



# South Coast Air Quality Management District

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

---

## A G E N D A

---

MEETING, APRIL 7, 2017

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

### Questions About Progress of the Meeting

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

---

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

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

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

---

**CALL TO ORDER**

- Pledge of Allegiance
- Opening Comments: William A. Burke, Ed.D., Chair  
Other Board Members  
Wayne Nastri, Executive Officer
- Presentation of Retirement Awards to Zeyda Turner, Shalini George and Ranji George **Burke**

---

Staff/Phone (909) 396-

**CONSENT CALENDAR (Items 1 through 17)**

Note: Consent Calendar items held for discussion will be moved to Item No. 18

1. Approve Minutes of March 3, 2017 Board Meeting **Garzaro/2500**

2. Set Public Hearing May 5, 2017 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations **Nastri/3131**

Amend Rule 219 – Equipment Not Requiring A Written Permit Pursuant To Regulation II and Amend Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring A Written Permit Pursuant To Regulation II **Fine/2239**

Proposed Amended Rule 219 will exempt certain categories of equipment from the requirement to obtain a written permit and remove existing exemptions for equipment that SCAQMD staff has learned may not be able to demonstrate compliance with all SCAQMD rules, and will also provide clarification for sources or processes currently covered under Rule 219. Proposed Amended Rule 222 will add additional categories to the streamlined filing/registration program of Rule 222. Both proposed amendments will further facilitate the streamlining of the District's permitting system. (Reviewed: Stationary Source Committee, March 17, 2017)

**Budget/Fiscal Impact**

3. Recognize Revenue and Execute Contract to Develop and Evaluate Aftertreatment Systems for Large Displacement Diesel Engines **Miyasato/3249**

CARB previously awarded a contract to Southwest Research Institute (SwRI) to investigate and demonstrate emission control strategies for 13-liter diesel engines to achieve 90% emission reductions using available aftertreatment systems. While the demonstration was successful, in order to better estimate real-world emissions under low load and low temperature conditions, an aged aftertreatment system is required for further optimization. These actions are to recognize revenue up to \$500,000 from U.S. EPA into the Clean Fuels Fund (31) and execute a contract with SwRI in an amount not to exceed \$400,000 from the Clean Fuels Fund (31), comprising up to \$290,000 from the EPA revenue and \$110,000 for SCAQMD's cost-share, to develop and evaluate an aged aftertreatment system for emissions testing. The remaining EPA funds will be allocated to a future project, subject to Board approval. (Reviewed: Technology Committee, March 17, 2017; Recommended for Approval)
  
4. Recognize Revenue and Execute Contracts to Demonstrate Zero and Near-Zero Emission Drayage Trucks and Cargo Handling Equipment **Miyasato/3249**

SCAQMD received a \$10 million award to develop and demonstrate zero and near-zero emission technologies for drayage and cargo handling applications under CEC's AB118 Alternative and Renewable Fuel and Vehicle Technology Program. This action is to recognize revenue into the Clean Fuels Fund (31) and execute contracts with Clean Energy, Velocity Vehicle Group and Hyster-Yale Nederland BV to develop and demonstrate advanced zero and near-zero emission drayage trucks and top handlers in an amount not to exceed \$11,600,106 from the Clean Fuels Fund (31). (Reviewed: Technology Committee, March 17, 2017; Recommended for Approval)
  
5. Execute Contracts to Conduct 2017 Leaf Blower Exchange Program **Minassian/2641**

At its December 2, 2016 meeting, the Board approved release of a Program Announcement to solicit competitive bids from manufacturers of zero or low emission/low noise commercial leaf blowers. This action is to award contracts to conduct the 2017 Leaf Blower Exchange Program in an amount not to exceed \$563,400 from the Rule 2202 AQIP Special Revenue Fund (27). (Reviewed: Mobile Source Committee, March 17, 2017; Recommended for Approval)

6. **Adopt Resolution Recognizing Funds and Accepting Terms and Conditions for FY 2016-17 Carl Moyer Program Award and Issue Program Announcements for Carl Moyer Program and SOON Provision** **Minassian/2641**

These actions are to adopt a resolution recognizing up to \$26 million in Carl Moyer Program grant awards from CARB under SB 1107 with its terms and conditions for FY 2016-17 and to approve the release of Program Announcements for the FY 2016-17 "Year 19" Carl Moyer Program and SOON Provision to provide incentive funding for low emitting on- and off-road vehicles and equipment. This action is also to approve a name correction for an award recipient under the Carl Moyer Program. (Reviewed: Technology Committee, March 17, 2017; Recommended for Approval)

7. **Execute Contract for Independent Audit Services for FYs Ending June 30, 2017, 2018 and 2019** **O'Kelly/2828**

On November 10, 2016, the Board approved release of an RFP for independent financial audit services. An evaluation panel composed of an outside expert and SCAQMD Legal and Finance staff evaluated the proposals. Three proposals were submitted to the Administrative Committee for consideration at its March 10, 2017 meeting. After the Committee interviewed representatives of each of the firms, BCA Watson Rice, LLP was selected to be recommended to the full Board. (Reviewed: Administrative Committee, March 10, 2017; Recommended for Approval)

8. **Approve Transfer of Monies from Health Effects Research Fund to Brain & Lung Tumor and Air Pollution Foundation** **O'Kelly/2828**

At the February 10, 2017 meeting of the Brain & Lung Tumor and Air Pollution Foundation (Foundation), the Foundation Board asked that funds that the SCAQMD Board previously transferred to the Health Effects Research Fund be designated for the Foundation's use to fund a toxicological study of the effect of PM air pollution (coarse/fine/ultrafine) on mice that are genetically predisposed to develop Alzheimer's disease. This action is to transfer \$750,000 from the Health Effects Research Fund to the Brain & Lung Tumor and Air Pollution Foundation to fund such research. (Reviewed: Administrative Committee, March 10, 2017; Recommended for Approval)

9. **Authorize Purchase of Maintenance and Support Services for Servers and Storage Devices** **O'Kelly/2828**

Servers and storage devices are used by enterprise-level software applications that currently support the Clean Air Support System for all of the SCAQMD core activities. Maintenance support for these computers expires April 30, 2017. This action is to obtain approval for the sole source purchase of hardware and software maintenance and support services for servers and storage devices from Hewlett Packard Company for one year. Funds for this expense are included in the FY 2016-17 Budget (\$110,000). (Reviewed: Administrative Committee, March 10, 2017, Recommended for Approval)



10. Remove Various Fixed Assets from SCAQMD Inventory **O'Kelly/2828**

SCAQMD Administrative Policies and Procedures No. 20 requires each organizational unit to review fixed assets for obsolescence and disposal every six months. This action is to approve removal of surplus equipment and motor vehicles determined to be obsolete, non-operational and not worth repairing. (Reviewed: Administrative Committee, March 10, 2017; Recommended for Approval)

11. Approve Contract Award and Modification Approved by MSRC **Pettis**

As part of their FYs 2016-18 AB 2766 Discretionary Fund Work Program, the MSRC approved a new contract as well as modifications to a previously awarded contract under the Major Event Center Transportation Program. At this time the MSRC seeks Board approval of the contract award and modification. (Reviewed: Mobile Source Air Pollution Reduction Review Committee, March 16, 2017; Recommended for Approval)

**Items 12 through 17 - Information Only/Receive and File**

12. Legislative, Public Affairs and Media Report **Alatorre/3122**

This report highlights the February 2017 outreach activities of Legislative, Public Affairs and Media, which include: Environmental Justice Update, Community Events/Public Meetings, Business Assistance, and Outreach to Business, Federal, State, and Local Government and Media Relations. (No Committee Review)

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

This reports the actions taken by the Hearing Board during the period of February 1 through February 28, 2017. (No Committee Review)

14. Civil Filing and Civil Penalties Report **Wiese/3460**

This reports the monthly penalties from February 1 through February 28, 2017, and legal actions filed by the General Counsel's Office from February 1 through February 28, 2017. An Index of District Rules is attached with the penalty report. (Reviewed: Stationary Source Committee, March 17, 2017)

15. Lead Agency Projects and Environmental Documents Received by SCAQMD **Nakamura/3105**

This report provides, for the Board's consideration, a listing of CEQA documents received by the SCAQMD between February 1, 2017 and February 28, 2017 and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA. (Reviewed: Mobile Source Committee, March 17, 2017)

- 16. Rule and Control Measure Forecast Fine/2239

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

- 17. Status Report on Major Ongoing and Upcoming Projects for Information Management O'Kelly/2828

Information Management is responsible for data systems management services in support of all SCAQMD operations. This action is to provide the monthly status report on major automation contracts and planned projects. (Reviewed: Administrative Committee, March 10, 2017; Recommended for Approval)

- 18. Items Deferred from Consent Calendar

**BOARD CALENDAR**

- 19. Administrative Committee (Receive & File) Chair: Burke Nastri/3131

- 20. Legislative Committee Chair: Mitchell Alatorre/3122

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

<b>Agenda Item</b>	<b>Recommendation</b>
AB 582 (C. Garcia) Vehicles: emissions: surveillance	Support with Amendments
AB 615 (Cooper) Air Quality Improvement Program: Clean Vehicle Rebate Project	Support
AB 1081 (Burke) Sales and use taxes: exclusion: low-emission motor vehicle: trade-in	Support with Amendments
AB 1083 (Burke) Transportation electrification: electric vehicle charging infrastructure: state parks and beaches	Support
SB 174 (Lara) Diesel-fueled vehicles: registration	Support with Amendments
Proposed Policy Principles Regarding Amendments to Greenhouse Gas Funding and/or Reauthorization Legislation	Approve

- |     |   |                       |                |
|-----|---|-----------------------|----------------|
| 21. | Mobile Source Committee (Receive & File)                                | Chair: Parker         | Fine/2239      |
| 22. | Stationary Source Committee (Receive & File)                            | Chair: Benoit         | Tisopulos/3123 |
| 23. | Technology Committee (Receive & File)                                   | Chair: Buscaino       | Miyasato/3249  |
| 24. | Mobile Source Air Pollution Reduction Review Committee (Receive & File) | Board Liaison: Benoit | Miyasato/3249  |
| 25. | California Air Resources Board Monthly Report (Receive & File)          | Board Rep: Mitchell   | Garzaro/2500   |

**Staff Presentation/Board Discussion**

- |     |  |            |
|-----|--|------------|
| 26. | Presentation of Action Plan for High-Risk Emitters of Toxic Air Contaminants ( <i>Presentation in lieu of Board Letter</i> ) | Wiese/3460 |
|-----|--|------------|

Following the discovery of high levels of hexavalent chrome in the city of Paramount, staff has developed a plan to address facilities outside Paramount causing high risks due to emissions of toxic air contaminants. This item is a presentation of the plan. (No Committee Review)

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

**BOARD MEMBER TRAVEL – (No Written Material)**

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

**CONFLICT OF INTEREST DISCLOSURES – (No Written Material)**

Under the approval authority of the Executive Officer, the District will enter into a contract modification with Gladstein, Neandross & Associates (Contract No. C123086). The contractor is a potential source of income for Governing Board Member Joseph Lyo, which qualifies for the remote interest exception of Section 1090 of the California Government Code. Dr. Lyo 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:

- Aerocraft Heat Treating Co., Inc. v. SCAQMD, Los Angeles Superior Court Case No. TC028725;
- SCAQMD v. Anaplex, Los Angeles Superior Court Case No. BC608322 (Paramount Hexavalent Chromium);
- In the Matter of SCAQMD v. Aerocraft Heat Treating Co., Inc. and Anaplex Corp., SCAQMD Hearing Board Case No. 6066-1 (Order for Abatement);
- In the Matter of SCAQMD v. Browning-Ferris Industries of California, Inc. dba Sunshine Canyon Landfill, Hearing Board Case No. 3448-14;
- 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;
- 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. Torrance Refining Company, LLC, SCAQMD Hearing Board Case No. 6060-5 (Order for Abatement); and
- 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).

CONFERENCE WITH LEGAL COUNSEL – THREATENED LITIGATION

It is also necessary for the Board to recess to closed session pursuant to Government Code section 54956.9(d)(2) due to significant exposure to litigation (two cases) based on the following facts and circumstances: Case (1) – Notice of Intent to Sue Letter from the Center for Biological Diversity to Scott Pruitt, EPA Administrator, dated March 14, 2017 and Case (2) – A request by the Port of Los Angeles and Port of Long Beach for a tolling and standstill agreement regarding the Board's adoption of MOB-01, in a letter dated March 17, 2017).

**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](mailto:cob@aqmd.gov) of 10 pages or less including attachment, in MS WORD, plain or HTML format will also be accepted by the Board and made part of the record if received no later than 5:00 p.m., on the Tuesday prior to the Board meeting.**

**ACRONYMS**

AQ-SPEC = Air Quality Sensor Performance Evaluation Center	NESHAPS = National Emission Standards for Hazardous Air Pollutants
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 $\leq$ 10 microns
CNG = Compressed Natural Gas	PM2.5 = Particulate Matter $\leq$ 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	ZEV = Zero Emission Vehicle
NATTS =National Air Toxics Trends Station	

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 1

MINUTES: Governing Board Monthly Meeting

SYNOPSIS: Attached are the Minutes of the March 3, 2017 meeting.

**RECOMMENDED ACTION:**

Approve Minutes of the March 3, 2017 Board Meeting.

Denise Garzaro,  
Clerk of the Boards

DG

---

**FRIDAY, MARCH 3, 2017**

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

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

Mayor Pro Tem Ben Benoit, Vice Chairman  
Cities of Riverside County

Supervisor Marion Ashley  
County of Riverside

Council Member Joe Buscaino  
City of Los Angeles

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

Supervisor Sheila Kuehl  
County of Los Angeles

Dr. Joseph K. Lyou  
Governor's Appointee

Mayor Pro Tem Larry McCallon  
Cities of San Bernardino County

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

Supervisor Shawn Nelson (Arrived at 9:10 a.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 Councilwoman Mitchell.
- Opening Comments

Councilwoman Mitchell. Announced that she toured, along with Dr. Lyou, CC&R's organic waste treatment center in Perris where they produce renewable natural gas, and urged others to visit the facility.

Dr. Lyou. Invited his colleagues and District staff to visit the CC&R facility for a tour.

Councilman Cacciotti. Announced that the 626 Golden Streets event will be held on March 5, 2017 at the South Pasadena Gold Line Station and will provide an opportunity for walkers, bicyclists and other pedestrians to experience streets throughout the San Gabriel Valley that will be closed to traffic. SCAQMD and the MSRC supported this event, which highlights Metrolink stations along the route.

Supervisor Rutherford. Reported that on a recent visit to Washington, D.C. she met with the acting director of the U.S. EPA and conveyed the need for additional incentives to make progress towards air quality goals. She added that she met with the staff at House Energy and Commerce where they indicated an interest in opening the Clean Air Act again.

Councilman Robinson. Announced that he attended the Rethink Methane Symposium in Sacramento on February 21 and 22, 2017 where discussion took place regarding renewable natural gas, including the challenges related to storage and safety.

Chairman Burke. Thanked everyone in attendance for coming to the meeting.

(Supervisor Nelson arrived at 9:10 a.m.)





**CONSENT CALENDAR**

1. Approve Minutes of February 3, 2017 Board Meeting

**Budget/Fiscal Impact**

2. Execute Contracts with Consultants to Provide AB 2588 Assistance



3. Approve Year-Round Electric Lawn Mower Rebate Program and Authorize Rebate Payments 
4. Execute Contract to Develop and Demonstrate Electric School Buses with Vehicle-to-Grid Capability 
5. Execute Contract to Develop and Demonstrate Medium-Heavy Duty (Class 5-7) Plug-in Hybrid Electric Vehicles for Work Truck Applications 
6. Transfer Funds, Execute Contract to Develop and Demonstrate Vessel Performance Management Software and Equipment, and Amend Award 
7. Add Equipment and Add/Delete Positions to Address Operational Needs in Science and Technology Advancement for Metals Monitoring and Analysis
8. Create Special Revenue Fund, Recognize and Transfer Funds, Execute Agreement for SCAQMD to Act as Supplemental Environmental Project Implementer for Installation of Air Filtration Systems, Execute Contract and Reimburse General Fund for Administrative Costs
9. Execute Contract for Information Technology Review
10. Amend Contracts to Provide Short- and Long-Term Systems Development, Maintenance and Support Services
11. Execute Administrative Service Agreement with Los Angeles County Employees Retirement Association to Continue to Administer Healthcare and Death Benefits for SCAQMD Retirees Participating in Los Angeles County Employees Retirement Association
12. Approve SCAQMD Annual Investment Policy and Delegation of Authority to Appointed Treasurer to Invest SCAQMD Funds
13. Annual Meeting of Brain & Lung Tumor and Air Pollution Foundation
14. Approve Contract Awards and Modification, Reallocation of Funds, and Issue Solicitation Approved by MSRC

15. Execute Contract for Renewable Natural Gas Commercial Field Test Project and Create Special Revenue Fund 

**Items 16 through 23 - Information Only/Receive and File**

16. Legislative, Public Affairs and Media 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. FY 16-17 Contract Activity
22. Report of RFPs Scheduled for Release in March
23. Status Report on Major Ongoing and Upcoming Projects for Information Management

Dr. Lyou announced his abstention on Item No. 4 because TransPower is a potential source of income to him; on Item No. 5 because Sempra Energy and Southern California Gas Company are potential sources of income to him; on Item No. 6 because Bay Area AQMD is a potential source of income to him; and on Item No. 15 because KORE Infrastructure, Inc. and Southern California Gas Company are potential sources of income to him.

Councilman Robinson announced his abstention on Item No. 8 because of a financial interest in Burlington Northern Santa Fe Railway Company.

Agenda Items 2, 3, 13 and 15 were withheld for comment and discussion.

MOVED BY CACCIOTTI, SECONDED BY MITCHELL, AGENDA ITEMS 1, 4 THROUGH 12, 14, AND 16 THROUGH 23 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION NO. 17-4 DELEGATING AUTHORITY TO THE TREASURER OF THE COUNTY OF LOS ANGELES TO INVEST AND REINVEST FUNDS OF THE SCAQMD, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou (*except Item #4, #5 and #6*), McCallon, Mitchell, Nelson, Parker, Robinson (*except Item #8*) and Rutherford

NOES: None

ABSTAIN: Lyou (*Item #4, #5 and #6*) and Robinson (*Item #8 only*)

ABSENT: None

24. Items Deferred from Consent Calendar

2. Execute Contracts with Consultants to Provide AB 2588 Assistance

Dr. Lyou inquired if there is any way to recover the costs that have been incurred during implementation of this program.


Dr. Phil Fine, DEO/Planning, Rules & Area Sources, explained that there is a fund in place for the program and that fund will cover the cost of the contract for consulting as well as staff costs in the coming years.

MOVED BY LYOU, SECONDED BY CACCIOTTI, AGENDA ITEM 2 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: None

ABSENT: None

3. Approve Year-Round Electric Lawn Mower Rebate Program and Authorize Rebate Payments 

Mayor Cacciotti asked staff to provide a report in six months on the status of this revised format for the electric lawnmower program. He added that there still might be interest for the more traditional exchange program in certain areas within the Basin.

Councilwoman Mitchell explained that CARB is considering a rule to require lawn care equipment to be electric-powered, as they are a substantial source of emissions.

MOVED BY CACCIOTTI, SECONDED BY BENOIT, AGENDA ITEM 3 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: None

ABSENT: None

13. Annual Meeting of Brain & Lung Tumor and Air Pollution Foundation

Mayor Cacciotti asked staff to provide a brief report on the health studies that are currently taking place that deal with the health aspects of air quality.

Dr. Fine explained that the Foundation recently funded three new studies and staff plans to invite the researchers to come discuss the studies at future Board meetings.

Dr. Jo Kay Ghosh, Health Effects Officer, provided a summary of the three studies that were mentioned in the Foundation report, including a study of malignant and benign brain tumors in Los Angeles County, a study of particulate matter and how it influences or exacerbates brain and lung tumors, and also a toxicological study that looks at the effects of particulate matter in the progression of brain tumors and neurodegenerative brain diseases.

Chairman Burke noted the tremendous amount of information that the studies funded by the Foundation have provided regarding the health impacts of air pollution.

Councilwoman Mitchell commented on the importance of the Foundation's efforts, and added that the Foundation Board decided to invite each of the researchers to a Board meeting to present information on their research.

MOVED BY CACCIOTTI, SECONDED BY  
LYOU, AGENDA ITEM 13 APPROVED AS  
RECOMMENDED, BY THE FOLLOWING  
VOTE:

AYES: Ashley, Benoit, Burke, Buscaino,  
Cacciotti, Kuehl, Lyou, McCallon,  
Mitchell, Nelson, Parker,  
Robinson and Rutherford

NOES: None

ABSENT: None

15. Execute Contract for Renewable Natural Gas Commercial Field Test Project and Create Special Revenue Fund 

Dr. Lyou left the room during discussion of Item No. 15.

Supervisor Kuehl expressed concern that this project was being funded, in part, by settlement funds paid by SoCalGas, as they will ultimately benefit from this renewable natural gas project. She also noted that only one million dollars from the settlement will be used for a health study.

Chairman Burke commented that he thinks the public is the beneficiary of this project as it has the potential to eliminate the need for drilling and storage of natural gas.

Supervisor Nelson noted that the Board takes action on many projects that utilize electrification or alternative-fuels in an effort to support renewable sources of cleaner energy and while some companies may benefit from that technology, it is for the greater good.

Councilmember Mitchell commented about the discussions that occurred by CARB after the leak at Aliso Canyon regarding how the settlement monies would be utilized in an effort to mitigate methane emissions, including projects similar to this one that seek to solve the problem of landfill gas.

MOVED BY NELSON, SECONDED BY BENOIT, AGENDA ITEM 15 APPROVED AS RECOMMENDED, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: Kuehl

ABSTAIN: Lyou

ABSENT: None

**BOARD CALENDAR**

- 25. Administrative Committee
- 26. Investment Oversight Committee
- 27. Legislative Committee
- 28. Special Legislative Committee
- 29. Mobile Source Committee
- 30. Stationary Source Committee
- 31. Technology Committee
- 32. Mobile Source Air Pollution Reduction Review Committee
- 33. California Air Resources Board Monthly Report
- 34. Status Report on Regulation XIII – New Source Review

Agenda Item 27 was withheld for discussion.

MOVED BY BENOIT, SECONDED BY MITCHELL, AGENDA ITEMS 25, 26 AND 28 THROUGH 34, APPROVED AS RECOMMENDED, RECEIVING AND FILING THE COMMITTEE MSRC AND CARB REPORTS AND APPROVING THE FOLLOWING POSITIONS ON LEGISLATION, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: None

ABSENT: None

<b>Agenda Item</b>	<b>Recommendation</b>
Proposed Legislation to Enhance An Existing Smog Abatement Fee	Support in Concept
Proposed Legislation to Create a Port Container Cargo Fee	Support in Concept

27. Legislative Committee

DR. LYOU MOVED THAT THE BOARD SUPPORT THE PROPOSED STAFF POSITION TO ELIMINATE DISINCENTIVES FOR ZERO-EMISSION VEHICLES ON AB 1, SB 1 AND AB 193. THE MOTION WAS SECONDED BY MAYOR CACCIOTTI.

Dr. Lyou explained that the Legislative Committee directed staff to seek an increase in registration fees through AB 193, which is a disincentive for zero-emission vehicles. He noted that zero-emission vehicle owners are already paying higher sales taxes and higher registration fees because their vehicle costs are artificially inflated as they have not been produced in mass numbers. In addition, EV owners pay extra utility user taxes on electricity used to charge the vehicles. He added that, as proposed, AB 1 and SB 1 negatively affect those who drive PHEVs as they will be paying the higher registration fee, the gasoline taxes, and the utility taxes. He suggested that attention be given to ensuring that the gas tax already in place is sufficient to cover the costs of transportation infrastructure.

Mayor Cacciotti mentioned that cities have utility taxes which can be used for road repair and other work.

Supervisor Nelson explained that as vehicles have become more and more fuel efficient, the funds collected in the form of a gas tax to be used for maintaining infrastructure, have decreased drastically and are no longer sufficient to maintain even existing infrastructure. He added that the purchases of alternatively-fueled vehicles are highly incentivized and owners of these vehicles still need to contribute their fair share to maintaining the roads they utilize.

Dr. Lyou noted that even though there are incentives in place that bring the overall cost of EVs down, sales tax and vehicle registration fees are based on the full retail price; and expressed support for increased incentives to make EVs more accessible to people who might previously been unable to afford newer vehicles.

Chairman Burke commented that a mechanism needs to be put in place by which EV owners share in the cost of maintaining roads.

COUNCILMAN ROBINSON MADE A SUBSTITUTE MOTION TO ADOPT THE COMMITTEE RECOMMENDATIONS. THE MOTION WAS SECONDED BY SUPERVISOR ASHLEY AND PASSED BY THE FOLLOWING VOTE, RECEIVING AND FILING THE LEGISLATIVE COMMITTEE REPORT AND APPROVING THE FOLLOWING POSITIONS ON LEGISLATION:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: Lyou

ABSENT: None

<b>Agenda Item</b>	<b>Recommendation</b>
AB 1 (Frazier) Transportation Funding	Work with Author
SB 1 (Beall) Transportation Funding	Work with Author



AB 193 (Cervantes) Air Quality Improvement Program: Clean Reused Vehicle Rebate Project	Support
SB 53 (Hueso) Natural Gas Vehicles	Support
Proposed Legislation to Grant Cease and Desist Authority to Air Pollution Control Officer	Work on Concept and and Introduce Bill

## **PUBLIC HEARINGS**

### 35. Adopt 2016 Air Quality Management Plan (*Continued from the February 3, 2017 Board Meeting for Board Deliberation and Action Only*)

Mr. Nastri provided background for what has occurred throughout the public hearing process of the AQMP; and noted that two errata sheets were provided to the Board Members and made available to the public regarding Item No. 35.

#### **Written Comments Submitted by:**

Councilmember Mike Bonin, City of Los Angeles  
Lonnie D. Murphy, Heraeus Noblelight America, LLC  
James Perrault, R & D Medical Electrodes  
David Fahrion, CR&R Incorporated  
Jayne E. Joy, Eastern Municipal Water District  
Michael J. Carroll, Latham & Watkins LLP  
Todd R. Campbell, Clean Energy  
Andrew Reich and 27 others, Entertainment industry  
Patty Senecal, Western States Petroleum Association  
Mike Lewis, BizFed AQMP Coalition  
Steve Jepsen, Southern California Alliance of Publicly Owned Treatment Works  
Duane Kenagy and Gene Seroka, San Pedro Bay Ports Clean Air Action Plan  
William J. Quinn, California Council for Environmental and Economic Balance  
Johannes D. Escudero, The Coalition for Renewable Natural Gas

Scott Prendergast, Los Angeles resident  
Joseph Szabo, Los Angeles resident  
Joyce Greene, Tarzana resident  
Ann Chamberlin, Los Angeles resident  
Marc Silverman, Los Angeles resident  
Laura Distaso, Alhambra resident  
Sandra Fernandez, Los Angeles resident  
Patricia Appel, Laguna Beach resident  
Jolianne Baum, Santa Monica resident  
Linda Marten, El Segundo resident  
Lenore Dowling, Los Angeles resident  
Toni Stuart, Carpinteria resident  
Agnes Dickson, Irvine resident  
Deborah Barmack, InlandAction  
Tracy Hernandez, BizFed  
Justin Massey, City of Hermosa Beach  
David Pettit, Natural Resources Defense Council

Chairman Burke addressed requests that were made to reopen public testimony, noting that if that was the pleasure of the Board, it would require the matter be held over for another month to allow re-noticing and then the testimony could occur at that future hearing.

After discussion regarding the potential to reopen public testimony, including the potential to get into a cycle of needing to reopen a hearing each time minor changes are proposed resulting in extended delays and an unproductive process, the Board decided to proceed as scheduled with the deliberation of, and action on, the AQMP.

COUNCILWOMAN MITCHELL MOVED TO DIRECT STAFF TO MODIFY THE 2016 AQMP NO<sub>x</sub> RECLAIM MEASURE (CMB-05) TO ACHIEVE THE FIVE (5) TONS PER DAY NO<sub>x</sub> EMISSION REDUCTION COMMITMENT AS SOON AS FEASIBLE, AND NO LATER THAN 2025, AND TO TRANSITION THE RECLAIM PROGRAM TO A COMMAND AND CONTROL REGULATORY STRUCTURE REQUIRING BARCT LEVEL CONTROLS AS SOON AS PRACTICABLE, AND TO REQUEST STAFF TO RETURN IN 60 DAYS TO REPORT FEASIBLE TARGET DATES FOR SUNSETTING THE RECLAIM PROGRAM. THE MOTION WAS SECONDED BY MAYOR CACCIOTTI AND CARRIED BY THE FOLLOWING VOTE:

AYES: Burke, Buscaino, Cacciotti,  
Kuehl, Lyou, Mitchell and Parker

NOES: Ashley, Benoit, McCallon,  
Nelson, Robinson and Rutherford

ABSENT: None

Dr. Parker spoke about the importance of prioritizing near-zero emission natural gas engine technologies to help meet air quality goals. He moved to include language in the Resolution directing staff to prioritize the most cost effective technologies for near-term goals, such as near-zero natural gas engines.

Councilwoman Mitchell suggested an amendment to the motion to clarify that it was in relation to the mobile source incentive programs for heavy-duty vehicles so as not to exclude electric and hydrogen vehicles for light-duty purposes. The amendment was accepted by Dr. Parker.

DR. PARKER MOVED TO DIRECT STAFF TO MODIFY THE MOBILE SOURCE INCENTIVE PROGRAMS FOR HEAVY-DUTY VEHICLES OUTLINED IN THE 2016 AQMP TO PLACE PRIORITY ON THE MOST COST-EFFECTIVE TECHNOLOGIES TO REACH SHORT-TERM AIR QUALITY GOALS SUCH AS CURRENT AND EMERGING NEAR-ZERO EMISSION NATURAL GAS ENGINE TECHNOLOGIES. THE MOTION WAS SECONDED BY MAYOR CACCIOTTI AND CARRIED BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: None

ABSENT: None

Supervisor Kuehl introduced proposed amendments which would address indirect sources. She noted that her intent was that the indirect source rules would not need to be applied and that they would only serve as a backstop if the emission reductions are not achieved. She proposed amendments to measures MOB-01, MOB-03, MOB-04, MOB-07 and MOB-08 as follows:

MOB-01 – Indirect Source Rule by February 1, 2019 for commercial marine ports

MOB-03 - Indirect Source Rule by February 1, 2019 for new and substantially modified warehouses

MOB-04 - Indirect Source Rule by February 1, 2019 for non-aircraft emission sources at airports

MOB-07 and MOB-08 – Seek legislative authority regarding heavy-duty fleets and develop rules within two years if authority is obtained

Councilman Buscaino explained that in 2005 the Ports of Long Beach and Los Angeles worked with CARB and SCAQMD to create a Clean Air Action Plan, and since then they have exceeded many of the emission reduction commitments outlined in the Plan. The Ports have recently agreed that they need to be more aggressive with their updated Clean Air Action Plan. The Ports have agreed to set firm dates with solid emission reductions as well as utilize the most up-to-date technology available. He highlighted the productive collaboration that has occurred with the Ports in the past, and encouraged the addition of an MOU between the Ports and the SCAQMD to ensure mutual cooperation and goal setting. He added that the airports have made amazing strides in cleaning up the industry, and encouraged the creation of Clean Air Action Plan with the Los Angeles International Airport. He expressed support for Supervisor Kuehl's proposed amendment regarding the airport rulemaking.

Dr. Lyou proposed a change to the MOB-01, MOB-03 and MOB-04 amendments to replace the word "adopt" with "consider" in regards to rulemaking. He noted his interest in seeing the airports commit to and meet emission reduction goals.

Councilwoman Mitchell noted her support for a change from "adopt" to "have it be considered" or "study" regarding a rulemaking; she added that she would also recommend accelerating the timeline to have staff report back by January or February 2018 regarding the feasibility of adopting an indirect source

rule. She feels those changes to the proposed amendments will balance the need to retain authority in the event emission reduction goals are not being met. She mentioned that staff has worked very closely with CARB staff on the mobile source measures and she expects cooperation from CARB on the mobile source strategy.

Mr. Nastri noted that the AQMP currently includes a comprehensive reporting schedule for the mobile source measures.

Supervisor Kuehl agreed to utilize the language “draft for consideration” rather than “adopt”, so that it would be clear the process should begin in a timely manner.

Mr. Nastri explained that the intent has been to move forward in a collaborative process and should progress not be sufficient within the time frames that have been set forth, the process would pivot to an immediate rulemaking effort. He added that the stakeholder groups are all aware of this process as it was clearly conveyed during the Plan’s development.

Supervisor Kuehl commented that her proposed amendments contemplate a parallel track in which a rule could be developed for consideration since there is a long timeframe between a reported failure and the imposition of a rule.

In response to a question by Dr. Parker, staff clarified the status of previous AQMP port back-stop measures.

Councilman Robinson noted that there has been tremendous progress made in the past, especially in the Ports area. He expressed support for the strong AQMP which has been developed and is being considered by the Board.

Supervisor Ashley expressed support for language such as “study” or “consider” regarding rulemaking efforts, and noted his concern with a fast timeline to develop a rule.

Supervisor Kuehl explained that she felt it was important to set a specific deadline for the rule development to ensure it actually occurs.

