGELES	156.0	10	3.8	63.0	2013
18989	A	BOWMAN PLATING CO INC	COMPTON	97.72	0.10	0.07	0.10	2015
18931	A	GERDAU	RANCHO CUCAMONGA	52.7	3.08	3.0	3.2	2015
171107	A	PHILLIPS 66 CO/LA REFINERY WILMINGTON PL	WILMINGTON	23.2	0.29	0.1	0.7	2013
122822	I	CONSOLIDATED FILM INDUSTRIES	HOLLYWOOD	21.0	ND	0.1	0.4	2000
176967	A	GAS RECOVERY SYSTEMS, INC	IRVINE	20.1	0.18	0.6	0.3	2009
14495	A	VISTA METALS CORP	FONTANA	19.8	0.06	0.0	0.3	2008
165192	A	TRIUMPH AEROSTRUCTURES, LLC (b)	HAWTHORNE	19.7	ND	0.6	0.2	1999
11142	OB	KEYSOR-CENTURY CORP	SAUGUS	17.0	ND	0.5	0.1	2000
35302	A	OWENS CORNING (c)	COMPTON	14.0	0.02	0.1	0.1	2000
41229	A	LUBECO INC	LONG BEACH	14.0	ND	0.0	0.1	2002
48323	A	SIGMA PLATING CO INC	LA PUENTE	13.8	ND	0.0	0.7	2001
23907	A	JOHNS MANVILLE CORP	CORONA	13.0	ND	0.4	2.7	1999
18648	OB	CROWN CITY PLATING CO.	EL MONTE	12.0	ND	0.4	0.1	2000
29110	A	ORANGE, COUNTYOF - SANITATION DISTRICT (d)	HUNTINGTON BEACH	10.7	ND	1.8	0.5	2007
800436	A	TESORO REFINING AND MARKETING CO	WILMINGTON	10.7	0.37	0.3	0.4	2013
155828	A	GARRETT AVIATION SVCS. LLC DBA STANDARD	LOS ANGELES	< 10	0.001	0.2	0.3	2002
106797	OB	SAINT-GOBAIN CONTAINERS LLC	LOS ANGELES	9.9	ND	0.0	0.1	2000
101380	OB	GENERAL DYNAMICS OTS (DOWNEY) INC	DOWNEY	9.8	ND	0.0	0.1	2000
148925	A	CHERRY AEROSPACE LLC	SANTA ANA	9.7	ND	0.1	0.2	1999
800373	I	CENCO REFINING COMPANY	SANTA FE SPRINGS	9.7	ND	0.3	0.1	2000
800183	A	PARAMOUNT PETR CORP (EIS USE)	PARAMOUNT	9.6	ND	0.0	0.0	2002
800318	A	GRISWOLD INDUSTRIES	COSTA MESA	9.5	0.01	0.1	0.0	2001
15504	A	SCHLOSSER FORGE CO	RANCHO CUCAMONGA	9.5	ND	1.6	1.1	2002
800149	A	US BORAX INC	WILMINGTON	9.5	ND	0.0	0.0	2000
10510	A	GREGG INDUSTRIES INC	EL MONTE	9.4	ND	0.6	0.6	2008
62897	OB	NORTHROP GRUMMAN CORP, MASD	PICO RIVERA	9.4	ND	1.0	0.5	2000
42922	OB	CMC PRINTED BAG INC	WHITTIER	9.0	ND	0.0	0.0	1995
174710	A	TESORO LOGISTICS OP LLC, VINVALE MARKETI	SOUTH GATE	9.0	ND	0.0	0.0	1994
169990	A	SPS TECHNOLOGIES, LLC	GARDENA	8.9	ND	0.1	0.1	1999
800184	A	GOLDEN WEST REF CO	SANTA FE SPRINGS	8.8	ND	0.2	0.1	1997

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
1744	A	KIRKHILL RUBBER CO	BREA	8.7	0.001	0.2	0.1	2007
175124	A	AEROJET ROCKETDYNE OF DE, INC.	CANOGA PARK	8.7	ND	0.0	0.0	1995
44454	A	STRUCTURAL COMPOSITES IND	POMONA	8.6	0.001	0.0	0.2	2002
107168	I	ADVANCED SPA DESIGNS	LA HABRA	8.6	ND	0.0	0.0	1995
2680	A	LA CO., SANITATION DISTRICT	WHITTIER	8.6	ND	0.0	0.0	1999
15736	A	HENRY CO	HUNTINGTON PARK	8.5	ND	0.0	0.0	2000
800057	A	KINDER MORGAN LIQUIDS TERMINALS, LLC	CARSON	8.5	ND	0.0	0.1	1999
800079	A	PETRO DIAMOND TERMINAL CO	LONG BEACH	8.3	ND	0.0	0.2	1998
125281	OB	MODERN PLATING, ALCO CAD-NICKEL PLATING	LOS ANGELES	8.2	ND	0.1	0.0	1995
21615	OB	PERKINELMER OPTOELECTRONICS SC, INC	AZUSA	8.1	ND	0.2	0.1	1998
8547	A	QUEMETCO INC (c)	INDUSTRY	8.1	0.66	0.1	0.8	2016
110924	A	WESTWAY TERMINAL COMPANY	SAN PEDRO	8.0	ND	0.3	0.5	1997
3609	I	AL'S PLATING CO INC	LOS ANGELES	7.8	ND	0.3	0.2	1999
37603	A	SGL TECHNIC INC, POLYCARBON DIVISION	VALENCIA	7.8	ND	0.0	0.4	1998
800182	A	RIVERSIDE CEMENT CO (c)	RIVERSIDE	7.8	0.11	0.1	0.1	2001
13920	A	ST. JOSPEH HOSPITAL	ORANGE	7.7	0.004	0.8	0.3	2008
800089	A	EXXONMOBIL OIL CORPORATION	TORRANCE	7.7	0.15	0.2	0.5	2013
18294	A	NORTHROP GRUMMAN CORP, AIRCRAFT DIV	EL SEGUNDO	7.6	ND	0.1	0.1	1999
113170	A	SANTA MONICA - UCLA MEDICAL CENTER (b)	SANTA MONICA	7.6	0.14	0.2	0.0	1997
800214	A	LA CITY, SANITATION BUREAU (c)	PLAYA DEL REY	7.6	ND	0.1	0.0	1999
20197	A	LAC/USC MEDICAL CENTER	LOS ANGELES	7.5	ND	0.7	0.4	2007
800032	A	CHEVRON U.S.A. INC (EIS USE)	MONTEBELLO	7.5	0.14	0.0	0.2	1999
800150	A	US GOVT, AF DEPT, MARCH AFB (NSR USE)	RIVERSIDE	7.4	0.02	0.3	0.0	2008
108701	A	SAINT-GOBAIN CONTAINERS LLC	EL MONTE	7.3	ND	0.1	0.1	2000
117560	A	EQUILON ENTER, LLC-SHELL OIL PROD. US	WILMINGTON	7.3	ND	0.0	0.1	1998
174655	A	TESORO REFINING & MARKETING CO, LLC	CARSON	7.3	ND	0.3	0.1	2000
800026	A	ULTRAMAR INC (NSR USE ONLY)	WILMINGTON	7.2	0.18	0.7	0.2	2012
800113	A	ROHR,INC	RIVERSIDE	7.2	0.01	0.9	0.0	2007
800236	A	LA CO. SANITATION DIST	CARSON	7.2	ND	0.2	0.1	2007
49387	A	UNIV CAL, RIVERSIDE	RIVERSIDE	7.1	ND	0.0	0.0	1999
27343	OB	CON AGRA INC, GILROY FOODS DBA	SANTA ANA	7.1	ND	0.2	0.1	1995
57094	A	GS ROOFING PRODUCTS CO, INC/CERTAINTEED (c)	WILMINGTON	7.0	ND	0.0	0.0	2000
140499	A	AMERESCO HUNTINGTON BEACH, L.L.C.	HUNTINGTON BEACH	7.0	ND	0.0	0.0	1995
800209	A	BKK CORPORATION, LANDFILL DIVISION GNRL	WEST COVINA	6.9	ND	0.0	0.1	2000
800372	A	EQUILON ENTER. LLC, SHELL OIL PROD. US	CARSON	6.9	ND	0.4	0.1	2001
20280	A	METAL SURFACES INC	BELL GARDENS	6.8	0	0.9	0.3	2011

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
5723	A	DUCOMMUN AEROSTRUCTURES INC	ORANGE	6.7	ND	0.0	0.1	1999
173913	A	TRIUMPH PROCESSING, EMBEE DIV, INC.	SANTA ANA	6.6	ND	0.2	0.6	2000
17301	A	ORANGE, COUNTY OF - SANITATION DISTRICT	FOUNTAIN VALLEY	6.6	0.001	0.4	0.3	2007
118998	OB	CYTEC FIBERITE INC	CULVER CITY	6.6	ND	0.0	0.2	1997
171109	A	PHILLIPS 66 COMPANY/LOS ANGELES REFINERY	CARSON	6.6	0.11	0.0	0.3	2011
6643	A	TECHNICOLOR INC	NORTH HOLLYWOOD	6.5	ND	0.0	0.1	2007
34764	A	CADDOCK ELECTRONICS INC	RIVERSIDE	6.5		0.0	0.1	
168088	A	PCCR USA	LYNWOOD	6.5	ND	0.1	1.6	1995
11726	A	GE ENGINE SERVICES	ONTARIO	6.5	ND	0.1	0.6	1999
2852	A	THE WALT DISNEY COMPANY	BURBANK	6.4	0.03	0.0	0.0	1997
800066	A	HITCO CARBON COMPOSITES INC	GARDENA	6.4	ND	0.3	0.0	1995
16660	A	THE BOEING COMPANY	HUNTINGTON BEACH	6.39	0.02	0.01	0.08	2015
4477	A	SO CAL EDISON CO	AVALON	6.3	0.02	0.0	0.0	2012
1226	A	HYATT DIE CAST & ENGINEERING CORP	CYPRESS	6.2	ND	0.0	0.1	1996
800067	A	BOEING SATELLITE SYSTEMS INC	EL SEGUNDO	6.2	ND	0.0	0.1	2000
146570	A	ROHM AND HAAS CHEMICALS LLC	LA MIRADA	6.2	ND	0.5	0.8	1999
45262	A	LA CO, SANITATION DISTRICT UNIT NO.02	GLENDALE	6.2	ND	0.0	0.1	1998
140961	A	GKN AEROSPACE TRANSPARENCY SYS INC	GARDEN GROVE	6.0	ND	0.0	0.5	1996
800022	A	CALNEV PIPE LINE CO (NSR USE)	BLOOMINGTON	5.9	ND	0.0	0.1	1999
800047	I	FLETCHER OIL & REF CO	CARSON	5.9	ND	0.0	0.0	1998
800198	A	ULTRAMAR INC (NSR USE ONLY)	WILMINGTON	5.9	ND	0.0	0.1	1999
800279	A	SFPP, L.P.	ORANGE	5.9	ND	0.0	0.2	1999
8578	OB	ASSOCIATED CONCRETE PROD. INC	SANTA ANA	5.8	ND	0.1	0.6	1999
136148	A	E/M COATING SERVICES	NORTH HOLLYWOOD	5.8	ND	0.3	0.6	1998
65382	A	SFPP, L.P.	BLOOMINGTON	5.8	ND	0.0	0.0	1996
164864	A	ARROWHEAD BRASS & PLUMBING	LOS ANGELES	5.7	ND	0.3	0.0	1995
800288	A	UNIV CAL IRVINE (NSR USE ONLY)	IRVINE	5.6	ND	0.0	0.1	1996
22410	A	PALACE PLATING	LOS ANGELES	5.6	ND	0.7	0.4	2004
38971	A	RICOH ELECTRONICS INC	IRVINE	5.6	ND	0.0	0.4	1995
14146	A	MAC GREGOR YACHT CORP	COSTA MESA	5.5	ND	0.0	0.1	1998
43201	A	SNOW SUMMIT INC	BIG BEAR LAKE	5.5	ND	0.2	0.0	2007
54424	A	L & L CUSTOM SHUTTERS	PLACENTIA	5.5	ND	0.2	0.2	2001
800409	A	NORTHROP GRUMMAN SPACE & MISSION SYSTEMS	REDONDO BEACH	5.5	ND	0.5	0.2	1998
800196	A	AMERICAN AIRLINES INC (EIS USE)	LOS ANGELES	5.4	ND	0.9	0.1	2002
800171	A	EXXONMOBIL OIL CORPORATION	VERNON	5.3	ND	0.1	0.0	1997
134018	A	INDUSTRIAL CONTAINER SERVICES-CA LLC	MONTEBELLO	5.2	ND	0.6	0.2	2000

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
109198	A	TORCH OPERATING COMPANY	BREA	5.0	ND	0.0	0.0	2001
103888	A	SARGENT FLETCHER INC	EL MONTE	4.9	ND	0.2	0.0	1999
800037	A	DEMENNO/KERDOON	COMPTON	4.9	0.01	0.0	0.0	2009
11192	A	HI-SHEAR CORPORATION	TORRANCE	4.8	ND	0.0	0.0	2008
800038	A	THE BOEING COMPANY - C17 PROGRAM	LONG BEACH	4.8	ND	0.2	0.1	1999
800264	A	EDGINGTON OIL COMPANY	LONG BEACH	4.8	0.001	0.0	0.0	2002
101977	A	SIGNAL HILL PETROLEUM INC	LONG BEACH	4.7	ND	0.6	1.0	1998
3950	A	CROWN CORK & SEAL CO INC	LA MIRADA	4.6	ND	0.0	0.1	1997
83102	A	LIGHT METALS INC	INDUSTRY	4.5	0.01	0.0	2.7	2002
157451	A	VERNON MACHINE CORP, BENDER US DBA	VERNON	4.4	0.001	1.0	0.0	2002
800041	A	DOW CHEM U.S.A. (NSR USE)	TORRANCE	4.4	ND	0.1	0.0	2000
93346	A	WAYMIRE DRUM CO,INC..S EL MONTE FACILITY	SOUTH EL MONTE	4.3	ND	0.1	0.2	1997
174591	A	TESORO REFINING & MARKETING CO LLC, CAL (c)	WILMINGTON	4.3	ND	0.1	0.2	1995
177042	A	SOLVAY USA, INC	LONG BEACH	4.3	ND	0.3	0.0	2001
124506	A	BOEING ELECTRON DYNAMIC DEVICES INC	TORRANCE	4.2	ND	0.5	0.1	1995
6459	OB	HONEYWELL INTERNATIONAL INC	VERNON	4.1	ND	0.0	0.0	1999
7533	A	HUGO NEU-PROLER CO	TERMINAL ISLAND	4.1		1.3	0.1	
18439	OB	ACE PLATING CO INC	LOS ANGELES	4.1	ND	0.6	0.2	1998
45489	A	ABBOTT CARDIOVASCULAR SYSTEMS, INC.	TEMECULA	3.8	0.01	1.3	0.0	2002
126060	A	STERIGENICS US, LLC	ONTARIO	3.8	0	0.0	0.0	2007
8820	A	REULAND ELECTRIC CO, H.BRITTON LEES	INDUSTRY	3.7	ND	0.0	0.0	1996
9114	I	SOMITEX PRINTS OF CAL INC	INDUSTRY	3.7	ND	0.1	0.0	1996
17325	A	ACE CLEARWATER ENTER.	PARAMOUNT	3.7	ND	0.0	0.0	2002
106838	A	VALLEY-TODECO, INC	SYLMAR	3.7	ND	0.2	0.2	2000
105598	A	SENIOR FLEXONICS INC/STAINLESS STEEL DVN	BURBANK	3.6	ND	1.0	0.5	2001
7427	A	OWENS-BROCKWAY GLASS CONTAINER INC	VERNON	3.6	0.02	0.0	0.1	1999
800007	OB	ALLIED SIGNAL INC (NSR USE ONLY)	EL SEGUNDO	3.6	ND	0.0	0.5	2000
126197	A	STERIGENICS US, INC.	LOS ANGELES	3.6	ND	0.0	0.0	1996
127568	A	ENGINEERED POLYMER SOLUTION, VALSPAR	MONTEBELLO	3.5	ND	0.1	0.5	2000
151899	A	VINTAGE PRODUCTION CALIFORNIA LLC	NEWHALL	3.5	ND	0.0	0.2	2000
140811	A	DUCOMMUN AEROSTRUCTURES INC	MONROVIA	3.5	0.01	0.0	0.0	2002
8015	A	ANADITE INC	SOUTH GATE	3.5	ND	0.6	0.8	1998
9163	A	INLAND EMPIRE UTL AGEN, A MUN WATER DIS	ONTARIO	3.4	ND	0.3	0.0	2007
57329	OB	KWIKSET CORP	ANAHEIM	3.4	ND	0.0	0.1	2000
151415	A	LINN WESTERN OPERATING, INC	BREA	3.4	ND	0.0	0.0	1999
800204	OB	SIMPSON PAPER CO	POMONA	3.4	ND	0.0	0.0	1996