Supervisor Rutherford expressed concern that the indirect source rules may not be the appropriate authority of the Board. She spoke about the potential negative effect the measures directed at warehouses could have on the Inland Empire, specifically the logistics industry which employs almost 172,000 people. She also expressed concern with the fleet rules which would be particularly troublesome for San Bernardino County which has a public fleet of 5,400 vehicles and covers 20,000 square miles. She raised the issue of the lack of infrastructure in place to support near-zero and zero-emission heavy-duty vehicles in order to comply with those fleet rules.

Councilman Buscaino noted that Los Angeles World Airports is planning to create a Clean Air Action Plan by 2019 and concerns have been expressed that if rulemaking language directed at the airports is adopted into the AQMP, it might prevent them from creating a Clean Air Action Plan.

Chairman Burke stated that he knows that LAX has been aggressive in implementing measures to clean the air, including the use of cleaner buses. He added that the Ports are also doing a good job reducing emissions.

Kurt Wiese, General Counsel, noted that the existing fleet rules have provisions for exceptions that would accommodate the types of situations that Supervisor Rutherford discussed and it would be at the rulemaking stage that those kinds of considerations and exemptions would be taken up by the Board.

Councilwoman Mitchell noted that she would like to see the 2019 deadline removed from the proposals and that it be left open for staff to be able to have flexibility to determine how the rulemaking process should go. She explained she would not be able to support the fleet rules, and prefers that District staff and CARB staff work collaboratively on mobile sources.

Supervisor Kuehl explained that she spoke with Mary Nichols to determine if her proposals would be within the Board's jurisdiction. She agreed to alter her proposal to read "to undertake a stakeholder process and draft for consideration an indirect source rule..." and keep in the proposed date of February 2019.

SUPERVISOR KUEHL MOVED TO MODIFY CONTROL MEASURE MOB-01 - EMISSION REDUCTIONS AT COMMERCIAL MARINE PORTS [NO<sub>x</sub>, SO<sub>x</sub>, PM] MEASURE TO READ: UNDERTAKE A STAKEHOLDER PROCESS AND DRAFT FOR CONSIDERATION AN INDIRECT SOURCE RULE FOR COMMERCIAL MARINE PORTS WITHIN THE SOUTH COAST BASIN BY FEBRUARY 1, 2019 TO CONTROL EMISSIONS OF NO<sub>x</sub>, PM<sub>2.5</sub>, AND DIESEL PARTICULATE MATTER. THE MOTION WAS SECONDED BY DR. LYOU AND FAILED BY THE FOLLOWING VOTE:

AYES: Burke, Cacciotti, Kuehl, Lyou, and Parker

NOES: Ashley, Benoit, Buscaino, McCallon, Mitchell, Nelson, Robinson and Rutherford

ABSENT: None

SUPERVISOR KUEHL MOVED TO MODIFY CONTROL MEASURE MOB-03 - EMISSION REDUCTIONS AT WAREHOUSE DISTRIBUTION CENTERS [ALL POLLUTANTS] TO READ: UNDERTAKE A STAKEHOLDER PROCESS AND DRAFT FOR CONSIDERATION AN INDIRECT SOURCE RULE FOR NEW AND SUBSTANTIALLY MODIFIED WAREHOUSE DISTRIBUTION CENTERS WITHIN THE SOUTH COAST BASIN BY FEBRUARY 1, 2019 TO CONTROL EMISSIONS OF NO<sub>x</sub>, PM<sub>2.5</sub>, AND DIESEL PARTICULATE MATTER. THE MOTION WAS SECONDED BY MAYOR CACCIOTTI AND FAILED BY THE FOLLOWING VOTE:

AYES: Burke, Cacciotti, Kuehl and Lyou

NOES: Ashley, Benoit, Buscaino,  
McCallon, Mitchell, Nelson,  
Parker, Robinson and Rutherford

ABSENT: None

SUPERVISOR KUEHL MOVED TO MODIFY CONTROL MEASURE MOB-04 - EMISSION REDUCTIONS AT COMMERCIAL AIRPORTS [ALL POLLUTANTS] TO READ: UNDERTAKE A STAKEHOLDER PROCESS AND DRAFT FOR CONSIDERATION AN INDIRECT SOURCE RULE FOR COMMERCIAL AIRPORTS WITHIN THE SOUTH COAST BASIN BY FEBRUARY 1, 2019 TO CONTROL EMISSIONS OF NO<sub>x</sub>, PM<sub>2.5</sub>, LEAD, AND DIESEL PARTICULATE MATTER FROM NON-AIRCRAFT SOURCES. THE MOTION WAS SECONDED BY MAYOR CACCIOTTI AND PASSED BY THE FOLLOWING VOTE:

AYES: Burke, Buscaino, Cacciotti,  
Kuehl, Lyou, Mitchell, and Parker

NOES: Ashley, Benoit, McCallon,  
Nelson, Robinson and Rutherford

ABSENT: None

SUPERVISOR KUEHL MOVED TO MODIFY CONTROL MEASURE MOB-07 - ACCELERATED PENETRATION OF PARTIAL ZERO-EMISSION AND ZERO-EMISSION LIGHT-HEAVY- AND MEDIUM-HEAVY-DUTY VEHICLES [NO<sub>x</sub>, PM] AND CONTROL MEASURE MOB-08 AND ACCELERATED RETIREMENT OF OLDER ON-ROAD HEAVY-DUTY VEHICLES [NO<sub>x</sub>, PM] TO ADD THE FOLLOWING: DIRECT STAFF TO SEEK NECESSARY LEGISLATIVE AUTHORITY TO AUTHORIZE THE SCAQMD TO REQUIRE THE ACCELERATED PURCHASE AND USE OF NEAR-ZERO AND ZERO-EMISSION HEAVY DUTY ON-ROAD VEHICLES FOR PUBLIC FLEETS WITHIN THE SOUTH COAST BASIN. AMEND THE DISTRICT'S FLEET RULES TO REQUIRE ACCELERATED PURCHASE AND USE OF NEAR-ZERO AND ZERO-EMISSION HEAVY DUTY ON-ROAD PUBLIC VEHICLES WITHIN THE SOUTH COAST BASIN NO LATER THAN TWO YEARS AFTER THE SCAQMD OBTAINS ANY NECESSARY LEGISLATIVE AUTHORITY TO CONTROL EMISSIONS OF NO<sub>x</sub>, PM<sub>2.5</sub>, AND DIESEL PARTICULATE MATTER. THE MOTION WAS SECONDED BY MAYOR CACCIOTTI AND PASSED BY THE FOLLOWING VOTE:

AYES: Benoit, Burke, Buscaino,  
Cacciotti, Kuehl, Lyou and Parker

NOES: Ashley, McCallon, Mitchell,  
Nelson, Robinson and Rutherford

ABSENT: None

Supervisor Nelson spoke in regards to the pending motion made by Councilman Robinson on February 3, 2017 to approve the Plan, explaining that he withdrew his previously given second as he could no longer support the Plan as a whole.

Supervisor Kuehl noted that although she is not entirely happy with the Plan as a whole, she intends to vote for its approval as she feels it is important to show unity while moving forward to implementation.

Dr. Lyou acknowledged that the Board has delayed making some tough decisions in the past that would have put the region on a pathway to attainment by the upcoming deadlines, however now those deadlines are fast approaching and

the District must continually move aggressively toward air quality goals without delay. He noted his concerns with the heavy reliance on potential funding to implement the Plan.

Supervisor Nelson expressed strong disagreement with indirect source rules.

Dr. Parker noted that while he did not agree with all of the amendments that were approved, he feels the overall plan deserves a unanimous vote for its adoption.

COUNCILMEMBER ROBINSON MOVED THAT THE BOARD:

- 1) CERTIFY THE FINAL PROGRAM EIR FOR THE 2016 AQMP;
- 2) ADOPT RESOLUTION NO. 17-2, CERTIFYING THE FINAL PROGRAM EIR FOR THE 2016 AIR QUALITY MANAGEMENT PLAN AND ADOPTING THE 2016 AQMP, WHICH IS TO BE SUBMITTED INTO THE STATE IMPLEMENTATION PLAN;
- 3) AUTHORIZE THE EXECUTIVE OFFICER TO MAKE APPROPRIATE CHANGES TO THE ADOPTED 2016 AQMP AND ITS APPENDICES (IF NECESSARY) TO REFLECT AMENDMENTS ADOPTED AT THE PUBLIC HEARING; AND
- 4) DIRECT THE EXECUTIVE OFFICER TO FORWARD THE ADOPTED 2016 AQMP INCLUDING ITS APPENDICES TO THE CALIFORNIA AIR RESOURCES BOARD FOR ITS APPROVAL AND SUBSEQUENT SUBMITTAL TO THE U.S. EPA.

1. Make the following changes to the Resolution:

**Add the following bold, underline text as indicated on Page 5 –**

WHEREAS, the 2016 AQMP prioritizes maximizing emission reductions from zero-emitting technologies where cost-effective and feasible, and near-zero emission technologies in all other applications; and

**WHEREAS, an accelerated deployment of current and emerging near-zero emission natural gas engine technologies will provide significant, cost-effective and near-term benefits to regional and local air quality, energy supply security, and public health; and**



WHEREAS, the 2016 AQMP includes voluntary incentive measures in the near-term to achieve attainment of the fast approaching deadline of federal 8-hour ozone standard in 2023, create opportunities and make it more cost-effective to replace equipment, transition to zero or near-zero technologies, encourage earlier change-out of higher-emitting equipment, drive technology development and cost reductions, and enhance public acceptability of new technologies; and

**Modify the following paragraph on Page 6 as indicated, adding the bold, underline text and removing the strikethrough text –**

WHEREAS, the SCAQMD Governing Board finds and determines, taking into consideration the factors in §30.5 (4)(D)(i) of the Governing Board Procedures, that the modifications which have been made to the 2016 AQMP subsequent to the publication of the notice of public hearing **are a logical outgrowth of the proposed 2016 AQMP do not significantly change the meaning of the proposed project within the meaning of the Health and Safety Code §40726** and would not constitute significant new information requiring recirculation of the Draft PEIR pursuant to CEQA Guidelines §15088.5; and

**Modify the following paragraph on Page 8 as indicated, adding the bold, underline text and removing the strikethrough text –**

WHEREAS, the SCAQMD held six public workshops/CEQA Scoping meetings on the Draft 2016 AQMP in July 2016, four public hearings throughout the four-county region in November 2016, 15 AQMP Advisory Group meetings, 16 Scientific, Technical, and Modeling, Peer Review Advisory Group meetings over a 3-year period, **one public hearing in February 2017**, and one adoption hearing in **February March** 2017 pursuant to Section 40466 of the Health and Safety Code; and

**Add the following bold, underline text as indicated on Page 10 –**

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board finds that the mobile source control measures contained in Appendix IV-A of the 2016 AQMP are technically feasible and cost-effective and requests that CARB consider them in any future incentives programs or rulemaking.

**BE IT FURTHER RESOLVED, that the mobile source incentive program for heavy-duty vehicles outlined in the 2016 AQMP place priority on the most cost-effective technologies to reach short-term air quality goals such as current and emerging near-zero emission natural gas engine technologies.**

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board hereby requests that CARB commit to submitting contingency measures as required by Section 182(e)(5) as necessary to meet the requirements for demonstrating attainment of the 8-hour ozone standards.

**Add the following bold, underline text as indicated on Page 17 –**

**BE IT FURTHER RESOLVED, that the SCAQMD Governing Board does hereby direct staff to modify the 2016 AQMP NOx RECLAIM measure (CMB-05) to achieve the five (5) tons per day NOx emission reduction commitment as soon as feasible, and no later than 2025, and to transition the RECLAIM program to a command and control regulatory structure requiring BARCT level controls as soon as practicable, and to request staff to return in 60 days to report feasible target dates for sunseting the RECLAIM program.**<sup>1</sup>

---

<sup>1</sup> Changes to CMB-05 can be found on pages 4-11, 4-15, IV-A-2, IV-A-67, IV-A-70 of the Final AQMP.

**Modify the following paragraphs on Page 18 as indicated, adding the bold, underline text and removing the strikethrough text –**

BE IT FURTHER RESOLVED, that the Executive Officer is hereby directed to finalize the 2016 AQMP including the main document, appendices, and related documents as adopted at the ~~February~~ March 3, 2017 public hearing.

BE IT FURTHER RESOLVED, that the SCAQMD Governing Board, whose members reviewed, considered and approved the information contained in the documents listed herein, adopts the 2016 AQMP dated ~~February~~ March 3, 2017 consisting of the document entitled 2016 AQMP as amended by the final changes set forth by the SCAQMD Governing Board and the associated documents listed in Attachment 1 to this Resolution.

2. Make the following changes in Attachment 2 – Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Plan, Page 17 (Section 3.2):

Nine mitigation measures are identified in the Mitigation Monitoring and Reporting Plan section of this document (e.g., HZ-7 through HZ-15) to address the hazards impacts for these affected facilities and sites. The analysis in the Draft Program EIR concluded that if the operators of the affected facilities and sites comply with mitigation measures HZ-7 through HZ-15, then the hazards impacts associated with implementing the 2016 AQMP at the affected facilities and sites would be reduced to less than significant levels. Therefore, mitigation measures HZ-7 through HZ-15 are incorporated into the project to mitigate these effects.

3. Amend the Final Program Environmental Impact Report for the 2016 AQMP as shown below:

**Page 6-27 (Section 6.4.5.1)**

**6.4.5.1 Proposed Project Impacts**

**Construction Impacts:** Implementation of the proposed project control measures associated with air pollution control technologies and exhaust standards would not result in noise and vibration impacts because construction activities would occur within appropriately zoned industrial and commercial areas, impacts would be temporary and limited to construction activities, and construction noise/vibration impacts to sensitive receptors would not be expected. However, transportation-related construction activities often occur during the evening/nighttime hours to minimize traffic impacts during the more heavy traffic periods. Therefore, the noise and vibration impacts during construction activities are considered significant.

4. Amend the control measures in the 2016 AQMP as shown below:

**MOB-04:**

Change proposed MOB-04 to read as follows: Undertake a stakeholder process and draft for consideration an indirect source rule for commercial airports within the South Coast Basin by February 1, 2019 to control emissions of NOx, PM 2.5, lead, and diesel particulate matter from non-aircraft sources.

**MOB-07 and MOB-08:**

Add the following language to proposed MOB-07 and MOB-08: Direct SCAQMD staff to seek necessary legislative authority to authorize the SCAQMD to require the accelerated purchase and use of near-zero and zero emission heavy duty on-road vehicles for public fleets within the South Coast Basin. Amend the District's fleet rules to require accelerated purchase and use of near-zero and zero emission heavy duty on-road public vehicles within the South Coast Basin no later than two years after the SCAQMD obtains any necessary legislative authority to control emissions of NOx, PM 2.5, and diesel particulate matter.

(Board approved amendments to control measures MOB-04, MOB-07 and MOB-08 can be found in Chapter 4 (pages -29, -31, -56 and -59) and Appendix IV-A (pages -142, -155, and -161) of the Final 2016 AQMP.)

THE MOTION WAS SECONDED BY MAYOR CACCIOTTI AND CARRIED BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, Mitchell, Parker, Robinson and Rutherford

NOES: McCallon and Nelson

ABSENT: None

36. Adopt Rule 1430 – Control of Emissions from Metal Grinding Operations at Metal Forging Facilities

Staff waived the oral presentation on Item No. 36.

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

CURTIS COLEMAN, Southern California Air Quality Alliance

Thanked staff for the collaborative efforts throughout the rule development process.


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

MOVED BY NELSON, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 36 APPROVED AS RECOMMENDED BY STAFF, ADOPTING RESOLUTION NO. 17-3 CERTIFYING THE FINAL ENVIRONMENTAL ASSESSMENT FOR PROPOSED RULE 1430, AND ADOPTING RULE 1430, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, McCallon, Mitchell, Nelson, Parker and Robinson

NOES: None

ABSENT: Rutherford

37. Approve and Adopt Technology Advancement Office Clean Fuels Program 2016 Annual Report and 2017 Plan Update and Resolution, and Receive and File and Approve and Adopt Revised Membership of Technology Advancement and Clean Fuels Advisory Groups 

Staff waived the oral presentation on Item No. 37.

The public hearing was opened; there being no requests to speak, the public hearing was closed.

MOVED BY BENOIT, SECONDED BY MITCHELL, AGENDA ITEM 37 APPROVED AS RECOMMENDED, ADOPTING RESOLUTION NO. 17-6 APPROVING THE TECHNOLOGY ADVANCEMENT OFFICE CLEAN FUELS PROGRAM ANNUAL REPORT FOR 2016 AND ADOPTING THE CLEAN FUELS PROGRAM PLAN UPDATE FOR 2017, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, McCallon, Mitchell, Nelson, Parker, Robinson and Rutherford

NOES: None

ABSENT: None

38. Annual RECLAIM Audit Report for 2015 Compliance Year

Staff waived the oral presentation on Item No. 38.

The public hearing was opened; there being no requests to speak, the public hearing was closed.

MOVED BY CACCIOTTI, SECONDED BY  
ASHLEY, AGENDA ITEM NO. 38 APPROVED,  
BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino,  
Cacciotti, Kuehl, Lyou, McCallon,  
Mitchell, Nelson, Parker,  
Robinson and Rutherford

NOES: None

ABSENT: None

**OTHER BUSINESS**

39. Approve Schedule of Activities to Implement Draft Financial Incentives Funding Action Plan for 2016 AQMP (*Continued from the February 3, 2017 Board Meeting*)

Staff waived the oral presentation on Item No. 39.

The following individuals addressed the Board on Item No. 39.

Noel Muyco, Southern California Gas Company, expressed support for the District's efforts to develop a funding plan and pursue funding sources to augment regulatory measures with financial incentives to obtain near-term emission reductions necessary to meet federal ozone standards by 2023 and 2031. They also support the designation of incentive dollars for deployment of near-zero heavy-duty trucks that meet CARB's low-NOx standard. He urged a fuel neutral approach and noted their interest in participating in the financial incentives funding working group to identify cost-effective and feasible advanced technologies.

Bill LaMarr, California Small Business Alliance, explained the efforts that small businesses have made to reformulate products and utilize cleaner technologies; and stressed that imposing additional costly technologies on small businesses which will not result in substantial emission reductions is unduly burdensome. He expressed support for an incentives-based approach to achieve emission reduction targets and noted his willingness to work with staff to identify reliable funding sources.

Curt Coleman, Southern California Air Quality Alliance, commented on the Alliance's willingness to work with the Board and staff to implement this Plan.

Yvonne Watson inquired about the status of the items dating back to December on the schedule including to provide input to NACAA on the need for funding at the national level. She expressed concern with reliance on federal funding and the Plan's heavy reliance on incentives.

Mike Carroll, Regulatory Flexibility Group, and Bill Quinn, California Council for Environmental and Economic Balance, noted their willingness to work with staff to move forward with the action plan in order to aggressively pursue all avenues, including incentives, to meet air quality goals.

Tom Hibbison encouraged the use of methods that promote business growth, while ensuring clean air is a priority.

Mr. Nastri addressed the questions that were raised during public testimony, explaining that staff has been working with U.S. EPA and also worked with NACAA to identify several key issues to convey to the incoming administration including the need for increased funding for Clean Air Act requirements. He explained that staff and the Board have been aggressive in making sure that the District's concerns are being heard and addressed in Washington D.C. and Sacramento.

Dr. Lyou stressed the importance of setting specific goals and objectives to track the progress of implementation; and expressed enthusiasm for the collaboration that will occur with industry on this Plan.

MOVED BY CACCIOTTI, SECONDED BY  
BENOIT, AGENDA ITEM NO. 39 APPROVED,  
BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino,  
Cacciotti, Kuehl, Lyou, McCallon,  
Mitchell, Nelson, Parker,  
Robinson and Rutherford

NOES: None

ABSENT: None

40. Approve Amendments to SCAQMD Salary Resolution, and Agreements with Executive Officer and General Counsel

Kurt Wiese, General Counsel, provided a background for the item that seeks approval of an increase in Executive Officer's salary and proposes changes to the severance amount paid to Executive Management staff upon termination.

MOVED BY BENOIT, SECONDED BY CACCIOTTI, AGENDA ITEM NO. 40 APPROVED, ADOPTING RESOLUTION NO. 17-5 AMENDING THE SALARY RESOLUTION, TO APPROVE, FOR DESIGNATED DEPUTIES, AMENDMENTS TO THE SEVERANCE PROVISIONS IN THE SALARY RESOLUTION, BY THE FOLLOWING VOTE:

AYES: Ashley, Benoit, Burke, Buscaino, Cacciotti, Kuehl, Lyou, Mitchell and Parker

NOES: McCallon, Nelson, Robinson and Rutherford

ABSENT: None

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

Darrell Park expressed concern with the settlement agreement with SoCalGas resulting from the Aliso Canyon gas leak that called for the termination of the Order for Abatement issued by the Hearing Board; and highlighted the insufficiencies of the funds that have been set aside for the health study.

Florence Gharibian, Del Amo Action Committee, urged for the rulemaking to address modified hydrofluoric acid from the Torrance Refinery to be considered as soon as possible.

Chairman Burke noted that the Board would be holding an investigational hearing regarding the Torrance Refinery on April 1, 2017.

Todd Campbell, Clean Energy, expressed support for the AQMP that the Board adopted. He added that he worked with Dr. Chung Liu in the past and spoke about his great leadership.

Councilwoman Mitchell spoke about the impact Dr. Liu's had during his tenure at the District, and, after his retirement, as her Board Consultant where he specialized in CARB matters. She asked that the meeting be adjourned in his memory.

### **CLOSED SESSION**

The Board recessed to closed session at 12:35 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 SCAQMD is a party. The actions are:

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

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

- 54957(b)(1) as specified below:

#### **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

Title: Executive Officer

Following closed session, District Counsel Kurt Wiese announced that there were no reportable actions taken in closed session.



**ADJOURNMENT**

There being no further business, the meeting was adjourned by Kurt Wiese at 1:40 p.m. in memory of Dr. Chung Liu.

The foregoing is a true statement of the proceedings held by the South Coast Air Quality Management District Board on March 3, 2017.

Respectfully Submitted,

Denise Garzaro  
Clerk of the Boards

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

\_\_\_\_\_  
Dr. William A. Burke, Chairman

---

**ACRONYMS**

AQMP = Air Quality Management Plan  
CARB = California Air Resources Board  
CEQA = California Environmental Quality Act  
DEO = Deputy Executive Officer  
EIR = Environmental Impact Report  
EV = Electric Vehicle  
FY = Fiscal Year  
MSRC = Mobile Source (Air Pollution Reduction) Review Committee  
NACAA = National Association of Clean Air Agencies  
NOx = Oxides of Nitrogen  
PHEV = Plug-In Hybrid Electric Vehicle  
PM = Particulate Matter  
RECLAIM = REgional CLean Air Incentives Market  
RFP = Request for Proposals  
U.S. EPA = United States Environmental Protection Agency

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 2

PROPOSAL: Set Public Hearing May 5, 2017 to Consider Adoption of and/or Amendments to SCAQMD Rules and Regulations:

Amend Rule 219 – Equipment Not Requiring A Written Permit Pursuant To Regulation II and Amend Rule 222 – Filing Requirements for Specific Emission Sources Not Requiring A Written Permit Pursuant To Regulation II

Proposed Amended Rule 219 will exempt certain categories of equipment from the requirement to obtain a written permit and remove existing exemptions for equipment that SCAQMD staff has learned may not be able to demonstrate compliance with all SCAQMD rules, and will also provide clarification for sources or processes currently covered under Rule 219. Proposed Amended Rule 222 will add additional categories to the streamlined filing/registration program of Rule 222. Both proposed amendments will further facilitate the streamlining of the District's permitting system. (Reviewed: Stationary Source Committee, March 17, 2017)

The complete text of the proposed amendments, staff report and other supporting documents will be available from the District's Public Information Center, (909) 396-2550 and on the Internet ([www.aqmd.gov](http://www.aqmd.gov)) as of April 5, 2017.

RECOMMENDED ACTION:

Set Public Hearing May 5, 2017 to amend Rule 219 and Rule 222.

Wayne Natri  
Executive Officer

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 3

**PROPOSAL:** Recognize Revenue and Execute Contract to Develop and Evaluate Aftertreatment Systems for Large Displacement Diesel Engines

**SYNOPSIS:** CARB previously awarded a contract to Southwest Research Institute (SwRI) to investigate and demonstrate emission control strategies for 13-liter diesel engines to achieve 90% emission reductions using available aftertreatment systems. While the demonstration was successful, in order to better estimate real-world emissions under low load and low temperature conditions, an aged aftertreatment system is required for further optimization. These actions are to recognize revenue up to \$500,000 from U.S. EPA into the Clean Fuels Fund (31) and execute a contract with SwRI in an amount not to exceed \$400,000 from the Clean Fuels Fund (31), comprising up to \$290,000 from the EPA revenue and \$110,000 for SCAQMD's cost-share, to develop and evaluate an aged aftertreatment system for emissions testing. The remaining EPA funds will be allocated to a future project, subject to Board approval.

**COMMITTEE:** Technology, March 17, 2017; Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Recognize, upon receipt, up to \$500,000 from the EPA into the Clean Fuels Fund (31) for diesel reduction projects.
2. Authorize the Chairman to execute a contract with SwRI for the development of an ultra-low NOx aftertreatment system for large displacement engines in an amount not to exceed \$400,000 from the Clean Fuels Fund (31), comprising up to \$290,000 from the EPA revenue and \$110,000 for SCAQMD's cost-share.

Wayne Nastri  
Executive Officer

## **Background**

SCAQMD and CARB have identified the need for lower NO<sub>x</sub> heavy-duty engine standards as a key component of a multi-part strategy for reaching air quality goals. In fact, CARB has initiated a rule development effort to establish a 0.02 grams per brake horsepower per hour (g/bhp-hr) standard for on-highway heavy-duty engines for California, and recently U.S. EPA has acknowledged a need to further lower the NO<sub>x</sub> standard on a national level.

Previously, using funds from CARB, Southwest Research Institute (SwRI) successfully demonstrated the feasibility of 0.02 g/bhp-hr NO<sub>x</sub> emissions level on a heavy-duty 13L diesel engine (Stage 1). The prototype developed in Stage 1, however, failed prior to the final catalyst aging process. Subsequently, CARB has initiated a follow-up project with SwRI involving further efforts aimed at examining the ability to control emissions over light-load duty cycles that are representative of urban environments and vocational applications (Stage 1b).

## **Proposal**

SwRI will develop, age and test a second set of catalysts to represent real-world low load and low temperature test cycles. The parts will be aged for 1,000 hours and emissions testing will be performed at set intervals along the Federal Test Procedure transient cycle. Once complete, the new hardware will be tested with the engine under the developed cycles from Stage 1. The objective of this effort is to overcome the aging issues encountered in Stage 1, as well as to provide a robust aftertreatment system for the next phase of work, which will include development of a larger displacement diesel engine suitable for long-haul operations, including an aftertreatment system optimized to achieve the 0.02 g/bhp-hr NO<sub>x</sub> emissions level.

These actions are to recognize, upon receipt, up to \$500,000 from the EPA into the Clean Fuels Fund (31) for diesel reduction projects and execute a contract with SwRI for development of an ultra-low NO<sub>x</sub> aftertreatment system to be supplied as a hardware set to the ongoing heavy-duty diesel project at CARB.

The EPA funding is from the FY17 Section 105 Clean Air Technology Initiative (CATI). CATI was established by the EPA, CARB, San Joaquin Valley Air Pollution Control District and SCAQMD to identify and implement emission reduction projects in San Bernardino and Boyle Heights where residents are disproportionately affected by emissions of diesel exhaust from the goods movement corridors and from diesel activities at the Ports, warehouses and rail yards.

## **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 projects funded in whole or in part with federal funds. This request for sole source award is made under

provisions B.3.a. – The item is available only from a single source; and B.3.c. – The awarding federal agency authorizes noncompetitive proposals. The proposed project will also be cost-shared by EPA and the Manufacturers of Emission Controls Association (MECA). Details of the cost-share to be provided by EPA and MECA are shown under Resource Impacts.

**Benefits to SCAQMD**

Projects to support implementation of various clean fuel vehicle programs are included in the *Technology Advancement Office Clean Fuels Program 2017 Plan Update* within the category “Engine Systems” under “Develop and Demonstrate Advanced Alternative Fuel Medium- and Heavy-Duty Engines and Vehicles”. This project is to optimize aftertreatment systems, leading to a more robust near-zero emission diesel engine for on-road heavy-duty vehicles. This engine also can be fueled with renewable diesel fuels. Successful development will help to support the larger engines necessary for long-haul trucking operations and contribute towards technology to support the petition for a national standard for near-zero heavy-duty engines. Longer term, it will help to accelerate wide-scale deployment of heavy-duty engines in the South Coast Air Basin with contributions toward the attainment of clean air standards for the region by significantly reducing criteria pollutant emissions from diesel-fueled trucks. Statewide, the project addresses the reduction of GHG emissions and the mandated goal of near-zero NOx levels by 2021.

**Resource Impacts**

The proposed total project budget is \$480,000, which includes in-kind contributions from MECA. SCAQMD’s contract will not exceed \$400,000 from the Clean Fuels Fund (31), comprising SCAQMD’s cost-share of \$110,000 as well as up to \$290,000 out of the \$500,000 to be recognized from EPA into the Clean Fuels Fund (31) for diesel reduction projects. (The remaining EPA funds will be allocated to a future project, subject to Board approval.) Proposed project costs and partners are summarized below:

**Proposed Project Costs**

<b>Funding Source</b>	<b>Funding Amount</b>	<b>Percent</b>
EPA	\$290,000	60
MECA (in-kind)	\$80,000	17
SCAQMD ( <i>requested</i> )	\$110,000	23
<b>Total</b>	<b>\$480,000</b>	<b>100</b>

Sufficient funds are available from the Clean Fuels Fund, 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: April 7, 2017

AGENDA NO. 4

**PROPOSAL:** Recognize Revenue and Execute Contracts to Demonstrate Zero and Near-Zero Emission Drayage Trucks and Cargo Handling Equipment

**SYNOPSIS:** SCAQMD received a \$10 million award to develop and demonstrate zero and near-zero emission technologies for drayage and cargo handling applications under CEC's AB118 Alternative and Renewable Fuel and Vehicle Technology Program. This action is to recognize the revenue into the Clean Fuels Fund (31) and execute contracts with Clean Energy, Velocity Vehicle Group and Hyster-Yale Nederland BV to develop and demonstrate advanced zero and near-zero emission drayage trucks and top handlers in an amount not to exceed \$11,600,106 from the Clean Fuels Fund (31).

**COMMITTEE:** Technology, March 17, 2017; Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Recognize, upon receipt, up to \$10,000,000 from CEC into the Clean Fuels Fund (31).
2. Authorize the Chairman to execute contracts with the following entities totaling \$11,600,106 from the Clean Fuels Fund (31):
  - a) Clean Energy to repower and demonstrate 20 drayage trucks with near-zero natural gas engines in an amount not to exceed \$5,100,000;
  - b) Hyster-Yale Nederland BV to develop and demonstrate one battery electric top handler in an amount not to exceed \$2,931,806; and
  - c) Velocity Vehicle Group to develop and demonstrate one battery electric and three plug-in hybrid electric drayage trucks in an amount not to exceed \$3,568,300.

Wayne Nastri  
Executive Officer

## **Background**

Mobile sources in goods movement sectors make up the large portion of NO<sub>x</sub> and PM emissions in the Basin with adverse impact on air quality and public health, particularly in Environmental Justice communities adjacent to the Ports of Los Angeles and Long Beach that are disproportionately impacted by goods movement operations and activities. In order to mitigate these port-related emissions, and further reduce petroleum usage, SCAQMD strongly supports accelerated deployment of zero and near-zero emission technologies in cargo transport and handling operations.

On January 26, 2017, SCAQMD submitted a proposal in response to a CEC solicitation under the AB 118 Alternative and Renewable Fuel and Vehicle Technology Program. The proposal is to develop and demonstrate zero and near-zero emission technologies in drayage and cargo handling applications, including repowered drayage trucks with 12L near-zero natural gas engines, battery electric and plug-in hybrid electric drayage trucks, and a battery electric top handler. On February 22, 2017, CEC notified SCAQMD that the project proposal to develop and demonstrate these trucks and cargo handling equipment had been selected for a \$10 million award, which is the full amount requested.

## **Proposal**

This action is to recognize, upon receipt, up to \$10,000,000 from CEC and execute contracts for the following projects. The projects described below are based on the applicants' proposals and specifications may change as the designs are finalized.

### Clean Energy

Clean Energy is the leading provider of natural gas for transportation in North America, both in number of stations and gallons sold per year with nearly two decades of experience in developing and implementing natural gas fueling solutions for high volume fleet customers. Clean Energy, in partnership with Cummins Westport Inc. (CWI), a leading developer of spark-ignited automotive natural gas engines for commercial transportation applications, will repower 20 Class 8 drayage trucks with the CWI pre-commercial near-zero natural gas engines that are capable of meeting the optional 0.02 grams per brake horsepower per hour (g/bhp-hr) NO<sub>x</sub> standard, for demonstration in real-world service throughout the Basin. The CWI near-zero engine reduces emissions well below current standards while providing comparable performance to the diesel baseline technology, with both NO<sub>x</sub> and ROG at 90% below the standards. In addition, with renewable natural gas to be provided by Clean Energy, the near-zero engines are expected to achieve as much as 80% in GHG reductions as well.



### Hyster-Yale Nederland BV

Hyster-Yale Nederland BV (HYN), a global leader in the large forklifts and container handler market, will lead a team with extensive technical knowledge and resources to develop and demonstrate a pre-pilot electric container handler – known as a top handler - at the Port of Los Angeles in the APM Terminal. Top handlers are the largest-sized class of mobile cargo handling equipment at California ports and represent the highest remaining source of emissions, particularly NOx and PM, at the San Pedro Bay Ports. Leveraging the electrical power systems for its lighter industrial lifts, HYN will develop 40-50 ton electric top handler that can withstand rugged, high-utilization activities at container terminals. WAVE, a premiere developer of inductive charging solutions for medium- and heavy-duty vehicles in the United States, will provide a wireless charging system in this demonstration to enable the top handler to perform a full day of operation with opportunity charging during breaks to satisfy the terminal operator' two-shift-per-day performance requirement.

### Vehicle Velocity Group

Velocity Vehicle Group (VVG) is a consortium of companies with expertise in the commercial vehicle industry and owns one of the largest Freightliner truck dealerships on the West Coast. VVG is leading a team with a strong presence in California as well as a deep understanding of the heavy-duty vehicle market to develop and demonstrate one battery electric and three plug-in hybrid electric drayage trucks, using the PowerDrive™ technology developed by Efficient Drivetrains, Inc., (EDI) a global leader and innovator of advanced, high-efficiency electric drivetrains, exportable power and vehicle control software. EDI will serve as the technical lead and vehicle integrator, working together with Freightliner Trucks to develop battery electric and plug-in hybrid electric drive platforms that meet end-user fleet requirements and which both post-production truck modification service companies can easily integrate and certified Freightliner dealerships can service and repair. In this project, CALSTART will provide project management and Mayor Logistics and Total Transportation Services will deploy the trucks in their revenue service for demonstration.

### **Sole Source Justification**

Section VIII.B.2 of the Procurement Policy and Procedure identifies provisions under which a sole source award may be justified. Specifically, this request for sole source awards 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): Project involving cost-sharing by multiple sponsors. The manufacturers and vehicle integrators involved in this project--CWI, EDI, Freightliner, HYN and WAVE--each have extensive knowledge and experience in advanced zero and near-zero emission engine and vehicle technologies that are needed to successfully complete the projects. They will also utilize their proprietary technologies in the development of demonstration trucks and top handlers. In addition,

these demonstration projects will be cost-shared by the project partners as discussed in the Resource Impacts section.

**Benefits to SCAQMD**

The proposed projects are relevant to the SCAQMD’s priorities to reduce NOx and PM emissions from goods movement operations to achieve national ambient air quality standards and protect public health.

The proposed drayage truck repower project by Clean Energy will provide opportunities for fleets to test the CWI near-zero engine in their own operations to prove its reliability and performance. Successful demonstration will lead to widespread adoption of the near-zero emission natural gas trucks by fleets, providing significant reductions in NOx and other criteria pollutant emissions from drayage trucking operations. In addition, utilization of renewable natural gas in this project will achieve considerable benefits in GHG reductions as well. Similar benefits can also be expected from successful demonstration of the proposed battery electric and plug-in hybrid electric drayage trucks using EDI’s PowerDrive™ technology.

Electrification of top handlers and other cargo handling equipment of similar weight class can help to significantly reduce NOx and PM emissions, along with GHG co-benefits, from container cargo handling operations at the San Pedro Bay Ports.

The proposed projects are included in the *Technology Advancement Office Clean Fuels Program 2017 Plan Update* under the categories of “Electric/Hybrid Technologies & Infrastructure” and “Engine Systems.”

**Resource Impacts**

The total estimated cost for the proposed projects is \$15,476,008, to be funded with \$10,000,000 from CEC, as a pass-through via SCAQMD’s Clean Fuels Fund as described in the Recommended Actions, \$1,600,106 from SCAQMD’s Clean Fuels Program (Fund 31), and \$3,875,902 of in-kind cost-share from project partners, as follows:

<b>Project Partner</b>	<b>Funding Amount</b>	<b>Percent</b>
CEC	\$10,000,000	65
Clean Energy/CWI	\$2,500,000	16
HYN	\$746,202	5
VVG/EDI	\$629,700	4
SCAQMD ( <i>requested</i> )	\$1,600,106	10
<b>Total</b>	<b>\$15,476,008</b>	<b>100</b>

The \$10,000,000 in revenue from CEC will be recognized, upon receipt, into the Clean Fuels Fund (31). The proposed sources of funds and contractors are outlined in the table below:

<b>Funding Source</b>	<b>Clean Energy</b>	<b>HYN</b>	<b>VVG</b>
CEC	\$4,450,000	\$2,564,005	\$2,985,995
Proponents	\$2,500,000	\$746,202	\$629,700
SCAQMD ( <i>requested</i> )	\$650,000	\$367,801	\$582,305
<b>Total</b>	<b>\$7,600,000</b>	<b>\$3,678,008</b>	<b>\$4,198,000</b>

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.

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 5

**PROPOSAL:** Execute Contracts to Conduct 2017 Leaf Blower Exchange Program

**SYNOPSIS:** At its December 2, 2016 meeting, the Board approved release of a Program Announcement to solicit competitive bids from manufacturers of zero or low emission/low noise commercial leaf blowers. This action is to award contracts to conduct the 2017 Leaf Blower Exchange Program in an amount not to exceed \$563,400 from the Rule 2202 AQIP Special Revenue Fund (27).

**COMMITTEE:** Mobile Source, March 17, 2017; Recommended for Approval

**RECOMMENDED ACTIONS:**

Authorize the Chairman to execute the contracts listed below, totaling \$563,400 from the Rule 2202 AQIP Special Revenue Fund (27):

- a. A contract with Black & Decker to exchange any combination of handheld and backpack battery-electric leaf blowers in an amount not to exceed \$147,200; and
- b. A contract with Pacific STIHL to exchange up to 1,000 gasoline and any combination of handheld and backpack battery-electric leaf blowers in an amount not to exceed \$416,200, comprised of up to \$188,000 for gasoline leaf blowers and up to \$228,200 for battery-electric leaf blowers.

Wayne Natri  
Executive Officer

MMM:FM:LCM:VY

---

**Background**

The Rule 2202 Air Quality Investment Program (AQIP) allows employers to participate by electing to invest in an SCAQMD administered restricted fund. Effective July 1, 2016, investment can be either \$46.73 annually per employee reporting to the worksite during the 6:00 a.m. to 10:00 a.m. peak window or \$129.79 triennially per employee. The restricted monies are to be used by the SCAQMD to fund proposals that achieve mobile source emission reductions that would otherwise have been achieved by implementing a rideshare program.

At its December 2, 2016 meeting, the Board approved the release of Program Announcement #PA2017-02 to solicit bids from potential manufacturers/suppliers of zero or low emission/low noise commercial leaf blowers to provide units at a discounted price to be used for the SCAQMD's 2017 Leaf Blower Exchange Program. The primary goal of the Leaf Blower Exchange Program is to replace existing two-stroke backpack blowers currently used by commercial landscapers/gardeners within the South Coast Air Basin with new zero emission or four-stroke blowers, which have significantly reduced emission and noise levels.

### **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 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 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>).

### **Bid Evaluation**

Pacific STIHL and Black & Decker submitted proposals by the Program Announcement due date. Pacific STIHL offered three types of leaf blowers: two zero emission battery-operated BGA85 and BGA100 model blowers, in addition to the gasoline BR500 model blower that meets the low exhaust emission standards ("Blue Sky Series") required by the Program Announcement. The BGA85 is a handheld battery-electric model, and the BGA100 is a backpack battery-electric model. Black & Decker offered two zero emission battery-operated DCBL790X1 and DCBL590X2 models utilizing their DeWalt blowers. The DCBL790X1 is a handheld battery-electric model, and the DCBL590X2 is a backpack battery-electric model.

### **Proposal**

This Program will exchange up to 2,300 old two-stroke leaf blowers with new four-stroke gasoline and zero emission blowers. Staff proposes to offer the STIHL's BR500 gasoline model in addition to the two zero emission models as well as Black & Decker's two zero emission DeWalt models in the 2017 Leaf Blower Exchange Program. Tables 1 and 2 provide the specifications and pricing information for the proposed models from Pacific STIHL and Black & Decker.

SCAQMD's past leaf blower exchanges for commercial gardeners/landscapers have been conducted at STIHL dealerships. Both Pacific STIHL and Black & Decker will

conduct general outreach by direct mail, email and promotion in their local dealerships and factory service centers. Typically, 13 exchange events are set up across the Basin, and for the convenience of the participants, the exchange events take place during consecutive weekdays. Due to the great demand, and to prevent long lines, pre-registration will be required.

At the event site, the old gasoline-powered leaf blowers will be tested for operation and then drained of all fluids in a responsible manner and collected for scrapping. The vendors will haul the traded-in blowers to a scrapping yard where they are crushed and recycled. The vendors will also provide training for the proper use of the equipment at each of the exchange sites. This format has been used for all prior exchange programs.

This is the first year that multiple technologies and models of battery-electric leaf blowers are offered by two vendors. Therefore, staff recommends allocating a total funding amount of \$416,200 to Pacific STIHL, comprising 1,000 units of BR500 (gasoline) blowers in an amount not to exceed \$188,000 as well as 150 units of BGA85 and 500 units of BGA100 blowers in an amount not to exceed \$228,200. Staff also recommends allocating a total funding amount of \$147,200 for Black & Decker's two zero emission DeWalt models, comprising 150 units of the DCBL790X1 model and 500 units of the DCBL590X2 model. The total number of all the units shall not exceed 2,300. However, based on customer demand, any combination (other than the 150 and 500 units split between the handheld and backpack electric models) can be funded, as long as the funding is within the total allocated amount for those two models.

### **Benefits to SCAQMD**

The current CARB emissions standard for commercial leaf blowers is 72 grams of HC + NO<sub>x</sub> per kilowatt hour. The STIHL BR500 model has been certified by CARB at 16 grams of HC + NO<sub>x</sub> per kilowatt hour. The 16 gram per kilowatt hour exceeds CARB's Blue Sky criteria of 36 grams for products in its displacement category. Because of its low emission levels and low noise level rating, Model BR500 was used in all prior Leaf Blower Exchange Programs. The cost-effectiveness of this model is \$0.53 per pound. The cost-effectiveness of the zero emission BGA85 and BGA100 models are \$0.32 and \$0.67 per pound, respectively. Black & Decker's DeWalt models are both zero emission battery-operated models and the cost-effectiveness of the handheld DCBL790X1 and the backpack DCBL590X2 models are \$0.25 and \$0.42 per pound, respectively.

### **Resource Impact**

Total expenditures for the proposed program shall not exceed \$563,400 from the Rule 2202 AQIP Special Revenue Fund (27).

### **Attachments**

Table 1 – Leaf Blower Specifications and Pricing for Pacific STIHL

Table 2 – Leaf Blower Specifications and Pricing for Black & Decker

**Table 1: Leaf Blower Specifications and Pricing**



<b>Leaf Blower Specifications</b>			
<b>Blower Model</b>	<b>BR 500 (Gasoline)</b>	<b>BGA 85 (handheld)</b>	<b>BGA 100 (backpack)</b>
HC+NOx Certification Level (g/kW-hr)	16	N/A	N/A
CO Certification Level (gm/kW-hr)	307	N/A	N/A
Noise Rating in dB(A)	65	66	56
Air Velocity (mph)	181	104	141
Air Volume (cfm)	477	391	494
Weight With Batteries (lbs)	22.3	10.8	N/A
# of Batteries Included	N/A	1	1
# of Chargers Included	N/A	1	1
Battery Amp Hour (Ah)	N/A	6.0	23.7
Voltage (V)	N/A	36	36
Battery Run Time (Min.)	N/A	24	130
Warranty Period for Commercial Users (Tool)	2 Yrs.	2 Yrs.	2 yrs.
Warranty Period for Commercial Users (Battery)	N/A	2 Yrs.	2 Yrs.
Factory Service Centers	120	120	120
<b>Leaf Blower Price Information</b>			
<b>MSRP</b>	<b>\$ 479.95</b>	<b>\$ 479.93</b>	<b>\$ 1,419.92</b>
<b>SCAQMD Discounted Price</b>	<b>\$ 437.97</b>	<b>\$ 387.97</b>	<b>\$ 900</b>
<b>SCAQMD pays</b>	<b>\$ 187.97</b>	<b>\$ 187.97</b>	<b>\$ 400</b>
<b>Customer's Price (+Tax)</b>	<b>\$ 250</b>	<b>\$ 200</b>	<b>\$ 500</b>

**Table 2: Leaf Blower Specifications and Pricing**

Black & Decker **DEWALT**



<b>Leaf Blower Specifications</b>		
<b>Blower Model</b>	<b>DCBL790X1 (Handheld)</b>	<b>DCBL590X2 (backpack)</b>
Noise Rating in dB(A)	67	63
Air Velocity (mph)	120	142
Air Volume (cfm)	400	450
Weight With Batteries (lbs)	11.4	With 1 battery: 22 With 2 batteries: 27
# of Batteries Included	1	2
# of Chargers Included	1	1
Battery Amp Hour (Ah)	7.5	7.5
Voltage (V)	40	40
Battery Run Time (Min.)	27	39
Warranty Period for Commercial Users (Tool)	3 Yr. Limited 1 Yr. Free Service	3 Yr. Limited 1 Yr. Free Service
Warranty Period for Commercial Users (Battery)	2 Yr. Free Service	2 Yr. Free Service
Factory Service Centers	2	2
<b>Leaf Blower Price Information</b>		
<b>MSRP</b>	<b>\$ 349.00</b>	<b>\$ 699.00</b>
<b>SCAQMD Discounted Price</b>	<b>\$ 297.49</b>	<b>\$ 499.99</b>
<b>SCAQMD Pays</b>	<b>\$ 147.49</b>	<b>\$ 249.99</b>
<b>Customer's Price (+Tax)</b>	<b>\$ 150</b>	<b>\$ 250</b>





BOARD MEETING DATE: April 7, 2017

AGENDA NO. 6

**PROPOSAL:** Adopt Resolution Recognizing Funds and Accepting Terms and Conditions for FY 2016-17 Carl Moyer Program Award and Issue Program Announcements for Carl Moyer Program and SOON Provision

**SYNOPSIS:** These actions are to adopt a resolution recognizing up to \$26 million in Carl Moyer Program grant awards from CARB under SB 1107 with its terms and conditions for FY 2016-17 and to approve the release of Program Announcements for the FY 2016-17 “Year 19” Carl Moyer Program and SOON Provision to provide incentive funding for low emitting on- and off-road vehicles and equipment. This action is to also approve a name correction for an award recipient under the Carl Moyer Program.

**COMMITTEE:** Technology, March 17, 2017; Recommended for Approval

**RECOMMENDED ACTIONS:**

1. Adopt the attached resolution recognizing upon receipt up to \$26 million from CARB into the Carl Moyer Program SB 1107 Fund (32) and accepting terms and conditions of the FY 2016-17 Carl Moyer grant award.
2. Issue Program Announcement #PA2017-04 to solicit projects for the FY 2016-17 “Year 19” Carl Moyer Memorial Air Quality Standards Attainment Program.
3. Issue Program Announcement #PA2017-06 to solicit projects for the SOON Provision.
4. Approve a name correction for a FY 2015-16 “Year 18” Carl Moyer Program award recipient from Dilman’s Crystal Pacific to Crystal Pacific, LLC.

Wayne Nastri  
Executive Officer

## **Background**

The Carl Moyer Memorial Air Quality Standards Attainment Program (CMP) and the Surplus Off-Road Opt-in for NO<sub>x</sub> (SOON) Provision provide incentive funding for the incremental cost of purchasing cleaner than required engines and equipment. Both programs are funded with the Carl Moyer Program SB 1107 and AB 923 funds. This is the 19<sup>th</sup> year of the CMP and the 13<sup>th</sup> year of the SOON program with funding from SB 1107 and AB 923.

## **Proposal**

This action is to adopt the attached resolution recognizing upon receipt up to \$26 million from CARB into the Carl Moyer Program SB 1107 Fund (32) for implementation of the FY 2016-17 “Year 19” CMP and accepting the terms and conditions of the FY 2016-17 Carl Moyer Grant award. CARB has tentatively allocated \$25,444,077 to the SCAQMD. Of this amount, \$23,853,822 is designated for projects funding and \$1,590,255 for administrative and outreach efforts. In addition, \$3,816,612 is required from the SCAQMD as the local match, which will be provided from AB 923 funds.

This action is to also issue Program Announcements (PA) #PA2017-04 and #PA2017-06 for the Carl Moyer Program and the SOON Provision, respectively. The approximate amounts of available funding are \$24 million for the Carl Moyer Program and \$4 million for the SOON Provision. Additional funds may become available by the time of award approval, upon which more projects will be awarded up to the total amount of funds available. A detailed account of available funds from the Carl Moyer Program Fund, including earned interest and the split between the SB 1107 and the AB 923 funds, will be outlined at the time of award recommendations.

The Carl Moyer PA solicits projects for on-road vehicles, off-road vehicles of small and medium-sized fleets, locomotives, marine and port applications and other vehicles and equipment. The SOON Provision PA solicits projects for off-road vehicles in large fleets. As in previous years, SCAQMD will only fund diesel-to-diesel applications when alternative fuel engines/vehicles are not commercially available or certified by CARB, except for emergency vehicles.

Based on the provisions of SB 513 approved by the Governor on October 8, 2015, the newly drafted Carl Moyer Program guidelines by CARB will be used for evaluation of the applications, contingent upon their final approval by the CARB Board on April 27, 2017. This will also be the first time that applications for both the Carl Moyer Program and the SOON Provision will be accepted online. Proposals for all categories will be due by 1:00 pm on Tuesday, July 11, 2017. Staff expects to finalize the review and evaluation of the proposals and recommend awards for Board approval at the October 2017 Board meeting. The Carl Moyer Program and the SOON Provision PAs are attached.

Finally, this action is to approve a name correction for a recipient under the FY 2015-16 “Year 18” Carl Moyer Program awards approved by the Board on October 7, 2016, from Dilman’s Crystal Pacific to Crystal Pacific, LLC.

### **Outreach**

In accordance with SCAQMD’s Procurement Policy and Procedure, a public notice advertising the PAs 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 PAs 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 menu selection “Grants & Bids.”

### **Program Guideline**

At its July 8, 2005 meeting, the SCAQMD Board approved a long-term Program Guideline for the implementation of the Carl Moyer Program in the South Coast Air Basin. The proposed funding distribution for different equipment categories is made in this Board letter according to the criteria outlined in that Guideline with emphasis on the following priorities in order to achieve the highest emission reductions:

- Goods Movement (40 percent allocation)
- Environmental Justice (50 percent allocation)
- Cost-Effectiveness
- Low Emission Engine / Vehicle Preference
- Early Commercialization of Advanced Technologies/Fuels
- Fleet Rules
- School Buses

### **Funding Distribution**

The CMP Guideline includes the requirement that at least 50 percent of the program funds must be spent in disproportionately impacted areas. At least half the funding allocated under SB 1107 and collected under AB 923 will be awarded to projects located in disproportionately impacted areas. It has been the policy of the SCAQMD to allocate at least 50 percent of all funding available in the CMP and the SOON Provision, including roll-over funding from previous years and turn back funds, to disproportionately impacted areas.

### **Disproportionately Impacted Areas Point Ranking**

The requirements of the CMP and the SOON Provision will be implemented according to the following criteria.

- 1) All projects must qualify by meeting the cost-effectiveness limits established in the Program Announcement.
- 2) All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a) **Poverty Level:** Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b) **PM2.5 Exposure:** All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.1 micrograms per cubic meter and above, on an annual average, or
  - c) **Air Toxics Exposure:** All projects in areas with a cancer risk of 894 in a million and above (based on MATES IV estimates) will be eligible to be ranked in this category.

The maximum score will be comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the ports since these populated areas are directly impacted by port activities.

### **Benefits to SCAQMD**

The SCAQMD has supported a number of activities directed to the advancement of new technologies and commercialization of low-emission alternative fuel technologies. The successful implementation of the Carl Moyer Program and the SOON Provision are direct results of these technology advancement activities. The vehicles and equipment funded under these Program Announcements will operate many years, providing long-term emission reductions.

**Resource Impacts**

CARB has tentatively allocated \$25,444,077 to the SCAQMD under SB 1107 for implementation of the FY 2016-17 “Year 19” CMP. Of this amount, \$23,853,822 is designated for project funding and \$1,590,255 for administrative and outreach efforts. These funds shall be recognized into the Carl Moyer Program SB 1107 Fund (32). In addition, \$3,816,612 is required as the local match from the SCAQMD, which will be provided from AB 923 funds.

**Attachments**

1. Resolution
2. Carl Moyer Program Announcement #PA2017-04
3. SOON Provision Program Announcement #PA2017-06

**RESOLUTION NO. 17-**

**A Resolution of the South Coast Air Quality Management District Board  
Recognizing Funds and Accepting the Terms and Conditions of the  
FY 2016-17 Carl Moyer Grant Award**

WHEREAS, under Health & Safety Code §40400 *et seq.*, the South Coast Air Quality Management District (SCAQMD) is the local agency with the primary responsibility for the development, implementation, monitoring and enforcement of air pollution control strategies, clean fuels programs and motor vehicle use reduction measures; and

WHEREAS, the SCAQMD is authorized by Health & Safety Code §§40402, 40440, and 40448.5 to implement programs to reduce transportation emissions, including programs to encourage the use of alternative fuels and low-emission vehicles; to develop and implement other strategies and measures to reduce air contaminants and achieve the state and federal air quality standards; and

WHEREAS, the Board has adopted several programs to reduce emissions from on-road and off-road vehicles, as well as emissions from other equipment, including the School Bus Incentive Program and the Carl Moyer Program; and

WHEREAS, the SCAQMD is designated as an extreme non-attainment area for ozone and as such is required to utilize all feasible means to meet national ambient air quality standards.

THEREFORE, BE IT RESOLVED that the Board of the SCAQMD, in regular session assembled on April 7, 2017, does hereby accept the terms and conditions of the FY 2016-17 (Year 19) Carl Moyer Program grant award and recognizes up to \$26 million in SB 1107 funds.

BE IT FURTHER RESOLVED that the Executive Officer is authorized and directed to take all steps necessary to carry out this Resolution.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Clerk of the Boards



**2017  
CARL MOYER MEMORIAL  
AIR QUALITY STANDARDS ATTAINMENT PROGRAM  
PROGRAM ANNOUNCEMENT  
“Year 19”**

**SCAQMD PROGRAM ANNOUNCEMENT  
#PA2017-04**

The South Coast Air Quality Management District (SCAQMD) is pleased to announce the availability of funds from the Carl Moyer Memorial Air Quality Standards Attainment Program (hereafter “CMP”). Although air pollution regulations have significantly reduced emissions and improved air quality in California, many areas continue to experience unhealthy air. The CMP has been very successful over the past 18 years in incentivizing equipment owners to take early action and obtain additional emission reductions by the deployment of cleaner-than-required engines, vehicles and equipment. This year marks the 19<sup>th</sup> year of implementation of the CMP by the SCAQMD. This Program Announcement (PA) will identify the project types and eligibility criteria to qualify for the Year 19 CMP. In the preparation of this PA, the words “Applicant,” “Contractor,” and “Consultant” are used interchangeably.

**SECTION I – OVERVIEW**

**PURPOSE**

The purpose of this PA is to solicit project applications for the 2017 Carl Moyer Memorial Air Quality Standards Attainment Program (CMP).

**The budget for this PA will be approximately \$24 million from the CMP Fund.**

The purpose of the CMP is to obtain emission reductions of Nitrogen Oxides (NO<sub>x</sub>), Particulate Matter (PM<sub>10</sub>) and Reactive Organic Gases (ROG) from heavy-duty vehicles and other equipment operating in California as early and as cost-effectively as possible. The CMP provides financial incentives to assist in the purchase of cleaner-than-required engine and equipment technologies to achieve emission reductions that are real, surplus, quantifiable and enforceable.

All applications will be evaluated based on the criteria set forth in this PA, the CMP Guidelines, and all subsequent updates and modifications/advisories to the Guidelines. This PA was prepared based on the Carl Moyer Program Guidelines revised as of December 18, 2015, which are available online at <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>, as well as the CMP Advisories, including but not limited to Mail-Out #MSC 15-25 and 15-30, which are available online at: [https://www.arb.ca.gov/msprog/moyer/advisories\\_005/advisories\\_005.htm](https://www.arb.ca.gov/msprog/moyer/advisories_005/advisories_005.htm).

**WHAT’S NEW?**

Senate Bill (SB) 513 (Beall), signed by the Governor in October 2015, made multiple changes to the CMP. The bill mandates the California Air Resources Board (CARB) to establish or update the grant criteria and guidelines by no later than July 1, 2017, to incorporate changes introduced by the bill. Some of the key changes to the CMP include establishing new cost-effectiveness limits based on factors including, but not limited to: the cost of emission control technologies and the cost-



effectiveness of adopted rules or control measures in either an approved State Implementation Plan or rules adopted by CARB. Another key change to the CMP was the removal of limitations concerning leveraged funds from federal, state and local programs, and other public funding sources. A project may now be co-funded with other public funds, including but not limited to: the Greenhouse Gas Reduction Fund, energy diversity programs, and programs that are intended to provide emission reductions that are not credited to the State Implementation Plan, without these additional public funds being factored into the cost-effectiveness calculation.

SCAQMD anticipates that applications submitted in response to this PA will be evaluated according to the 2017 CMP Guidelines update if the revisions are finalized by CARB in time for the evaluation period. These revisions would provide significant improvements to the CMP and provide higher incentive amounts for projects that deploy the cleanest technologies. While this PA is structured under the current CMP Guidelines (dated December 18, 2015), SCAQMD will utilize the new 2017 Guidelines as soon as they are available. We encourage applicants to review the progress of the 2017 CMP Guidelines update to see how the proposed revisions may impact their applications.

For information on the CMP 2017 Guidelines update, please visit the following website:

<https://www.arb.ca.gov/msprog/moyer/2017guideline.htm>

## **INTRODUCTION**

CMP funding is provided via two legislative bills, SB 1107 and AB 923. SB 1107 provides approximately \$61 million per year in statewide funding, and AB 923 permits air districts in designated non-attainment areas to collect an additional two dollars in vehicle registration fees to expend on programs to reduce emissions from vehicular sources and off-road equipment. A resolution approving such fees was adopted by the SCAQMD Board on December 3, 2004.

## **FUNDING CATEGORIES**

Below are the specific project categories identified for funding under the SCAQMD 2017 CMP solicitation:

- On-Road Heavy-Duty Vehicles, including Emergency Vehicles (Fire Apparatus)
- Off-Road Equipment, including:
  - Marine Engine Repower
  - Shore Power (if project is not subject to CARB's At-Berth Regulation)
  - Construction Equipment (Note: Current CMP Guidelines limit funding opportunities to small and medium fleets; however, the SCAQMD encourages large fleets to apply under this PA since the 2017 CMP Guidelines update may include funding opportunities for large fleets.)
  - Agricultural Mobile Equipment (loaders, tractors, water pulls, etc.)
  - Locomotives
  - Cargo Handling Equipment (zero emission projects only)

### **On-Road Heavy-Duty Vehicles**

- On-Road Heavy-Duty Vehicle projects must generate surplus emission reductions. Projects in this category must deploy cleaner-than-required engines to be eligible for CMP funding. CMP





funding opportunities for vehicles subject to CARB's Fleet Rules, including but not limited to the Statewide Truck & Bus Regulation, Solid Waste Collection Vehicle Rule, Public Agencies & Utilities Fleet Rule, and the Drayage Truck Regulation, may be significantly reduced if not eliminated due to compliance requirements. Emergency vehicles, including but not limited to prisoner transport buses and fire apparatus, are exempt from CARB regulations and therefore are eligible for CMP funding.

- Project options for on-road heavy-duty vehicle projects include retrofit, vehicle replacement or engine repower, except emergency vehicles which are limited to a replacement option due to the specialized nature of this equipment. Please note funding opportunities for retrofit devices are very limited since diesel particulate filters are required for most on-road heavy-duty diesel vehicles in California, either as original equipment manufacturer (OEM) equipment in new trucks or through phased compliance schedules for older trucks complying with CARB rules and regulations.
- Compliant fleets may be eligible for a small percentage of CMP funding based on the amount of surplus emission reductions and eligible project life.
- Projects must include commercially available technologies that are certified or verified by CARB.
- The proposed 2017 Guidelines update is expected to provide funding for new technologies such as the optional low NOx engines, hybrids and zero emission vehicles. The SCAQMD encourages equipment owners to submit applications for these new technologies in response to this PA and in anticipation of CARB's approval of the 2017 Guidelines update by July 1, 2017.

### **Off-Road Heavy-Duty Equipment/Engines**

- Off-Road Heavy-Duty Equipment/Engines, including but not limited to construction equipment, marine engines, shore power, locomotives, agricultural tractors, zero emission rubber-tired gantry (RTG) cranes and other cargo handling equipment.
- Large fleets subject to CARB's In-Use Off-Road Equipment regulation<sup>1</sup> are not eligible under the current CMP Guidelines. However, it is anticipated that large fleets will be eligible under the 2017 CMP Guidelines update that is scheduled for CARB approval by July 1, 2017. Therefore, SCAQMD encourages large fleets to apply for CMP funding under this PA.

Refer to CARB's fleet rule Web pages that provide detailed information on compliance with these regulations. These are listed below in Section VI.

### **GENERAL PROGRAM INFORMATION**

All project awards shall not exceed the project's incremental cost or the maximum cost-effectiveness limit of \$18,260 per ton of weighted emissions reduced, unless revised by CARB prior to the SCAQMD awards. Please note the proposed 2017 CMP Guidelines update includes a higher cost-effectiveness limit for all project categories. If the guideline revisions become finalized by CARB in

---

<sup>1</sup> <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>



time for the evaluation period, the SCAQMD will use the new cost-effectiveness limit when evaluating projects submitted under this PA. All projects must meet the criteria stated in this PA, Appendix A and the CMP Guidelines in effect at the time of contract execution. Cost-effectiveness is based on NO<sub>x</sub>, ROG and PM<sub>10</sub> reductions. Project cost-effectiveness is currently calculated according to the following formula:

$$\frac{\text{Annualized Cost (\$/year)}}{[\text{NO}_x \text{ reduction} + 20(\text{combustion PM}_{10} \text{ reduction}) + \text{ROG reduction}] \text{ (Tons/year)}}$$

NOTE: The anticipated 2017 Guidelines update may increase the cost-effectiveness limit to \$30,000 per weighted ton of emissions reduced, with allowances for higher limits for school buses and advanced technologies. Please consult the CARB 2017 CMP Guidelines Update Web page for detailed information and to review proposed revisions<sup>2</sup>.

All projects must be operational within eighteen (18) months of contract execution or by May 24, 2019, whichever is earlier. Some projects may have earlier in-service operational date requirements, if they are subject to CARB regulations.

It is the applicant's responsibility to ensure that the most current information and requirements are reflected in a submitted project application. Applicants should check the CARB website for updates and advisories to the guidelines ([www.arb.ca.gov/msprog/moyer/moyer.htm](http://www.arb.ca.gov/msprog/moyer/moyer.htm)).

In cases of conflict between CARB guidelines and SCAQMD criteria, the more stringent criteria will prevail. SCAQMD will post any new information and requirements on its CMP Web page at [www.aqmd.gov/Moyer](http://www.aqmd.gov/Moyer).

Projects subject to CARB regulations must submit a copy of the most recent CARB compliance report(s) or other documentation that provides SCAQMD with clear understanding of the applicant's compliance status.

**All emission reductions resulting from funded projects will be retired by the SCAQMD.** A grant shall not be made that, net of taxes, provides the applicant with funds in excess of the incremental cost of the project.

In accordance with Mail Out #MSC 15-25<sup>3</sup>, public agency funds contributed toward a project will not be factored into the cost-effectiveness calculation if the project is eligible and meets all criteria under the public agency program. Projects may be leveraged with other funding sources, including but not limited to: federal funding for programs to reduce greenhouse gas (GHG) emissions, funding provided by the Alternative and Renewable Fuel and Vehicle Technology Program, Air Quality Improvement Program, or CARB's Low Carbon Transportation Investment funds to reduce GHG emissions provided the grantee pays at least 15 percent of the project cost from non-public sources.

The applicant must disclose all funding sources at the time of application and will be required to report all funding sources prior to invoice payment. The sum of all grants and other funds applied toward the

<sup>2</sup> <https://www.arb.ca.gov/msprog/moyer/2017guideline.htm>

<sup>3</sup> <https://www.arb.ca.gov/msprog/mailouts/msc1525/msc1525.pdf>



project shall not exceed the total project cost. The emission reductions paid for by the CMP shall not be claimed by the other funding sources.

### **ELIGIBILITY INFORMATION**

Emission reductions obtained through CMP projects must be real, surplus, quantifiable and enforceable. The emission reductions must not be required by any federal, state or local regulation, memorandum of agreement/understanding, settlement agreement, mitigation requirement or other legal mandate.

Engines operating under a regulatory compliance extension granted by CARB, an air district or the United States Environmental Protection Agency (U.S. EPA) are not eligible for funding.

A grant recipient subject to an in-use regulation may be eligible to receive CMP funding if the applicant has met all compliance requirements of applicable regulations. Documentation of regulatory compliance must be provided by applicants to air districts at the time of application.

Key program requirements for on- and off-road equipment categories are highlighted below; however, applicants are responsible for consulting the CMP guidelines for additional program limitations/requirements.