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
153546	A	HUCK INTL INC. DBA ALCOA FASTENING SYS.	CARSON	3.3	ND	0.0	0.0	1999
126191	A	STERIGENICS US, INC.	LOS ANGELES	3.3	ND	0.0	0.0	1996
800063	A	GROVER PROD. CO (EIS USE)	LOS ANGELES	3.3	ND	0.9	0.1	2001
800189	A	DISNEYLAND RESORT	ANAHEIM	3.3	0.03	0.1	0.1	2009
18396	A	SPRAYLAT CORP	LOS ANGELES	3.2	0	0.7	0.0	2012
6384	A	LA CO., RANCHO LOS AMIGOS MEDICAL CENTER	DOWNEY	3.1	ND	0.0	0.1	1999
113676	A	VICKERS	LOS ANGELES	3.0	ND	0.0	0.0	1995
11435	A	THE PQ CORP	SOUTH GATE	3.0	ND	0.0	0.0	1998
174703	A	TESORO REFINING & MARKETING CO LLC CARSO	CARSON	3.0	ND	0.0	0.0	1994
10005	A	ELECTRONIC CHROME GRINDING CO INC	SANTA FE SPRINGS	3.0	0.01	0.2	0.1	2001
52517	A	REXAM PLC, REXAM BEVERAGE CAN COMPANY	CHATSWORTH	2.9	0.01	0.7	0.1	2009
18452	A	UCLA (REGENTS OF UC) (c)	LOS ANGELES	2.9	ND	0.0	0.1	1999
2613	A	US GOVT, NAVY DEPT,NAVAL WEAPONS STN	SEAL BEACH	2.9	ND	0.1	0.0	2002
116868	A	EQUILON ENT LLC/RIALTO TERMINAL	BLOOMINGTON	2.9	ND	0.0	0.0	1999
800035	A	CONTINENTAL AIRLINES INC (NSR USE ONLY)	LOS ANGELES	2.8	ND	0.0	0.1	1995
48274	A	FENDER MUSICAL INST	CORONA	2.8	ND	0.0	0.4	1997
151798	A	TESORO REFINING AND MARKETING CO	CARSON	2.8	ND	0.1	0.0	1999
167981	A	TESORO LOGISTICS OPERATIONS LLC	WILMINGTON	2.8	ND	0.0	0.0	2000
800030	A	CHEVRON PRODUCTS CO.	EL SEGUNDO	2.7	0.28	0.3	0.1	2001
5887	A	NEXGEN PHARMA INC	IRVINE	2.7	ND	0.0	0.0	1997
16642	A	ANHEUSER-BUSCH INC., (LA BREWERY)	VAN NUYS	2.7	ND	0.0	0.1	1999
25440	A	ROBERTSHAW CONTROLS CO, GRAYSON CONTROLS	LONG BEACH	2.7	ND	0.0	1.0	1998
27701	A	CADDOCK ELECTRONIC	RIVERSIDE	2.7	ND	0.0	0.1	2002
46268	A	CALIFORNIA STEEL INDUSTRIES INC	FONTANA	2.7	0.02	0.2	0.0	1995
137517	A	PACIFIC TERMINALS LLC	ETIWANDA	2.7	ND	0.0	0.2	2000
175191	A	FREEMPORT-MCMORAN OIL & GAS	LOS ANGELES	2.7	ND	0.0	0.1	1997
35483	A	WARNER BROTHERS STUDIO FACILITIES	BURBANK	2.6	ND	0.1	0.3	1997
134943	A	ALCOA GLOBAL FASTENERS, INC. SOUTH BAY	TORRANCE	2.6	ND	0.6	0.0	2008
37507	A	TROJAN BATTERY COMPANY	SANTA FE SPRINGS	2.6	0.001	1.1	1.3	2012
7949	A	CUSTOM FIBERGLASS MFG CO/CUSTOM HARDTOP	LONG BEACH	2.5	ND	0.0	0.0	1995
65381	A	SFPP, L.P. (NSR USE)	CARSON	2.4	ND	0.0	0.1	1999
79682	A	RAMCAR BATTERIES INC	COMMERCE	2.4	1	0.0	0.2	1998
18508	A	AIR PROD & CHEM INC	LOS ANGELES	2.4	ND	0.1	0.8	1999
800202	A	UNIVERSAL STUDIOS INC (EIS USE)	UNIVERSAL CITY	2.4	ND	0.0	0.0	1996
800387	A	CAL INST OF TECH	PASADENA	2.4	ND	0.1	0.0	2007
172878	A	TESORO LOGISTICS OPERATIONS LLC LONG BEA	LONG BEACH	2.4	ND	0.0	0.0	1999

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
133405	A	BODYCOTE INC/BODYCOTE THERMAL PROCESSING	LOS ANGELES	2.4	ND	0.0	0.2	1999
800039	I	DOUGLAS PRODUCTS DIVISION	TORRANCE	2.4	ND	0.0	0.0	1996
1208	OB	MICROSEMI CORP	SANTA ANA	2.3	ND	0.0	0.0	2001
90546	OB	SORIN BIOMEDICAL INC	IRVINE	2.3	ND	0.0	0.0	1996
160437	A	SOUTHERN CALIFORNIA EDISON	SAN BERNARDINO	2.3	<0.01	<0.01	<0.01	2013
800056	A	KINDER MORGAN LIQUIDS TERMINALS, LLC	WILMINGTON	2.3	0.01	0.0	0.0	1997
800111	OB	THE BOEING COMPANY	DOWNEY	2.3	ND	0.0	0.1	1996
103659	OB	4MC-BURBANK, INC.	BURBANK	2.2	ND	0.6	0.0	2004
99773	A	CYTEC FIBERITE INC	ANAHEIM	2.2	0.0004	0.0	0.2	2000
9668	A	DELUXE LABORATORIES INC,DELUXE LABORATOR	HOLLYWOOD	2.1	ND	0.0	0.0	2000
40829	A	HAWKER PACIFIC INC	SUN VALLEY	2.1	0.0003	0.0	0.1	2009
142267	A	FS PRECISION TECH LLC	RANCHO DOMINGUEZ	2.0	ND	0.1	0.2	2001
800181	A	CALIFORNIA PORTLAND CEMENT CO (c)	COLTON	2.0	ND	0.0	0.4	1996
2605	A	3M PHARMACEUTICALS	NORTHRIDGE	2.0	ND	0.4	0.4	1996
14502	A	VERNON CITY, LIGHT & POWER DEPT	VERNON	2.0	0.0004	0.0	0.0	2007
54627	A	HICKORY SPRINGS OF CAL INC	COMMERCE	2.0	ND	0.0	0.5	1998
800325	A	TIDELANDS OIL PRODUCTION CO	LONG BEACH	1.9	ND	0.1	0.6	1999
10245	A	LA CITY,SANITATION BUREAU,TERMINAL ISLAN	SAN PEDRO	1.8	ND	0.0	0.0	2000
23559	OB	JOHNSON CONTROLS BATTERY GROUP INC	FULLERTON	1.8	ND	0.0	0.1	2001
800003	A	HONEYWELL INTERNATIONAL INC	TORRANCE	1.8	ND	0.0	0.0	1999
8309	A	CAMBRO MANUFACTURING CO	HUNTINGTON BEACH	1.7	ND	0.0	0.1	2000
22467	A	LEFIELL MFG CO	SANTA FE SPRINGS	1.7	ND	0.7	0.2	2000
82512	A	BREA CANON OIL CO	WILMINGTON	1.7	ND	0.0	0.0	1996
119907	A	BERRY PETROLEUM COMPANY	SANTA CLARITA	1.6	ND	0.2	0.7	1999
119920	A	PECHINEY CAST PLATE INC	VERNON	1.6	ND	0.3	0.3	1996
133660	A	HAYDEN INDUSTRIAL PRODUCTS	CORONA	1.6	ND	0.8	0.4	1998
107350	A	NATIONAL O-RINGS	DOWNEY	1.5	ND	0.0	0.0	2001
2638	A	OCCIDENTAL COLLEGE	LOS ANGELES	1.5	ND	0.1	0.0	2007
126536	A	CONSOLIDATED FOUNDRIES - POMONA	POMONA	1.5	ND	0.0	0.0	1999
25070	A	LA CO., SANITATION DISTRICT (c)	WHITTIER	1.5	0.003	0.3	0.1	2009
82513	A	BREA CANON OIL COMPANY INC	HARBOR CITY	1.4	ND	0.0	0.0	1996
800408	A	NORTHROP GRUMMAN SPACE & MISSION SYSTEMS	MANHATTAN BEACH	1.4	ND	0.9	0.1	1998
3968	A	TABC, INC	LONG BEACH	1.4	ND	0.1	0.2	1999
62679	A	KOP-COAT INC	VERNON	1.3	ND	0.0	0.5	1997
126544	A	PAC FOUNDRIES-INDUSTRY	INDUSTRY	1.3	ND	0.6	0.1	1996
161300	A	SAPA EXTRUDER, INC	INDUSTRY	1.3	ND	0.0	0.0	1999

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
2526	A	CHEVRON PRODUCTS CO	VAN NUYS	1.3	ND	0.0	0.0	1996
22551	A	THUMS LONG BEACH CO	SAN PEDRO	1.2	ND	0.0	0.0	2000
42633	A	LA CO., SANITATION DIST	POMONA	1.2	ND	0.0	0.0	1996
106009	A	VENOCO INC.	BEVERLY HILLS	1.2	ND	0.0	0.0	2005
152054	A	LINN WESTERN OPERATING INC	BREA	1.1	ND	0.0	0.1	1996
42514	A	LA CO.,SANITATION DIST,CALABASAS LNDFFILL	AGOURA	1.1	0	0.1	0.0	2010
124806	OB	EXIDE TECHNOLOGIES	INDUSTRY	1.0	ND	0.0	0.0	1999
800127	A	SO CAL GAS CO (EIS USE)	MONTEBELLO	1.0	0	0.0	0.0	2009
7730	A	CARPENTER CO	RIVERSIDE	1.0	ND	0.0	1.3	2003
20375	A	PRUDENTIAL OVERALL SUPPLY	RIVERSIDE	1.0	ND	0.0	0.1	1997
6670	A	TRU CUT INC	LOS ANGELES	< 1	ND	0.0	0.0	2002
22808	I	PRICE PFISTER INC	PACOIMA	0.9	ND	0.2	0.1	1996
47056	OB	MYERS CONTAINER CORP, IMACC CORP DIV	HUNTINGTON PARK	0.9	ND	0.2	2.0	2002
5177	A	ITT GILFILLAN UNIT NO.02	VAN NUYS	0.9	ND	0.1	0.2	1998
3134	A	THUMS LONG BEACH CO, UNIT NO.05	SAN PEDRO	0.8	ND	0.0	0.0	1996
18378	A	GRUBER SYS INC	VALENCIA	0.8	ND	0.1	0.1	2004
22556	A	THUMS LONG BEACH CO, UNIT NO.02	SAN PEDRO	0.8	ND	0.0	0.0	1996
111415	A	VAN CAN COMPANY	FONTANA	0.8	ND	0.0	0.1	1996
14544	OB	SANTA FE ENAMELING & METAL FINISHING CO	SANTA FE SPRINGS	0.8	ND	0.0	0.4	1999
120088	A	BREITBURN ENERGY COMPANY, LLC	SANTA FE SPRINGS	0.8	ND	0.0	0.0	1998
118406	A	CARSON COGENERATION COMPANY	CARSON	0.8	ND	0.2	0.0	2007
126964	A	EDWARDS LIFESCIENCES LLC	IRVINE	0.8	ND	0.0	0.0	1995
22373	A	JEFFERSON SMURFIT CORPORATION (U.S.)	LOS ANGELES	0.7	ND	0.0	0.0	1996
24060	A	TOMKINS INDUSTRIES INC-LASCO PRODS GROUP	ANAHEIM	0.7	ND	0.0	0.0	1996
800091	A	MOBIL OIL CORP (NSR USE ONLY)	ANAHEIM	0.7	ND	0.0	0.0	1999
772	A	DEFT INC	IRVINE	0.7	ND	0.0	0.0	1995
24756	A	CRANE CO, HYDRO-AIRE DIV	BURBANK	0.6	ND	0.0	0.1	1997
115394	A	AES ALAMITOS, LLC	LONG BEACH	0.6	ND	0.0	0.0	1999
134931	A	ALCOA GLOBAL FASTENERS, INC.	FULLERTON	0.6	ND	1.9	0.0	1997
800327	A	GLENDALE CITY, GLENDALE WATER & POWER	GLENDALE	0.6	ND	0.0	0.0	1999
15647	A	CUSTOM ENAMELERS INC	FOUNTAIN VALLEY	0.6	ND	0.1	0.0	2000
3093	A	LA CO., OLIVE VIEW/UCLA MEDICAL CENTER	SYLMAR	0.5	ND	0.0	0.0	1999
21895	A	AC PRODUCTS INC	PLACENTIA	0.5	ND	0.0	0.0	2003
6281	A	US GOVT,MARINE CORPS AIR STATION,EL TORO	SANTA ANA	0.5	ND	0.0	0.0	1996
1634	OB	STEELCASE INC, WESTERN DIV	TUSTIN	0.5	ND	0.0	0.0	1995
39388	A	THUMS LONG BEACH CO, UNIT NO.03	SAN PEDRO	0.5	ND	0.0	0.0	1996

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
61160	A	GE ENGINE SERVICES	ONTARIO	0.5	ND	0.7	0.0	2003
800267	A	TRIUMPH PROCESSING, INC.	LYNWOOD	0.5	0	0.1	0.4	2012
152501	A	PRECISION SPECIALTY METALS INC	LOS ANGELES	0.5	ND	0.4	0.2	2001
43436	A	TST, INC.	FONTANA	0.4	0.11	0.0	0.4	1997
18990	A	LIFE PAINT CO	SANTA FE SPRINGS	0.4	ND	0.0	0.0	2001
12660	I	GOLDSHIELD FIBERGLASS, INC, PLANT #58	FONTANA	0.4	ND	0.0	0.0	1994
44577	A	LONG BEACH CITY, SERRF PROJECT	LONG BEACH	0.4	0	0.0	0.1	2011
115536	A	AES REDONDO BEACH, LLC	REDONDO BEACH	0.4	ND	0.0	0.0	1998
122295	A	FALCON FOAM, A DIV OF ATLAS ROOFING CORP	LOS ANGELES	0.4	ND	0.0	0.0	1999
115663	A	EL SEGUNDO POWER, LLC	EL SEGUNDO	0.3	ND	0.0	0.0	2000
25638	A	BURBANK CITY, PUB SERV DEPT	BURBANK	0.3	ND	0.3	0.0	1996
124805	A	EXIDE TECHNOLOGIES	COMMERCE	0.3	ND	0.0	0.0	2000
112192	OB	CONSOLIDATED DRUM RECONDITIONING CO INC	SOUTH GATE	0.3	ND	0.0	0.0	1997
550	A	LA CO., INTERNAL SERVICE DEPT	LOS ANGELES	0.3	ND	0.0	0.0	2008
800343	A	BOEING SATELLITE SYSTEMS, INC	EL SEGUNDO	0.3	ND	0.0	0.2	1996
24520	A	LA CO, SANITATION DISTRICTS	ROLLING HILLS ESTATE	0.3	ND	0.0	0.0	1998
99119	A	INTERPLASTIC CORP	HAWTHORNE	0.3	ND	0.1	0.3	1999
122300	A	BASF CORPORATION	COLTON	0.3	ND	0.6	0.0	2002
19989	OB	PARKER HANNIFIN AEROSPACE CORP	IRVINE	0.3	ND	0.0	0.0	1999
107149	A	MARKLAND MANUFACTURING INC	SANATA ANA	0.3	ND	0.1	0.1	2007
161142	A	FOAMEX INNOVATIONS, INC.	COMPTON	0.3	0	0.0	0.0	2010
16264	A	INTL COATINGS CO INC	CERRITOS	0.2	ND	0.0	0.0	1999
800074	A	LA CITY, DWP HAYNES GENERATING STATION	LONG BEACH	0.2	ND	0.0	0.0	2000
48300	A	PRECISION TUBE BENDING	SANTA FE SPRINGS	0.2	ND	0.0	0.0	2002
800168	A	PASADENA CITY, DWP (EIS USE)	PASADENA	0.2	ND	0.7	0.0	1996
800193	A	LA CITY, DWP VALLEY GENERATING STATION	SUN VALLEY	0.2	ND	0.3	0.0	1999
37336	A	COMMERCE REFUSE TO ENERGY FACILITY	COMMERCE	0.1	0	0.0	0.0	2010
42676	A	AES PLACERITA INC	NEWHALL	0.1	ND	0.1	0.0	2003
114801	A	RHODIA INC.	LONG BEACH	0.1	ND	0.0	0.1	2006
115389	A	AES HUNTINGTON BEACH, LLC	HUNTINGTON BEACH	0.1	ND	0.0	0.0	1999
7416	A	PRAXAIR INC	WILMINGTON	0.1	ND	0.0	0.0	2001
1992	A	PRUDENTIAL OVERALL SUPPLY	VAN NUYS	0.1	ND	0.0	0.0	1997
16044	I	SPECIALTY ORGANICS, INC.	IRWINDALE	0.1	ND	0.0	0.2	1997
24812	A	FARMER BROS CO	TORRANCE	0.1	ND	0.0	0.0	1999
25012	A	AMADA MFG AMERICA, INC	LA MIRADA	0.1	ND	0.0	0.0	2002
94872	A	METAL CONTAINER CORP	MIRA LOMA	0.1	ND	0.4	0.4	2002

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
111110	A	BRISTOL FIBERLITE INDUSTRIES, INC	SANTA ANA	0.1	ND	0.0	0.0	1995
24118	A	DEVOE COATINGS CO	RIVERSIDE	0.1	ND	0.3	0.1	1999
156741	A	HARBOR COGENERATION CO	WILMINGTON	0.1	ND	0.0	0.0	2002
20144	OB	CANON BUSINESS MACHINES INC	COSTA MESA	0.0	ND	0.0	0.1	1999
800320	A	AMVAC CHEMICAL CORP	LOS ANGELES	0.0	ND	0.1	0.3	2004
14217	OB	MODERN FAUCET MFG COMPANY	LOS ANGELES	0.0	ND	0.0	0.5	1996
45938	A	E.M.E. INC/ELECTRO MACHINE & ENGINEERING	COMPTON	0.0	ND	0.0	0.0	1999
117785	A	BALL METAL BEVERAGE CONTAINER CORP.	TORRANCE	0.0	ND	0.2	0.9	2001
22229	A	PROCESSES BY MARTIN INC	LYNWOOD	0.0	ND	0.0	0.0	2002
800075	A	LA CITY, DWP SCATTERGOOD GENERATING STA	PLAYA DEL REY	0.0	ND	0.0	0.0	2000
160150	A	ERGON ASPHALT & EMULSIONS, INC.	FONTANA	0.0	ND	0.3	0.0	1999
115586	A	SUNDANCE SPAS, INC	CHINO	0.0	ND	0.0	0.4	1996
51620	A	WHEELABRATOR NORWALK ENERGY CO INC	NORWALK	0.0	ND	0.0	0.0	1996
61743	A	AMERON STEEL FABRICATION DIVISION	FONTANA	0.0	ND	0.2	0.2	2000
55711	A	SUNLAW COGENERATION PARTNERS I	VERNON	0.0	ND	0.0	0.0	1996
124016	A	OAKLITE PRODUCTS (BRENT AMERICA, INC./ LEEDER ARDOX)	LA MIRADA	0.0	ND	0.1	0.1	2000
55714	A	SUNLAW COGENERATION PARTNERS I	VERNON	0.0	ND	0.0	0.0	1996
119127	A	PRC-DE SOTO INTERNATIONAL	GLENDALE	0.0	ND	0.0	0.0	2000
809	A	GARNER GLASS CO	CLAREMONT	0.0	ND	0.0	0.0	1996
1732	OB	INTL ELECTRONIC RESEARCH CORP	BURBANK	0.0	ND	0.0	0.0	1996
1746	A	UNITED ALLOYS INC	LOS ANGELES	0.0	ND	0.0	0.0	1998
3084	A	CARDINAL INDUSTRIAL FINISHES INC	SOUTH EL MONTE	0.0	ND	0.0	0.0	1996
3100	A	BAXTER HEALTHCARE CORP, I V SYSTEMS	IRVINE	0.0	ND	0.0	0.4	1994
3578	A	PRUDENTIAL OVERALL SUPPLY	CARSON	0.0	ND	0.0	0.0	1995
4616	OB	SUPERIOR IND INTL INC	VAN NUYS	0.0	ND	0.0	0.4	1997
5125	OB	UTILITY TRAILER MFG CO	INDUSTRY	0.0	ND	0.0	0.3	1996
5645	OB	STANDARD NICKEL CHROMIUM PLATING CO INC	LOS ANGELES	0.0	ND	0.0	0.0	1999
6163	A	OHLINE	GARDENA	0.0	ND	0.3	0.7	1996
6315	A	FLO-KEM, INC.	RANCHO DOMINGUEZ	0.0	ND	0.0	0.6	1999
6362	OB	JACUZZI WHIRLPOOL BATH INC	SANTA ANA	0.0	ND	0.0	0.0	1995
7010	A	PRUDENTIAL OVERALL SUPPLY	IRVINE	0.0	ND	0.0	0.0	1995
8560	A	PRUDENTIAL OVERALL SUPPLY CO	COMMERCE	0.0	ND	0.2	0.4	1995
8935	A	TRAIL RITE INC	SANTA ANA	0.0	ND	0.0	0.3	1996
10656	A	NEWPORT LAMINATES	SANTA ANA	0.0	ND	0.0	0.0	1996
12493	A	REMO INC	NORTH HOLLYWOOD	0.0	ND	0.0	0.0	1997
12879	OB	CYTEC ENGINEERED MATERIALS, INC	SAUGUS	0.0	ND	0.0	0.0	1994

Appendix A-1. Continued.

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
14191	I	NIKLOR CHEMICAL COMPANY INC	CARSON	0.0	ND	0.0	0.0	2002
19953	OB	RISTON KELLER INC	IRVINE	0.0	ND	0.0	0.0	1996
21544	A	US GOVT, MARINE CORPS AIR STA @BLD	Tustin	0.0	ND	0.0	0.0	2000
22092	A	WESTERN TUBE & CONDUIT CORP	LONG BEACH	0.0	ND	0.0	0.6	1997
24647	A	J. B. I. INC	COMPTON	0.0	ND	0.0	0.2	1999
40806	A	NEW BASIS	RIVERSIDE	0.0	ND	0.7	0.2	1997
47459	OB	JACUZZI WHIRLPOOL BATH	IRVINE	0.0	ND	0.0	0.0	1995
51849	A	ELIMINATOR CUSTOM BOATS	MIRA LOMA	0.0	ND	0.0	0.0	1995
61209	OB	AKZO NOBEL CHEM INC, FILTROL CORP SUB OF	LOS ANGELES	0.0	ND	0.0	0.0	1996
70021	A	XERXES CORP (A DELAWARE CORP)	ANAHEIM	0.0	ND	0.0	0.0	1996
132343	A	SPECTRUM PAINT & POWDER, INC.	ANAHEIM	0.0	ND	0.2	0.7	1997
144677	A	PRATT & WHITNEY ROCKETDYNE/RUBY ACQ ENT	CANOGA PARK	0.0	ND	0.0	0.0	1996
149241	A	REGAL CULTURED MARBLE	POMONA	0.0	ND	0.0	0.2	1995
160916	A	FOAMEX INNOVATIONS, INC.	ORANGE	0.0	ND	0.4	0.4	1994
800087	A	MENASCO MFG CO (EIS USE)	BURBANK	0.0	ND	0.0	0.0	1997
800273	OB	CHEMOIL REF CORP (NSR USE ONLY)	SIGNAL HILL	0.0	ND	0.0	0.0	2000
800337	OB	CHEVRON U.S.A., INC (NSR USE)	LA HABRA	0.0	ND	0.0	0.0	1996

Notes:

- (a) A = Active; I = Inactive; OB = Out of Business (with the year in which the facility went out of business)
- (b) The specific risk driver listed in this HRA is no longer in use & the resulting risk has been eliminated or minimized.
- (c) SCAQMD staff has requested these facilities to update their HRAs.
- (d) This includes risk attributable to the emergency DICE. The total facility risks excluding the emergency DICE are less than 10 in a million.
- (e) All HRAs with HRA Approval Year dated 2015 and later have used the revised OEHHA Guidelines for preparation of their HRA.

APPENDIX A-2
Health Risks from Facilities with an Approved HRA
(listed by Facility ID)

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
550	A	LA CO., INTERNAL SERVICE DEPT	LOS ANGELES	0.3	ND	0.0	0.0	2008
772	A	DEFT INC	IRVINE	0.7	ND	0.0	0.0	1995
809	A	GARNER GLASS CO	CLAREMONT	0.0	ND	0.0	0.0	1996
1208	OB	MICROSEMI CORP	SANTA ANA	2.3	ND	0.0	0.0	2001
1226	A	HYATT DIE CAST & ENGINEERING CORP	CYPRESS	6.2	ND	0.0	0.1	1996
1634	OB	STEELCASE INC, WESTERN DIV	TUSTIN	0.5	ND	0.0	0.0	1995
1732	OB	INTL ELECTRONIC RESEARCH CORP	BURBANK	0.0	ND	0.0	0.0	1996
1744	A	KIRKHILL RUBBER CO	BREA	8.7	0.001	0.2	0.1	2007
1746	A	UNITED ALLOYS INC	LOS ANGELES	0.0	ND	0.0	0.0	1998
1992	A	PRUDENTIAL OVERALL SUPPLY	VAN NUYS	0.1	ND	0.0	0.0	1997
2526	A	CHEVRON PRODUCTS CO	VAN NUYS	1.3	ND	0.0	0.0	1996
2605	A	3M PHARMACEUTICALS	NORTHRIDGE	2.0	ND	0.4	0.4	1996
2613	A	US GOVT, NAVY DEPT,NAVAL WEAPONS STN	SEAL BEACH	2.9	ND	0.1	0.0	2002
2638	A	OCCIDENTAL COLLEGE	LOS ANGELES	1.5	ND	0.1	0.0	2007
2680	A	LA CO., SANITATION DISTRICT	WHITTIER	8.6	ND	0.0	0.0	1999
2852	A	THE WALT DISNEY COMPANY	BURBANK	6.4	0.03	0.0	0.0	1997
3084	A	CARDINAL INDUSTRIAL FINISHES INC	SOUTH EL MONTE	0.0	ND	0.0	0.0	1996
3093	A	LA CO., OLIVE VIEW/UCLA MEDICAL CENTER	SYLMAR	0.5	ND	0.0	0.0	1999
3100	A	BAXTER HEALTHCARE CORP, I V SYSTEMS	IRVINE	0.0	ND	0.0	0.4	1994
3134	A	THUMS LONG BEACH CO, UNIT NO.05	SAN PEDRO	0.8	ND	0.0	0.0	1996
3578	A	PRUDENTIAL OVERALL SUPPLY	CARSON	0.0	ND	0.0	0.0	1995
3609	I	AL'S PLATING CO INC	LOS ANGELES	7.8	ND	0.3	0.2	1999
3950	A	CROWN CORK & SEAL CO INC	LA MIRADA	4.6	ND	0.0	0.1	1997
3968	A	TABC, INC	LONG BEACH	1.4	ND	0.1	0.2	1999
4477	A	SO CAL EDISON CO	AVALON	6.3	0.02	0.0	0.0	2012
4616	OB	SUPERIOR IND INTL INC	VAN NUYS	0.0	ND	0.0	0.4	1997
5125	OB	UTILITY TRAILER MFG CO	INDUSTRY	0.0	ND	0.0	0.3	1996
5177	A	ITT GILFILLAN UNIT NO.02	VAN NUYS	0.9	ND	0.1	0.2	1998
5645	OB	STANDARD NICKEL CHROMIUM PLATING CO INC	LOS ANGELES	0.0	ND	0.0	0.0	1999
5723	A	DUCOMMUN AEROSTRUCTURES INC	ORANGE	6.7	ND	0.0	0.1	1999
5887	A	NEXGEN PHARMA INC	IRVINE	2.7	ND	0.0	0.0	1997
6163	A	OHLINE	GARDENA	0.0	ND	0.3	0.7	1996