### **ON-ROAD VEHICLES**

All on-road projects must generate surplus emission reductions. Therefore, all vehicles subject to CARB's Fleet Rules, including but not limited to the Statewide Truck & Bus Regulation, Solid Waste Collection Vehicle Rule, Public Agencies & Utilities Fleet Rule and Drayage Truck Regulation, have limited or no CMP funding opportunities under the current Guidelines. However, the proposed 2017 Guidelines update will provide new funding opportunities for projects that involve cleaner-than-required engines and advanced technologies in on-road heavy-duty vehicles. In anticipation of the new guidelines becoming finalized by CARB by July 1, 2017, the SCAQMD encourages fleets to submit applications for such on-road projects in response to this PA.

The proposed engine for each on-road project must be consistent with the "Intended Service Class" per the CARB Executive Order [medium-heavy duty (MHD) Intended Service Class engines cannot be used for projects which have the heavy-heavy duty (HHD) vehicle classifications]. Executive Orders for on-road vehicles may be downloaded at: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>.

### **Emergency Vehicles**

Emergency vehicles, including but not limited to prisoner transport buses and fire apparatus, are exempt from CARB regulations and therefore are eligible for CMP funding. Eligible emergency vehicle projects are those in which an older, more polluting emergency vehicle is replaced with a new or used replacement vehicle with an engine meeting the current model year California emission standards. The older, replaced vehicle must be destroyed.

A fire truck reuse option is also available on a case-by-case basis. The fire truck reuse option allows fire departments to give away the existing old vehicle and destroy another older vehicle in its place. Additional requirements for emergency vehicle projects can be found at:

[http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp\\_ch6\\_07\\_11\\_14.pdf](http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_ch6_07_11_14.pdf)



### **New Purchase**

On-road new purchase project opportunities are currently very limited and include, (1) engines that are at least 30% cleaner than current standards for NO<sub>x</sub> (0.14 g/bhp-hr or less) or (2) zero emission technologies. Both opportunities would generate minimal surplus emission reductions, resulting in very nominal funding amounts. Under the 2017 CMP Guidelines update, CARB is proposing to remove the New Purchase option as an eligible funding category for On-Road projects. Any applications received under this option may be subject to a case-by-case review by CARB and may not be deemed eligible pending finalization of the 2017 CMP Guidelines update.

### **Repowers**

A replacement engine for a repower project must be a CARB-certified engine meeting emissions levels of 0.50 g/bhp-hr NO<sub>x</sub> and 0.01 g/bhp-hr PM<sub>10</sub> or lower. Repowers with replacement family emission limit (FEL) engines that meet these emissions levels must be based on emission factors for model year 2007-2009 engines.

Due to technological constraints presented with the limited feasibility of newer engines with advanced emissions control equipment fitting into an older vehicle chassis, **single vehicle repower projects are not eligible for Moyer funding**. However, the economics of repower projects involving a large quantity of the same chassis and engine combination may allow compliance with the engine manufacturer quality assurance process that is equivalent to an Original Equipment Manufacturer (OEM) package. In these cases, a prototype vehicle is thoroughly reviewed and tested to ensure that the installation meets OEM requirements, and the successful prototype installation is then replicated in other vehicles with the same chassis and engine combination. While the prototype evaluation (with documented OEM approval) is not eligible for CMP funding, projects to replicate the identical chassis and engine combination will be considered on a case-by-case basis.

### **Retrofit/Replacement**

Under the current CMP Guidelines, funding opportunities for on-road projects involving retrofits and replacements are very limited due to the applicability of CARB regulations. However, the 2017 Guidelines update is expected to provide new funding opportunities for projects that will deploy cleaner-than-required vehicles, including optional low NO<sub>x</sub>, hybrid and zero emission vehicles. In order to qualify for CMP funding, the proposed technology must be certified, verified or approved by CARB. The SCAQMD is encouraging fleets to submit applications for these advanced technologies under this PA in anticipation of CARB finalizing the 2017 Guidelines update by July 1, 2017.

Please note that if you are an owner of a fleet with 10 or fewer vehicles (greater than 14,000 lbs. GVWR), you may be eligible for funding through the On-Road Voucher Incentive Program (VIP). Please refer to the SCAQMD's VIP Web page to explore funding opportunities for replacement and retrofit funding at: [www.aqmd.gov/VIP](http://www.aqmd.gov/VIP).

### **OFF-ROAD COMPRESSION-IGNITION EQUIPMENT**

Propulsion engines greater than 25 horsepower on mobile off-road equipment are eligible for CMP funding, with limitations. Off-road heavy-duty equipment/engines include, but are not limited to, construction equipment, agricultural tractors, marine engines, shore power and locomotive equipment. Portable equipment is not eligible for CMP funding.



## **Construction**

Fleets must be in compliance with CARB's In-Use Off-Road Diesel Vehicle Regulation (Off-Road Regulation) in order to be eligible for funding. Large fleets subject to CARB's In-Use Off-Road Equipment regulation<sup>4</sup> are no longer eligible for funding under the current CMP Guidelines. However, it is anticipated that large fleets will be eligible under the 2017 CMP Guidelines update that is expected to be finalized by CARB by July 1, 2017. Therefore, the SCAQMD encourages large fleets to apply for CMP funding under this PA.

Applicants must submit information regarding fleet size and compliance status. **This must include the Diesel Off-Road On-line Reporting System (DOORS) ID of the fleet, the DOORS Compliance Snapshot, the DOORS equipment list, and the DOORS Equipment Identification Number (EIN) of the funded equipment.** All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete. Off-road projects fall into three distinct categories: 1) repower with an emission-certified engine, 2) retrofit with a verified-diesel emission control strategy (VDECS), and 3) replacement by a vehicle with an engine certified as meeting the current off-road emission standards.

### Engine Repower

Engine repowers are commonly diesel-to-diesel repowers and significant NO<sub>x</sub> and PM benefits are achieved due to the higher emission levels of the engine being replaced. Funding is not available for projects where a spark-ignition engine (i.e., natural gas, gasoline, etc.) is replaced with a diesel engine. Off-road repower projects must install CARB-verified retrofit equipment subject to the "Retrofit Purchase" discussion below.

### Retrofit Purchase

Retrofit is the installation of a CARB-verified diesel emission control device on an existing engine. Examples include, but are not limited to, particulate filters and diesel oxidation catalysts. Retrofit projects that control PM<sub>10</sub> must use the highest level, technically feasible technology available for the equipment being retrofitted, which is defined as a device that achieves the highest level of PM<sub>10</sub> reductions (Level 3 - 85 percent) and the highest level of NO<sub>x</sub> reductions.

### Replacement

Fleets may apply for replacement in lieu of repowering their vehicle, where new or used replacement equipment with an engine certified to the current emission standard or Tier is purchased to replace the existing equipment (which must be scrapped).

### Cargo Handling Equipment (CHE) Electrification

Cargo handling equipment fleets must be fully compliant with CARB's Regulation for Cargo Handling Equipment at Ports and Intermodal Rail Yards in order to be eligible for CMP funding. Applicants must provide a copy of their most recent CARB Compliance Plan to document compliance with the regulation.

Existing diesel-powered RTG cranes or diesel-powered CHE (i.e., yard trucks, etc.) operating at a seaport or intermodal rail yard in a trade corridor are eligible for CMP funding to offset costs to electrify this equipment. Projects utilizing regulatory extensions are not eligible for funding.

---

<sup>4</sup> <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>



### CHE Electrification – RTG Cranes

The CMP allows funding to convert existing diesel-powered RTG cranes with a zero emission power system. Eligible costs may include the purchase of a new crane or installation of a zero emission engine, necessary parts for an existing RTG crane including directly related vehicle modifications, and infrastructure to supply electrical power, utility construction, and costs associated with increasing the capacity of electrical power to the crane. Ineligible costs include design, engineering, consulting, environmental review, legal fees, permits, licenses and associated fees, taxes, metered costs, insurance, operation, maintenance and repair. Projects are evaluated on a case-by-case basis.

### CHE Electrification – Other

The CMP allows partial funding of up to 50 percent of the eligible cost or \$50,000/unit, whichever is less, to replace an existing CHE with a zero emission propulsion system. Eligible costs may include the purchase of a zero emission yard truck. Ineligible costs include license, registration, taxes (other than federal excise and sales tax), insurance, operation, maintenance and repair. Projects are evaluated on a case-by-case basis.

## **MARINE VESSEL PROJECTS**

Marine vessel project types include engine repower and shore power. Each category is summarized below.

### **Marine Engine Repower**

Vessels not subject to the in-use compliance requirements of CARB's Commercial Harbor Craft Regulation such as fishing vessels, pilot boats and work boats are eligible. Since the repower must be completed at least three (3) years prior to the vessel's regulatory in-use compliance date, limited CMP funding opportunities remain for vessel engines subject to the in-use compliance requirements of CARB's Commercial Harbor Craft (CHC) regulation (i.e., barge, crew/supply, dredge, excursion, ferry, towboat and tugboats). Based on the vessel's operation, the newer engine's emissions must be surplus to the currently required U.S. EPA marine engine emission standard (i.e., Tier 3, Tier 4, etc.). Remanufacture kits, which are comprised of engine component parts that, when installed, reduce the engine's emissions, are subject to the same requirements as engine repower projects.

### **Shore Power Projects**

Limited CMP funding opportunities remain for shore power projects due to the applicability of CARB's At-Berth Regulation. Applicants must submit their CARB-approved Initial Terminal Plan to document compliance with CARB's Shore Power regulation. The proposed project must provide emission reductions that are surplus to regulatory requirements. Projects not subject to CARB's regulation are eligible.

All subsequent project reports to air districts must include any new or updated Terminal Plans in order to evaluate compliance with the project contract.

For shore power projects that demonstrate eligibility, up to 50 percent of the total cost of a shore-side transformer and other equipment between the vessel and shore-side transformer at the port or terminal is eligible for CMP funding. Any costs directly related and necessary to the installation of the eligible equipment may reasonably be included in the total cost, such as labor for installation and costs of site preparation. Design and engineering costs associated with the transformer and other eligible equipment





between the vessel and transformer are considered professional labor costs required to complete the installation and are eligible for funding.

Up to 100 percent of necessary vessel (non-transformer) retrofit costs, specifically required to allow the vessel to plug into shore-side power, are eligible for CMP funding. Up to 50 percent of any necessary transformer costs on board the vessel are eligible for CMP funding.

Ineligible costs include modifications or enhancements made to the shore-side electrical infrastructure needed to bring power to the terminal. Other ineligible shore power costs consist of barge or other acquisitions and modification for a portable system, design, construction or metered costs, insurance, operation, maintenance and repair.

## **LOCOMOTIVES**

In the SCAQMD, all new locomotives and replacement engines must be certified to Tier 4 standards to be eligible for CMP funding.

There are very limited CMP funding opportunities for Class 1 freight railroads. Such a project will be subject to a case-by-case approval by CARB. Class 3 freight railroads and passenger railroads are not subject to any CARB fleet regulations and are therefore eligible for CMP funding. There are five types of locomotive projects that are eligible for CMP funding:

1. Locomotive replacement
2. Idle limiting device (ILD)
3. U.S. EPA-certified engine remanufacture kit or repower/refurbishment
4. CARB-verified retrofit
5. Head-end power (HEP) unit (apply as an off-road engine project)

Locomotive project activity must be based upon fuel consumption.

All locomotive projects receiving more than \$50,000 per locomotive in CMP funds must include the purchase and installation of an ILD if the locomotive is not already equipped with such a device and installation is technically feasible.

Refer to the CMP guidelines for additional information regarding these project types:  
[http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp\\_ch11\\_07\\_11\\_14.pdf](http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_ch11_07_11_14.pdf)

## **DEFINITIONS**

### Alternative Fuel

Alternative fuels include compressed natural gas (CNG), liquefied natural gas (LNG), hydrogen (H<sub>2</sub>), methanol, ethanol, propane (LPG) and electric technologies. Experimental technologies and fuels will be referred to CARB for evaluation and possible eligibility in the Program.



### Equipment Replacement

Equipment replacement means the replacement of an older vehicle or piece of equipment that still has remaining useful life with a newer, cleaner vehicle or piece of equipment. For this project type, applicant must have owned and operated the old equipment in California for the previous two years.

### Repower

Vehicle repower means the replacement of an in-use engine with another, cleaner engine (more than 15 percent cleaner).

### Retrofit

An emission control system employed exclusively with an in-use engine, vehicle or piece of equipment. **CARB guidance requires the applicant to select the highest level technology certified for that engine that provides the most emission reductions.** For many projects, this includes a diesel emission control device that reduces both PM and NOx emissions. In order to be eligible for CMP funding, the retrofit device must be verified for the specific engine family found on the equipment and achieve the highest level emission reductions when compared to other verified retrofit devices. If a specific device reduces both NOx and PM but the PM reduction from a retrofit is required by a regulation, only the NOx reduction may be eligible for funding.

### SCAQMD Jurisdiction

The SCAQMD is the air pollution control agency for all of Orange County and the urban portions of Los Angeles, Riverside and San Bernardino counties. This area of 10,743 square miles is home to approximately 17 million people—about half the population of the whole state of California. It is the second most populated urban area in the United States and one of the smoggiest. Visit [www.aqmd.gov/home/about/jurisdiction](http://www.aqmd.gov/home/about/jurisdiction) for more information.

## **IMPORTANT PROGRAM INFORMATION**

- Applicants **must** provide vendor quotes with their application to document the cost of the low emission or zero emission vehicle/equipment project. Applicants may be awarded up to the designated percentage of total cost for the specified type of project (new purchase, repower replacement and/or retrofit). Eligible costs include installation labor and sales tax; however, the total award may not exceed the maximum cost-effectiveness for the equipment/vehicle category. **All quotes must have been obtained within 90 days prior to the closing date of the Program Announcement.**
- A number of the CARB fleet rules and air quality regulations impact CMP eligibility. Compliance with existing CARB regulations is a pre-requisite for CMP funding. Only emissions reductions in excess of regulatory requirements can be considered for CMP funding. If applicants are applying for CMP funds to reduce emissions before the required compliance date (i.e., early reductions), the equipment must demonstrate sufficient years of operation before the regulatory compliance deadline. Applicants are responsible for ensuring that they are in full compliance with all applicable regulations and that vehicles/equipment requests under the CMP provide surplus emissions reductions. As noted earlier, applicants must provide documentation of their regulatory compliance status.





- Any tax obligation associated with the award is the responsibility of the grantee.
- All projects must be operational within eighteen (18) months of contract execution or May 24, 2019, whichever is earlier
- All project invoices must be submitted for payment no later than May 24, 2019. Projects which have not invoiced by the applicable date may forfeit their funding.
- The highest level verified diesel emissions control system (VDECS) available is required.
- Repower projects must also include a VDECS, if available for the project engine. The cost of the VDECS equipment and installation may be included in the CMP grant request. It is the responsibility of the applicant to determine the applicability of this requirement, and, if required, to include quotes for this equipment in their application. Projects that require the additional VDECS that do not have cost and system specification information may not be evaluated by SCAQMD staff. Also, if documentation can be provided that the retrofit is not technically feasible, available or safe, then the retrofit is not required<sup>5</sup>.
- No third-party contracts will be executed.
- Pre- and post-inspection of all vehicles/engines/equipment approved for funding will be conducted, as required. Applicants must make all equipment available **locally (i.e. within the SCAQMD boundaries)** for inspections unless specified during contract preparation. Documentation of compliance with existing regulatory requirements is required at the time of pre-inspection.
- **Local** destruction of the engine and/or equipment being replaced is required for repower or replacement projects.
- Emissions reduction calculation will be based on the historical usage of the existing equipment (i.e., the average annual usage of the equipment over the past two (2) years). The usage for off-road equipment projects will be based on hours, and the usage for on-road vehicle projects will be based on mileage. The applicant must provide the historical usage records for the equipment at the time of application. If historical usage documentation is not available, the proposed annual usage provided by the applicant will be used to determine the project cost-effectiveness and shall be included in the project contract.
- For projects that involve extended idling, including but not limited to street sweepers and solid waste collection vehicles, annual fuel consumption may be used as the basis for the emissions reduction evaluation. For projects based on fuel consumption, usage must be based on two years of historical fuel consumption documentation submitted with the application and specific to the equipment for which funding is requested. Documentation may include fuel logs, purchase receipts, business logs, ledger entries, etc. Annual fuel consumption may be used for the emissions reduction evaluation if documentation of previous fuel usage and mileage records

---

<sup>5</sup> [https://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp\\_ch7\\_07\\_11\\_14.pdf](https://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_ch7_07_11_14.pdf)



demonstrates at least 30% better cost-effectiveness<sup>6</sup>, as compared to using hours (for off-road) or mileage (for on-road). Note that for the 2017 CMP Guidelines update, CARB is proposing to remove the option to use fuel consumption as the basis for the emission reduction calculation. Therefore, it is strongly recommended that historical mileage records be provided by the applicant.

**PROGRAM ADMINISTRATION**

The CMP will be administered locally by the SCAQMD through its Science and Technology Advancement Office. The SCAQMD reserves the right to allocate the CMP funds among the program categories in accordance with SCAQMD priorities. Additionally, the SCAQMD reserves the right to partially fund a project.

All qualified applications submitted for each category will be evaluated for disproportional impacts (discussed in Section IV) and ranked by emission reduction cost-effectiveness. Funding category allocations will be determined based on the evaluation and selection criteria in Section IV and approval by the SCAQMD Governing Board.

Applications for fuel and engine technologies that are not certified, verified or approved by CARB, or falling outside the categories specifically discussed in this PA, will be referred to CARB for determination of CMP eligibility on a case-by-case basis. Please discuss these projects with SCAQMD staff prior to application submittal.

**SCHEDULE OF EVENTS**

Issue #PA2017-04	April 7, 2017
Workshops	April – June 2017
All Applications Due by 1:00 pm	<b>Tuesday, July 11, 2017</b>
Awards Consideration by the Board	October - November 2017
Contract Execution	January 2018

**ALL APPLICATIONS MUST BE RECEIVED ELECTRONICALLY OR ON PAPER AT THE SCAQMD HEADQUARTERS NO LATER THAN 1:00 P.M. ON TUESDAY, JULY 11, 2017**

Electronic submission using SCAQMD’s new CMP Online Application Program (OAP) is preferred and is available at: [www.aqmd.gov/mover](http://www.aqmd.gov/mover).

<sup>6</sup> This requirement does not apply to projects in the Emergency Vehicle category.  
Page 12 of 22



**If a paper copy application is being submitted, postmarks will not be accepted; the paper copy application must be received at the SCAQMD Headquarters reception desk by the above deadline. Fax or email applications will not be accepted. Applicants may hand deliver applications to the SCAQMD by submitting the application to the SCAQMD reception desk. The application will be date and time-stamped and the person delivering the application will be given a receipt.**

**SCHEDULE OF CMP GENERAL WORKSHOPS:**

- **Wednesday, May 24, 2017 - 9 a.m. to Noon**  
SCAQMD Headquarters, Conference Room CC6  
21865 Copley Drive  
Diamond Bar, CA 91765
- **Wednesday, May 31, 2017 - 9 a.m. to Noon**  
SCAQMD Headquarters, Conference Room CC6  
21865 Copley Drive  
Diamond Bar, CA 91765
- **Wednesday, June 7, 2017 – 9 a.m. to Noon**  
SCAQMD Headquarters, Conference Room CC6  
21865 Copley Drive  
Diamond Bar, CA 91765

**MARINE VESSEL/SHORE POWER /CHE ELECTRIFICATION WORKSHOP**

- **Wednesday, May 17, 2017 – 10 a.m. to Noon**  
Port of Los Angeles Board Room  
425 South Palos Verdes Street  
San Pedro, CA 90731

**Training for the new online application system will be included in these workshops.**

**STATEMENT OF COMPLIANCE**

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

**CONTACT FOR ADDITIONAL INFORMATION**

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

Walter Shen  
Science and Technology Advancement  
South Coast Air Quality Management District  
21865 Copley Drive, Diamond Bar, CA 91765  
Phone (909) 396-2487/FAX (909) 396-3252  
wshen@aqmd.gov



## **SECTION II - WORK STATEMENT/SCHEDULE OF DELIVERABLES**

Applicants must sign the Application form indicating their understanding of the requirements for submittal of additional project information to finalize a contract and that all vehicles, engines or equipment must be in operation within eighteen (18) months of contract execution or by May 24, 2019, whichever is earlier. **Unsigned applications may be deemed ineligible and may NOT be considered for funding.**

### **WORK STATEMENT**

The scope of work involves a series of tasks and deliverables that demonstrate compliance with the requirements of the CMP as administered by CARB and the SCAQMD. The project applicant is responsible for developing detailed project plans and ordering equipment that complies with the program criteria and guideline requirements. In addition, alternative fuel project applicants must discuss their plan for refueling the proposed vehicles/equipment, and if appropriate, should provide a letter of agreement from their fuel provider (see Application forms).

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

- Provide emission reductions that are real, surplus, quantifiable and enforceable in accordance with CMP guideline requirements.
- Meet the cost-effectiveness limit, as described in this PA under General Program Information.
- Provide at least 30 percent NO<sub>x</sub> emission reduction for new engine/vehicle purchases and 15 percent for repowers and retrofits, compared to baseline NO<sub>x</sub> emissions, if NO<sub>x</sub> emission reductions are to be considered in the cost-effectiveness calculations.
- Commit that project engines or equipment operate in-service for the full project life, a minimum of three years, and at least 75 percent of annual operation must occur within the SCAQMD. Project life is the number of years used to determine the cost-effectiveness and is equal to the contract term.
- Commit that all vehicles/engines/equipment are in operation within 18 months of contract execution or by May 24, 2019, whichever is earlier.
- Provide for appropriate record-keeping during the project life (i.e., annual mileage, fuel consumption and/or hours of operation).
- Ensure that the project complies with all applicable rules and regulations, and the resulting emission reductions from the project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or the National Environmental Policy Act.
- If requested, contractor must provide a financial statement and bank reference, or other evidence of financial ability to fulfill contract requirements.
- If requested, contractor must make all equipment and records available to the SCAQMD or CARB for audit and inspections.

### **DELIVERABLES**

The contract will describe how the project will be monitored and what type of information must be submitted as part of the reporting requirements. At a minimum, the SCAQMD expects to receive the following reports:



1. Quarterly progress reports until the vehicle, engine or equipment has been purchased and is placed into operation. These reports shall include a discussion of any problems encountered and how they were resolved, any changes in the schedule, and recommendations for completion of the project. These progress reports are required before payment for the purchase, repower or retrofit will be made.
2. An annual report for each year during the full contract term, or project life, which provides the annual miles or hours of operation, where the vehicle or equipment was operated (75 percent required in-Basin), annual fuel consumption, and operational and maintenance issues encountered and how they were resolved. SCAQMD reserves the right to verify the information provided.

Reporting forms are available online at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer)

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

Applicants are encouraged to apply for CMP funding using the SCAQMD's new CMP Online Application Program at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). Applicants may also complete and submit a paper copy application with the appropriate application forms, which are listed in Appendix A. In addition, Conflict of Interest and Project Cost information, as described below, must also be submitted with the application. It is the responsibility of the applicant to ensure that all information submitted is accurate and complete.

#### **CONFLICT OF INTEREST**

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

#### **PROJECT COST**

Applicants must provide cost information that specifies the amount of funding requested and the basis for that request by attaching vendor quotes to the application. The vendor quotes must be dated within 90 days of the application submittal date. Applicants need to inform vendors of the time frame of the award process so that they can estimate prices based on the future/projected order/purchase date.

**Purchase orders shall not be placed until after the date of award approval by the SCAQMD Governing Board. Purchase orders may be placed after SCAQMD Governing Board approval and in advance of a fully executed contract, but these orders are placed at the applicant's own risk<sup>7</sup>.**

---

<sup>7</sup> Any purchase order placed prior to the SCAQMD Governing Board approval of the project are prohibited by the CMP. However, orders placed after SCAQMD Governing Board approval but in advance of a fully executed contract are at the purchaser's own risk.



The CMP will fund only a percentage of the cost of the low emission or zero emission technology based on the type of project. The proposed low emission or zero emission technology must be certified, verified or approved by CARB in most cases<sup>8</sup>. No fueling infrastructure, administrative or operational costs will be funded.

All project costs must be clearly indicated in the application. In addition, applicants must disclose all sources of co-funding, including the name of the funding source and amount of funding in the application. **Applicants are cautioned that the project life period used in calculating emissions reductions will be used to determine the length of their annual reporting obligation.** In other words, a project applicant using a ten-year life for the emissions reduction calculations will be required to operate, track and report activity for the project vehicle for the full ten years. The contract term will also be ten years.

Applicants are not required to calculate a project's cost-effectiveness, although it is helpful to understand your project's cost-effectiveness in order to anticipate the maximum possible grant award that might be recommended. Methodologies for calculating cost-effectiveness are provided in the CARB Moyer Guidelines at:

[http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp\\_appc\\_07\\_11\\_14.pdf](http://www.arb.ca.gov/msprog/moyer/guidelines/2011gl/2011cmp_appc_07_11_14.pdf)

Note that the anticipated CMP Guidelines revision<sup>9</sup> referenced above is expected to include key revision to the methodology to determine project cost-effectiveness.

## **APPLICATION SUBMISSION**

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

**Staff Contact Information:** SCAQMD staff contacts for each program category are listed in Table 2 below. Applicants are strongly encouraged to contact SCAQMD staff experts to discuss their project prior to submitting an application to ensure program eligibility.

**For Paper Copy Applications - Application Forms:** *(This section does not pertain to applicants using the SCAQMD's CMP Online Application System.)* Program application forms are listed in Appendix A. These must be completed and submitted with other required documents (i.e. Business Information Forms, activity documentation, project quotes, etc.) discussed in the application and below.

A separate Form A-1 is required for each category (i.e., marine, off-road, locomotive, etc.). For example, if an applicant is requesting funding for marine engine repowers and off-road construction equipment, then two (2) separate Form A-1's must be submitted – one for each category. In addition to each Form A-1, the applicable category Form is required for each piece of equipment for which grant funding is requested (i.e., B-1, C-1, etc.). For example:

### **Example Application Package:**

---

<sup>8</sup> Note that an experimental permit from CARB may be considered, but the project will require special CARB approval.

<sup>9</sup> <https://www.arb.ca.gov/msprog/moyer/2017guideline.htm>





Applicant X plans to submit a request for CMP funding to repower three marine vessels and two locomotive projects. The forms required are:

- Form A-1 for the **marine vessel** projects, which includes:
  - Application Checklist
  - Application Statement
  - Business Information Forms
  - Form D-1 for the first marine vessel repower
  - Form D-1 for the second marine vessel repower
  - Form D-1 for the third marine vessel repower
  
- Form A-1 for the **locomotive** projects, which includes:
  - Application Checklist
  - Application Statement
  - Business Information Forms
  - Form D-1 for the first locomotive project
  - Form D-1 for the second locomotive project

**Business Information Forms:** Consists of business information forms that **must** be completed and submitted with the Application. Please note, if recommended for an award, you will be required to submit an updated Campaign Contribution Disclosure form at a later date.

**Methods for Delivery:**

1. **Electronic Submittal:** The preferred method of delivery for this solicitation is through SCAQMD’s CMP Online Application Program (OAP), available at: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). This online system allows applicants to submit their application electronically to the SCAQMD prior to the date and time specified below. SCAQMD “Business Information Forms” requiring signatures must be scanned and uploaded to the electronic application in PDF format. The system will not allow applications to be submitted after the due date and time.

First-time users must register as a new user to access the system. Applicants will receive a confirmation email after all required documents have been successfully uploaded. A tutorial of the system will be provided at the pre-application workshops and you may contact the Project Officer listed in Table 2 if you would like additional assistance.

2. **Paper Copy Submittals** – Although not preferred, an applicant may deliver the application in person or via a courier service or U.S. Mail. Applicants **shall submit four (4) complete signed copies of the application, as well as an electronic copy of the application and its supporting documents on a CD or flash drive**, in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the applicant and the words "**Program Announcement #PA2017-04**". All paper copy applications shall be submitted in an environmentally friendly format: stapled, not bound, black and white print; no three-ring, spiral or plastic binders, and no card stock or colored paper. All application forms may be accessed from the SCAQMD’s Carl Moyer Program homepage at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer).



**Due Date** - All applications must be received, either electronically or on paper, no later than **1:00 p.m., on Tuesday, July 11, 2017.** Postmarks are not accepted as proof of deadline compliance. **Faxed or emailed applications will not be accepted.** Applications must be directed to:

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

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

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

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

**Missing Information** – Within thirty (30) business days of the application due date, SCAQMD will send letters to applicants regarding missing information. Applicants will have seven (7) days to provide any missing information requested in this letter. Any additional information requests will also have a seven (7) day response deadline.

**Disposition of Applications** - The SCAQMD reserves the right to reject any or all applications. All responses become the property of the SCAQMD. One copy of applications not selected for funding shall be retained for one year. Additional copies and materials will be returned only if requested and at the applicant's expense.

#### **SECTION IV - APPLICATION EVALUATION/CONTRACTOR SELECTION CRITERIA**

SCAQMD staff will evaluate all submitted applications and make recommendations to the Governing Board for final selection of project(s) to be funded. Applications will be evaluated on the cost-effectiveness of NOx, PM10 and ROG reduced, as well as a project's disproportional impact evaluation (discussed below). Be aware that there is a possibility that due to program priorities, cost-effectiveness and/or funding limitations, project applicants may be offered only partial funding, and not all applications that meet cost-effectiveness criteria may be funded.

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the CMP by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a) Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the





American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and

- b) PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.1 micrograms per cubic meter and above, on an annual average, or
- c) Air Toxics Exposure: All projects in areas with a cancer risk of 894 in a million and above (based on MATES IV estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.

**SECTION V - PAYMENT TERMS**

For all projects, except shore power projects, full payment will be made upon installation and commencement of operation of the funded equipment. For shore power projects, a progress payment schedule may be established that allows payment upon completion of key milestones, as delineated in the contract.

**SECTION VI: SCAQMD STAFF CONTACTS AND ADDITIONAL RESOURCES**

The SCAQMD staff contacts are listed in Table 2 by project category. Copies of the Program Announcement, Application Forms and a sample SCAQMD CMP contract may be accessed at: [www.aqmd.gov/Moyer](http://www.aqmd.gov/Moyer).

**Table 2: CMP Staff Contacts**

<b>Project Category</b>	<b>Staff Contact</b>	<b>Phone Number</b>	<b>Email</b>
On-Road Heavy-Duty Vehicles	Ashkaan Nikravan	(909) 396-3260	<a href="mailto:anikravan@aqmd.gov">anikravan@aqmd.gov</a>
Off-Road Equipment	Andrew Yoon	(909) 396-3043	<a href="mailto:ayoon@aqmd.gov">ayoon@aqmd.gov</a>
	Walter Shen	(909) 396-2487	<a href="mailto:wshen@aqmd.gov">wshen@aqmd.gov</a>
	Krystle Martinez	(909) 396-3021	<a href="mailto:kmartinez@aqmd.gov">kmartinez@aqmd.gov</a>
Cargo Handling Equipment Electrification	Greg Ushijima	(909) 396-3301	<a href="mailto:gushijima@aqmd.gov">gushijima@aqmd.gov</a>
Marine Vessels	Mark Coleman	(909) 396-3074	<a href="mailto:mcoleman@aqmd.gov">mcoleman@aqmd.gov</a>
	Von Loveland	(909) 396-3063	<a href="mailto:vloveland@aqmd.gov">vloveland@aqmd.gov</a>
Shore Power	Greg Ushijima	(909) 396-3301	<a href="mailto:gushijima@aqmd.gov">gushijima@aqmd.gov</a>
Locomotives	Mei Wang	(909) 396-3257	<a href="mailto:mwang@aqmd.gov">mwang@aqmd.gov</a>



**WEBSITE LINKS TO CARB RULES THAT AFFECT CMP ELIGIBILITY**

On-Road Private (truck and bus) @ <http://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>

Public/Utility Fleets @ <http://www.arb.ca.gov/msprog/publicfleets/publicfleets.htm>

In-Use Off-Road @ <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>

Harbor Craft @ <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>

Cargo Handling Equipment @ <http://www.arb.ca.gov/ports/cargo/cargo.htm>

Shore Power @ <http://www.arb.ca.gov/ports/shorepower/shorepower.htm>



## APPENDIX A

### Table of Contents

**SCAQMD encourages applicants to utilize the new CMP Online Application Program to submit applications to the Year 19 CMP. The CMP Online Application Program is available at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). If you choose to submit a paper application, please utilize the application forms and other documents identified below. Each document listed below is available on SCAQMD's Carl Moyer Program homepage for efficient download.**

1. Application Checklist – one per applicant.
2. Form A-1: General Application (includes Checklist, Application Statement and Business Information Forms). Provide a complete set of Form A-1 documents for each equipment category (i.e., locomotive, marine, off-road, etc.).
3. Category Application Form specific to your project category (one per unit, or use excel templates referenced in the form for multiple unit projects)
  - a) Form B-1: On-Road Heavy-Duty Vehicles, New Purchase
  - b) Form B-2: On-Road Heavy-Duty Vehicles, Repower
  - c) Form B-3: Emergency Vehicles (Fire Apparatus)
  - d) Form C-1: Off-Road Equipment Replacement
  - e) Form C-2: Off-Road Equipment (Repower, Repower with Retrofit)
  - f) Form C-3: Off-Road Equipment Retrofit
  - g) Form C-4: Cargo Handling Equipment (CHE) Electrification
  - h) Form D-1: Marine Vessels, Repower
  - i) Form D-2: Marine Vessels, Shore Power
  - j) Form E-1 through E-5: Locomotives
    1. Form E-1: Locomotive Replacement
    2. Form E-2: Locomotive ARB Verified Retrofit
    3. Form E-3: Head-End Power Unit
    4. Form E-4: Idle Limiting Device
    5. Form E-5: Engine Remanufacture Kit or Repower/Refurbishment



### APPLICATION CHECKLIST

**Use this checklist to organize your paper copy application. Each of the following application sections is required to be submitted if you submit a paper application:**

- A cover letter stating your grant request, how many pieces of equipment and/or engines included in the proposed project, and the funding amount being requested (per engine and for the total project). For applications covering more than one category, organize this information into project category (i.e., marine, locomotive, on-road, etc.)
- This Application Checklist (signed below).
- General Application Form A-1. Provide a separate Form A-1 for each category (i.e., marine, locomotive, etc.) for which grant funding is requested. Form A-1 also includes the following documents:
  - Application Statement (signed and initialed as applicable)
  - Completed and **signed** Business Information Forms
- Category Application Form specific to your project category (i.e., locomotive, off-road, marine, etc.), along with the following attachments/enclosures:
  - Optional Excel Worksheet associated with applicable application form/category (you may use this form for multiple unit projects, if desired)
  - Vendor quotes dated no earlier than 90 days prior to the closing date of the Program Announcement
  - CARB Executive Orders for each engine. Download at:
    - On-road: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>
    - Off-road: <http://www.arb.ca.gov/diesel/cv.htm>
  - Previous two years of historical records documenting equipment usage

Once completed, please submit one electronic and four paper copies of the assembled package, in accordance with the Application Submittal Instructions.