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
6281	A	US GOVT,MARINE CORPS AIR STATION,EL TORO	SANTA ANA	0.5	ND	0.0	0.0	1996
6315	A	FLO-KEM, INC.	RANCHO DOMINGUEZ	0.0	ND	0.0	0.6	1999
6362	OB	JACUZZI WHIRLPOOL BATH INC	SANTA ANA	0.0	ND	0.0	0.0	1995
6384	A	LA CO., RANCHO LOS AMIGOS MEDICAL CENTER	DOWNEY	3.1	ND	0.0	0.1	1999
6459	OB	HONEYWELL INTERNATIONAL INC	VERNON	4.1	ND	0.0	0.0	1999
6643	A	TECHNICOLOR INC	NORTH HOLLYWOOD	6.5	ND	0.0	0.1	2007
6670	A	TRU CUT INC	LOS ANGELES	< 1	ND	0.0	0.0	2002
7010	A	PRUDENTIAL OVERALL SUPPLY	IRVINE	0.0	ND	0.0	0.0	1995
7416	A	PRAXAIR INC	WILMINGTON	0.1	ND	0.0	0.0	2001
7427	A	OWENS-BROCKWAY GLASS CONTAINER INC	VERNON	3.6	0.02	0.0	0.1	1999
7533	A	HUGO NEU-PROLER CO	TERMINAL ISLAND	4.1		1.3	0.1	
7730	A	CARPENTER CO	RIVERSIDE	1.0	ND	0.0	1.3	2003
7949	A	CUSTOM FIBERGLASS MFG CO/CUSTOM HARDTOP	LONG BEACH	2.5	ND	0.0	0.0	1995
8015	A	ANADITE INC	SOUTH GATE	3.5	ND	0.6	0.8	1998
8309	A	CAMBRO MANUFACTURING CO	HUNTINGTON BEACH	1.7	ND	0.0	0.1	2000
8547	A	QUEMETCO INC (c)	INDUSTRY	8.10	0.66	0.11	0.83	2016
8560	A	PRUDENTIAL OVERALL SUPPLY CO	COMMERCE	0.0	ND	0.2	0.4	1995
8578	OB	ASSOCIATED CONCRETE PROD. INC	SANTA ANA	5.8	ND	0.1	0.6	1999
8820	A	REULAND ELECTRIC CO, H.BRITTON LEES	INDUSTRY	3.7	ND	0.0	0.0	1996
8935	A	TRAIL RITE INC	SANTA ANA	0.0	ND	0.0	0.3	1996
9114	I	SOMITEX PRINTS OF CAL INC	INDUSTRY	3.7	ND	0.1	0.0	1996
9163	A	INLAND EMPIRE UTL AGEN, A MUN WATER DIS	ONTARIO	3.4	ND	0.3	0.0	2007
9668	A	DELUXE LABORATORIES INC,DELUXE LABORATOR	HOLLYWOOD	2.1	ND	0.0	0.0	2000
10005	A	ELECTRONIC CHROME GRINDING CO INC	SANTA FE SPRINGS	3.0	0.01	0.2	0.1	2001
10245	A	LA CITY,SANITATION BUREAU,TERMINAL ISLAN	SAN PEDRO	1.8	ND	0.0	0.0	2000
10510	A	GREGG INDUSTRIES INC	EL MONTE	9.4	ND	0.6	0.6	2008
10656	A	NEWPORT LAMINATES	SANTA ANA	0.0	ND	0.0	0.0	1996
11142	OB	KEYSOR-CENTURY CORP	SAUGUS	17.0	ND	0.5	0.1	2000
11192	A	HI-SHEAR CORPORATION	TORRANCE	4.8	ND	0.0	0.0	2008
11435	A	THE PQ CORP	SOUTH GATE	3.0	ND	0.0	0.0	1998
11726	A	GE ENGINE SERVICES	ONTARIO	6.5	ND	0.1	0.6	1999
11818	A	HIXSON METAL FINISHING	NEWPORT BEACH	1502.0	1.09	0.2	0.1	2015
12493	A	REMO INC	NORTH HOLLYWOOD	0.0	ND	0.0	0.0	1997
12660	I	GOLDSHIELD FIBERGLASS, INC, PLANT #58	FONTANA	0.4	ND	0.0	0.0	1994
12879	OB	CYTEC ENGINEERED MATERIALS, INC	SAUGUS	0.0	ND	0.0	0.0	1994

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
13920	A	ST. JOSPEH HOSPITAL	ORANGE	7.7	0.004	0.8	0.3	2008
14146	A	MAC GREGOR YACHT CORP	COSTA MESA	5.5	ND	0.0	0.1	1998
14191	I	NIKLOK CHEMICAL COMPANY INC	CARSON	0.0	ND	0.0	0.0	2002
14217	OB	MODERN FAUCET MFG COMPANY	LOS ANGELES	0.0	ND	0.0	0.5	1996
14495	A	VISTA METALS CORP	FONTANA	19.8	0.06	0.0	0.3	2008
14502	A	VERNON CITY, LIGHT & POWER DEPT	VERNON	2.0	0.0004	0.0	0.0	2007
14544	OB	SANTA FE ENAMELING & METAL FINISHING CO	SANTA FE SPRINGS	0.8	ND	0.0	0.4	1999
15504	A	SCHLOSSER FORGE CO	RANCHO CUCAMONGA	9.5	ND	1.6	1.1	2002
15647	A	CUSTOM ENAMELERS INC	FOUNTAIN VALLEY	0.6	ND	0.1	0.0	2000
15736	A	HENRY CO	HUNTINGTON PARK	8.5	ND	0.0	0.0	2000
16044	I	SPECIALTY ORGANICS, INC.	IRWINDALE	0.1	ND	0.0	0.2	1997
16264	A	INTL COATINGS CO INC	CERRITOS	0.2	ND	0.0	0.0	1999
16642	A	ANHEUSER-BUSCH INC., (LA BREWERY)	VAN NUYS	2.7	ND	0.0	0.1	1999
16660	A	THE BOEING COMPANY	HUNTINGTON BEACH	6.39	0.02	0.01	0.08	2015
17301	A	ORANGE, COUNTY OF - SANITATION DISTRICT	FOUNTAIN VALLEY	6.6	0.001	0.4	0.3	2007
17325	A	ACE CLEARWATER ENTER.	PARAMOUNT	3.7	ND	0.0	0.0	2002
18294	A	NORTHROP GRUMMAN CORP, AIRCRAFT DIV	EL SEGUNDO	7.6	ND	0.1	0.1	1999
18378	A	GRUBER SYS INC	VALENCIA	0.8	ND	0.1	0.1	2004
18396	A	SPRAYLAT CORP	LOS ANGELES	3.2	0	0.7	0.0	2012
18439	OB	ACE PLATING CO INC	LOS ANGELES	4.1	ND	0.6	0.2	1998
18452	A	UCLA (REGENTS OF UC) (c)	LOS ANGELES	2.9	ND	0.0	0.1	1999
18508	A	AIR PROD & CHEM INC	LOS ANGELES	2.4	ND	0.1	0.8	1999
18648	OB	CROWN CITY PLATING CO.	EL MONTE	12.0	ND	0.4	0.1	2000
18931	A	GERDAU	RANCHO CUCAMONGA	52.7	3.08	3.0	3.2	2015
18989	A	BOWMAN PLATING CO INC	COMPTON	97.72	0.10	0.07	0.10	2015
18990	A	LIFE PAINT CO	SANTA FE SPRINGS	0.4	ND	0.0	0.0	2001
19953	OB	RISTON KELLER INC	IRVINE	0.0	ND	0.0	0.0	1996
19989	OB	PARKER HANNIFIN AEROSPACE CORP	IRVINE	0.3	ND	0.0	0.0	1999
20144	OB	CANON BUSINESS MACHINES INC	COSTA MESA	0.0	ND	0.0	0.1	1999
20197	A	LAC/USC MEDICAL CENTER	LOS ANGELES	7.5	ND	0.7	0.4	2007
20280	A	METAL SURFACES INC	BELL GARDENS	6.8	0	0.9	0.3	2011
20375	A	PRUDENTIAL OVERALL SUPPLY	RIVERSIDE	1.0	ND	0.0	0.1	1997
21544	A	US GOVT, MARINE CORPS AIR STA @BLD	Tustin	0.0	ND	0.0	0.0	2000
21615	OB	PERKINELMER OPTOELECTRONICS SC, INC	AZUSA	8.1	ND	0.2	0.1	1998
21895	A	AC PRODUCTS INC	PLACENTIA	0.5	ND	0.0	0.0	2003

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
22092	A	WESTERN TUBE & CONDUIT CORP	LONG BEACH	0.0	ND	0.0	0.6	1997
22229	A	PROCESSES BY MARTIN INC	LYNWOOD	0.0	ND	0.0	0.0	2002
22373	A	JEFFERSON SMURFIT CORPORATION (U.S.)	LOS ANGELES	0.7	ND	0.0	0.0	1996
22410	A	PALACE PLATING	LOS ANGELES	5.6	ND	0.7	0.4	2004
22467	A	LEFIELL MFG CO	SANTA FE SPRINGS	1.7	ND	0.7	0.2	2000
22551	A	THUMS LONG BEACH CO	SAN PEDRO	1.2	ND	0.0	0.0	2000
22556	A	THUMS LONG BEACH CO, UNIT NO.02	SAN PEDRO	0.8	ND	0.0	0.0	1996
22808	I	PRICE PFISTER INC	PACOIMA	0.9	ND	0.2	0.1	1996
23559	OB	JOHNSON CONTROLS BATTERY GROUP INC	FULLERTON	1.8	ND	0.0	0.1	2001
23907	A	JOHNS MANVILLE CORP	CORONA	13.0	ND	0.4	2.7	1999
24060	A	TOMKINS INDUSTRIES INC-LASCO PRODS GROUP	ANAHEIM	0.7	ND	0.0	0.0	1996
24118	A	DEVOE COATINGS CO	RIVERSIDE	0.1	ND	0.3	0.1	1999
24520	A	LA CO, SANITATION DISTRICTS	ROLLING HILLS ESTATE	0.3	ND	0.0	0.0	1998
24647	A	J. B. I. INC	COMPTON	0.0	ND	0.0	0.2	1999
24756	A	CRANE CO, HYDRO-AIRE DIV	BURBANK	0.6	ND	0.0	0.1	1997
24812	A	FARMER BROS CO	TORRANCE	0.1	ND	0.0	0.0	1999
25012	A	AMADA MFG AMERICA, INC	LA MIRADA	0.1	ND	0.0	0.0	2002
25070	A	LA CO., SANITATION DISTRICT (c)	WHITTIER	1.5	0.003	0.3	0.1	2009
25440	A	ROBERTSHAW CONTROLS CO, GRAYSON CONTROLS	LONG BEACH	2.7	ND	0.0	1.0	1998
25638	A	BURBANK CITY, PUB SERV DEPT	BURBANK	0.3	ND	0.3	0.0	1996
27343	OB	CON AGRA INC, GILROY FOODS DBA	SANTA ANA	7.1	ND	0.2	0.1	1995
27701	A	CADDOCK ELECTRONIC	RIVERSIDE	2.7	ND	0.0	0.1	2002
29110	A	ORANGE, COUNTYOF - SANITATION DISTRICT (d)	HUNTINGTON BEACH	10.7	ND	1.8	0.5	2007
34764	A	CADDOCK ELECTRONICS INC	RIVERSIDE	6.5		0.0	0.1	
35302	A	OWENS CORNING (c)	COMPTON	14.0	0.02	0.1	0.1	2000
35483	A	WARNER BROTHERS STUDIO FACILITIES	BURBANK	2.6	ND	0.1	0.3	1997
37336	A	COMMERCE REFUSE TO ENERGY FACILITY	COMMERCE	0.1	0	0.0	0.0	2010
37507	A	TROJAN BATTERY COMPANY	SANTA FE SPRINGS	2.6	0.001	1.1	1.3	2012
37603	A	SGL TECHNIC INC, POLYCARBON DIVISION	VALENCIA	7.8	ND	0.0	0.4	1998
38971	A	RICOH ELECTRONICS INC	IRVINE	5.6	ND	0.0	0.4	1995
39388	A	THUMS LONG BEACH CO, UNIT NO.03	SAN PEDRO	0.5	ND	0.0	0.0	1996
40806	A	NEW BASIS	RIVERSIDE	0.0	ND	0.7	0.2	1997
40829	A	HAWKER PACIFIC INC	SUN VALLEY	2.1	0.0003	0.0	0.1	2009
41229	A	LUBECO INC	LONG BEACH	14.0	ND	0.0	0.1	2002
42514	A	LA CO.,SANITATION DIST,CALABASAS LNDFFILL	AGOURA	1.1	0	0.1	0.0	2010

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
42633	A	LA CO., SANITATION DIST	POMONA	1.2	ND	0.0	0.0	1996
42676	A	AES PLACERITA INC	NEWHALL	0.1	ND	0.1	0.0	2003
42922	OB	CMC PRINTED BAG INC	WHITTIER	9.0	ND	0.0	0.0	1995
43201	A	SNOW SUMMIT INC	BIG BEAR LAKE	5.5	ND	0.2	0.0	2007
43436	A	TST, INC.	FONTANA	0.4	0.11	0.0	0.4	1997
44454	A	STRUCTURAL COMPOSITES IND	POMONA	8.6	0.001	0.0	0.2	2002
44577	A	LONG BEACH CITY, SERRF PROJECT	LONG BEACH	0.4	0	0.0	0.1	2011
45262	A	LA CO, SANITATION DISTRICT UNIT NO.02	GLENDALE	6.2	ND	0.0	0.1	1998
45489	A	ABBOTT CARDIOVASCULAR SYSTEMS, INC.	TEMECULA	3.8	0.01	1.3	0.0	2002
45938	A	E.M.E. INC/ELECTRO MACHINE & ENGINEERING	COMPTON	0.0	ND	0.0	0.0	1999
46268	A	CALIFORNIA STEEL INDUSTRIES INC	FONTANA	2.7	0.02	0.2	0.0	1995
47056	OB	MYERS CONTAINER CORP, IMACC CORP DIV	HUNTINGTON PARK	0.9	ND	0.2	2.0	2002
47459	OB	JACUZZI WHIRLPOOL BATH	IRVINE	0.0	ND	0.0	0.0	1995
48274	A	FENDER MUSICAL INST	CORONA	2.8	ND	0.0	0.4	1997
48300	A	PRECISION TUBE BENDING	SANTA FE SPRINGS	0.2	ND	0.0	0.0	2002
48323	A	SIGMA PLATING CO INC	LA PUENTE	13.8	ND	0.0	0.7	2001
49387	A	UNIV CAL, RIVERSIDE	RIVERSIDE	7.1	ND	0.0	0.0	1999
51620	A	WHEELABRATOR NORWALK ENERGY CO INC	NORWALK	0.0	ND	0.0	0.0	1996
51849	A	ELIMINATOR CUSTOM BOATS	MIRA LOMA	0.0	ND	0.0	0.0	1995
52517	A	REXAM PLC, REXAM BEVERAGE CAN COMPANY	CHATSWORTH	2.9	0.01	0.7	0.1	2009
54424	A	L & L CUSTOM SHUTTERS	PLACENTIA	5.5	ND	0.2	0.2	2001
54627	A	HICKORY SPRINGS OF CAL INC	COMMERCE	2.0	ND	0.0	0.5	1998
55711	A	SUNLAW COGENERATION PARTNERS I	VERNON	0.0	ND	0.0	0.0	1996
55714	A	SUNLAW COGENERATION PARTNERS I	VERNON	0.0	ND	0.0	0.0	1996
57094	A	GS ROOFING PRODUCTS CO, INC/CERTAINTeed (c)	WILMINGTON	7.0	ND	0.0	0.0	2000
57329	OB	KWIKSET CORP	ANAHEIM	3.4	ND	0.0	0.1	2000
61160	A	GE ENGINE SERVICES	ONTARIO	0.5	ND	0.7	0.0	2003
61209	OB	AKZO NOBEL CHEM INC, FILTROL CORP SUB OF	LOS ANGELES	0.0	ND	0.0	0.0	1996
61743	A	AMERON STEEL FABRICATION DIVISION	FONTANA	0.0	ND	0.2	0.2	2000
62679	A	KOP-COAT INC	VERNON	1.3	ND	0.0	0.5	1997
62897	OB	NORTHROP GRUMMAN CORP, MASD	PICO RIVERA	9.4	ND	1.0	0.5	2000
65381	A	SFPP, L.P. (NSR USE)	CARSON	2.4	ND	0.0	0.1	1999
65382	A	SFPP, L.P.	BLOOMINGTON	5.8	ND	0.0	0.0	1996
70021	A	XERXES CORP (A DELAWARE CORP)	ANAHEIM	0.0	ND	0.0	0.0	1996
79682	A	RAMCAR BATTERIES INC	COMMERCE	2.4	1	0.0	0.2	1998
82512	A	BREA CANON OIL CO	WILMINGTON	1.7	ND	0.0	0.0	1996

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
82513	A	BREA CANON OIL COMPANY INC	HARBOR CITY	1.4	ND	0.0	0.0	1996
83102	A	LIGHT METALS INC	INDUSTRY	4.5	0.01	0.0	2.7	2002
90546	OB	SORIN BIOMEDICAL INC	IRVINE	2.3	ND	0.0	0.0	1996
93346	A	WAYMIRE DRUM CO,INC.,S EL MONTE FACILITY	SOUTH EL MONTE	4.3	ND	0.1	0.2	1997
94872	A	METAL CONTAINER CORP	MIRA LOMA	0.1	ND	0.4	0.4	2002
99119	A	INTERPLASTIC CORP	HAWTHORNE	0.3	ND	0.1	0.3	1999
99773	A	CYTEC FIBERITE INC	ANAHEIM	2.2	0.0004	0.0	0.2	2000
101380	OB	GENERAL DYNAMICS OTS (DOWNEY) INC	DOWNEY	9.8	ND	0.0	0.1	2000
101977	A	SIGNAL HILL PETROLEUM INC	LONG BEACH	4.7	ND	0.6	1.0	1998
103659	OB	4MC-BURBANK, INC.	BURBANK	2.2	ND	0.6	0.0	2004
103888	A	SARGENT FLETCHER INC	EL MONTE	4.9	ND	0.2	0.0	1999
105598	A	SENIOR FLEXONICS INC/STAINLESS STEEL DVN	BURBANK	3.6	ND	1.0	0.5	2001
106009	A	VENOCO INC.	BEVERLY HILLS	1.2	ND	0.0	0.0	2005
106797	OB	SAINT-GOBAIN CONTAINERS LLC	LOS ANGELES	9.9	ND	0.0	0.1	2000
106838	A	VALLEY-TODECO, INC	SYLMAR	3.7	ND	0.2	0.2	2000
107149	A	MARKLAND MANUFACTURING INC	SANATA ANA	0.3	ND	0.1	0.1	2007
107168	I	ADVANCED SPA DESIGNS	LA HABRA	8.6	ND	0.0	0.0	1995
107350	A	NATIONAL O-RINGS	DOWNEY	1.5	ND	0.0	0.0	2001
108701	A	SAINT-GOBAIN CONTAINERS LLC	EL MONTE	7.3	ND	0.1	0.1	2000
109198	A	TORCH OPERATING COMPANY	BREA	5.0	ND	0.0	0.0	2001
110924	A	WESTWAY TERMINAL COMPANY	SAN PEDRO	8.0	ND	0.3	0.5	1997
111110	A	BRISTOL FIBERLITE INDUSTRIES, INC	SANTA ANA	0.1	ND	0.0	0.0	1995
111415	A	VAN CAN COMPANY	FONTANA	0.8	ND	0.0	0.1	1996
112192	OB	CONSOLIDATED DRUM RECONDITIONING CO INC	SOUTH GATE	0.3	ND	0.0	0.0	1997
113170	A	SANTA MONICA - UCLA MEDICAL CENTER (b)	SANTA MONICA	7.6	0.14	0.2	0.0	1997
113676	A	VICKERS	LOS ANGELES	3.0	ND	0.0	0.0	1995
114801	A	RHODIA INC.	LONG BEACH	0.1	ND	0.0	0.1	2006
115389	A	AES HUNTINGTON BEACH, LLC	HUNTINGTON BEACH	0.1	ND	0.0	0.0	1999
115394	A	AES ALAMITOS, LLC	LONG BEACH	0.6	ND	0.0	0.0	1999
115536	A	AES REDONDO BEACH, LLC	REDONDO BEACH	0.4	ND	0.0	0.0	1998
115586	A	SUNDANCE SPAS, INC	CHINO	0.0	ND	0.0	0.4	1996
115663	A	EL SEGUNDO POWER, LLC	EL SEGUNDO	0.3	ND	0.0	0.0	2000
116868	A	EQUILON ENT LLC/RIALTO TERMINAL	BLOOMINGTON	2.9	ND	0.0	0.0	1999
117560	A	EQUILON ENTER, LLC-SHELL OIL PROD. US	WILMINGTON	7.3	ND	0.0	0.1	1998
117785	A	BALL METAL BEVERAGE CONTAINER CORP.	TORRANCE	0.0	ND	0.2	0.9	2001

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
118406	A	CARSON COGENERATION COMPANY	CARSON	0.8	ND	0.2	0.0	2007
118998	OB	CYTEC FIBERITE INC	CULVER CITY	6.6	ND	0.0	0.2	1997
119127	A	PRC-DE SOTO INTERNATIONAL	GLENDALE	0.0	ND	0.0	0.0	2000
119907	A	BERRY PETROLEUM COMPANY	SANTA CLARITA	1.6	ND	0.2	0.7	1999
119920	A	PECHINEY CAST PLATE INC	VERNON	1.6	ND	0.3	0.3	1996
120088	A	BREITBURN ENERGY COMPANY, LLC	SANTA FE SPRINGS	0.8	ND	0.0	0.0	1998
122295	A	FALCON FOAM, A DIV OF ATLAS ROOFING CORP	LOS ANGELES	0.4	ND	0.0	0.0	1999
122300	A	BASF CORPORATION	COLTON	0.3	ND	0.6	0.0	2002
122822	I	CONSOLIDATED FILM INDUSTRIES	HOLLYWOOD	21.0	ND	0.1	0.4	2000
124016	A	OAKLITE PRODUCTS (BRENT AMERICA, INC./ LEEDER ARDOX)	LA MIRADA	0.0	ND	0.1	0.1	2000
124506	A	BOEING ELECTRON DYNAMIC DEVICES INC	TORRANCE	4.2	ND	0.5	0.1	1995
124805	A	EXIDE TECHNOLOGIES	COMMERCE	0.3	ND	0.0	0.0	2000
124806	OB	EXIDE TECHNOLOGIES	INDUSTRY	1.0	ND	0.0	0.0	1999
124838	OB	EXIDE TECHNOLOGIES	LOS ANGELES	156.0	10	3.8	63.0	2013
125281	OB	MODERN PLATING, ALCO CAD-NICKEL PLATING	LOS ANGELES	8.2	ND	0.1	0.0	1995
126060	A	STERIGENICS US, LLC	ONTARIO	3.8	0	0.0	0.0	2007
126191	A	STERIGENICS US, INC.	LOS ANGELES	3.3	ND	0.0	0.0	1996
126197	A	STERIGENICS US, INC.	LOS ANGELES	3.6	ND	0.0	0.0	1996
126536	A	CONSOLIDATED FOUNDRIES - POMONA	POMONA	1.5	ND	0.0	0.0	1999
126544	A	PAC FOUNDRIES-INDUSTRY	INDUSTRY	1.3	ND	0.6	0.1	1996
126964	A	EDWARDS LIFESCIENCES LLC	IRVINE	0.8	ND	0.0	0.0	1995
127568	A	ENGINEERED POLYMER SOLUTION, VALSPAR	MONTEBELLO	3.5	ND	0.1	0.5	2000
132343	A	SPECTRUM PAINT & POWDER, INC.	ANAHEIM	0.0	ND	0.2	0.7	1997
133405	A	BODYCOTE INC/BODYCOTE THERMAL PROCESSING	LOS ANGELES	2.4	ND	0.0	0.2	1999
133660	A	HAYDEN INDUSTRIAL PRODUCTS	CORONA	1.6	ND	0.8	0.4	1998
134018	A	INDUSTRIAL CONTAINER SERVICES-CA LLC	MONTEBELLO	5.2	ND	0.6	0.2	2000
134931	A	ALCOA GLOBAL FASTENERS, INC.	FULLERTON	0.6	ND	1.9	0.0	1997
134943	A	ALCOA GLOBAL FASTENERS, INC. SOUTH BAY	TORRANCE	2.6	ND	0.6	0.0	2008
136148	A	E/M COATING SERVICES	NORTH HOLLYWOOD	5.8	ND	0.3	0.6	1998
137517	A	PACIFIC TERMINALS LLC	ETIWANDA	2.7	ND	0.0	0.2	2000
140499	A	AMERESCO HUNTINGTON BEACH, L.L.C.	HUNTINGTON BEACH	7.0	ND	0.0	0.0	1995
140811	A	DUCOMMUN AEROSTRUCTURES INC	MONROVIA	3.5	0.01	0.0	0.0	2002
140961	A	GKN AEROSPACE TRANSPARENCY SYS INC	GARDEN GROVE	6.0	ND	0.0	0.5	1996
142267	A	FS PRECISION TECH LLC	RANCHO DOMINGUEZ	2.0	ND	0.1	0.2	2001
144677	A	PRATT & WHITNEY ROCKETDYNE/RUBY ACQ ENT	CANOGA PARK	0.0	ND	0.0	0.0	1996

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
146570	A	ROHM AND HAAS CHEMICALS LLC	LA MIRADA	6.2	ND	0.5	0.8	1999
148925	A	CHERRY AEROSPACE LLC	SANTA ANA	9.7	ND	0.1	0.2	1999
149241	A	REGAL CULTURED MARBLE	POMONA	0.0	ND	0.0	0.2	1995
151415	A	LINN WESTERN OPERATING, INC	BREA	3.4	ND	0.0	0.0	1999
151798	A	TESORO REFINING AND MARKETING CO	CARSON	2.8	ND	0.1	0.0	1999
151899	A	VINTAGE PRODUCTION CALIFORNIA LLC	NEWHALL	3.5	ND	0.0	0.2	2000
152054	A	LINN WESTERN OPERATING INC	BREA	1.1	ND	0.0	0.1	1996
152501	A	PRECISION SPECIALTY METALS INC	LOS ANGELES	0.5	ND	0.4	0.2	2001
153546	A	HUCK INTL INC. DBA ALCOA FASTENING SYS.	CARSON	3.3	ND	0.0	0.0	1999
155828	A	GARRETT AVIATION SVCS. LLC DBA STANDARD	LOS ANGELES	< 10	0.001	0.2	0.3	2002
156741	A	HARBOR COGENERATION CO	WILMINGTON	0.1	ND	0.0	0.0	2002
157451	A	VERNON MACHINE CORP, BENDER US DBA	VERNON	4.4	0.001	1.0	0.0	2002
160150	A	ERGON ASPHALT & EMULSIONS, INC.	FONTANA	0.0	ND	0.3	0.0	1999
160437	A	SOUTHERN CALIFORNIA EDISON	SAN BERNARDINO	2.3	<0.01	<0.01	<0.01	2013
160916	A	FOAMEX INNOVATIONS, INC.	ORANGE	0.0	ND	0.4	0.4	1994
161142	A	FOAMEX INNOVATIONS, INC.	COMPTON	0.3	0	0.0	0.0	2010
161300	A	SAPA EXTRUDER, INC	INDUSTRY	1.3	ND	0.0	0.0	1999
164864	A	ARROWHEAD BRASS & PLUMBING	LOS ANGELES	5.7	ND	0.3	0.0	1995
165192	A	TRIUMPH AEROSTRUCTURES, LLC (b)	HAWTHORNE	19.7	ND	0.6	0.2	1999
167981	A	TESORO LOGISTICS OPERATIONS LLC	WILMINGTON	2.8	ND	0.0	0.0	2000
168088	A	PCCR USA	LYNWOOD	6.5	ND	0.1	1.6	1995
169990	A	SPS TECHNOLOGIES, LLC	GARDENA	8.9	ND	0.1	0.1	1999
171107	A	PHILLIPS 66 CO/LA REFINERY WILMINGTON PL	WILMINGTON	23.2	0.29	0.1	0.7	2013
171109	A	PHILLIPS 66 COMPANY/LOS ANGELES REFINERY	CARSON	6.6	0.11	0.0	0.3	2011
172878	A	TESORO LOGISTICS OPERATIONS LLC LONG BEA	LONG BEACH	2.4	ND	0.0	0.0	1999
173913	A	TRIUMPH PROCESSING, EMBEE DIV, INC.	SANTA ANA	6.6	ND	0.2	0.6	2000
174591	A	TESORO REFINING & MARKETING CO LLC, CAL (c)	WILMINGTON	4.3	ND	0.1	0.2	1995
174655	A	TESORO REFINING & MARKETING CO, LLC	CARSON	7.3	ND	0.3	0.1	2000
174703	A	TESORO REFINING & MARKETING CO LLC CARSO	CARSON	3.0	ND	0.0	0.0	1994
174710	A	TESORO LOGISTICS OP LLC, VINVALE MARKETI	SOUTH GATE	9.0	ND	0.0	0.0	1994
175124	A	AEROJET ROCKETDYNE OF DE, INC.	CANOGA PARK	8.7	ND	0.0	0.0	1995
175191	A	FREEMPORT-MCMORAN OIL & GAS	LOS ANGELES	2.7	ND	0.0	0.1	1997
176967	A	GAS RECOVERY SYSTEMS, INC	IRVINE	20.1	0.18	0.6	0.3	2009
177042	A	SOLVAY USA, INC	LONG BEACH	4.3	ND	0.3	0.0	2001
800003	A	HONEYWELL INTERNATIONAL INC	TORRANCE	1.8	ND	0.0	0.0	1999
800007	OB	ALLIED SIGNAL INC (NSR USE ONLY)	EL SEGUNDO	3.6	ND	0.0	0.5	2000