I understand that all documents, as listed above, are required in order to have a complete application package in order to be considered for funding under the Carl Moyer Program.

---

Signature

---

Date



Online Carl Moyer and SOON Application  
 Form A-1  
 General Application Form (page 1 of 3)

The SCAQMD is accepting applications for projects throughout its jurisdiction. All proposals will be evaluated based on their cost-effectiveness and their disproportionate impact score as discussed in Section IV "Proposal Evaluation/Contract Selection Criteria" contained in Program Announcement. For additional information about SCAQMD's policies and application information, visit: [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). In general, this program will follow CARB Carl Moyer Program guidelines, which are available at: <http://www.arb.ca.gov/msprog/moyer/moyer.htm>.

The submittal of an application does not guarantee approval for funding, but will be used to determine the potential emission reductions and eligible grant funding amount for the proposed project. Any equipment purchased prior to project approval by the SCAQMD Governing Board will not be eligible for funding. Applicant may, at their own risk, issue a purchase order for approved equipment prior to contract execution. Other than a purchase order, **no other work shall proceed** until a fully executed contract, i.e. signed by the applicant and SCAQMD Board Chairman and a pre-inspection, is completed.

**Organization Information**

Legal Name of Organization \*

The legal organization name must be that of the legal equipment owner.

**Organization Address**

Mailing Address \*   
 Street Address/P.O. Box   
 City \*   
 State \*   
 Zip \*   
 County \*

**Primary Contact Name and Information**

First Name   
 Last Name   
 Email Address   
 (A valid Email address is required. Eg. john@gmail.com)  
 Phone Number   
 Fax Number

**Person Authorized to Sign Application and Execute Grant Agreement**

First Name   
 Last Name   
 Email Address   
 (A valid Email address is required. Eg. john@gmail.com)  
 Phone Number   
 Fax Number

Name of Person Who Completed the Application   
 What is Your Position?   
 How much are you being paid to complete this application for the owner or to assist in the proposed project?   
 What is the source of funds being used to pay you?

Signature of signing authority:

Date:



# Online Carl Moyer and SOON Application Form

A-1

General Application Form (page 2 of 3)

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

Please read and check each item below to indicate understanding and agreement:

I understand that this application is for evaluation purposes only and does not guarantee project funding. Only a fully executed Grant Agreement between the equipment owner and the District constitutes an obligation to fund a project.

I certify to the best of my knowledge that the information contained in this application is true and accurate.

I understand that all vehicles/equipment, both existing and new, must be made available within the SCAQMD boundaries for inspection, unless otherwise approved by SCAQMD's Project Officer.

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

I understand that it is my responsibility to ensure that all technologies are either verified or certified by the California Air Resources Board (CARB) to reduce NOx and/or PM pollutants. CARB Verification Letters and/or Executive Orders are attached, as applicable.

I understand that for repower projects, I am required to install the highest level available verified diesel emission control device (VDECS), and that the costs of this device and associated installation are a CMP eligible expense. These costs may be included in the project grant request up to the maximum cost-effectiveness limit.

I understand that there may be conditions placed upon receiving a grant and agree to refund the grant (or pro-rated portion thereof) if it is found that at any time I do not meet those conditions and if directed by the SCAQMD in accordance with the contract agreement.

I understand that, for this equipment, I will be prohibited from applying for any other form of emission reduction credits for Moyer-funded vehicles/engines.

In the event that the vehicle(s)/equipment do not complete the minimum term of any agreement eventually reached from this application, I agree to ensure the equivalent project emissions reductions, or to return grant funds to the SCAQMD as required by the contract.

I understand that all on-road engines in my fleet that are eligible for a low-NOx software upgrade (reflash) must be reflashed within 60 days of receipt of contract execution. I may self-certify that the reflash has been performed by submitting a receipt of the completed reflash or a picture of the "Low NOx Reflash Label" from the reflashed engine to SCAQMD.

I understand that third party contracts are not permitted. A third party may, however complete an application on an owner's behalf. Third parties are required to list how much compensation, if any, they are receiving to prepare the application(s), and to certify that no CMP funds are being used for this compensation.

I understand that off-road equipment applicants subject to CARB's In-Use Off-Road Diesel Vehicle Regulation (Off-Road Regulation must submit information regarding fleet size and compliance status. This must include the Diesel Off-Road On-line Reporting System (DOORS) ID of the fleet and the DOORS Equipment Identification Number (EIN) of the funded equipment. All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete.

I understand that additional project information may be requested during project review and must be submitted prior to contract award.

I understand that all vehicles, engines or equipment funded by this program must be operational within eighteen (18) months of contract execution, or by May 20, 2018, whichever is earlier.

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

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

I understand that an IRS Form 1099 may be issued to me for incentive funds received under the Moyer Program. I understand that it is my



Online Carl Moyer and SOON Application  
 Form A-1  
 General Application Form (page 3 of 3)

responsibility to determine the tax liability associated with participating in the Moyer Program.

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

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

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

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

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

**Please check one:**

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

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

If so please indicate amount here: \$

I plan to claim a tax credit or deduction only for the portion of incremental costs not funded by the CMP.

If so please indicate amount here: \$

**I have attached the required SCAQMD Campaign Contribution Disclosure Form to this application, which will be screened on a case-by-case basis by the SCAQMD General Counsel's Office.**

Please print the name of the signing authority (first and last name)

Signature of signing authority:

Please enter the proposal submission date:



# Online Carl Moyer and SOON Application Form B-1

## On-Road Heavy-Duty Equipment New Purchase : Vehicle Information

If you have any questions regarding this program or the application process, please contact Ashkaan Nikravan by phone at (909) 396-3260 or by email at: [anikravan@aqmd.gov](mailto:anikravan@aqmd.gov)

### Vehicle Information

Registered Owner  Projected Year of Purchase

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

### New Equipment and Vendor Information

New Vehicle Cost  
(Including Tax)  New Vehicle Identification  
Number (VIN)

California Highway Patrol  
CA Number  New Unit Number

Is this a public fleet vehicle?  Yes  No

New Equipment Make  New Equipment Model

New Equipment Model Year  New Equipment GVWR

Vendor  Vendor Contact Name

Vendor Phone Number  Vendor Address

Vendor City  Vendor State

Vendor Zip





# Online Carl Moyer and SOON Application Form B-1 On-Road Heavy-Duty Equipment New Purchase : Project Details

Name of California State Fleet Regulation this vehicle is subject to

What is the GVWR for the existing vehicle? On-road heavy-duty diesel vehicles with this GVWR range will be considered for CMP funding on a case-by-case basis.

Amount requested from SCAQMD for the project (includes all vehicles in proposal)

What is your current fleet size? (Should reflect all diesel fuel vehicles with a GVWR greater than 14,000 lbs.)

If applicable did you register your fleet through ARB's TRUCRS Database by January 31, 2016?  Yes  No

Please provide a copy of the Compliance Certificate on the Attachments page.

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

### Operation Information

Percent operation in California (%)

Percent Operation in District (%)  
SCAQMD District Boundaries <http://www.aqmd.gov/home/about/jurisdiction>

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)

### Maximum Project Life for On-Road Projects

Buses > 60,001 gross combined weight or gross vehicle weight (GVW) – New	12 years
School buses ≥ 33,001 GVW – New	20 years
School buses ≤ 33,000 GVW or Other On-Road – New	10 years
Repower Only (No Retrofit)	7 Years
School bus Electric Conversions	5 years
Repowers + Retrofits	5 years
Retrofits	5 years



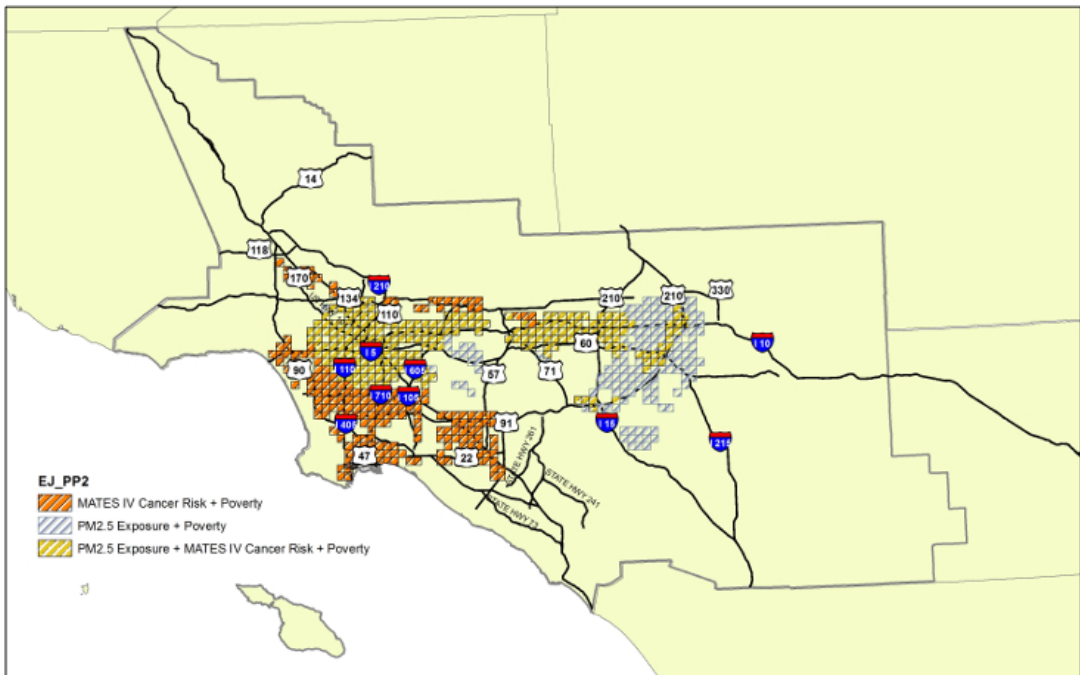
# Online Carl Moyer and SOON Application Form B-1

## On-Road Heavy-Duty Equipment New Purchase : Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





Online Carl Moyer and SOON Application  
Form B-1  
On-Road Heavy-Duty Equipment  
New Purchase : Engine Information

**New Engine Information**

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	ARB Nox Certification Level	<input type="text"/>

If other ARB NOx Certification Level, please describe:

ARB Engine Family Number	<input type="text"/>	ARB Certification Executive Order (EO) Number (if zero-emission, attach ARB Approval Letter)	<input type="text"/>
--------------------------	----------------------	--	----------------------

Download the EO at: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>

The proposed engine for the project must be consistent with the Intended Service Class per the EO (MHD Intended Service Class engines cannot be used for projects which have the HHD vehicle classifications). Applicant must ATTACH a copy of the referenced Executive Order with the application. Download the EO at: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>



# Online Carl Moyer and SOON Application Form B-1

## On-Road Heavy-Duty Equipment New Purchase : Engine Activity Information

Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline, or existing, equipment. Applicants requesting evaluation based on fuel consumption MUST provide both mileage and fuel records from the past 24 months. Supporting documentation may be in the form of maintenance records, fuel receipts, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months. No such documentation is required for project evaluations based solely on mileage.

### Activity Information

Expected annual mileage

Expected annual fuel use



## Online Carl Moyer and SOON Application Form B-1

On-Road Heavy-Duty Equipment  
New Purchase : Attachments

### **The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- ARB Approval Letter (for Zero-Emission)
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



# Online Carl Moyer and SOON Application Form B-2 On-Road Heavy-Duty Equipment Repower Only : Vehicle Information

If you have any questions regarding this program or the application process, please contact Ashkaan Nikravan by phone at (909) 396-3260 or by email at: [anikravan@aqmd.gov](mailto:anikravan@aqmd.gov)

## Existing Vehicle Information

Registered Owner

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Vehicle Identification  
Number (VIN)  Vehicle Make

Vehicle Model  Vehicle Model Year

Gross Vehicle Weight  
Rating (GVWR)  California Highway  
Patrol CA Number

Unit Number  License Plate #



Online Carl Moyer and SOON Application  
Form B-2  
On-Road Heavy-Duty Equipment  
Repower Only : Project Details

Name of California State Fleet Regulation this vehicle is subject to

Amount requested from SCAQMD for the project (includes all vehicles in proposal)

What is your current fleet size? (Should reflect all diesel fuel vehicles with a GVWR greater than 14,000 lbs.)

If applicable did you register your fleet through ARB's TRUCRS Database by January 31, 2016?  Yes  No

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

**Operation Information**

Percent operation in California (%)

Percent Operation in District (%)  
SCAQMD District Boundaries <http://www.aqmd.gov/home/about/jurisdiction>

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)

**Maximum Project Life for On-Road Projects**

Buses > 60,001 gross combined weight or gross vehicle weight (GVW) – New	12 years
School buses ≥ 33,001 GVW – New	20 years
School buses ≤ 33,000 GVW or Other On-Road – New	10 years
Repower Only (No Retrofit)	7 Years
School bus Electric Conversions	5 years
Repowers + Retrofits	5 years
Retrofits	5 years

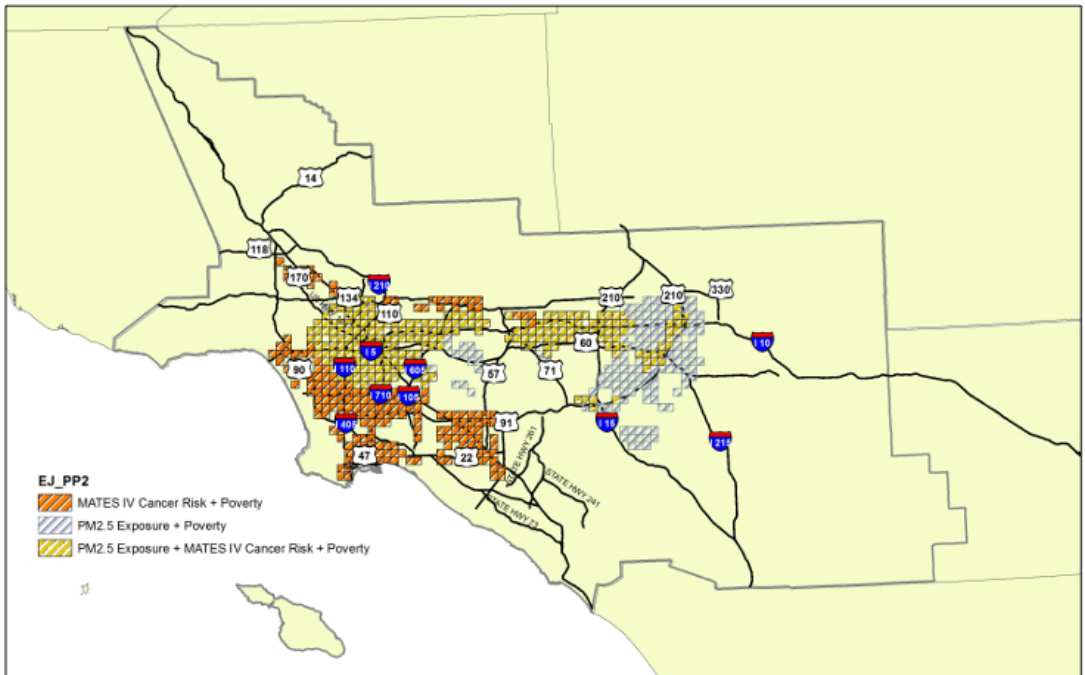


# Online Carl Moyer and SOON Application Form B-2 On-Road Heavy-Duty Equipment Repower Only : Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.







# Online Carl Moyer and SOON Application Form B-2 On-Road Heavy-Duty Equipment Repower Only : Engine Information

## Baseline Engine Information

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
ARB Nox Certification Level	<input type="text"/>	ARB Engine Family Number	<input type="text"/>

If other ARB NOx Certification Level, please describe:

## New Engine Information

New Engine Fuel Type	<input type="text"/>		
New Engine Make	<input type="text"/>	New Engine Model	<input type="text"/>
New Engine Model Year	<input type="text"/>	New Engine Serial Number	<input type="text"/>
New Engine ARB Engine Family Number	<input type="text"/>	ARB Nox Certification Level	<input type="text"/>

If other ARB NOx Certification Level, please describe:

ARB Certification Executive Order (EO) Number  
(if zero-emission, attach ARB Approval Letter)

## Funding Information

New Engine Cost (Including Tax)	<input type="text"/>	New Engine Installation Cost	<input type="text"/>
Grant Request Amount for this Repower	<input type="text"/>		
Vendor	<input type="text"/>	Vendor Contact Name	<input type="text"/>
Vendor Phone Number	<input type="text"/>	Vendor Address	<input type="text"/>
Vendor City	<input type="text"/>	Vendor State	<input type="text"/>
Vendor Zip	<input type="text"/>		

The proposed engine for the project must be consistent with the Intended Service Class per the EO (MHD Intended Service Class engines cannot be used for projects which have the HHD vehicle classifications). Applicant must ATTACH a copy of the referenced Executive Order with the application. Download the EO at: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>



Online Carl Moyer and SOON Application  
Form B-2  
On-Road Heavy-Duty Equipment  
Repower Only : Engine Activity Information

Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline, or existing, equipment. Applicants requesting evaluation based on fuel consumption MUST provide both mileage and fuel records from the past 24 months. Supporting documentation may be in the form of maintenance records, fuel receipts, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months. No such documentation is required for project evaluations based solely on mileage.

**Activity Information**

Baseline Engine - Annual operation details

	2017	2016	2015	Estimated Annual Future Usage
Miles	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



## Online Carl Moyer and SOON Application Form B-2

On-Road Heavy-Duty Equipment  
Repower Only : Attachments

### **The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- ARB Approval Letter (for Zero-Emission)
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



Online Carl Moyer and SOON Application  
 Form B-3  
 On-Road Emergency Equipment (Fire Apparatus)  
 New Only : Equipment Information

If you have any questions regarding this program or the application process, please contact Ashkaan Nikravan by phone at (909) 396-3260 or by email at: anikravan@aqmd.gov

**Existing Vehicle Information**

Registered Owner

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Is the vehicle an Authorized Emergency Vehicle?  
 (Authorized emergency vehicles as described in the California Vehicle Code, sections 27156.2 and 165? including, but not limited to pumpers, ladder trucks, and water tenders)  Yes  No

Proposed Project Life (in years)  
 This is the number of years that the equipment must operate as specified in your SCAQMD contract. (The maximum project life available for fire apparatus is 14 years and represents the average remaining useful life of the vehicle.)

Vehicle Identification  
Number (VIN)  Vehicle Make

Vehicle Model  Vehicle Model Year

Gross Vehicle Weight  
Rating (GVWR)

License Plate #  Unit Number

I have attached proof of California registration for the past 24-months and a copy of the Title, proving ownership (without lien holder) for each project vehicle.  Yes  No

Is 2 to 1 Replacement Applied?  Yes  No

**New Equipment and Vendor Information**

New Equipment Make  New Equipment Model

New Equipment Model Year  New Equipment Cost

New Equipment GVWR

Vendor  Vendor Contact Name

Vendor Phone Number  Vendor Address

Vendor City  Vendor State



Online Carl Moyer and SOON Application  
Form B-3  
On-Road Emergency Equipment (Fire Apparatus)  
New Only : Project Details

Are the project vehicle(s) being submitted for funding under this category exempt from ARB Regulations?  
Authorized emergency vehicle(s) are described under California Vehicle Code Sections 27156.2 and 165.

Yes  No

Is this a public fleet vehicle?

Yes  No

Grant Request Amount

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

**Operation Information**

Percent operation in California (%)

Percent Operation in District (%)

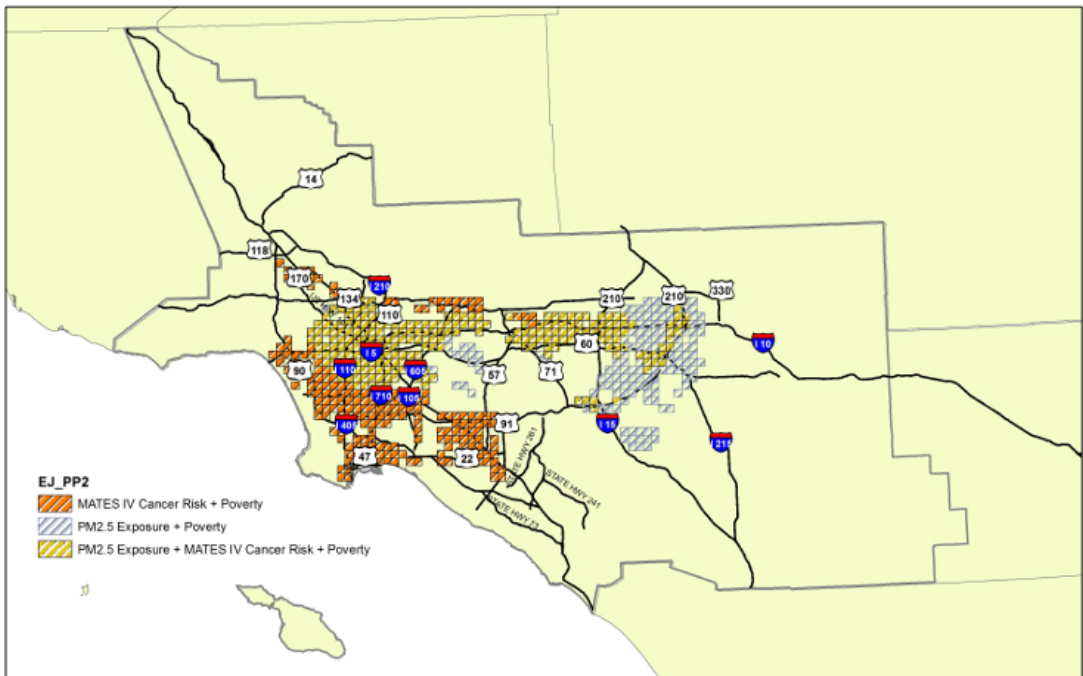


# Online Carl Moyer and SOON Application Form B-3 On-Road Emergency Equipment (Fire Apparatus) New Only : Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





# Online Carl Moyer and SOON Application Form B-3 On-Road Emergency Equipment (Fire Apparatus) New Only : Engine Information

## Baseline Engine Information

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
ARB Nox Certification Level	<input type="text"/>	ARB Engine Family Number	<input type="text"/>

If other ARB NOx Certification Level, please describe:

ARB Certification Executive Order (EO) Number (if zero-emission, attach ARB Approval Letter)

Download the EO at: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>

## New Engine Information

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	ARB Nox Certification Level	<input type="text"/>

If other ARB NOx Certification Level, please describe:

ARB Engine Family Number  ARB Certification Executive Order (EO) Number (if zero-emission, attach ARB Approval Letter)

The proposed engine for the project must be consistent with the Intended Service Class per the EO (MHD Intended Service Class engines cannot be used for projects which have the HHD vehicle classifications). Applicant must ATTACH a copy of the referenced Executive Order with the application. Download the EO at: <http://www.arb.ca.gov/msprog/onroad/cert/cert.php>



# Online Carl Moyer and SOON Application Form B-3 On-Road Emergency Equipment (Fire Apparatus) New Only : Engine Activity Information

Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline, or existing, equipment. Applicants requesting evaluation based on fuel consumption MUST provide both mileage and fuel records from the past 24 months. Supporting documentation may be in the form of maintenance records, fuel receipts, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months. No such documentation is required for project evaluations based solely on mileage.

## Activity Information

Baseline Engine - Annual operation details. If fuel based evaluation you must also provide mileage

	2017	2016	2015	Estimated Annual Future Usage
Miles	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>





Online Carl Moyer and SOON Application  
Form B-3  
On-Road Emergency Equipment (Fire Apparatus)  
New Only : Attachments

**The following attachments may be submitted for this proposal:**

- Vehicle Registration
- ARB Approval Letter (for Zero-Emission)
- Fuel/Mileage Logs
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Quotes
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Miscellaneous Documents
- Business Status Cert



# Online Carl Moyer and SOON Application Form C-1 Off-Road Equipment Replacement Equipment Information (page 1 of 2)

If you have any questions regarding this program or the application process, please contact Andrew Yoon by phone at (909) 396-3043 or by email at: [ayoon@aqmd.gov](mailto:ayoon@aqmd.gov).

Large Off-Road Fleets have limited eligibility for Carl Moyer Program funding, but may apply for SOON Program funding using this application. For more information, please visit [www.aqmd.gov/SOON](http://www.aqmd.gov/SOON).

Please complete one Form for each piece of equipment.

## Existing Equipment Information

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

What is the primary function of this equipment?

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Equipment Category

Equipment Type

If other equipment type, please describe

Equipment Make  Equipment Model

Equipment Model Year  Equipment Serial Number or VIN

Unit Number

Is 2 to 1 Replacement Applied?  Yes  No

Number of Main Engines  Number of Auxiliary Engines

Is this equipment used in Agricultural operations?  Yes  No

What percentage of equipment operations are in Agriculture?



# Online Carl Moyer and SOON Application Form C-1 Off-Road Equipment Replacement Equipment Information (page 2 of 2)

## New Equipment and Vendor Information

Unit Number	<input type="text"/>	Equipment Category	<input type="text"/>
Equipment Type	<input type="text"/>		
If other equipment type, please describe			
<input type="text"/>			
Equipment Make	<input type="text"/>	Equipment Model	<input type="text"/>
Equipment Model Year	<input type="text"/>		
Vendor	<input type="text"/>	Vendor Contact Name	<input type="text"/>
Vendor Phone Number	<input type="text"/>	Vendor Address	<input type="text"/>
Vendor City	<input type="text"/>	State	<input type="text"/>
Vendor Zip	<input type="text"/>		

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

Number of engines for this New Equipment Unit:

Main (Front) Engine(s)	<input type="text"/>	Auxiliary (Rear) Engine(s)	<input type="text"/>
New Replacement Unit Cost \$	<input type="text"/>	Tax \$	<input type="text"/>
Total Cost \$	<input type="text"/>	Applicant Co-Funding Amount (If Any) \$	<input type="text"/>
Applicant Grant Request (If Any) \$	<input type="text"/>		



# Online Carl Moyer and SOON Application Form C-1 Off-Road Equipment Replacement Project Details

Is equipment currently subject to CARB's Off-Road Regulation?

Yes  No

What is the total horsepower of all vehicles in the fleet?

Enter DOORS Fleet Number

All Off-Road equipment applicants subject to CARB's In-Use Off-Road Diesel Vehicle Regulation must submit their DOORS fleet compliance snapshot and fleet vehicle list.

You may contact the DOORS hotline at (877) 593-6677 for assistance.

SOON applications must also submit the fleet average calculation. Please visit <https://arb.ca.gov/msprog/ordiesel/fac.htm> for more information.

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

## Operation Information

Is existing equipment in operable condition?

Yes  No

How many years has the applicant owned the existing equipment?

Does this vehicle have a functioning, non-resettable hour meter?

Yes  No

Percent Operation in California

Percent Operation in District

Note: See <http://www.aqmd.gov/home/about/jurisdiction> for a jurisdiction map.

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)



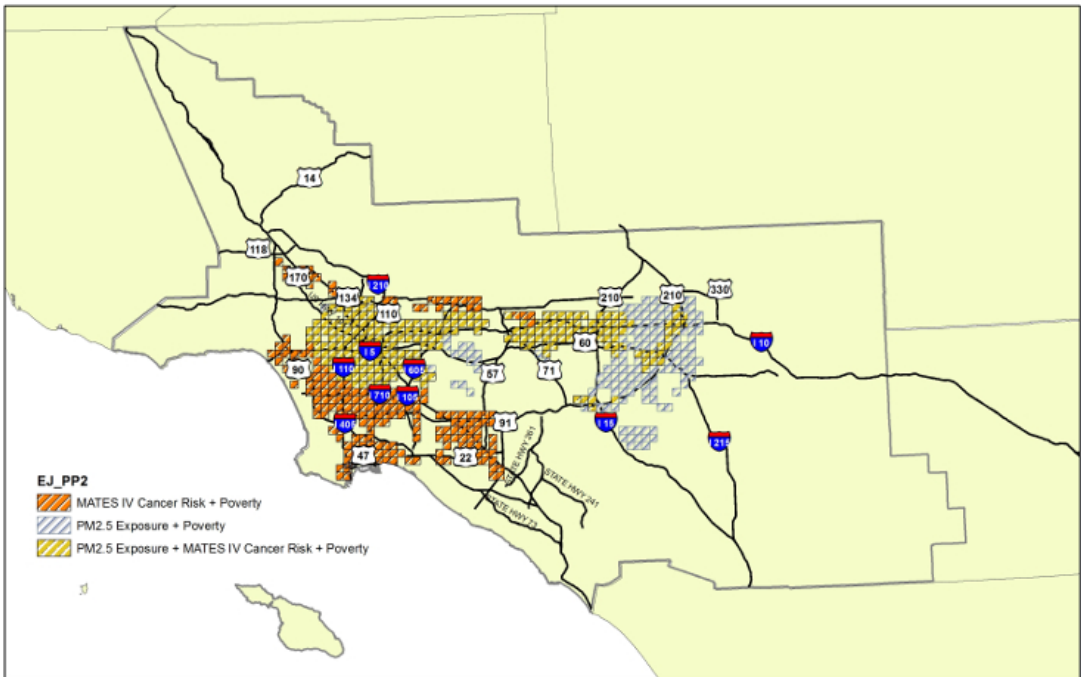
# Online Carl Moyer and SOON Application Form C-1

## Off-Road Equipment Replacement Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





# Online Carl Moyer and SOON Application Form C-1 Off-Road Equipment Replacement Engine Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

## Existing/Baseline Engine Information

Baseline Engine Type       Main     Auxiliary

Baseline Engine Fuel Type     

Baseline Engine Make     

Baseline Engine Model     

Baseline Engine Model Year     

Baseline Engine Serial Number     

Baseline Engine Horsepower     

Baseline Engine Family Number     

Old Engine (Baseline) Emissions Tier     

## New Engine Information

New Engine Fuel Type     

New Engine Make     

New Engine Model     

New Engine Model Year     

New Engine Serial Number     

New Engine Horsepower     

New Engine Family Number     

New Engine (Reduced) Emissions Tier



Online Carl Moyer and SOON Application  
Form C-1  
Off-Road Equipment Replacement  
Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Baseline Engine - Annual operation details

	2017	2016	2015	Estimated Annual Future Usage
Hours	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Online Carl Moyer and SOON Application  
Form C-1  
Off-Road Equipment Replacement  
Attachments

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Equipment Ownership
- Equipment Operability
- DOORS Vehicle List
- SOON Fleet Average Calculation (please go to <https://arb.ca.gov/msprog/ordiesel/fac.htm>)
- DOORS Fleet Compliance Snapshot
- Business Information Request Form
- Campaign Contribution Disclosure
- Business Status Cert
- W-9 Form
- Direct Deposit Form





# Online Carl Moyer and SOON Application

## Form C-2

### Off-Road Equipment Repower Equipment Information

All off-road repower projects must include installation of the highest level CARB-verified retrofit device if one is available. However, if the additional cost of the retrofit device causes the cost-effectiveness to exceed the limit, then the retrofit is not required. Or, if the installation of a retrofit device is infeasible or unsafe, you MUST attach documentation in accordance with CARB requirements, as summarized at: <http://www.arb.ca.gov/msprog/ordiesel/vdecssafety.htm>. If you have any questions regarding this program or the application process, please contact Andrew Yoon by phone at (909) 396-3043 or by email at: [ayoon@aqmd.gov](mailto:ayoon@aqmd.gov).

Large Off-Road Fleets have limited eligibility for Carl Moyer Program funding, but may apply for SOON Program funding using this application. For more information, please visit [www.aqmd.gov/SOON](http://www.aqmd.gov/SOON).

Please complete ONE form for each piece of equipment.

#### Existing Equipment Information

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

What is the primary function of this equipment?