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
800022	A	CALNEV PIPE LINE CO (NSR USE)	BLOOMINGTON	5.9	ND	0.0	0.1	1999
800026	A	ULTRAMAR INC (NSR USE ONLY)	WILMINGTON	7.2	0.18	0.7	0.2	2012
800030	A	CHEVRON PRODUCTS CO.	EL SEGUNDO	2.7	0.28	0.3	0.1	2001
800032	A	CHEVRON U.S.A. INC (EIS USE)	MONTEBELLO	7.5	0.14	0.0	0.2	1999
800035	A	CONTINENTAL AIRLINES INC (NSR USE ONLY)	LOS ANGELES	2.8	ND	0.0	0.1	1995
800037	A	DEMENNO/KERDOON	COMPTON	4.9	0.01	0.0	0.0	2009
800038	A	THE BOEING COMPANY - C17 PROGRAM	LONG BEACH	4.8	ND	0.2	0.1	1999
800039	I	DOUGLAS PRODUCTS DIVISION	TORRANCE	2.4	ND	0.0	0.0	1996
800041	A	DOW CHEM U.S.A. (NSR USE)	TORRANCE	4.4	ND	0.1	0.0	2000
800047	I	FLETCHER OIL & REF CO	CARSON	5.9	ND	0.0	0.0	1998
800056	A	KINDER MORGAN LIQUIDS TERMINALS, LLC	WILMINGTON	2.3	0.01	0.0	0.0	1997
800057	A	KINDER MORGAN LIQUIDS TERMINALS, LLC	CARSON	8.5	ND	0.0	0.1	1999
800063	A	GROVER PROD. CO (EIS USE)	LOS ANGELES	3.3	ND	0.9	0.1	2001
800066	A	HITCO CARBON COMPOSITES INC	GARDENA	6.4	ND	0.3	0.0	1995
800067	A	BOEING SATELLITE SYSTEMS INC	EL SEGUNDO	6.2	ND	0.0	0.1	2000
800074	A	LA CITY, DWP HAYNES GENERATING STATION	LONG BEACH	0.2	ND	0.0	0.0	2000
800075	A	LA CITY, DWP SCATTERGOOD GENERATING STA	PLAYA DEL REY	0.0	ND	0.0	0.0	2000
800079	A	PETRO DIAMOND TERMINAL CO	LONG BEACH	8.3	ND	0.0	0.2	1998
800087	A	MENASCO MFG CO (EIS USE)	BURBANK	0.0	ND	0.0	0.0	1997
800089	A	EXXONMOBIL OIL CORPORATION	TORRANCE	7.7	0.15	0.2	0.5	2013
800091	A	MOBIL OIL CORP (NSR USE ONLY)	ANAHEIM	0.7	ND	0.0	0.0	1999
800111	OB	THE BOEING COMPANY	DOWNEY	2.3	ND	0.0	0.1	1996
800113	A	ROHR,INC	RIVERSIDE	7.2	0.01	0.9	0.0	2007
800127	A	SO CAL GAS CO (EIS USE)	MONTEBELLO	1.0	0	0.0	0.0	2009
800149	A	US BORAX INC	WILMINGTON	9.5	ND	0.0	0.0	2000
800150	A	US GOV'T, AF DEPT, MARCH AFB (NSR USE)	RIVERSIDE	7.4	0.02	0.3	0.0	2008
800168	A	PASADENA CITY, DWP (EIS USE)	PASADENA	0.2	ND	0.7	0.0	1996
800171	A	EXXONMOBIL OIL CORPORATION	VERNON	5.3	ND	0.1	0.0	1997
800181	A	CALIFORNIA PORTLAND CEMENT CO (c)	COLTON	2.0	ND	0.0	0.4	1996
800182	A	RIVERSIDE CEMENT CO (c)	RIVERSIDE	7.8	0.11	0.1	0.1	2001
800183	A	PARAMOUNT PETR CORP (EIS USE)	PARAMOUNT	9.6	ND	0.0	0.0	2002
800184	A	GOLDEN WEST REF CO	SANTA FE SPRINGS	8.8	ND	0.2	0.1	1997
800189	A	DISNEYLAND RESORT	ANAHEIM	3.3	0.03	0.1	0.1	2009
800193	A	LA CITY, DWP VALLEY GENERATING STATION	SUN VALLEY	0.2	ND	0.3	0.0	1999
800196	A	AMERICAN AIRLINES INC (EIS USE)	LOS ANGELES	5.4	ND	0.9	0.1	2002
800198	A	ULTRAMAR INC (NSR USE ONLY)	WILMINGTON	5.9	ND	0.0	0.1	1999

Appendix A-2. Continued

Facility ID	Facility Status (a)	Facility Name	City	Cancer Risk (per million)	Cancer Burden	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index	HRA Approval Year (e)
800202	A	UNIVERSAL STUDIOS INC (EIS USE)	UNIVERSAL CITY	2.4	ND	0.0	0.0	1996
800204	OB	SIMPSON PAPER CO	POMONA	3.4	ND	0.0	0.0	1996
800209	A	BKK CORPORATION, LANDFILL DIVISION GNRL	WEST COVINA	6.9	ND	0.0	0.1	2000
800214	A	LA CITY, SANITATION BUREAU (c)	PLAYA DEL REY	7.6	ND	0.1	0.0	1999
800236	A	LA CO. SANITATION DIST	CARSON	7.2	ND	0.2	0.1	2007
800264	A	EDGINGTON OIL COMPANY	LONG BEACH	4.8	0.001	0.0	0.0	2002
800267	A	TRIUMPH PROCESSING, INC.	LYNWOOD	0.5	0	0.1	0.4	2012
800273	OB	CHEMOIL REF CORP (NSR USE ONLY)	SIGNAL HILL	0.0	ND	0.0	0.0	2000
800279	A	SFPP, L.P.	ORANGE	5.9	ND	0.0	0.2	1999
800288	A	UNIV CAL IRVINE (NSR USE ONLY)	IRVINE	5.6	ND	0.0	0.1	1996
800318	A	GRISWOLD INDUSTRIES	COSTA MESA	9.5	0.01	0.1	0.0	2001
800320	A	AMVAC CHEMICAL CORP	LOS ANGELES	0.0	ND	0.1	0.3	2004
800325	A	TIDELANDS OIL PRODUCTION CO	LONG BEACH	1.9	ND	0.1	0.6	1999
800327	A	GLENDALE CITY, GLENDALE WATER & POWER	GLENDALE	0.6	ND	0.0	0.0	1999
800337	OB	CHEVRON U.S.A., INC (NSR USE)	LA HABRA	0.0	ND	0.0	0.0	1996
800343	A	BOEING SATELLITE SYSTEMS, INC	EL SEGUNDO	0.3	ND	0.0	0.2	1996
800372	A	EQUILON ENTER. LLC, SHELL OIL PROD. US	CARSON	6.9	ND	0.4	0.1	2001
800373	I	CENCO REFINING COMPANY	SANTA FE SPRINGS	9.7	ND	0.3	0.1	2000
800387	A	CAL INST OF TECH	PASADENA	2.4	ND	0.1	0.0	2007
800408	A	NORTHROP GRUMMAN SPACE & MISSION SYSTEMS	MANHATTAN BEACH	1.4	ND	0.9	0.1	1998
800409	A	NORTHROP GRUMMAN SPACE & MISSION SYSTEMS	REDONDO BEACH	5.5	ND	0.5	0.2	1998
800436	A	TESORO REFINING AND MARKETING CO	WILMINGTON	10.7	0.37	0.3	0.4	2013

Notes:

- a) A = Active; I = Inactive; OB = Out of Business (with the year in which the facility went out of business)
- b) The specific risk driver listed in this HRA is no longer in use & the resulting risk has been eliminated or minimized.
- c) SCAQMD staff has requested these facilities to update their HRAs.
- d) This includes risk attributable to the emergency DICE. The total facility risks excluding the emergency DICE are less than 10 in a million.
- e) All HRAs with HRA Approval Year dated 2015 and later have used the revised OEHHA Guidelines for preparation of their HRA.

Appendix A-3. Status of Risk Reduction Plans

Fac. ID	Facility Name	Submitted	Approved	Implemented	Residual Risk
7427	Owens-Brockway Glass	Yes	Yes	Yes	Cancer: 3.60
					Acute HI: 0.01
					Chronic HI: 0.06
					Can. Burden: 0.000
7730	E.R. Carpenter	Yes	Yes	Yes	Cancer: 0.96
					Acute HI: 0.03
					Chronic HI: 1.34
					Can. Burden: 0.000
8015	Anadite Inc.	Yes	Yes	Yes	Cancer: 3.5
					Acute HI: 0.63
					Chronic HI: 0.78
					Can. Burden: n/a
8547	Quemetco A previous RRP was approved and implemented in 2008, but a new RRP is required based on a 2016 HRA.	No			Cancer:
					Acute HI:
					Chronic HI:
					Can. Burden:
8570	Embee Inc.	Yes	Yes	Yes	Cancer: 6.6
					Acute HI: 0.21
					Chronic HI: 0.58
					Can. Burden: n/a
11818	Hixson Metal Finishing	Yes	Yes	In Progress	Cancer:
					Acute HI:
					Chronic HI:
					Can. Burden:
14191	Nicklor Chemical Co.	Yes	Yes	Yes	Cancer: 0.00
					Acute HI: 0 (a)
					Chronic HI: 0 (a)
					Can. Burden: 0.000
15504	Schlosser Forge Co.	Yes	Yes	Yes	Cancer: 9.5
					Acute HI: 1.59
					Chronic HI: 1.11
					Can. Burden: 0.067
18294	Northrop-Grumman	Yes	Yes	Yes	Cancer: 7.6
					Acute HI: 0.13
					Chronic HI: 0.05
					Can. Burden: n/a
18931	Gerdau	Yes	Under Review		Cancer:
					Acute HI:
					Chronic HI:
					Can. Burden:
18989	Bowman Plating Co. Inc. A draft RRP was submitted in June 2016.	No			Cancer:
					Acute HI:
					Chronic HI:
					Can. Burden:

Appendix A-3. Continued

Fac. ID	Facility Name	Submitted	Approved	Implemented	Residual Risk
22410	Palace Plating	Yes	Yes	Yes	Cancer: 5.6 (b)
					Acute HI: 0.73
					Chronic HI: 0.38
					Acute HI: 0.73
25012	Amanda Manufacturing America, Inc.	Yes	Yes	Yes	Cancer: <0.1
					Acute HI: 0.00
					Chronic HI: 0.00
					Can. Burden: 0.000
41229	Lubeco, Inc.	Yes	Yes	Yes	Cancer: 14.0
					Acute HI: 0.00
					Chronic HI: 0.12
					Can. Burden: n/a
45938	E.M.E. Inc.	Yes	Yes	Yes	Cancer: <0.1
					Acute HI: 0.00
					Chronic HI: < 0.01
					Can. Burden: 0.000
48323	Sigma Plating Co.	Yes	Yes	Yes	Cancer: 13.8
					Acute HI: 0.01
					Chronic HI: 0.74
					Can. Burden: 0.017
61160	GE Engine Services	Yes	Yes	Yes	Cancer: 0.50
					Acute HI: 0.7
					Chronic HI: 0.01
					Can. Burden: 0.000
116459	GE Engine Services	Yes	Yes	Yes	Cancer: 9.3
					Acute HI: 0.19
					Chronic HI: 0.25
					Can. Burden: n/a
119127	PRC DeSoto International	Yes	Yes	Yes	Cancer: 0 (a)
					Acute HI: < 0.01
					Chronic HI: < 0.01
					Can. Burden: 0.000
124838	Exide Technologies	Yes	Yes	<i>(See Note)</i>	Cancer: 0 (d)
					Acute HI:
					Chronic HI:
					Can. Burden:
126501	Vought Aircraft Industries, Inc.	Yes	Yes	Yes	Cancer: 19.7 (c)
					Acute HI: 0.64
					Chronic HI: 0.24
					Can. Burden: n/a
134931	Alcoa Global Fasteners, Inc.	Yes	Yes	Yes	Cancer: 0.6
					Acute HI: 1.90
					Chronic HI: 0.02
					Can. Burden: 0.000
800037	DeMenno/Kerdoon	Yes	Yes	Yes	Cancer: 4.9
					Acute HI: < 0.01
					Chronic HI: 0.02
					Can. Burden: 0.01

Appendix A-3. Concluded

Fac. ID	Facility Name	Submitted	Approved	Implemented	Residual Risk
800063	Grover Products Co.	Yes	Yes	Yes	Cancer: 3.3
					Acute HI: 0.88
					Chronic HI: 0.07
					Can. Burden: 0.039
800196	American Airlines, Inc.	Yes	Yes	Yes	Cancer: 5.4
					Acute HI: 0.86
					Acute HI: 0.86
					Chronic HI: 0.08
					Can. Burden: 0.190

- (a) Facility left the South Coast Air Basin so their risks are zero.
- (b) Facility is shutdown so their risks are zero.
- (c) The specific risk driver listed in this HRA is no longer in use & the resulting risk has been eliminated.
- (d) Facility undergoing closure.

Appendix B

Trends in Ambient Air Toxics in the South Coast Air Basin and Vicinity

In addition to SCAQMD's periodic MATES studies, CARB has maintained a long-term continuous toxics monitoring network since the late 1980's.^{xvii} In this appendix, trends in cancer risks are illustrated for sites in the South Coast Air Basin (Basin) and vicinity. Health risk levels for the most recent three-year period (i.e., 2012 to 2014) are also shown for the air toxics which are monitored. The CARB monitoring network does not include diesel particulate matter, which contributes significantly to cancer risks in the Basin. Since this is ambient air quality data, both mobile and stationary emission sources are captured in the health risk levels provided here. Looking at this historical data set illustrates the benefits of past regulatory control efforts.

Three of the approximately 16 current active sites in CARB's statewide toxics monitoring network are in or near the Basin as shown in Figure B-1. The CARB long-term sites are located in Azusa & Riverside-Rubidoux. Simi Valley is included in this analysis since it is just outside the western edge of the Basin and represents conditions at the western end of the San Fernando Valley. The measurements consist of 24-hour integrated samples collected once every 12 days. Table B-1 lists the toxic air contaminants that are monitored. The carcinogens in the table are identified with an asterisk.