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Equipment Category

Equipment Type

If other equipment type, please describe

Equipment Make  Equipment Model

Equipment Model Year  Equipment Serial  
Number or VIN

Unit Number

Is 2 to 1 Replacement Applied?  Yes  No

Number of Main  
Engines  Number of Auxiliary  
Engines

Is this equipment used in Agricultural operations?  Yes  No



# Online Carl Moyer and SOON Application Form C-2 Off-Road Equipment Repower Project Details

Is equipment currently subject to CARB's Off-Road Regulation?

Yes  No

What is the total horsepower of all vehicles in the fleet?

Enter DOORS Fleet Number

All Off-Road equipment applicants subject to CARB's In-Use Off-Road Diesel Vehicle Regulation must submit their DOORS fleet compliance snapshot and fleet vehicle list.

You may contact the DOORS hotline at (877) 593-6677 for assistance.

SOON applications must also submit the fleet average calculation. Please visit <https://arb.ca.gov/msprog/ordiesel/fac.htm> for more information.

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

## Operation Information

Is existing equipment in operable condition?

Yes  No

How many years has the applicant owned the existing equipment?

Does this vehicle have a functioning, non-resettable hour meter?

Yes  No

Percent Operation in California

Percent Operation in District

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)



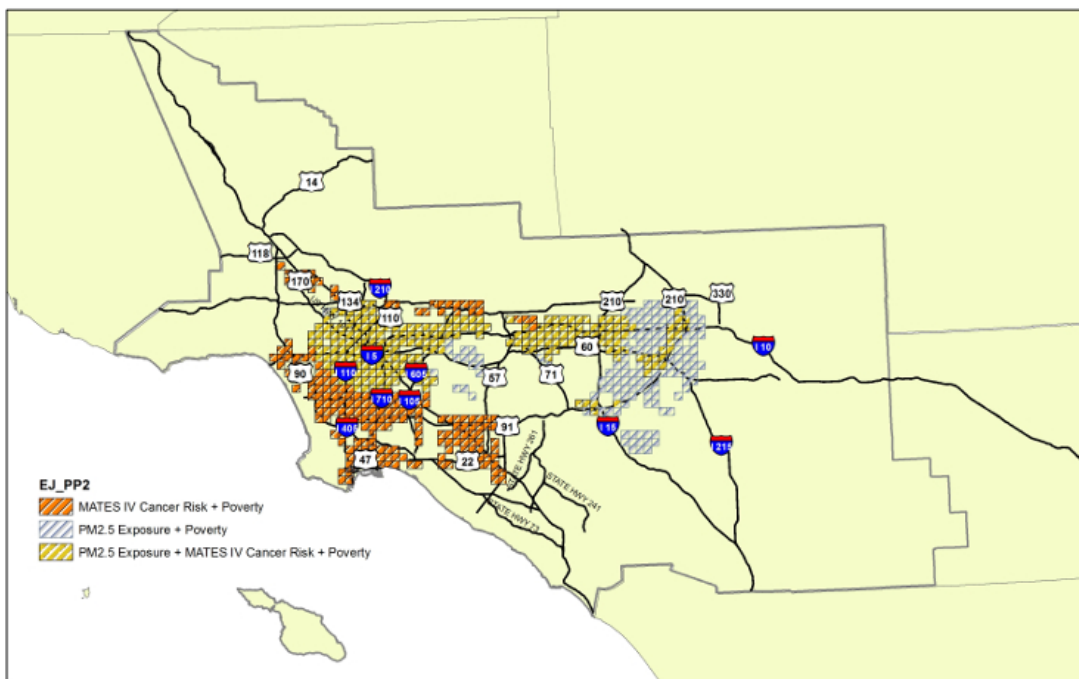
# Online Carl Moyer and SOON Application Form C-2

## Off-Road Equipment Repower Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





Online Carl Moyer and SOON Application  
 Form C-2  
 Off-Road Equipment Repower  
 Engine Information (page 1 of 2)

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

**Existing/Baseline Engine Information**

Baseline Engine Type       Main     Auxiliary

Baseline Engine Fuel Type     

Baseline Engine Make            Baseline Engine Model     

Baseline Engine Model Year            Baseline Engine Serial Number     

Baseline Engine Horsepower            Baseline Engine Family Number     

Old Engine (Baseline) Emissions Tier     

Method proposed for rendering the baseline engine(s) inoperable     

**New Engine Information**

New Engine Fuel Type     

New Engine Make            New Engine Model     

New Engine Model Year            New Engine Serial Number     

New Engine Horsepower            New Engine Family Number     

New Engine (Reduced) Emissions Tier     

Is the New Engine a Family Emissions Limit (FEL) engine?       Yes     No

**New Engine Cost Information**

New Engine Unit Cost            Cost of Installation/Labor     

Cost of New Engine Tax            Total Cost of Repower     

Applicant Co-Funding Amount (if any)            Grant Request Amount for this Repower     

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

**New Engine Vendor Information**

Vendor            Vendor Contact Name     

Vendor Phone Number            Vendor Address     

Vendor City            Vendor State     

Vendor Zip



Online Carl Moyer and SOON Application  
Form C-2  
Off-Road Equipment Repower  
Engine Information (page 2 of 2)

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

**Engine Retrofit Information**

Will a retrofit device be added to this engine as part of this project?

Yes  No

Retrofit Device Make

Retrofit Device Model

% PM Reduction

% NOX Reduction

% ROG Reduction

Retrofit Device ARB Executive Order Number

Project Life

**Retrofit Cost Information**

Retrofit Device System Cost

Retrofit Device Installation Cost

Total Cost of Retrofit

Amount requested for this retrofit \$



Online Carl Moyer and SOON Application  
Form C-2  
Off-Road Equipment Repower  
Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Baseline Engine - Annual operation details

	2017	2016	2015	Estimated Annual Future Usage
Hours	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Online Carl Moyer and SOON Application  
Form C-2  
Off-Road Equipment Repower  
Attachment

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- DOORS Vehicle List
- SOON Fleet Average Calculation (please go to <https://arb.ca.gov/msprog/ordiesel/fac.htm>)
- DOORS Fleet Compliance Snapshot
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



# Online Carl Moyer and SOON Application Form C-3 Off-Road Equipment Retrofit Equipment Information

If you have questions regarding this program or the application process, please contact Andrew Yoon by phone at (909) 396-3043 or by email at: [ayoon@aqmd.gov](mailto:ayoon@aqmd.gov).

## Existing Equipment Information

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

What is the primary function of this equipment?

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Equipment Category

Equipment Type

If other equipment type, please describe

Equipment Make  Equipment Model

Equipment Model Year  Equipment Serial  
Number or VIN

Unit Number

Is 2 to 1 Replacement Applied?  Yes  No

Number of Main Engines  Number of Auxiliary  
Engines

Is this equipment used in Agricultural operations?  Yes  No





# Online Carl Moyer and SOON Application Form C-3 Off-Road Equipment Retrofit Project Details

Is equipment currently subject to CARB's Off-Road Regulation?

Yes  No

What is the total horsepower of all vehicles in the fleet?

Enter DOORS Fleet Number

All Off-Road equipment applicants subject to CARB's In-Use Off-Road Diesel Vehicle Regulation must submit their DOORS fleet compliance snapshot and fleet vehicle list.

You may contact the DOORS hotline at (877) 593-6677 for assistance.

SOON applications must also submit the fleet average calculation. Please visit <https://arb.ca.gov/msprog/ordiesel/fac.htm> for more information.

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

## Operation Information

Is existing equipment in operable condition?

Yes  No

How many years has the applicant owned the existing equipment?

Does this vehicle have a functioning, non-resettable hour meter?

Yes  No

Percent Operation in California

Percent Operation in District

See <http://www.aqmd.gov/home/about/jurisdiction> for a jurisdiction map.

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)

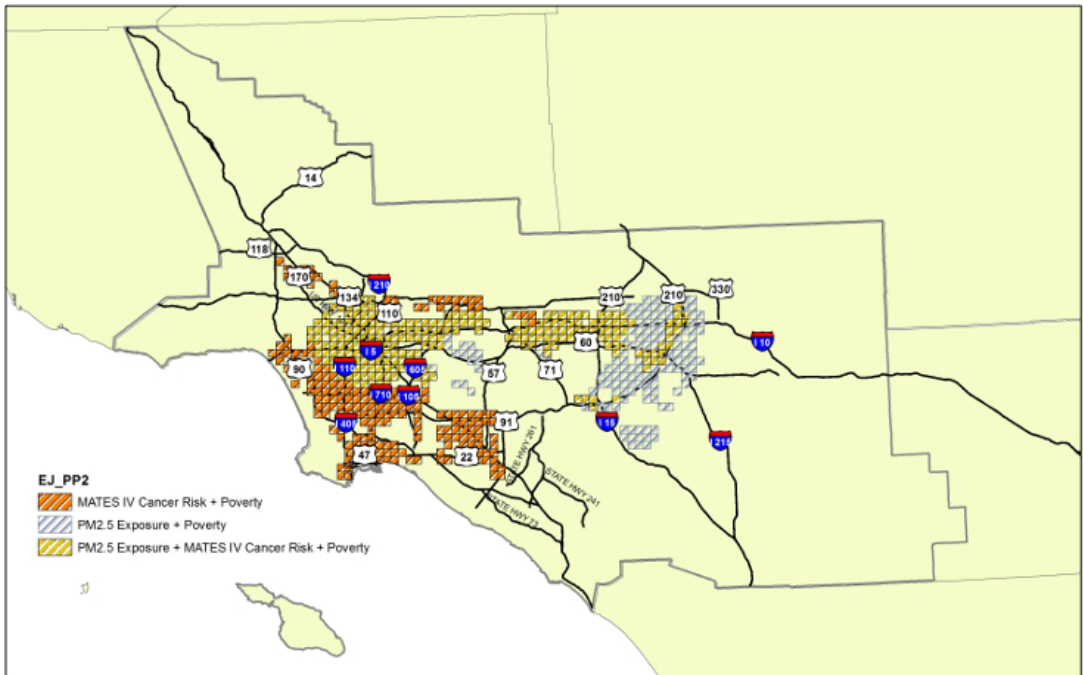


# Online Carl Moyer and SOON Application Form C-3 Off-Road Equipment Retrofit Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM<sub>2.5</sub> Exposure: All projects in areas with the highest 15 percent of PM<sub>2.5</sub> concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM<sub>2.5</sub> concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





Online Carl Moyer and SOON Application  
Form C-3  
Off-Road Equipment Retrofit  
Engine & Retrofit Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

**Existing/Baseline Engine Information**

Baseline Engine Type	<input type="radio"/> Main	<input type="radio"/> Auxiliary		
Baseline Engine Fuel Type	<input type="text"/>			
Baseline Engine Make	<input type="text"/>	Baseline Engine Model	<input type="text"/>	
Baseline Engine Model Year	<input type="text"/>	Baseline Engine Serial Number	<input type="text"/>	
Baseline Engine Horsepower	<input type="text"/>	Baseline Engine Family Number	<input type="text"/>	
Old Engine (Baseline) Emissions Tier	<input type="text"/>			

**Engine Retrofit Information**

Retrofit Device Make	<input type="text"/>	Retrofit Device Model	<input type="text"/>	
Verification Level	<input type="text"/>	Project Life	<input type="text"/>	
Verified % PM Reduction	<input type="text"/>	Verified % NOX Reduction	<input type="text"/>	
Verified % ROG Reduction	<input type="text"/>	Retrofit Device ARB Executive Order Number	<input type="text"/>	
Retrofit Device Serial Number	<input type="text"/>			

**Retrofit Cost Information**

Retrofit Device System Cost	<input type="text"/>	Retrofit Device Installation Cost	<input type="text"/>	
Tax Amount for Retrofit	<input type="text"/>	Total Cost of Retrofit	<input type="text"/>	
Maintenance Cost	<input type="text"/>	Amount requested for this retrofit	<input type="text"/>	
Retrofit Dealer Vendor	<input type="text"/>			

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application. The data-logging cost of a retrofit project cannot be included in the eligible project cost.



Online Carl Moyer and SOON Application  
Form C-3  
Off-Road Equipment Retrofit  
Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Baseline Engine - Annual operation details

	2017	2016	2015	Estimated Annual Future Usage
Hours	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Online Carl Moyer and SOON Application  
Form C-3  
Off-Road Equipment Retrofit  
Attachments

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- DOORS Vehicle List
- SOON Fleet Average Calculation (please go to <https://arb.ca.gov/msprog/ordiesel/fac.htm>)
- DOORS Fleet Compliance Snapshot
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Business Status Cert
- Direct Deposit Form



# Online Carl Moyer and SOON Application Form C-4 Off-Road Cargo Handling Equipment Electrification : Equipment Information

If you have any questions regarding this program or the application process, please contact Greg Ushijima by phone at (909) 396-3301 or by email at: gushijima@aqmd.gov.

Please complete ONE form for each piece of equipment.

## Existing Equipment Information

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

Is equipment currently subject to CARB's Cargo Handling Equipment regulation?

Note: If you are unable to document that project equipment is not subject to the CARB regulation, then the project is ineligible.  Yes  No

What is the primary function of this equipment?

Is the vehicle location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2

City

County

State

Zip

Vehicle Type

If other, please describe:

Project Type

Equipment Category

Equipment Type

If other equipment type, please describe

Equipment Make

Equipment Model

Equipment Model Year

Equipment Serial  
Number or VIN

Unit Number



# Online Carl Moyer and SOON Application Form C-4

## Off-Road Cargo Handling Equipment Electrification : Project Details

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

### Operation Information

Is existing equipment in operable condition?

Yes  No

How many years has the applicant owned the existing equipment?

Does the existing equipment have a functioning, non-resettable hour meter?

Yes  No

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)

Please provide a full description of the proposed project. Include specifications for the equipment electrification and associated infrastructure. *SEE ATTACHMENTS*



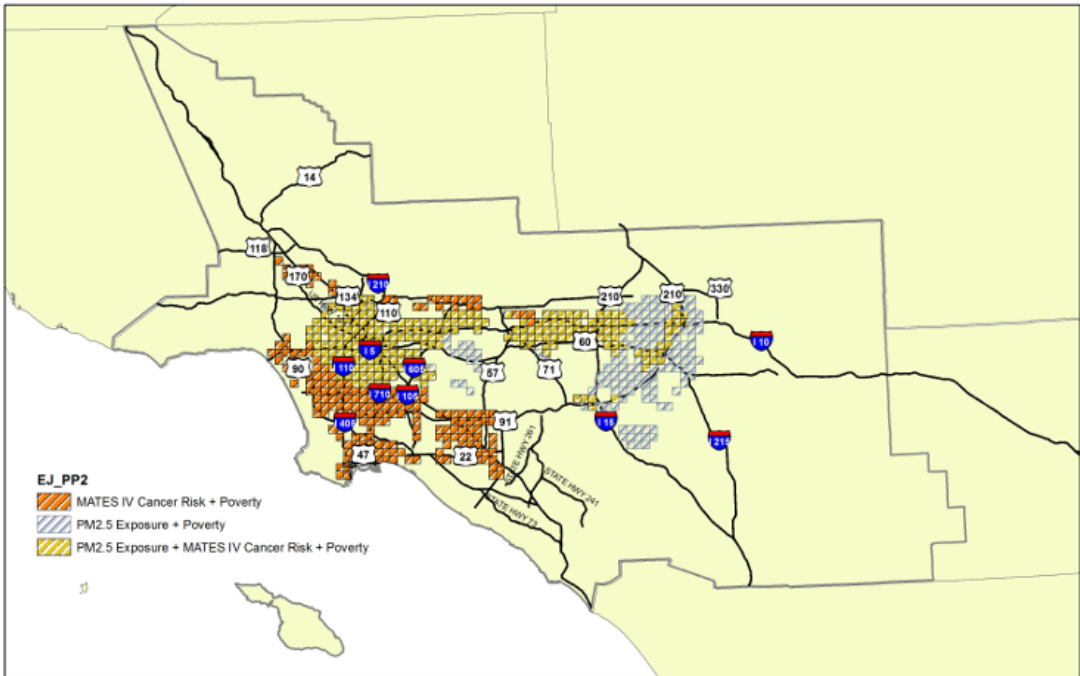
# Online Carl Moyer and SOON Application Form C-4

## Off-Road Cargo Handling Equipment Electrification : Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.







Online Carl Moyer and SOON Application  
 Form C-4  
 Off-Road Cargo Handling Equipment Electrification :  
 Engine & Retrofit Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

**Existing/Baseline Engine Information**

Baseline Engine Type       Main     Auxiliary

Baseline Engine Fuel Type     

Baseline Engine Make            Baseline Engine Model     

Baseline Engine Model Year            Baseline Engine Serial Number     

Baseline Engine Horsepower            Baseline Engine Family Number     

Old Engine (Baseline) Emissions Tier     

Please provide a full description of the proposed project. Include specifications for the equipment electrification and associated infrastructure. *SEE ATTACHMENTS*

**Electrification Vendor /Contractor Information**

Vendor            Vendor Contact Name     

Vendor Phone Number            Vendor Address     

Vendor City            Vendor State     

Vendor Zip     

**Retrofit Cost Information**

Total Project Materials Cost            Total Project Labor Cost     

Total Project Cost     

Applicant Co-Funding Amount (if any)            Grant Request Amount     

Funding/Cost Information for this Electrification Project - You MUST attach a written estimate from the equipment vendor/contractor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement. Quote must itemize material costs and labor costs separately and must provide explanatory details on each line item. *SEE ATTACHMENTS*



# Online Carl Moyer and SOON Application Form C-4

## Off-Road Cargo Handling Equipment Electrification : Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

### Baseline Engine - Annual operation details

	2017	2016	2015	Estimated Annual Future Usage
Hours	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



Online Carl Moyer and SOON Application  
Form C-4  
Off-Road Cargo Handling Equipment Electrification :  
Attachments

**The following attachments may be submitted for this proposal:**

- CARB's Cargo Handling Equipment Regulation
- DOORS Vehicle List
- SOON Fleet Average Calculation (please go to <https://arb.ca.gov/msprog/ordiesel/fac.htm>)
- Project Description
- Written Estimate for Project
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



**Online Carl Moyer and SOON Application  
Form D-1  
Marine Vessels  
Repower : Equipment Information**

If you have any questions regarding this program or the application process, please contact: • Mark Coleman at (909) 396-3074 or mcoleman@aqmd.gov • Von Loveland at (909) 396-3063 or vloveland@aqmd.gov

All Commercial Harbor Craft are currently subject to CARB's Commercial Harbor Craft regulation. Attach a copy of your most recent CARB Commercial Harbor Craft Initial Report, and all updates.

**Existing Equipment Information**

Has this equipment received Carl Moyer Program funds in the past?  Yes  No

Contract #	<input type="text"/>	Amount Received	<input type="text"/>
Vessel Name	<input type="text"/>	Port/Harbor	<input type="text"/>
Terminal	<input type="text"/>	Pier	<input type="text"/>
Vessel berth/slip number	<input type="text"/>	Primary Vessel Use	<input type="text"/>

If other vessel type, please describe

Secondary Vessel Use

If other secondary vessel type, please describe

Primary Vessel Hours per Year	<input type="text"/>	Secondary Vessel Hours per Year	<input type="text"/>
Vessel Make	<input type="text"/>	Vessel Model	<input type="text"/>
Vessel Model Year	<input type="text"/>		
Total number of main engines on the vessel	<input type="text"/>	Total number of aux engines on the vessel	<input type="text"/>

U.S. Coast Guard Documentation Number (IMO Lloyd's Number if oceangoing vessel, or CF# AND CA Department of Fish & Game license for fishing vessels manufactured out of the United States or less than five net tons displacement)

Does the project vessel utilize a wet exhaust system?  Yes  No



Online Carl Moyer and SOON Application  
Form D-1  
Marine Vessels  
Repower : Project Details

Total Funding Requested

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

**Operation Information**

Percent Operation in California

Percent Operation in District

Note: For SCAQMD Marine Jurisdiction Map, please see next page.

Purchasing new transmission (if applicable)  Yes  No

Justification For Purchasing  New Transmission Cost

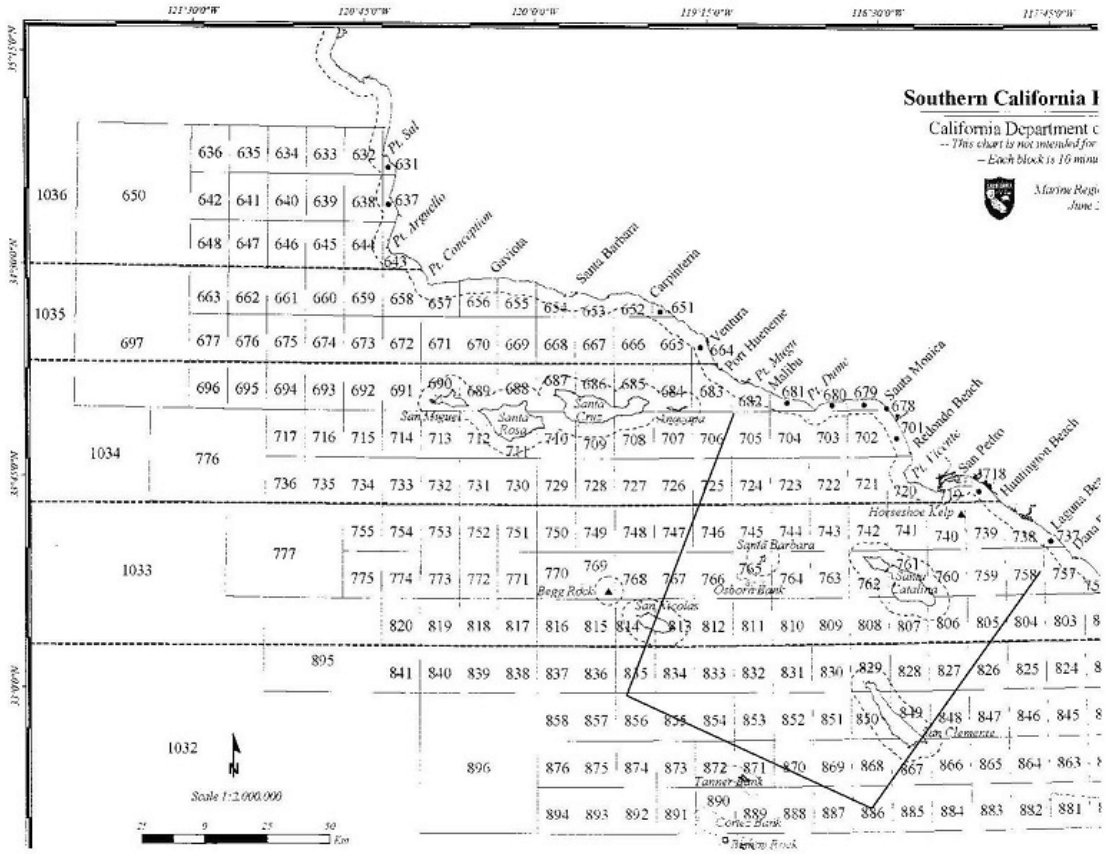
Electronic Monitoring Unit: I understand that a new Electronic Monitoring Unit (EMU) will be installed as part of this Project. (This is a program requirement.)  Yes  No

The vessel is required to have a functioning non-resettable hour meter for the full project life. Select YES to indicate understanding and compliance:  Yes  No

If funded, how many years will you operate the new vessel?



Online Carl Moyer and SOON Application  
 Form D-1  
 Marine Vessels  
 Repower : SCAQMD Boundary Lines



**Boundary points for the Box:**

Southern Coastal Boundary - San Diego - Orange County Border  
 Northern Coastal Boundary - Ventura - Los Angeles County Border  
 Northern Tip: 33° N and 119° 30' W  
 Southern Tip: 32° 30' N and 118° 30' W

Distance between northern coastal point and northern tip: 80 miles approx.  
 Distance between southern coastal point and southern tip: 74 miles approx.



Online Carl Moyer and SOON Application  
 Form D-1  
 Marine Vessels  
 Repower : Engine Information

If you have more than one engine for your marine vessel, please make copies of this page and use one form for each engine.

**Existing/Baseline Engine Information**

Engine Fuel Type	<input type="text"/>	Old Engine (Baseline) Emissions Tier	<input type="text"/>
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Horsepower	<input type="text"/>
Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary	Engine Serial Number	<input type="text"/>
EPA Engine Family Number	<input type="text"/>	Method proposed for rendering the replaced engine inoperable:	<input type="text"/>
Number of Cylinders	<input type="text"/>	Liters	<input type="text"/>
Does the existing engine have a functioning hour meter?			<input type="radio"/> Yes <input type="radio"/> No

**New Reduced-Emission Engine Information**

Engine Fuel Type	<input type="text"/>	Engine Model	<input type="text"/>
Engine Make	<input type="text"/>	Engine Horsepower	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
Engine Function	<input type="radio"/> Main <input type="radio"/> Auxiliary		
EPA Engine Family Number	<input type="text"/>		
Emissions Tier Type	<input type="radio"/> Off Road <input type="radio"/> Marine		
New Engine (Reduced) Emissions Tier	<input type="text"/>	Liters	<input type="text"/>
Number of Cylinders	<input type="text"/>	New Engine Installation/Labor Cost	<input type="text"/>
New Engine Cost (Including Tax)	<input type="text"/>		

NOTE: You MUST attach a written estimate or quotation from the equipment vendor documenting the cost of the new equipment. This quote must be obtained within 90 days prior to the closing date of the Program Announcement. The quote must indicate the certification level of the new, replacement engine (i.e., Tier 3 or cleaner).

Vendor	<input type="text"/>	Vendor Contact Name	<input type="text"/>
Vendor Address	<input type="text"/>	Vendor City	<input type="text"/>
Vendor Zip	<input type="text"/>	Vendor State	<input type="text"/>
Vendor Phone Number	<input type="text"/>		



Online Carl Moyer and SOON Application  
Form D-1  
Marine Vessels  
Repower : Engine Activity Information

If you have more than one engine for your marine vessel, please make copies of this page and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

**Activity Information**

Engine Specific Usage - Annual Operation Details

	2017	2016	2015	Estimated Annual Future Usage
Hours	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>





## Online Carl Moyer and SOON Application Form D-1

Marine Vessels  
Repower : Attachments

### **The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Harbor Craft Regulation Initial Report
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



Online Carl Moyer and SOON Application  
 Form D-2  
 Marine Vessels  
 Shore Power : Equipment Information

If you have any questions regarding this program or the application process, please contact Greg Ushijima by phone at (909) 396-3301 or by email at: [gushijima@aqmd.gov](mailto:gushijima@aqmd.gov). Please complete one form for each Shore Power project.

**Type of Project**

Select all that apply.

Vessel Retrofit to Accept Electrical Power ("Ship-Side")

Purchase of Transformer and Associated Infrastructure ("Shore-Side")

Type Of Applicant

**Existing Equipment Information**

Complete one equipment section for each vessel to be retrofitted. For transformer only projects please provide a detailed description of the vessels that typically use this terminal.

If your vessel type is a refrigerated cargo ship, container-ship or passenger ship, please attach your Vessel Plan as required by the ARB shore power regulation: <http://www.arb.ca.gov/ports/shorepower/shorepower.htm>

Vessel Name	<input type="text"/>	Port/Harbor	<input type="text"/>
Terminal	<input type="text"/>	Pier	<input type="text"/>
Vessel berth/slip number	<input type="text"/>	Primary Vessel Function	<input type="text"/>

If other vessel type, please describe

Vessel Make	<input type="text"/>	Vessel Model	<input type="text"/>
Vessel Model Year	<input type="text"/>		
Total number of main engines on the vessel	<input type="text"/>	Total number of aux engines on the vessel	<input type="text"/>
Lloyds Register or IMO Ship ID	<input type="text"/>	US Coast Guard Documentation Number	<input type="text"/>

If you are leasing the terminal, what is the time left on the current lease?

Average berthing time (hours) of the vessel, per visit (include time needed to connect and disconnect the vessel to shore power)

Vessel power (kW) requirements while at berth Average Power Requirement

Vessel power (kW) requirements while at berth Maximum Power Requirement



Online Carl Moyer and SOON Application  
 Form D-2  
 Marine Vessels  
 Shore Power : Project Details

Total Funding Requested

Total number of vessels in the fleet

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

Identify other potential project partners (ex. Port)

Power supplier (ex. PG&E)

Where does the electrical power infrastructure begin, and end? \*

**Operation Information**

Total number of annual vessel visits expected to use shore power

Total number of annual visits to the terminal

Total number of annual hours of usage for vessels expecting to use shorepower

**Project Funding Information**

You **MUST** attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement. **See Attachments Section.**

Transformer Project Cost	<input type="text"/>	Associated Infrastructure Cost	<input type="text"/>
--------------------------	----------------------	--------------------------------	----------------------

Retrofit Equip. Cost (incl. tax)	<input type="text"/>	Retrofit Equip. Installation Cost	<input type="text"/>
----------------------------------	----------------------	-----------------------------------	----------------------

Total Project Costs

You **MUST** attach a detailed written estimate/quote from the equipment vendor for the cost of the equipment and labor.

**REQUEST : MAXIMUM ALLOWABLE**

- Shore Power Transformer ("shore-side"): 50% of transformer & other equipment between the vessel and transformer.  
 Shore Power Vessel Retrofit ("ship-side"): 100% of retrofit cost & 50% of transformer cost.

**REQUEST : OTHER**

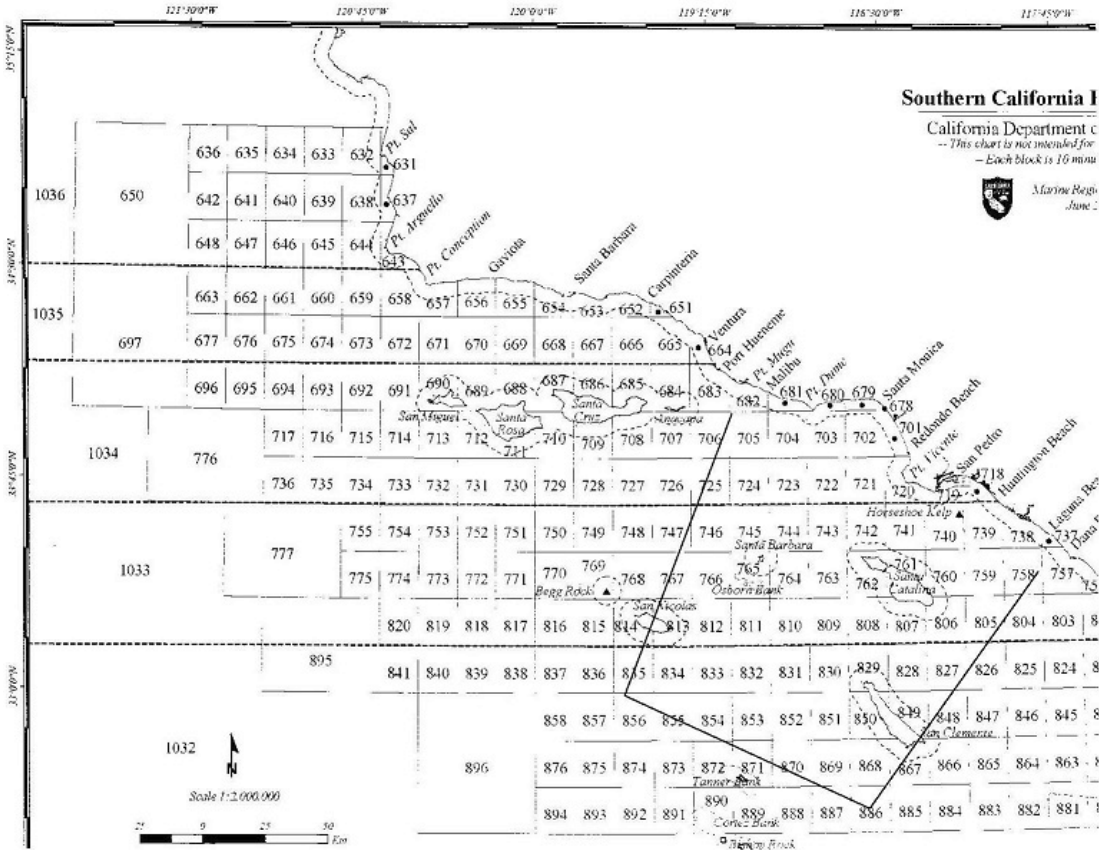
(You may request less than the maximum allowable funding amount to improve cost-effectiveness of your project.)

Anticipated Project Completion Date

Please attach a detailed project schedule. **SEE ATTACHMENTS PAGE**

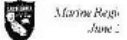


Online Carl Moyer and SOON Application  
 Form D-2  
 Marine Vessels  
 Shore Power : SCAQMD Boundary Lines



**Southern California I**

California Department of Transportation  
 -- This chart is not intended for  
 -- Each block is 16 miles



Marine Bays  
 June 2

**Boundary points for the Box:**

Southern Coastal Boundary - San Diego - Orange County Border  
 Northern Coastal Boundary - Ventura - Los Angeles County Border

Northern Tip: 33° N and 119° 30' W  
 Southern Tip: 32° 30' N and 118° 30' W

Distance between northern coastal point and northern tip: 80 miles approx.  
 Distance between southern coastal point and southern tip: 74 miles approx.



Online Carl Moyer and SOON Application  
Form D-2  
Marine Vessels  
Shore Power : Engine Information

**Existing/Baseline Engine Information**

Please attach a detailed description of the vessels that will be using the shore power equipment. This description should include:

- Vessel type
- Ship size (in 20-foot equivalent units (TEU) capacity)
- Number and type of engines
- Power demand (total auxiliary power (kW) – not hotelling load)
- The number of auxiliary engines typically operating while at berth per vessel
- Number of annual visits
- Average berthing time (hours) of the vessel, per visit (include time needed to connect and disconnect the vessel to shore power). Be sure to consider the maximum time the auxiliary engines are in use.



Online Carl Moyer and SOON Application  
Form D-2  
Marine Vessels  
Shore Power : Engine Activity Information

If you have more than one engine for your project, please make copies of this page and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

**Activity Information**

Expected annual hours

Expected annual fuel use

"Current Berth Activity" Number of annual ship visits to the berth (attach the log of vessel visits for each of the specified years): For last 3 years

Last Year Vessel Visits

Prior Year Vessel Visits

2 Years Prior Year Vessel Visits

**Predicted (Future) Berth Activity:**

**Estimated annual ship visits using shore power:**

2017-2019

2020 and beyond

**Estimated monthly hours of operation:**

2017-2019

2020 and beyond

**Estimated monthly megawatt (MW) usage:**

2017-2019

2020 and beyond



Online Carl Moyer and SOON Application  
Form D-2  
Marine Vessels  
Shore Power : Attachments

**The following attachments may be submitted for this proposal:**

- Detailed Project Proposal
- Other misc. attachments
- ARB Shore Power Vessel Plan
- Vessel Logs
- Vessel Activity Information
- Written Estimate Or Quote
- Proposed Project Schedule
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



# Online Carl Moyer and SOON Application Form E-1 Locomotive Replacement Equipment Information

For project criteria please refer to the locomotive chapter in the Carl Moyer Program Guidelines.

If you have any questions regarding this program or the application process, please contact Mei Wang by phone at (909) 396-3257 or by email at: [mwang@aqmd.gov](mailto:mwang@aqmd.gov).

**If you have more than one equipment for your project, please make copies of this form and use one form for each equipment.**

### Existing Locomotive Information

Has this locomotive received Carl Moyer Program funds in the past?  Yes  No

### Equipment Location Address

Is the equipment location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2

City

County

State

Zip

Vehicle Type

If other, please describe:

Locomotive type

Locomotive Make

Locomotive Model

Locomotive Model Year

Locomotive Serial  
Number

Unit number or  
other identifier

Does the locomotive already have a functioning idle limiting device (ILD) installed?

Yes  No

### New Locomotive Information

Locomotive Make

Locomotive Model

Locomotive Model Year

Equipment Type

Locomotive Serial Number (If Available)

Will the locomotive have a functioning idle limit device (ILD) installed?

Yes  No

If other equipment type, please describe

# of Main Engines

# of Auxiliary Engines

New Locomotive Cost (\$)

Locomotive Vendor Name

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.





# Online Carl Moyer and SOON Application Form E-1 Locomotive Replacement Project Details

Railroad Class

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

Total Funding Requested (California 75E A 8)

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

## Operation Information

Future/Projected Locomotive Activity Annual Fuel Usage (gallons per year)

If fuel usage is not available, please provide the future/projected locomotive activity in Megawatt Hour (MWh) per year.

Percent Operation in California

Percent Operation in District

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)



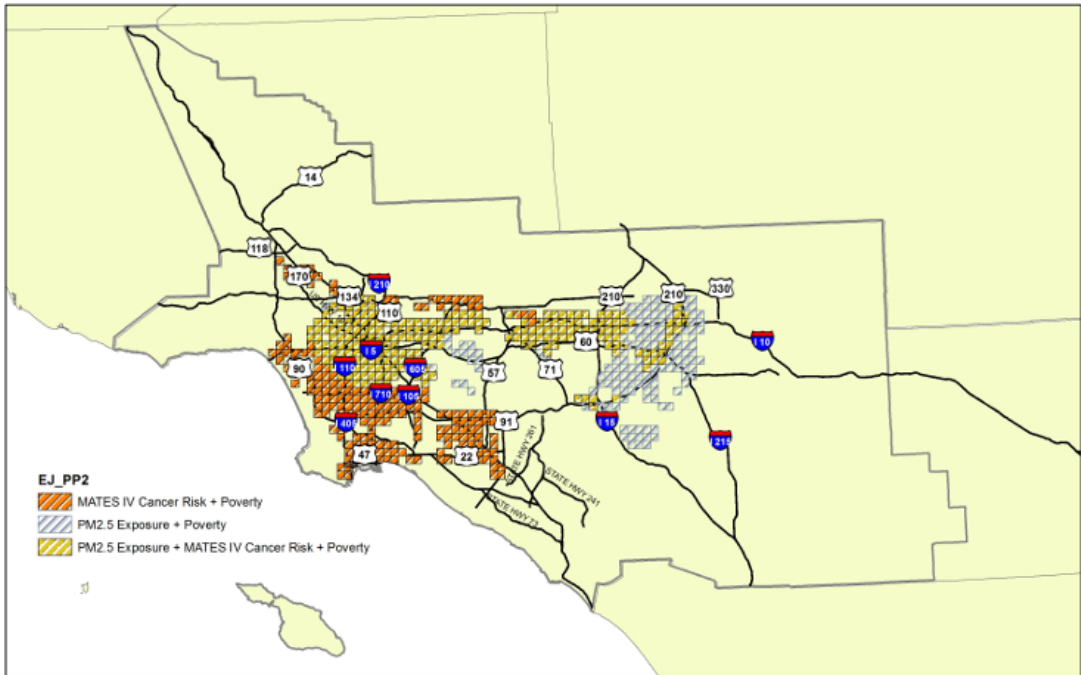
# Online Carl Moyer and SOON Application Form E-1

## Locomotive Replacement Disproportional Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM<sub>2.5</sub> Exposure: All projects in areas with the highest 15 percent of PM<sub>2.5</sub> concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM<sub>2.5</sub> concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





# Online Carl Moyer and SOON Application Form E-1 Locomotive Replacement Engine Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

### Existing/Baseline Engine Information

Engine Fuel Type	<input type="text"/>			
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>	
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>	
Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary		Engine Horsepower	<input type="text"/>
Existing Engine (Baseline) Emissions Tier	<input type="text"/>			
Baseline Engine Family	<input type="text"/>	US EPA Certificate of Conformity No	<input type="text"/>	
CARB Executive Order No	<input type="text"/>			

US EPA Certificate of Conformity MUST BE ATTACHED – SEE ATTACHMENTS SECTION

CARB Executive Order MUST BE ATTACHED – SEE ATTACHMENTS SECTION

### Reduced Emission Replacement Engine Information

Engine Fuel Type	<input type="text"/>			
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>	
Engine Model Year	<input type="text"/>			
Engine Serial Number	<input type="text"/>	Engine Horsepower	<input type="text"/>	
EPA Engine Family Name	<input type="text"/>	New Engine (Reduced) Emissions Tier	<input type="text"/>	
Engine Cost	<input type="text"/>	Installation Cost	<input type="text"/>	
Has this engine been certified by U.S. EPA?	<input type="radio"/> Yes <input type="radio"/> No		U.S. EPA certified locomotive NOx emission rate (g/bhp-hr)	<input type="text"/>
U.S. EPA certified locomotive HC emission rate (g/bhp-hr)	<input type="text"/>	U.S. EPA certified locomotive PM emission rate (g/bhp-hr)	<input type="text"/>	

### Idle Limiting Device (ILD) Details

Will a new eligible ILD be installed as part of this project?  Yes     No

ILD Type (AESS, FOH, APU, etc.)	<input type="text"/>		
Make	<input type="text"/>	Model	<input type="text"/>
Model Year	<input type="text"/>	ID Number	<input type="text"/>
Capital Cost	<input type="text"/>	Installation Cost	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.



Online Carl Moyer and SOON Application  
Form E-1  
Locomotive Replacement  
Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Please attach documentation to support the reported usage per year.

Annual Fuel Usage

	2017	2016	2015	Estimated Annual Future Usage
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

If fuel usage is not available, please attach documentation of the megawatt hours used during the previous 24 months.



Online Carl Moyer and SOON Application  
Form E-1  
Locomotive Replacement  
Attachments

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Emissions certification documentation
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Fuel Documentation
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Direct Deposit Form
- Business Status Cert



# Online Carl Moyer and SOON Application Form E-2 Locomotive ARB Verified Retrofit Equipment Information

For project criteria please refer to the locomotive chapter in the Carl Moyer Program Guidelines.

If you have any questions regarding this program or the application process, please contact Mei Wang by phone at (909) 396-3257 or by email at: [mwang@aqmd.gov](mailto:mwang@aqmd.gov).

**If you have more than one equipment for your project, please make copies of this form and use one form for each equipment.**

### Existing Locomotive Information

Has this locomotive received Carl Moyer Program funds in the past?  Yes  No

### Equipment Location Address

Is the equipment location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Locomotive Type

If other locomotive type, please describe

Locomotive Make  Locomotive Model

Locomotive Model Year  Locomotive Serial Number

Unit number or  
other identifier

Does the locomotive already have a functioning idle limiting device (ILD) installed?  Yes  No



Online Carl Moyer and SOON Application  
Form E-2  
Locomotive ARB Verified Retrofit  
Project Details

Railroad Class

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

Total Funding Requested (California 75E A 8)

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

**Operation Information**

Percent Operation in California

Percent Operation in District

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)



# Online Carl Moyer and SOON Application

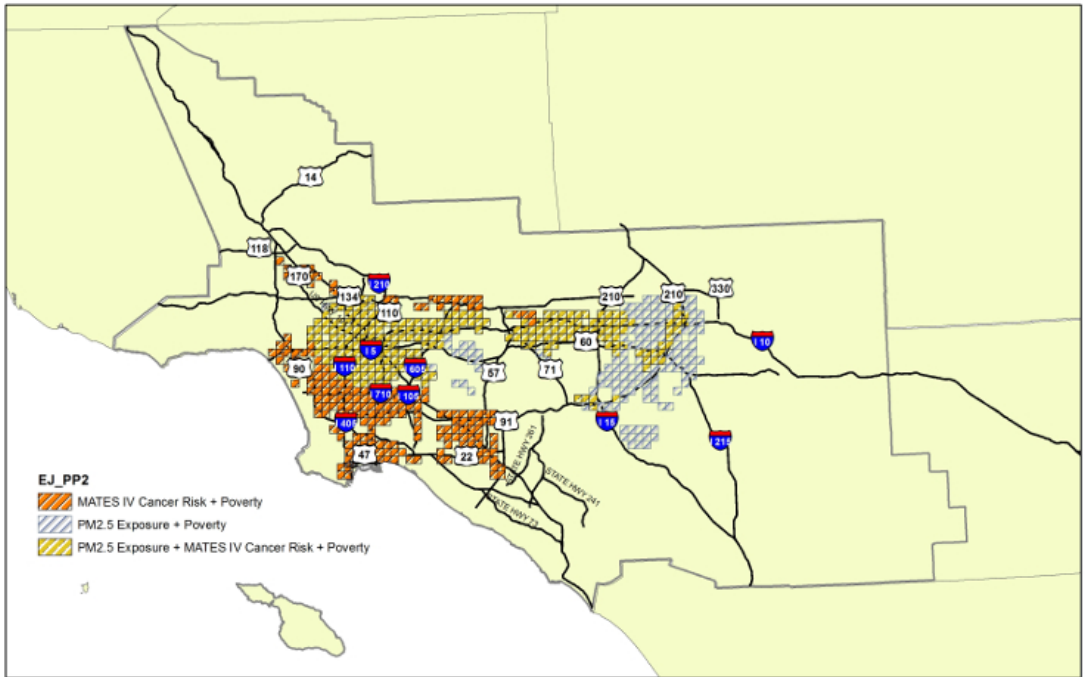
## Form E-2

### Locomotive ARB Verified Retrofit Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.







# Online Carl Moyer and SOON Application Form E-2 Locomotive ARB Verified Retrofit Engine & Retrofit Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

## Existing/Baseline Engine Information

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary	Engine Horsepower	<input type="text"/>
Existing Engine (Baseline) Emissions Tier	<input type="text"/>		
Baseline Engine Family	<input type="text"/>	US EPA Certificate of Conformity No	<input type="text"/>
CARB Executive Order No	<input type="text"/>		

Is the engine certified to off road or locomotive standards?  Off Road  Locomotive

CARB Executive Order MUST BE ATTACHED – SEE ATTACHMENTS SECTION

US EPA Certificate of Conformity MUST BE ATTACHED – SEE ATTACHMENTS SECTION

## Retrofit Device Information

Device Cost	<input type="text"/>	Installation Cost	<input type="text"/>
Technology Type	<input type="text"/>	CARB Verified Retrofit Executive Order Number	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

## Idle Limiting Device (ILD) Details

Will a new eligible ILD be installed as part of this project?  Yes  No

ILD Type (AESS, FOH, APU, etc.)	<input type="text"/>		
Make	<input type="text"/>	Model	<input type="text"/>
Model Year	<input type="text"/>	ID Number	<input type="text"/>
Capital Cost	<input type="text"/>	Installation Cost	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

## Electronic Monitoring Unit (EMU) Details

Will a new eligible EMU be installed as part of this project?  Yes  No

EMU Make	<input type="text"/>	EMU Model	<input type="text"/>
EMU Model Year	<input type="text"/>	EMU ID Number	<input type="text"/>
EMU Cost	<input type="text"/>		



# Online Carl Moyer and SOON Application Form E-2

## Locomotive ARB Verified Retrofit Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Please attach documentation to support the reported usage per year.

### Annual Fuel Usage

	2017	2016	2015	Estimated Annual Future Usage
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

If fuel usage is not available, please attach documentation of the megawatt hours used during the previous 24 months.



Online Carl Moyer and SOON Application  
Form E-2  
Locomotive ARB Verified Retrofit  
Attachments

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Emissions certification documentation
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Fuel Documentation
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Business Status Cert
- Direct Deposit Form



# Online Carl Moyer and SOON Application Form E-3 Locomotive - Head End Power Unit Equipment Information

For project criteria please refer to the locomotive chapter in the Carl Moyer Program Guidelines.

If you have any questions regarding this program or the application process, please contact Mei Wang by phone at (909) 396-3257 or by email at: [mwang@aqmd.gov](mailto:mwang@aqmd.gov).

**If you have more than one equipment for your project, please make copies of this form and use one form for each equipment.**

### Existing Locomotive Information

Has this locomotive received Carl Moyer Program funds in the past?  Yes  No

### Equipment Location Address

Is the equipment location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2

City

County

State

Zip

Vehicle Type

If other, please describe:

Locomotive Make

Locomotive Model

Locomotive Model Year

Locomotive Serial  
Number

Unit number or  
other identifier

Does the locomotive already have a functioning idle limiting device (ILD) installed?  Yes  No



Online Carl Moyer and SOON Application  
Form E-3  
Locomotive - Head End Power Unit  
Project Details

Railroad Class

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

Total Funding Requested from the SCAQMD

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

**Operation Information**

Percent Operation in California

Percent Operation in District

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)



# Online Carl Moyer and SOON Application

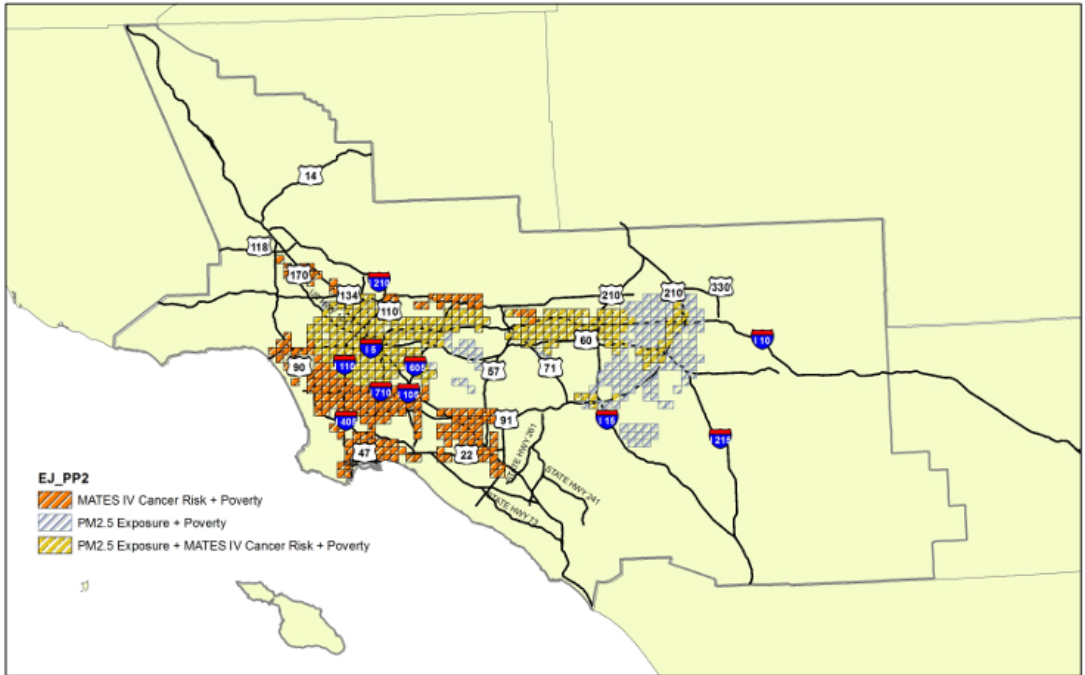
## Form E-3

### Locomotive - Head End Power Unit Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





Online Carl Moyer and SOON Application  
Form E-3  
Locomotive - Head End Power Unit  
Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Please attach documentation to support the reported gallons per year.

Annual Fuel Usage

Contact the SCAQMD Staff Lead to discuss your project and appropriate assumptions for this projection:

	2017	2016	2015	Annual Fuel Usage (gallons per year)
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

If fuel usage is not available, please attach documentation of the megawatt hours used during the previous 24 months.

ADDITIONAL PROJECT INFORMATION: Please provide a full description of the proposed project. Include an explanation of any project elements that are not adequately covered in the Application. SEE ATTACHMENTS PAGE.



Online Carl Moyer and SOON Application  
 Form E-3  
 Locomotive - Head End Power Unit  
 Engine Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

**Existing/Baseline Engine Information**

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary	Engine Horsepower	<input type="text"/>
Existing Engine (Baseline) Emissions Tier	<input type="text"/>		
Baseline Engine Family	<input type="text"/>	US EPA Certificate of Conformity No	<input type="text"/>
CARB Executive Order No	<input type="text"/>		
Is the engine certified to off road or locomotive standards?		<input type="radio"/> Off Road <input type="radio"/> Locomotive	

CARB Executive Order MUST BE ATTACHED – SEE ATTACHMENTS SECTION

US EPA Certificate of Conformity MUST BE ATTACHED – SEE ATTACHMENTS SECTION

**Reduced Emission Replacement Engine Information**

Engine Fuel Type	<input type="text"/>	Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>		
Engine Serial Number	<input type="text"/>	Engine Horsepower	<input type="text"/>
EPA Engine Family Name	<input type="text"/>	New Engine (Reduced) Emissions Tier	<input type="text"/>
Engine Cost	<input type="text"/>		
Does this Engine Have a US EPA Certificate of Conformity (PLEASE ATTACH THE CERTIFICATE IN THE ATTACHMENTS SECTION)	<input type="radio"/> Yes <input type="radio"/> No	U.S. EPA certified locomotive NOx emission rate (g/bhp-hr)	<input type="text"/>
U.S. EPA certified locomotive HC emission rate (g/bhp-hr)	<input type="text"/>	U.S. EPA certified locomotive PM emission rate (g/bhp-hr)	<input type="text"/>
Does this engine have a CARB Executive Order?	<input type="radio"/> Yes <input type="radio"/> No	CARB Executive Order Number	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.





## Online Carl Moyer and SOON Application Form E-3

Locomotive - Head End Power Unit  
Attachments

**The following attachments may be submitted for this proposal:**

- Additional Project Information
- US EPA Certificate of Conformity
- Insurance Documentation
- Emissions certification documentation
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Business Status Cert
- Direct Deposit Form



# Online Carl Moyer and SOON Application Form E-4 Locomotive - Idle Limiting Device Information

For project criteria please refer to the locomotive chapter in the Carl Moyer Program Guidelines.

If you have any questions regarding this program or the application process, please contact Mei Wang by phone at (909) 396-3257 or by email at: [mwang@aqmd.gov](mailto:mwang@aqmd.gov).

If you have more than one equipment for your project, please make copies of this form and use one form for each equipment.

### Existing Locomotive Information

Has this locomotive received Carl Moyer Program funds in the past?  Yes  No

### Equipment Location Address

Is the equipment location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2  City

County  State

Zip  Vehicle Type

If other, please describe:

Locomotive type

If other locomotive type, please describe:

Locomotive Make  Locomotive Model

Locomotive Model Year  Locomotive Serial Number

Unit number or  
other identifier

Does the locomotive already have a functioning idle limiting device (ILD) installed?  Yes  No



Online Carl Moyer and SOON Application  
Form E-4  
Locomotive - Idle Limiting Device  
Project Details

Railroad Class

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

Total Funding Requested from SCAQMD

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

**Operation Information**

Percent Operation in California

Percent Operation in District

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract)



# Online Carl Moyer and SOON Application

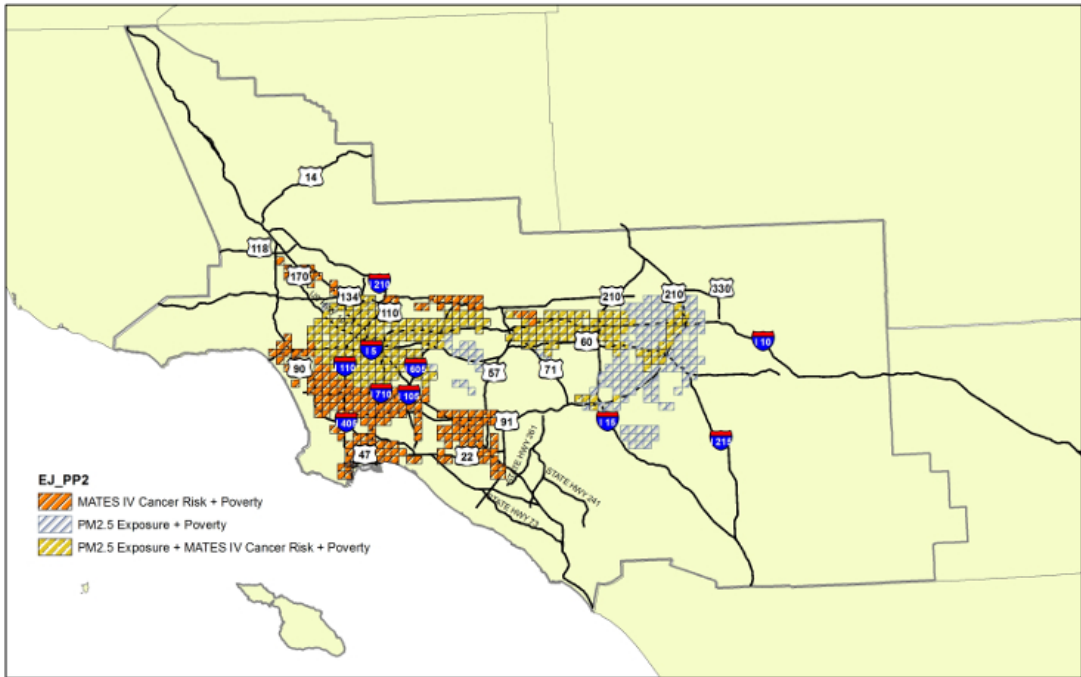
## Form E-4

### Locomotive - Idle Limiting Device Disproportional Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM2.5 Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





# Online Carl Moyer and SOON Application Form E-4 Locomotive - Idle Limiting Device Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

### Existing/Baseline Engine Information

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary	Engine Horsepower	<input type="text"/>
Existing Engine (Baseline) Emissions Tier	<input type="text"/>		
Baseline Engine Family	<input type="text"/>	US EPA Certificate of Conformity No	<input type="text"/>
CARB Executive Order No	<input type="text"/>		
Is the engine certified to off road or locomotive standards?		<input type="radio"/> Off Road	<input type="radio"/> Locomotive

CARB Executive Order MUST BE ATTACHED – SEE ATTACHMENTS SECTION

US EPA Certificate of Conformity MUST BE ATTACHED – SEE ATTACHMENTS SECTION

### Idle Limiting Device (ILD) Details

Make	<input type="text"/>	Model	<input type="text"/>
Model Year	<input type="text"/>	ID Number	<input type="text"/>
Capital Cost	<input type="text"/>	Installation Cost	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.



Online Carl Moyer and SOON Application  
Form E-4  
Locomotive - Idle Limiting Device  
Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date.

Please attach documentation to support the reported gallons per year

Annual Fuel Usage

	2017	2016	2015	Estimated Annual Future Usage
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



# Online Carl Moyer and SOON Application Form E-4 Locomotive - Idle Limiting Device Attachments

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Emissions certification documentation
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Fuel Documentation
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Business Status Cert
- Direct Deposit Form



# Online Carl Moyer and SOON Application Form E-5

## Locomotive Engine Remanufacture Kit or Repower/Refurbishment Equipment Information

For project criteria please refer to the locomotive chapter in the Carl Moyer Program Guidelines.

If you have any questions regarding this program or the application process, please contact Mei Wang by phone at (909) 396-3257 or by email at: [mwang@aqmd.gov](mailto:mwang@aqmd.gov).

If you have more than one equipment for your project, please make copies of this form and use one form for each equipment.

### Existing Locomotive Information

Has this locomotive received Carl Moyer Program funds in the past?  Yes  No

### Equipment Location Address

Is the equipment location address the same as the applicant address?  Yes  No

Street address/  
PO Box

Street Address  
Line 2

City

County

State

Zip

Vehicle Type

If other, please describe:

Locomotive type

If other locomotive type, please describe

Locomotive Make

Locomotive Model

Locomotive Model Year

Locomotive Serial  
Number

Unit number or  
other identifier

Does the locomotive already have a functioning idle limiting device (ILD) installed?  Yes  No





# Online Carl Moyer and SOON Application Form E-5

## Locomotive Engine Remanufacture Kit or Repower/Refurbishment Project Details

Railroad Class

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

Total Funding Requested from SCAQMD

Identify other funding sources to be used for this project

Total Project Cost (From Quote: MUST EQUAL QUOTE)

Applicant Co-Funding Amount

### Operation Information

Percent Operation in California

Percent Operation in District

Proposed Project Life (this is the number of years that the equipment must operate as specified in your SCAQMD contract):



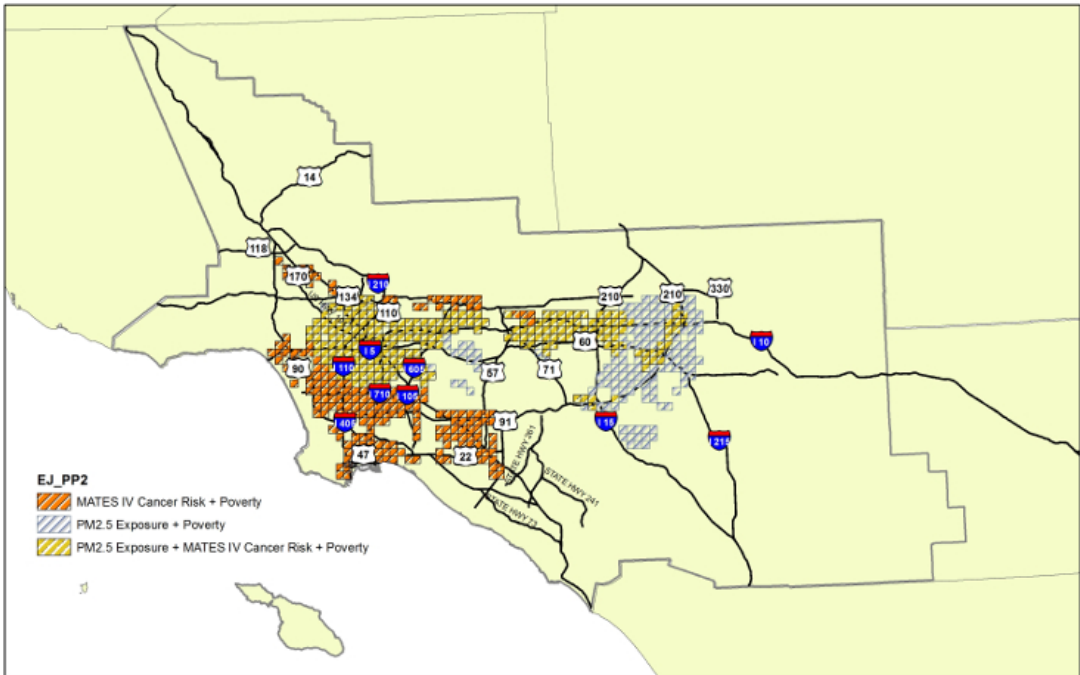
# Online Carl Moyer and SOON Application Form E-5

## Locomotive Engine Remanufacture Kit or Repower/Refurbishment Disproportionate Impact

At least 50 percent of the SCAQMD's CMP funds must be spent in areas that are most disproportionately impacted by air pollution. SCAQMD uses the following method to meet these requirements:

1. All projects must qualify for the Carl Moyer Program by meeting the cost-effectiveness limits established in the Program Announcement.
2. All projects will be evaluated according to the following criteria to qualify for funding as a disproportionately impacted area:
  - a. Poverty Level: Detailed socioeconomic information is not included in the 2010 Census. Such data is collected yearly from a small percentage of the population on a rotating basis by the American Community Survey (ACS). All projects in areas where at least 10 percent of the population falls below the Federal poverty level based on the 2008-2012 ACS data are eligible to be included in this category, and
  - b. PM<sub>2.5</sub> Exposure: All projects in areas with the highest 15 percent of PM<sub>2.5</sub> concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM<sub>2.5</sub> concentration is 11.10 micrograms per cubic meter and above, on an annual average, or
  - c. Air Toxics Exposure: All projects in areas with a cancer risk of 865 in a million and above (based on MATES III estimates) will be eligible to be ranked in this category.

The maximum score is comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures. Special circumstances exist in some areas, such as the Ports of Long Beach and Los Angeles. Since there are no residents within the ports, poverty ranking could not be established. In this case, the poverty ranking from the adjacent on-shore areas was extended to the port since these populated areas are directly impacted by port activities.





# Online Carl Moyer and SOON Application Form E-5

## Locomotive Engine Remanufacture Kit or Repower/Refurbishment Engine Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

### Existing/Baseline Engine Information

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>	Engine Serial Number	<input type="text"/>
Engine Type	<input type="radio"/> Main <input type="radio"/> Auxiliary	Engine Horsepower	<input type="text"/>
Existing Engine (Baseline) Emissions Tier	<input type="text"/>		
Baseline Engine Family	<input type="text"/>	US EPA Certificate of Conformity No	<input type="text"/>
CARB Executive Order No	<input type="text"/>		

US EPA Certificate of Conformity MUST BE ATTACHED – SEE ATTACHMENTS SECTION

CARB Executive Order MUST BE ATTACHED – SEE ATTACHMENTS SECTION

### Remanufacture Kit

Engine Fuel Type	<input type="text"/>		
Engine Make	<input type="text"/>	Engine Model	<input type="text"/>
Engine Model Year	<input type="text"/>		
Engine Serial Number	<input type="text"/>	Engine Horsepower	<input type="text"/>
EPA Engine Family Name	<input type="text"/>	U.S. EPA Certified Locomotive Emission Level	<input type="text"/>
Engine Cost	<input type="text"/>	Installation Cost	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

### Idle Limiting Device (ILD) Details

Will a new eligible ILD be installed as part of this project?  Yes  No

ILD Type (AESS, FOH, APU, etc.)	<input type="text"/>		
Make	<input type="text"/>	Model	<input type="text"/>
Model Year	<input type="text"/>	ID Number	<input type="text"/>
Capital Cost	<input type="text"/>	Installation Cost	<input type="text"/>

All cost estimates must be based on quotes that have been obtained within 90 days prior to the closing date of the Program Announcement. Attach all quotes to the application.

### Electronic Monitoring Unit (EMU) Details

Will a new eligible EMU be installed as part of this project?  Yes  No

EMU Make	<input type="text"/>	EMU Model	<input type="text"/>
EMU Model Year	<input type="text"/>	EMU ID Number	<input type="text"/>
EMU Cost	<input type="text"/>		



# Online Carl Moyer and SOON Application Form E-5

## Locomotive Engine Remanufacture Kit or Repower/Refurbishment Engine Activity Information

If you have more than one engine for your project, please make copies of this form and use one form for each engine.

Project application must include documentation of existing equipment usage for the previous 24 months prior to the application date

Please attach documentation to support the reported gallons per year

### Annual Fuel Usage

	2017	2016	2015	Estimated Annual Future Usage
Fuel Use (gallons/year)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>



## Online Carl Moyer and SOON Application Form E-5

Locomotive Engine Remanufacture Kit or Repower/Refurbishment  
Attachments

**The following attachments may be submitted for this proposal:**

- Insurance Documentation
- Emissions certification documentation
- Quotes
- Equipment Usage Documentation (for past 24 – months)
- Other misc. attachments
- Engine Executive Order(s) and Retrofit Device Executive Order(s)
- Fuel Documentation
- Business Information Request Form
- Campaign Contribution Disclosure
- W-9 Form
- Business Status Cert
- Direct Deposit Form



# South Coast Air Quality Management District

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

## **Business Information Request**

Dear SCAQMD Contractor/Supplier:

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 Administrative 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



# South Coast Air Quality Management District

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

## BUSINESS INFORMATION REQUEST

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

## REMITTING ADDRESS INFORMATION

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

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

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

**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*



## Attachment 2

### 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.

## Attachment 2

**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.

Attachment 3

Form **W-9**  
 (Rev. December 2014)  
 Department of the Treasury  
 Internal Revenue Service

## Request for Taxpayer Identification Number and Certification

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

<b>Print or type</b> See <b>Specific Instructions</b> on page 2.	<b>1</b> Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.	
	<b>2</b> Business name/disregarded entity name, if different from above	
	<b>3</b> Check appropriate box for federal tax classification; check only <b>one</b> 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) ▶ _____ <b>Note.</b> 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) ▶ _____	
	<b>4</b> 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>	
	<b>5</b> Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	<b>6</b> City, state, and ZIP code	
	<b>7</b> 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.