^{xvii} Information about and data from ARB's toxic monitoring data are available at:
<http://www.arb.ca.gov/adam/toxics/toxics.html>

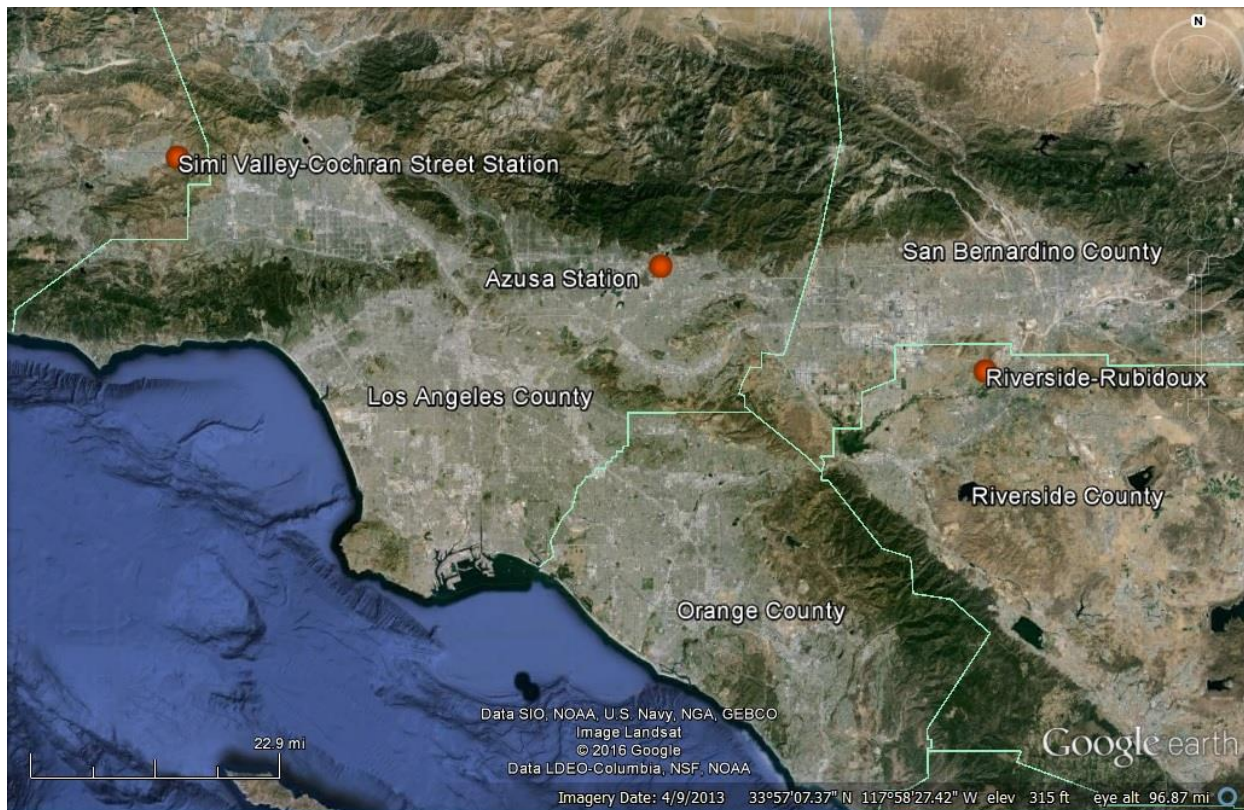


Figure B-1. ARB toxic monitoring sites in the South Coast Air Basin and Vicinity

Table B-1. Toxic Air Contaminants Considered

Toxic VOC		Toxic PM
Acetaldehyde*	Methyl Bromide	Hexavalent Chromium*
Acrolein	Methyl Chloroform	Lead*
Benzene*	Methyl Ethyl Ketone	Manganese
1,3-Butadiene*	Methylene Chloride*	Nickel*
Carbon Tetrachloride*	Perchloroethylene*	Selenium
Chloroform*	Styrene	
Ethyl Benzene*	Toluene	
Formaldehyde*	Trichloroethylene*	

* carcinogen

OEHHA adopted new health risk guidance in March of 2015.^{XVIII} The revised OEHHA Guidance Manual incorporates age sensitivity and exposure factors which increase cancer health risk estimates to residential and sensitive receptors by approximately three times, and more than three times in some cases depending on whether the toxic air contaminant

^{XVIII} OEHHA, Air Toxics Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessments, February 2015, adopted March 2015, http://oehha.ca.gov/air/hot_spots/hotspots2015.html.

has multiple pathways of exposure in addition to inhalation. Under the revised OEHHA Guidance Manual, even though the toxic pollutant concentrations may not have increased, the estimated cancer risk to a residential receptor will increase.

Figure B-2 presents health risk trends using the 2003 OEHHA Guidance Manual for comparison. Figure B-3 presents health risk trends using the more recent 2015 OEHHA Guidance Manual. The same concentrations were used to estimate health risk, so the differences in cancer health risk is based solely on health risk methodology. Cancer health risks estimated using the 2015 OEHHA Guidance are about 2.5 times higher than those estimated using the 2003 OEHHA Guidance. Since the age sensitivity and exposure factors remain the same between TACs and between years, the trends over time are solely based on TAC concentrations. Therefore, cancer health risk trends are the same despite the methodology used.

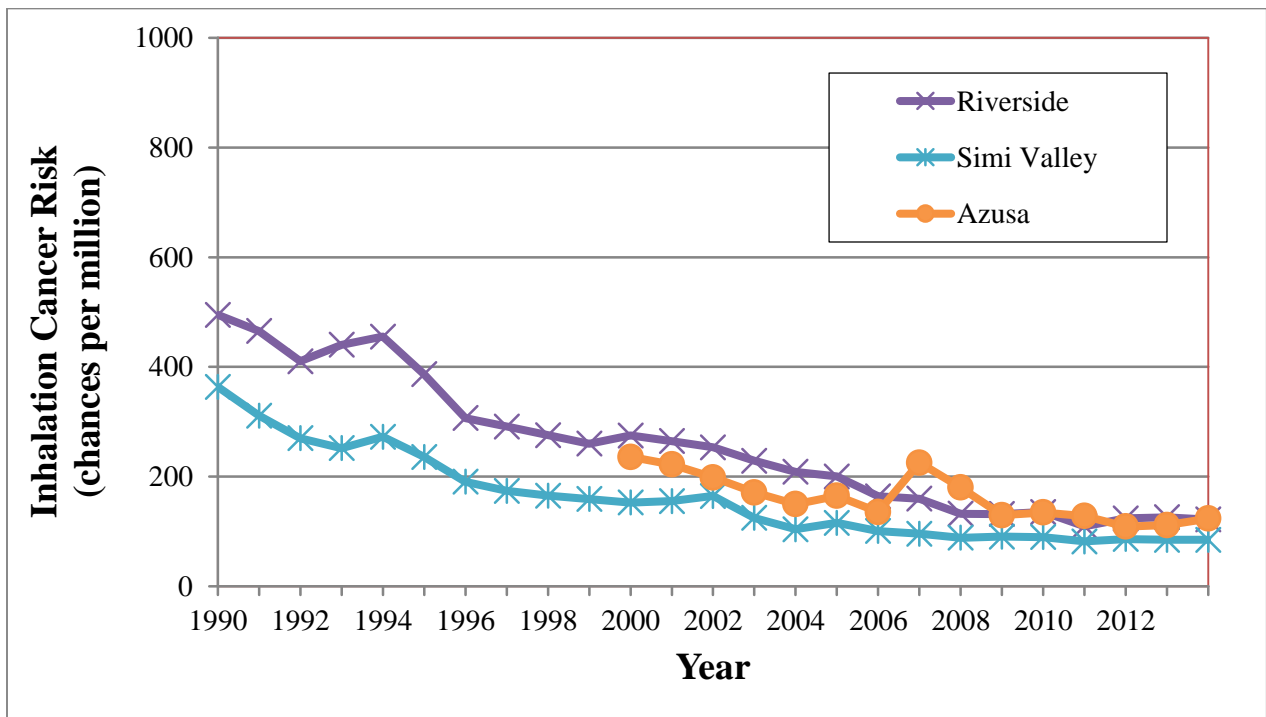


Figure B-2. Trends in Inhalation Cancer Health Risks (2003 OEHHA Methodology) in the South Coast Air Basin and Vicinity (excluding cancer risks from diesel particulate matter)

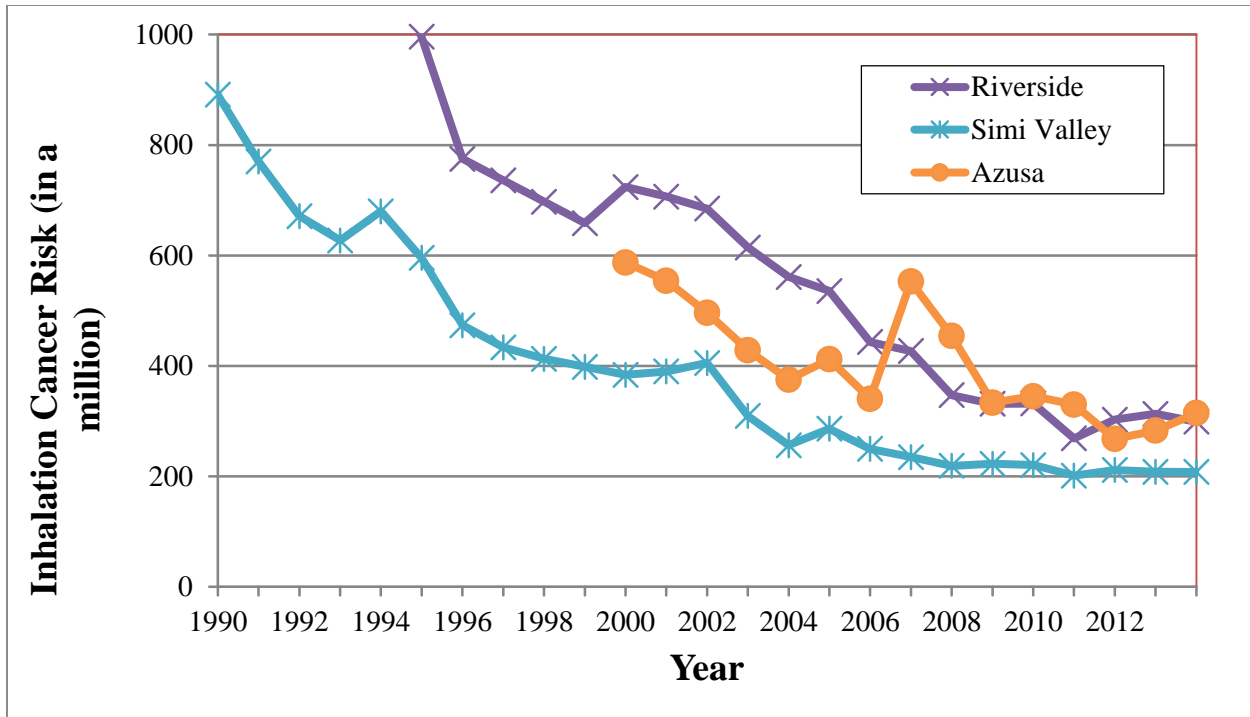


Figure B-3. Trends in Inhalation Cancer Health Risks (2015 OEHHA Methodology) in the South Coast Air Basin and Vicinity (excluding cancer risks from diesel particulate matter)

Inhalation cancer health risks have decreased significantly at all stations since 1990 as shown in Figure B-3. Risks have decreased by 76, and 77 percent at Riverside, and Simi Valley, respectively.

The Azusa stations started in 1995 as one of the Photochemical Assessment Monitoring Stations (PAMS) network aimed in determining speciated hydrocarbon O3 precursor compounds in ambient air. On October 17, 2006, the EPA issued final amendments to PAMS monitoring requirements in 40 CFR § 58. In 2009, to address these amendments, and site-specific observations from the PAMS network assessment project, Azusa station was reclassified from Type 3 (maximum O3 concentration site) to Type 2 (maximum O3 precursor emissions impact site or above 8 hour ozone). This proposed change addressed the National PAMS Network Assessment observation that Azusa has high Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NOX) concentrations, with lower O3 concentrations. The site now more closely resembles a Type 2 O3 precursor site.

The Azusa station shows health risks have decreased 46 percent since 2000. The improvement is primarily from reductions in ambient concentrations of benzene (82 to 72 percent) and perchloroethylene (95 to 77 percent) and secondarily from decreases in 1,3-butadiene (87 to 71 percent) and lead (85 to 58 percent).

The risk reductions shown in Figure B-3 occurred in spite of significant increases in population and vehicle activity. As shown in Table B-2, population increased by 34.2

percent since 1990 and daily vehicle miles traveled (VMT), vehicle population, and daily fuel consumption increased by 39.2, 48.1, and 27.3 percent, respectively.

Table B-2. Change in Population and Vehicle Activity in the South Coast Air Basin Since 1990

Activity Variable	1990	2013	% Increase
Population	13,083,594	17,558,884	34.2
Daily Vehicle Miles Traveled (thousands of miles per day)	282,561	393,459	39.2
Vehicle Population	7,547,354	11,179,470	48.1
Daily Fuel Consumption (thousands of gallons per day)	18,338	23,350	25.8

Source: http://www.arb.ca.gov/app/emsinv/trends/ems_trends.php.

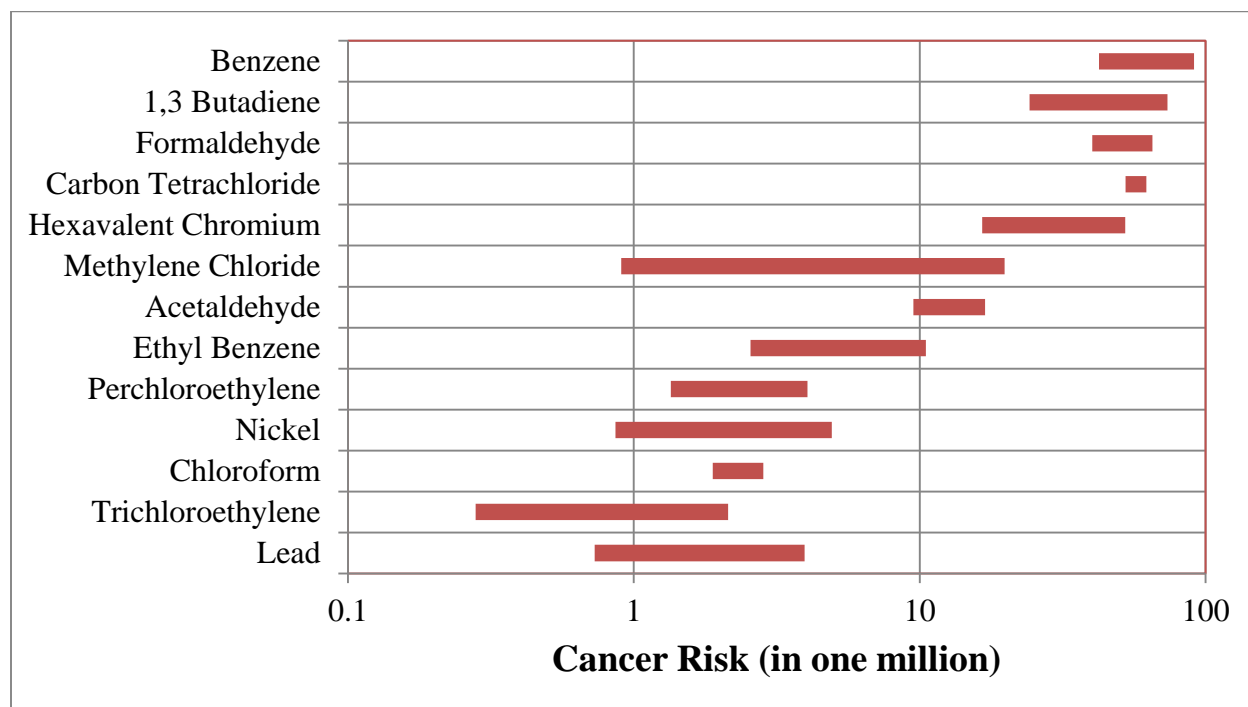


Figure B-4. Inhalation Cancer Risks in the Basin and Vicinity over the Period, 2012 to 2014 (excluding diesel particulate matter)

The relative importance of each of the toxics at the three monitored stations is illustrated in the Figure B-4 above. These ranges do not represent all potential exposures, and some areas near facilities with toxic emissions may have higher risks. The range of cancer risks for the four sites analyzed here are shown for the most recently available three-year period (2012 to 2014). Benzene, 1,3-butadiene, formaldehyde, carbon tetrachloride, hexavalent chromium, methylene chloride and acetaldehyde are the largest contributors to the inhalation cancer risks, contributing individually from 0.9 to around 91 in a million. The

ambient carbon tetrachloride concentrations observed in the Basin are not from a local source of emissions but represent background conditions. Note that there is little variability in cancer risks attributable to carbon tetrachloride as indicated by its short bar in Figure B-4. In fact, there is little variability statewide in carbon tetrachloride concentrations, with concentrations varying by less than ten percent. Ethyl benzene, perchloroethylene, chloroform, and nickel each contribute between 1.2 and 10.5 in a million and trichloroethylene and lead contribute on average less than two in a million to the inhalation cancer risks.

As demonstrated in the series of Multiple Air Toxics Exposure Studies (MATES) conducted by the SCAQMD, diesel particulate matter (DPM) is by far the largest contributor to inhalation cancer risks observed in the Basin. MATES IV attributed about 68 percent of the inhalation cancer risks to DPM based on emissions from 2012,^{XIX} compared to 84 percent in MATES III based on emissions in 2005.^{XX} The total cancer risks shown in Figures B-3 and B-4 therefore represent only about 35 percent of the population weighted inhalation cancer risks found in the MATES IV study.

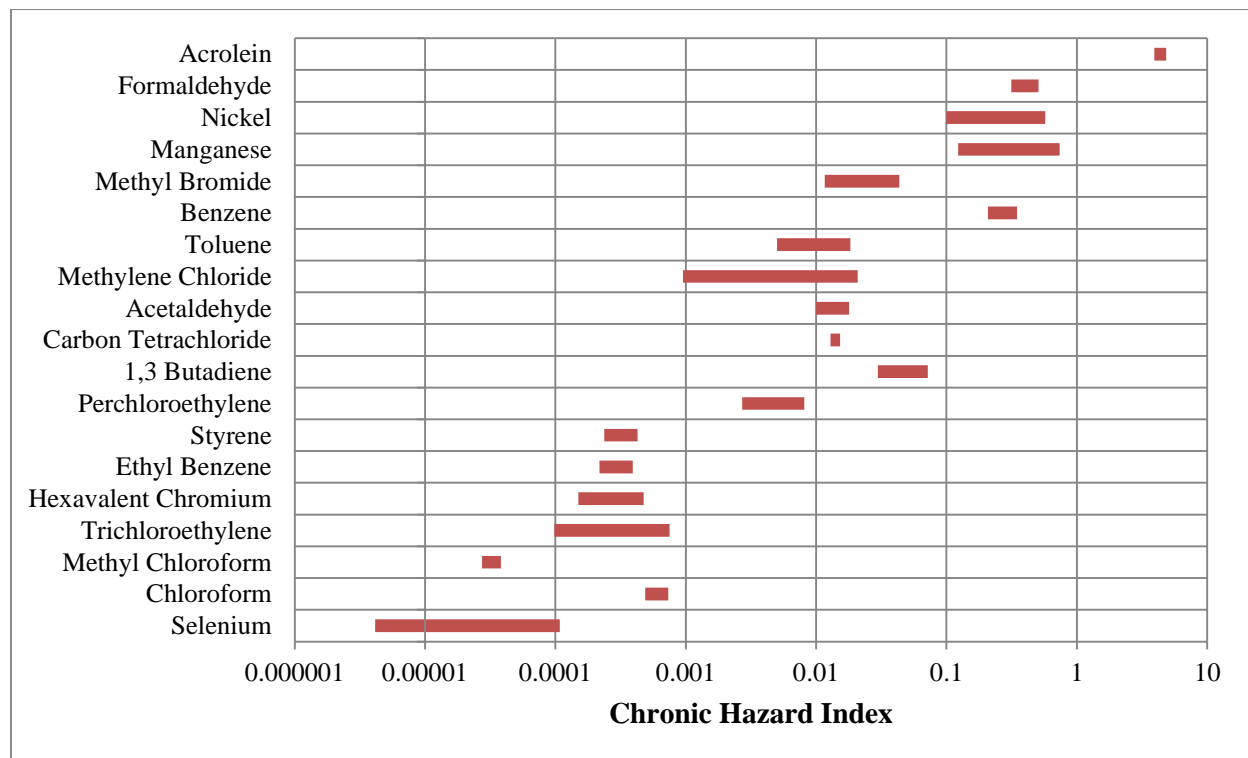


Figure B-5. Non-cancer Chronic Risks in the Basin and Vicinity over the Period 2012 to 2014

^{XIX} See page ES-2 of the Executive Summary which is available at: <http://www.aqmd.gov/docs/default-source/air-quality/air-toxic-studies/mates-iv/mates-iv-final-draft-report-4-1-15>.

^{XX} See page ES-3 of the Executive Summary which is available at: <http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iii/mates-iii-final-report>.

The range of chronic non-cancer risks for the three sites analyzed here are shown above in Figure B-5 for the most recently available three-year period (2012 to 2014). For each toxic, the ratio of the observed concentration to the pollutant's chronic reference exposure level (REL)^{XXI} is shown. Ratios greater than one indicate the potential for adverse health effects. Note that acrolein, a respiratory irritant, is the only toxic in which ambient concentrations are above its REL throughout the state and thus may partially reflect general background conditions. However, it should be noted that acrolein is well known to be difficult to measure with current techniques, and therefore, there is considerable uncertainty and data quality issues associated with these measurements.^{XXII} At best, acrolein monitoring data should be considered as a rough indicator, not accurate enough to be compared to health benchmarks. Acrolein emissions can better be estimated using computer modeling methods.

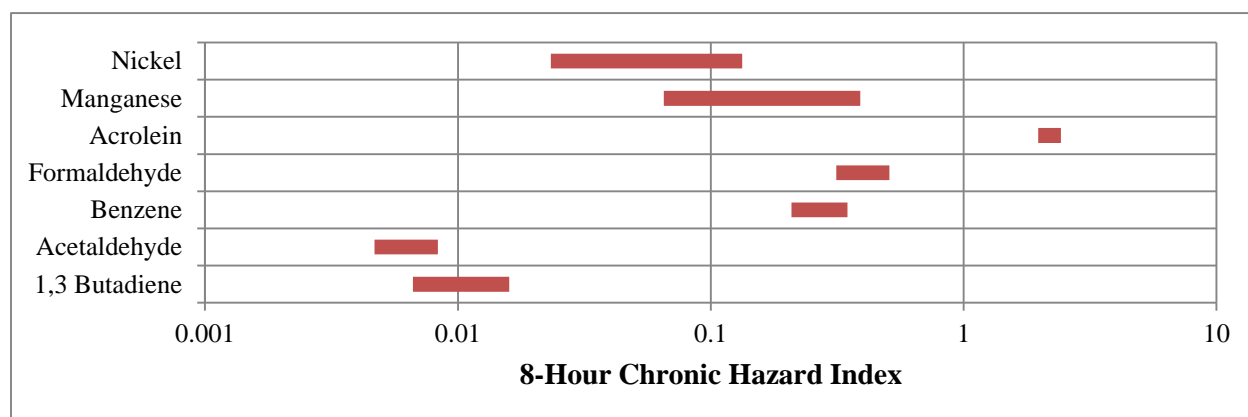


Figure B-6. Non-cancer 8-Hour Chronic Risks in the Basin and Vicinity over the Period 2012 to 2014

The new OEHHA health risk methodology includes methodology for estimating an 8-hour chronic HI using 8-hour REL developed for this purpose. The 8-hour RELs were developed only for repeated, chronic daily 8-hour exposures (e.g. a typical worker or resident exposed to a facility that operates equal to or more than 8 hours per day and 5 days per week). The 8-hour HI is based upon the daily average 8-hour exposure only for those

^{XXI} The REL is an exposure level at or below which no non-cancer adverse health impacts are anticipated to occur in a human population for a specific duration. This definition is taken directly from: OEHHA, 2003 - *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*.

^{XXII} R. Schulte-Ladbeck, et al. "Characterization of chemical interferences in the determination of unsaturated aldehydes using aromatic hydrazine reagents and liquid chromatography." *J. Environ. Monit.*, 2001, 3, 306–310.

Ho, S.S.H., et al. "Unsuitability of using the DNPH-coated solid sorbent cartridge for determination of airborne unsaturated carbonyls." *Atmospheric Environment*. 2011 45, 261-265.

Herrington, J.S., et al. "Concerns regarding 24-h sampling for formaldehyde, acetaldehyde, and acrolein using 2,4-dinitrophenylhydrazine (DNPH)-coated solid sorbents." *Atmospheric Environment* 2012, 55, 179-184.

Grosjean, D., "Ambient Levels of Formaldehyde, Acetaldehyde, and Formic Acid in Southern California: Results of a One-Year Base-Line Study," *Environmental Science & Technology*, Vol 25, 1991, pp. 710–715.

chemicals with 8-hour RELs. The range of 8-hour chronic non-cancer health risks for the three sites analyzed here are shown above in Figure B-6 for the most recently available three-year period (2012 to 2014). For each toxic, the ratio of the observed concentration to the pollutant's chronic reference exposure level (REL)^{xxiii} is shown. Ratios greater than one indicate the potential for adverse health effects. Note that acrolein, a respiratory irritant, is the only toxic in which ambient concentrations are above its REL. It should be noted that the ambient concentrations of acrolein are above its REL throughout the state and thus may partially reflect general background conditions.

^{xxiii} The REL is an exposure level at or below which no non-cancer adverse health impacts are anticipated to occur in a human population for a specific duration. This definition is taken directly from: OEHHA, 2003 - *The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*.

ATTACHMENT B

AB2588 Toxic Hot Spots 2015 Annual Report

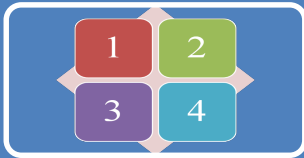
SCAQMD
Governing Board Meeting

July 8, 2016

Background

- Air Toxics 'Hot Spots' Act (AB2588) enacted in 1987 and modified in 1992
 - Implemented through SCAQMD Rule 1402
- Goals of act:
 - Collect toxics emissions data
 - Identify facilities with localized impact
 - Determine potential health risks
 - Notify the public of potential health risks if above thresholds
 - Reduce health risks if above thresholds
- H&S Code §44363 requires District Board to hold a public hearing every year to present results of Annual Report

AB2588 Process for 'Core' Facilities



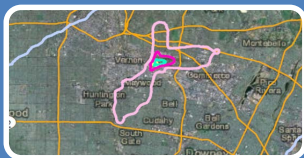
Quadrennial Emissions Inventory



Prioritization



Air Toxics Inventory Report (ATIR)



Health Risk Assessment (HRA)



If HRA exceeds thresholds:

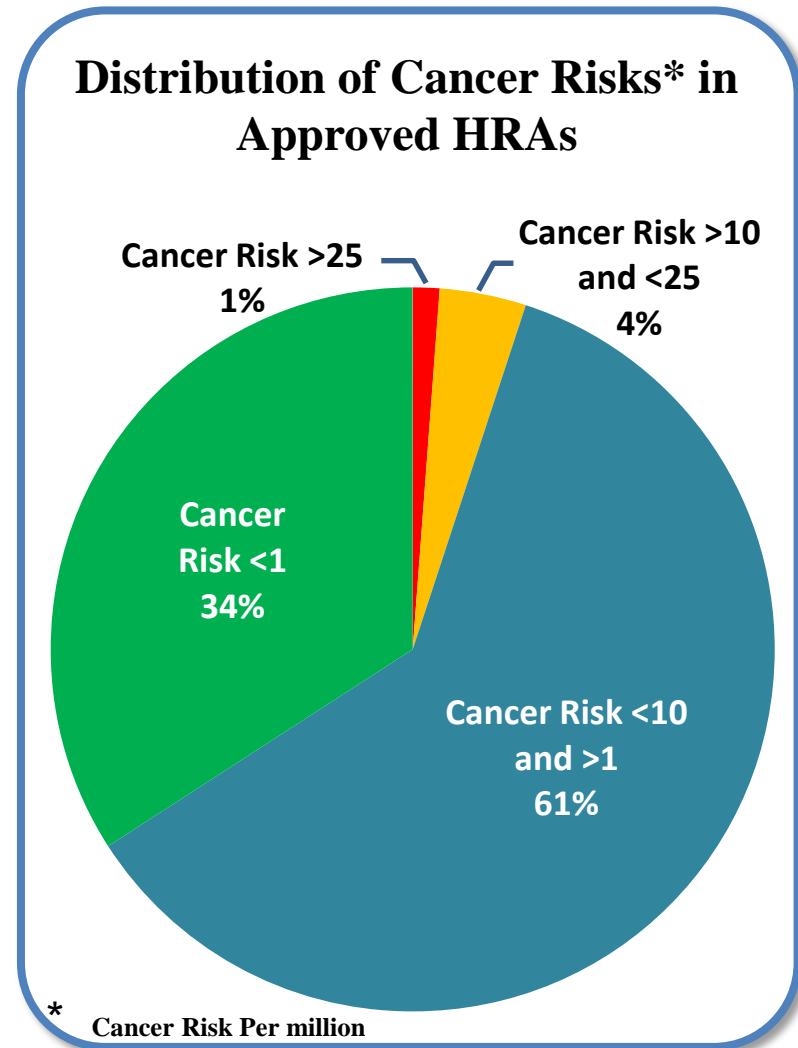
- Public Notification or Risk Reduction

AB2588 'Core' Program Quadrennial Reporting

- Facilities report toxic emissions through AER program
- Emissions viewable in SCAQMD FIND web tool
- 1,640 facilities have been in Core program since program inception
- 346 facilities currently submit quadrennial emissions inventories
- 140 facilities submitted quadrennial inventories in 2015
 - Prioritization score procedures being revised as part of proposed amendments to Rule 1402

AB2588 'Core' Program Health Risk Assessments

- 307 facilities have conducted a HRA since program inception
 - 339 HRAs approved
- 53 facilities have conducted public notification activities
- 25 facilities have implemented risk reduction measures



AB2588 'Core' Program

2015 Activities

Facility Name	ID #	ATIR	HRA	Public Notification	RRP*	Source Testing	Air Monitoring
All American Asphalt	132954		√				
Boeing	16660		√				
Bowman Plating	18989		√	√			
Carlton Forge Works	22911		√				√
Exide Technologies	124838						√
Hixson Metal Finishing	11818		√	√	√		√
Kaiser Aluminum	16338	√					
Quemetco	8547		√			√	√
R J Noble	19167	√					
Gerdau	18931		√	√			√

* RRP = Risk Reduction Plan

AB2588 Upcoming Activities

- Proposed Rule 1402 Amendments
 - Voluntary early risk reduction
 - Shorten timelines
 - Revise SCAQMD public notification and prioritization guidance
- Streamlining procedures to address increased workload under revised OEHHA guidance
- Develop guidance for fugitive emissions / monitoring / modeling