<b>Social security number</b>												
<table border="1" style="width:100%; height: 20px;"> <tr> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 20px;">-</td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 20px;">-</td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> </tr> </table>					-				-			
				-				-				
<b>OR</b>												
<b>Employer identification number</b>												
<table border="1" style="width:100%; height: 20px;"> <tr> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 20px;">-</td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 20px;">-</td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> <td style="width: 25px;"> </td> </tr> </table>					-				-			
				-				-				

**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.

<b>Sign Here</b>	<b>Signature of U.S. person</b> ▶	<b>Date</b> ▶
------------------	-----------------------------------	---------------

### 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](http://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 <sup>1</sup>	Generally, exempt payees 1 through 5 <sup>2</sup>
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

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

<sup>2</sup> 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](http://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](http://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](http://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 <sup>1</sup>
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor <sup>2</sup>
4. a. The usual revocable savings trust (grantor is also trustee) b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee <sup>1</sup>  The actual owner <sup>1</sup>
5. Sole proprietorship or disregarded entity owned by an individual	The owner <sup>3</sup>
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor <sup>4</sup>
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 <sup>4</sup>
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

<sup>1</sup> List first and circle the name of the person whose number you furnish. If only one person on a joint account has an SSN, that person's number must be furnished.  
<sup>2</sup> Circle the minor's name and furnish the minor's SSN.

<sup>3</sup> You must show your individual name and you may also enter your business or DBA name on the "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.

<sup>4</sup> 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](mailto: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](mailto:spam@uce.gov) or contact them at [www.ftc.gov/idtheft](http://www.ftc.gov/idtheft) or 1-877-IDTHEFT (1-877-438-4338).

Visit [IRS.gov](http://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.



2016 Withholding Exemption Certificate

590

The payee completes this form and submits it to the withholding agent. The withholding agent keeps this form with their records.

Withholding Agent

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.

To learn about your privacy rights, how we may use your information, and the consequences for not providing the requested information, go to ftb.ca.gov and search for privacy notice. To request this notice by mail, call 800.852.5711.

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.

Type or print payee's name and title Telephone

Payee's signature Date

# 2016 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 more information, go to [ftb.ca.gov](http://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](http://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 the real estate withholding requirement.

**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 exemption certificate, the withholding agent may accept a letter from the payee as a substitute explaining why they are 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.

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 it has qualified through the CA SOS to transact intrastate business. 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.



## Attachment 4

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** – Follow the country's practice for entering the city, county, province, state, country, and postal code, as applicable, in the appropriate boxes. **Do not** abbreviate the country name.

**Exemption Reason** – 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. The certification remains valid for 5 years or until the payee's status changes. **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](http://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.**

Attachment 5

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: \_\_\_\_\_

## Attachment 5

### 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.**



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

### **SCAQMD PROGRAM ANNOUNCEMENT #PA2017-06**

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

#### **SECTION I – OVERVIEW**

##### **PURPOSE**

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

##### **INTRODUCTION**

The SOON Program is designed to achieve additional NOx reductions above those that would be obtained from the State In-Use Off-Road Vehicle Regulation. These reductions are critical to meeting the PM2.5 and ozone ambient air quality standards in the South Coast Air Basin.

Funding for Program Announcement #PA2017-06 is from state SB 1107 and AB 923 funds. Project awards are contingent upon receiving these funds from CARB. Additional sources of funding may become available and added to this Program.

Desirable projects must strive to meet a maximum cost-effectiveness limit of \$18,260 per ton of emissions reduced and any additional SCAQMD criteria as stated in this PA (the cost-effectiveness limit may be changed depending on the demand for program funds). Projects exceeding the cost-effectiveness limit may receive partial funding. Except where otherwise stated, projects must meet the requirements of the CMP program guidelines.

The current Program Announcement was prepared using the Approved Revision of the CMP Guidelines released on December 18, 2015. CARB is currently considering revisions to the CMP Guidelines, and if they become available in time for the evaluation period, applications submitted in response to this PA will be evaluated according to the approved 2017 revision of the CMP Guidelines. It is the applicant’s responsibility to ensure that the most current information and requirements are reflected in a submitted application.

Applicants should check the CARB website for updates and advisories to the guidelines ([www.arb.ca.gov/msprog/moyer/moyer.htm](http://www.arb.ca.gov/msprog/moyer/moyer.htm)).

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

## **DEFINITIONS**

### 1. Alternative Fuel

Alternative fuels include compressed natural gas (CNG), liquefied natural gas (LNG), methanol, ethanol, propane (LPG) and electric technologies.

### 2. Base Rule

Base rule is defined as CARB's In-Use Off-Road Diesel regulation without the SOON provisions. Compliance with the Base Rule is required and is demonstrated by the DOORS Compliance Snapshot.

### 3. Compliance Plan

Compliance plan is the future forecast of fleet average emissions using current fleet information and planned future repower, replacement, retirement and retrofit projects. An Excel spreadsheet template is available on the SCAQMD SOON webpage.

### 4. Contract Term

Contract term is the duration for which the contract is valid. It encompasses both the project completion and project implementation periods.

- i. Project completion period is the first part of the Contract term starting from the date of Contract execution by both parties to the date the project post-inspection confirms that the project has become operational.
- ii. Project implementation period is the second part of the Contract term and equals the project life.

### 5. Cost-Effectiveness Limit

The cost-effectiveness limit determines the maximum funding that can be provided to an individual vehicle repower, replacement or retrofit project for each ton of emissions reduced.

### 6. Current NOx Standard

For all engine horsepower categories, the current NOx standard in 2017 is Tier 4 Final.

### 7. Dual-Fuel Technology

Dual-fuel technology includes electric hybrids and technologies that utilize a combination of either CNG and diesel fuel or LNG and diesel fuel, provided they are certified by CARB. Experimental technologies and fuels will be referred to CARB for evaluation and possible eligibility in the program.

8. Incremental Cost

Incremental cost is the percent of actual cost that is eligible for SOON funding. For repower projects, it is 85%; for replacement projects, it is 80%; and for NOx retrofit projects, it is 100%.

9. Project Life

Project life is the period of the contract term during which the repowered, replacement or retrofitted vehicle is operated and the contractor must report annual usage. It is used to calculate the cost effectiveness and funding amount for a particular project.

10. Replacement Project

Replacement project is the purchase of a new or used vehicle to replace an existing vehicle. Only new vehicles meeting Tier 4 Final emissions standards are eligible for funding.

11. Repower Project

Repower project is the replacement of an old engine of an existing vehicle with a newer engine certified to lower emission standards.

12. Retrofit Project

Retrofit project is a modification made to an engine exhaust and/or fuel system such that the specifications of the retrofitted engine are different from the original engine.

## **GENERAL PROGRAM INFORMATION**

The primary focus of the SOON Program is to achieve emission reductions from heavy-duty vehicles and equipment operating in California as early and as cost-effectively as possible. The SOON Program is intended to achieve additional NOx reductions which are needed to meet the PM2.5 and ozone ambient air quality standards in the South Coast Air Basin. The emission reductions expected through the deployment of low emission engines or retrofit technologies under this Program must be real, surplus and quantifiable. Senate Bill 513 (Beall) removed the limitations of co-funding with other public funds except that public funds cannot exceed 85% of actual cost.

Replacement and repower projects are **limited to only** those involving diesel-to-alternative fuel, diesel-to-dual fuel technology, and diesel-to-diesel fuel engines or vehicles. **All projects must meet the program's cost-effectiveness limits and be operational no later than May 24, 2019.** No administrative or vehicle operational costs are eligible.

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

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

reserves the right to make adjustments to awards based on the subsequent verification of information as well as changes in cost-effectiveness.

### IMPORTANT PROGRAM INFORMATION

- Fleets with a total statewide equipment horsepower over 20,000 hp and with 40 percent or more of their vehicles at Tier 0 and Tier 1 emission levels as of January 1, 2008, are subject to the SOON Program and are required to apply for funding. Fleets not meeting both of the above criteria on January 1, 2008, may voluntarily participate in this Program and apply for funding.
- For this program cycle, all projects will be eligible for a maximum seven-year operational requirement within the South Coast Air District. Shorter project life will be considered on a case-by-case basis and may be required by the CMP Guidelines for specific types of equipment. However, a shorter project life may affect the project's ranking relative to other project applicants and the amount of funding that can be provided.
- The annual hours used to calculate cost-effectiveness will be included in the contract. An extension of the contract or partial payback of funds may be required if the proposed annual hours are not achieved.
- For all repower projects, fleets are **not** required to but may install the highest level verified diesel emission control system (VDECS) at their own cost.
- Retrofit projects which can achieve NOx reductions may be funded on a case-by-case basis.
- Replacement, repower or NOx retrofit projects funded under SOON are ineligible for compliance with the base rule until the end of the contract period and the original engines must be retained in the DOORS equipment list until then.
- Applicants **must** provide vendor quotes with their application to document the cost of implementing the proposed technology. **All quotes must have been obtained within 90 days of application submittal. Applicants may be required to submit quotes from more than one technology provider.**
- Applicants must demonstrate that they are in full compliance with all CARB applicable regulations and that vehicle/equipment funding requests under this Program provide surplus emissions reductions. **Applicants are required to submit a compliance plan showing how they will comply with the targets of CARB's In-Use Off-Road Vehicle regulation throughout the contract term, as well as how the new projects under this PA will meet SOON NOx targets in 2020 and 2023.**
- Applicants must ensure that the vehicle/equipment to be purchased or installed is in compliance with all applicable federal, state and local air quality rules and regulations and that it will maintain compliance for the full contract term.
- Any associated tax obligation with the award is the responsibility of the grantee.
- No third-party contracts will be executed.
- Pre- and post-inspection of all vehicles/engines/equipment approved for funding will be conducted by SCAQMD.
- Destruction of the engine/equipment being replaced is required.



- To avoid double dipping, applicants shall not apply for funding of the same equipment in any other air district.

## **POTENTIAL PROJECTS**

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

### Repower Project

For a repower project, the new engine must be certified for sale in California to the current NOx emission standard (Tier 4 Final). If an engine meeting the current emission standard is not available or cannot be installed:

- A Tier 3 Replacement Engine rated at 175 hp or higher can be used for the repower project.
- A Tier 3 Replacement rated at 175 horsepower or less can be used for repower projects provided it complies with U.S. Environmental Protection Agency (EPA) requirements related to replacing in-use engines contained in the Code of Federal Regulations, Title 40, Section 1068.240.
- For off-road equipment with similar modes of operation to on-road vehicles, other possible options include the replacement of an older diesel off-road engine with a new on-road engine certified to an emission standard equal to or cleaner than the Tier 4 Final off-road emission standard or a newer emission certified alternative fuel engine.

### Retrofit Project

For a retrofit project, the retrofit technology must be:

- Verified by CARB to reduce NOx or NOx plus PM for the specific engine for which funding is requested.
- In compliance with established durability and warranty requirements and cost-effectiveness criteria.

Diesel Particulate Filters (DPFs) and other devices that are not verified to reduce NOx are not eligible for SOON funding. The applicant will find more information on VDECS, including a list of currently verified DECS at <http://www.arb.ca.gov/diesel/verdev/verdev.htm>.

### Replacement Project

For replacement projects, the replacement vehicle/equipment must be powered by a Tier 4 Final engine. If a vehicle/equipment with a Tier 4 Final engine will not be available within 6 months of the application submittal, vehicle/equipment with an Interim Tier 4 or Tier 3 engine may be purchased.

## PROJECT CRITERIA

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

- Off-road CI equipment eligible for SOON Program funding includes equipment 25 hp (19 kilowatt) or greater. The complete definition can be found in CARB's In-Use Off-Road Diesel regulation at <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.
- SOON Program grants can be no greater than a project's incremental cost (85% of quotation for repower projects, 80% of quotation for replacement projects). The incremental cost shall be reduced by the value of any current financial incentive that reduces the project price, including but not limited to tax credits or deductions, grants or other public financial assistance.
- Applicants must ensure that the vehicle/equipment to be purchased or installed is in compliance with all applicable federal, state and local air quality rules and regulations and that it will maintain compliance for the full contract term.
- The certification emission standard and Tier designation for the engine must be determined from the CARB's Executive Order issued for that engine, not by the engine model year. Executive orders for off-road engines may be found at <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>.
- Reduced emission engines or retrofits must be certified/verified for sale in California and must comply with durability and warranty requirements. These may include new CARB-certified engines and verified diesel emission control strategies.
- New vehicles equipped with Tier 4 family emission limits (FEL) engines certified to Tier 3 or Interim Tier 4 standards are eligible for SOON Program funding. **However, those engines will have their cost-effectiveness calculated as though they were Tier 3 engines.**
- Equipment manufactured under the "Flexibility Provisions for Equipment Manufacturers", as detailed in Title 13, CCR, section 2423(d), are eligible for SOON Program funding provided their engines are certified to Tier 3 or Interim Tier 4 standards.
- Class 7 diesel forklifts are the only diesel forklifts eligible for SOON Program funding and are subject to all off-road project criteria. The SCAQMD must obtain and verify documentation of the classification of the forklift prior to funding.
- If repower with an engine meeting the current applicable standard is technically infeasible, unsafe or cost prohibitive, the replacement engine must meet the most current practicable previously applicable emission standard and cost-effectiveness criteria and, if rated at less than 175 hp, must comply with the requirements related to replacing in-use engines contained in Title 40, Code of Federal Regulations, Section 1068.240.
- Replacement of an uncontrolled diesel off-road engine with a new on-road engine certified to an emission standard equal to or lower than the Tier 4 Final off-road emission standard or a newer emission-certified alternative fuel engine may be eligible for funding as off-road equipment with similar modes of operation as on-road vehicles on a case-by-case basis. Other equipment may be eligible for funding on a case-by-case basis. These repowers must meet all other applicable project criteria.

- Applicants must provide their DOORS Fleet Compliance Snapshot.
- Applicants must provide the DOORS EIN for each vehicle for which funding is requested.
- Applicants must provide proof they have owned each vehicle for which funding is requested for a replacement vehicle for at least two years.
- Applicants must provide a current Compliance Plan using the SCAQMD fleet calculator or the DOORS calculator demonstrating compliance with the Off-Road regulation throughout the anticipated contract period.
- Applicants must provide at least the most recent two (2) years of hour-meter readings.

Potential projects that fall outside of these criteria may be considered on a case-by-case basis if evidence provided to the air district suggests potential surplus, real, quantifiable and enforceable emission reduction benefits.

### **MAXIMUM ELIGIBLE FUNDING**

The maximum eligible funding amount and project life for each SOON project type is summarized below.

Project	Maximum Funding	Maximum Project Life
Replacement	80% of vehicle/equipment cost	Five years, except: <ul style="list-style-type: none"> <li>• Three years for excavators, skid steer loaders, and rough terrain forklifts</li> <li>• Seven years crawler tractors, off-road tractors, rubber tired dozers, and workover rigs.</li> <li>• Ten years for all off-road farm equipment</li> </ul>
Repower	85% of engine cost plus parts and labor necessary for installation	Seven years
Retrofit	100% of retrofit device cost plus parts and labor for installation, plus estimated cost for maintenance during project life.	Five years

### **COST-EFFECTIVENESS EVALUATION DISCUSSION**

The SOON Program is required to meet the requirements of the CMP by using the cost-effectiveness calculations methodology found in Appendix C of the CMP Guidelines (see <http://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>).

### **REPORTING AND MONITORING**

All participants in the SOON Program are required to keep appropriate records during the full contract period. Project life is the number of years used to determine the cost-

effectiveness and is equivalent to the contract implementation period. All equipment must operate in the SCAQMD for this full project life. The SCAQMD shall conduct periodic reviews of each project's operating records to ensure that the engine is operated as stated in the program application. Annual records must contain the following, at a minimum:

- Total Hours of Operation
- Total Hours of Operation in the South Coast Air District
- Annual Maintenance and Repair Information

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

### **PROGRAM ADMINISTRATION**

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

### **FUNDING CATEGORIES**

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

### **PROJECT EVALUATION/AWARDS**

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

### **SCHEDULE OF EVENTS**

Release of #PA2017-06	April 7, 2017
*3 Workshops - 9 a.m. to Noon in Room CC6 SCAQMD HQs, 21865 Copley Drive Diamond Bar, CA 91765	Wednesday May 24, 2017 Wednesday May 31, 2017 Wednesday June 7, 2017
*Training for the new online application system will be included in these workshops.	
All Applications due by 1:00 p.m.	Tuesday, July 11, 2017
Anticipated Award Consideration by SCAQMD Board	November 3, 2017

**ALL PROPOSALS MUST BE RECEIVED ELECTRONICALLY OR ON PAPER AT THE  
SCAQMD HEADQUARTERS  
NO LATER THAN 1:00 P.M. ON TUESDAY, JULY 11, 2017**

**Electronic submission using SCAQMD's new CMP Online Application Program (OAP) is preferred and is available at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer).**

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

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

### **STATEMENT OF COMPLIANCE**

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

## **SECTION II: WORK STATEMENT/SCHEDULE OF DELIVERABLES**

All applicants that are selected for funding awards must complete the Work Statement and Schedule of Deliverables described below as part of the contracting process. Development of these materials for the initial application is NOT required; however, applicants must sign the application form indicating their understanding of the requirements for submittal of additional project information to finalize a contract and that all vehicles, engines or equipment must be in operation no later than **May 24, 2019**.

### **WORK STATEMENT**

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

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

- Emission reductions must be real, quantifiable, enforceable and surplus in accordance with CARB and SCAQMD guidelines.
- Cost-effectiveness of the project must meet the minimum requirement of the Carl Moyer guidelines.
- Project engines or equipment must operate in-service for the full project life.
- All vehicles/engines/equipment must be in operation no later than May 24, 2019.

- Appropriate annual usage records must be kept and reported to SCAQMD during the project life (i.e., annual hours of operation).
- A compliance plan that demonstrates compliance with the off-road regulation throughout the contract period must be provided.
- Ensure that the project complies with other local, state and federal programs, and resulting emission reductions from a specific project are not required as a mitigation measure to reduce adverse environmental impacts that are identified in an environmental document prepared in accordance with the California Environmental Quality Act or the National Environmental Policy Act.
- If requested, a contractor must provide a financial statement and bank reference, or other evidence of financial ability to fulfill contract requirements.

### **DELIVERABLES**

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

1. Quarterly status reports until the vehicle(s) or equipment purchase(s), repower(s), or retrofit(s) has been completed and the vehicle(s) is operational. These reports shall include a discussion of any problems encountered and how they were resolved, any changes in the schedule, and recommendations for completion of the project. These progress reports are required before payment for the purchase, repower or retrofit will be made.
2. An annual report, throughout the project life, which provides the annual hours of operation, where the vehicle(s) or equipment(s) was operated, annual fuel consumption, and operational and maintenance issues encountered and how they were resolved. SCAQMD reserves the right to verify the information provided.

### **SECTION III: PROPOSAL SUBMITTAL REQUIREMENTS**

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

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

#### **CONFLICT OF INTEREST**

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

discuss potential conflicts of interest on the application form entitled “Campaign Contributions Disclosure”.

## **PROJECT COST**

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

**The SOON Program funds only the differential cost between existing technology and low emission technology.** The proposed low emission technology must be CARB-certified in most cases.<sup>1</sup> Proposals will be ranked by cost-effectiveness on a vehicle/equipment-by-vehicle/equipment basis. The cost-effectiveness limit has been established at \$18,260/ton of emissions reduced. The cost-effectiveness may be changed depending on the demand for program funds. No fueling infrastructure, administrative or operational costs will be funded.

All project costs must be clearly indicated in the application. In addition, applicants must include any sources of co-funding and the amount of each co-funding source in the application. **Applicants are cautioned that the project life period used in calculating emissions reductions will be used to determine the length of their data reporting obligation and the length of their contract. In other words, a project applicant using a seven year life for the emissions reduction calculations will be required to operate and track activity for the project vehicle for the full seven years.** A seven year life (shorter project life will be considered on a case-by-case basis and may be required for replacement projects) will be used for all projects subject to #PA2017-06.

## **PROPOSAL SUBMISSION**

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

### Application Forms

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

### Certifications and Representations

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

---

<sup>1</sup> Note that non-CARB certified engines/devices requiring an experimental permit from CARB may be considered, but the project will require special CARB approval.

### Compliance Plan

Projects funded by SOON monies must result in emission reductions that are surplus to those that would be realized by fleets complying with the base rule. Fleets are required to submit a compliance plan in electronic format to demonstrate how they comply with both the base rule as well as the SOON provision of the rule. Fleet owners, at a minimum, must provide the following information for each year, 2010 through 2023 inclusive:

- A vehicle list which includes, but is not limited to, vehicle type, manufacturer, model, model year, and whether the equipment is included in the base or SOON fleet for each piece of equipment in the fleet.
- Information including, but not limited to, calculations, fleet information, etc., showing compliance with the base rule fleet target levels or compliance with the BACT turnover and retrofit requirements. Either the CARB calculator (individual tabs for each future year) or the Excel SOON fleet calculator spreadsheet may be used.
- Information including, but not limited to, calculations, fleet information, etc., showing whether the vehicles funded by the SOON program are in compliance with the SOON NOx fleet average target levels.

SOON Compliance Plan documents and the Microsoft Excel SOON fleet calculator can be downloaded at the SCAQMD SOON website: [www.aqmd.gov/soon](http://www.aqmd.gov/soon). CARB's Fleet Average Calculators can be downloaded at the ARB website: <https://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.

### Methods of Delivery:

The proposer is encouraged to submit the application using the SCAQMD online system, available at [www.aqmd.gov/moyer](http://www.aqmd.gov/moyer). This online system allows applicants to submit their application electronically to the SCAQMD prior to the date and time specified below. SCAQMD "Business Information Forms" requiring signatures must be scanned and uploaded to the online system in pdf format. First-time users must register as a new user. A tutorial of the system will be provided at the pre-application workshops and you may contact Walter Shen at [wshen@aqmd.gov](mailto:wshen@aqmd.gov) or (909) 396-2487 if you would like additional assistance.

An applicant may also deliver paper copies of the application in person, via a courier service or U.S. Mail. Application shall submit **four (4) complete paper copies of the application and an electronic copy (CD or flash drive) of the compliance plan and completed application** in a sealed envelope, plainly marked in the upper left-hand corner with the name and address of the proposer and the words "**Program Announcement #PA2017-06**". Paper applications shall be submitted in an eco-friendly format: stapled, not bound, black and white print; no three-ring, spiral or plastic binders, and no card stock or colored paper.

### Due Date

All proposals must be received no later than **1:00 p.m., on Tuesday, July 11, 2017**. Electronic applications cannot be submitted after the due date and time. Postmarks for paper copies are not accepted as proof of deadline compliance. **Faxed or emailed proposals will not be accepted.** Paper proposals must be directed to:



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

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

Grounds for Rejection

A proposal may be immediately rejected if:

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

Disposition of Proposals

The SCAQMD reserves the right to reject any or all proposals. All responses become the property of the SCAQMD. 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.

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 IV: PROPOSAL EVALUATION/CONTRACTOR SELECTION CRITERIA**

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

Funding will be awarded based on the cost-effectiveness of each piece of equipment. In addition, at least 50 percent of the CMP funds must be spent in areas that are most significantly impacted by air pollution and are low income or communities of color, or both (i.e., receive a disproportionate impact from these factors). SCAQMD uses the following method to meet these requirements.

1. All projects must qualify for the CMP by meeting the cost-effectiveness limit of \$18,260 per ton of emissions reduced.
2. All projects will be evaluated according to the following criteria to qualify for disproportionate impact funding:

- a. Poverty Level: All projects in areas where at least 10 percent of the population falls below the Federal poverty level, based on the 2008-2012 ACS data, will be eligible to be included in this category, and
  - b. PM Exposure: All projects in areas with the highest 15 percent of PM2.5 concentration measured within a 2 km grid will be eligible to be ranked in this category. The highest 15 percent of PM2.5 concentration is 11.1 micrograms per cubic meter and above, on an annual average, or
  - c. Toxic Exposure: All projects in areas with a cancer risk of 894 in a million and above (based on MATES IV estimates) will be eligible to be ranked in this category.
3. Fifty percent of the available funding from this PA will be allocated among proposals located in disproportionately impacted areas. If available funding is not exhausted with the outlined methodology, then staff will return to the SCAQMD Governing Board for direction. If, on the other hand, funding requests exceed the available funding levels, then all qualified projects will be ranked for poverty level, PM and toxic exposures. The maximum score will be comprised of 40 percent for poverty level and 30 percent each for PM and toxic exposures.
  4. All the proposals not awarded under the 50 percent disproportional impact funding will then be ranked according to cost-effectiveness, with the most cost-effective project funded first and then in descending order for each funding category until the remainder of the CMP funds are exhausted.

## **SECTION V: PAYMENT TERMS**

For all projects, payment will be made upon installation and commencement of operation of the funded equipment for 85% of the submitted repower invoice (80% of the submitted replacement invoice) or the contract maximum amount, whichever is less.

## **CONTACT FOR ADDITIONAL INFORMATION**

Questions regarding the content or intent of this PA, procedural matters, sample contract, and the compliance plan worksheet can be found at the SCAQMD SOON website (<http://www.aqmd.gov/SOON>), or can be addressed to:

Adewale Oshinuga  
Science and Technology Advancement  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765  
Phone: (909) 396-2599/Fax: (909) 396-3324  
[aoshinuga@aqmd.gov](mailto:aoshinuga@aqmd.gov)

**The remainder of this page is left intentionally blank.**

# **Application Forms**

## **FORM A-1 - GENERAL PROJECT INFORMATION APPLICATION**

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

### **I. APPLICANT INFORMATION**

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

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

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

**Complete this section if application was prepared by another person**

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

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

### **II. FUNDING INFORMATION**

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

### III. GENERAL PROJECT INFORMATION

There are three types of emission reduction projects:

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

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

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

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

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

#### **B. Off-Road Diesel - SOON**

**(Please Circle Fleet Size)**

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

**Equipment Replacement** – Total pieces of equipment: \_\_\_\_\_

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

**Repower Only**– Total engines to be repowered: \_\_\_\_\_

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

**Repower with NOx Retrofit** – Total engines to be repowered/retrofit: \_\_\_\_\_

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

**NOx Retrofit Only** – Total engines to be retrofit: \_\_\_\_\_

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

#### IV. FUNDING DISCLOSURE

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

- Yes  
 No

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

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

## **Application Statement – Please Read and Sign**

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

- ◆ I certify to the best of my knowledge that the information contained in this application is true and accurate.
- ◆ I understand that all vehicles/equipment, both existing and new, must be made available within the SCAQMD boundaries for inspection, unless otherwise approved by SCAQMD's Project Officer.
- ◆ I understand that, if awarded funding under the CMP, development and submittal of a detailed work statement, with deliverables and schedule is a requirement of the contracting process.
- ◆ I understand that it is my responsibility to ensure that all technologies are either verified or certified by the California Air Resources Board (CARB) to reduce NOx and/or PM pollutants. CARB Verification Letters and/or Executive Orders are attached, as applicable.
- ◆ I understand that it is my responsibility to ensure that the vehicle/equipment to be purchased or installed is in compliance with all applicable federal, state, and local air quality rules and regulations and that it will maintain compliance for the full Contract term.
- ◆ I understand that off-road equipment applicants subject to CARB's In-Use Off-Road Diesel Vehicle Regulation (Off-Road Regulation must submit information regarding fleet size and compliance status. This must include the Diesel Off-Road On-line Reporting System (DOORS) ID of the fleet and the DOORS Equipment Identification Number (EIN) of the funded equipment. All documentation submitted must be signed and dated by the applicant and include language certifying that the fleet list provided is accurate and complete.
- ◆ I understand that for SOON repower projects, I am **not** required to install the highest level available verified diesel emission control device (VDECS).
- ◆ I understand that there may be conditions placed upon receiving a grant and agree to refund the grant (or pro-rated portion thereof) if it is found that at any time I do not meet those conditions and if directed by the SCAQMD in accordance with the contract agreement.
- ◆ I understand that, for this equipment, I will be prohibited from applying for any other form of emission reduction credits for Moyer-funded vehicles/engines, including: Emission Reduction Credit (ERC); Mobile Source Emission Reduction Credit (MSERC) and/or Certificate of Advanced Placement (CAP), for all time, from the SCAQMD, CARB or any other Air Quality Management or Air Pollution Control District.
- ◆ The proposed project has not been funded and is not being considered for CMP funds by another air district, CARB, or any other public agency.



- ◆ In the event that the vehicle(s)/equipment do not complete the minimum term of any agreement eventually reached from this application, I agree to ensure the equivalent project emissions reductions, or to return grant funds to the SCAQMD as required by the contract.
- ◆ I have the legal authority to apply for grant funding for the entity described in this application.
- ◆ Disclosure of that value of any current financial incentive that directly reduces the project price, including tax credits or deductions, grants, or other public financial assistance for the same engine is required. To avoid double counting of incentives, all tax credits or deductions, grants, or other public financial assistance must be deducted from the CMP request. I understand that third party contracts are not permitted. A third party may, however complete an application on an owner's behalf. Third parties are required to list how much compensation, if any, they are receiving to prepare the application(s), and to certify that no CMP funds are being used for this compensation. (see below)
- ◆ I understand that additional project information must be submitted to finalize a contract. This information may be found under Section II: Work Statements/Schedule of Deliverables in the PA.
- ◆ I understand that all vehicles, engines or equipment funded by this program must be operational within eighteen (18) months of contract execution, or by May 24, 2019, whichever is earlier.
- ◆ **I have initialed this bullet to indicate** that there are no potential conflicts of interest with other clients affected by actions performed by the firm on behalf of the SCAQMD. **If this bullet is not initialed, I have attached a description to this application of the potential conflict of interest**, which will be screened on a case-by-case basis by the SCAQMD District Counsel's Office. There is no potential conflict of interest: \_\_\_\_\_ **(Please initial if applicable, otherwise attach separate sheet describing the potential conflict.)**

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

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Title

**Please initial each section.**

(See details in #PA2017-06 for additional information and requirements.):

---

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

---

The definitions of qualifying projects are described in this Program Announcement. These definitions have been reviewed and this application is consistent with those definitions.

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

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

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

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



# South Coast Air Quality Management District

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



# South Coast Air Quality Management District

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

## BUSINESS INFORMATION REQUEST

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

## REMITTING ADDRESS INFORMATION

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

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

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

## 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.**

<b>Print or type See Specific Instructions on page 2.</b>	<b>1</b> Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.	
	<b>2</b> Business name/disregarded entity name, if different from above	
	<b>3</b> Check appropriate box for federal tax classification; check only <b>one</b> 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) ▶ _____ <b>Note.</b> 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) ▶ _____	<b>4</b> 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>
	<b>5</b> Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	<b>6</b> City, state, and ZIP code	
	<b>7</b> List account number(s) here (optional)	

<b>Part I Taxpayer Identification Number (TIN)</b>																																																																							
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 <i>How to get a TIN</i> on page 3.  <b>Note.</b> 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.	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="10" style="text-align: center;"><b>Social security number</b></td> </tr> <tr> <td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td> </tr> <tr> <td colspan="4" style="text-align: center;">-</td> <td colspan="2" style="text-align: center;">-</td> <td colspan="4"></td> </tr> <tr> <td colspan="10" style="text-align: center;"><b>OR</b></td> </tr> <tr> <td colspan="10" style="text-align: center;"><b>Employer identification number</b></td> </tr> <tr> <td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td><td style="width: 20px; height: 20px;"> </td> </tr> <tr> <td colspan="4" style="text-align: center;">-</td> <td colspan="6"></td> </tr> </table>	<b>Social security number</b>																				-				-						<b>OR</b>										<b>Employer identification number</b>																				-									
<b>Social security number</b>																																																																							
-				-																																																																			
<b>OR</b>																																																																							
<b>Employer identification number</b>																																																																							
-																																																																							

<b>Part II Certification</b>	
Under penalties of perjury, I certify that:	
<ol style="list-style-type: none"> <li>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</li> <li>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</li> <li>3. I am a U.S. citizen or other U.S. person (defined below); and</li> <li>4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.</li> </ol>	
<b>Certification instructions.</b> 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.	

<b>Sign Here</b>	Signature of U.S. person ▶	Date ▶
------------------	----------------------------	--------

**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](http://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 <sup>1</sup>	Generally, exempt payees 1 through 5 <sup>2</sup>
Payments made in settlement of payment card or third party network transactions	Exempt payees 1 through 4

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

<sup>2</sup> 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](http://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](http://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](http://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 <sup>1</sup>
3. Custodian account of a minor (Uniform Gift to Minors Act)	The minor <sup>2</sup>
4. a. The usual revocable savings trust (grantor is also trustee) b. So-called trust account that is not a legal or valid trust under state law	The grantor-trustee <sup>1</sup>  The actual owner <sup>1</sup>
5. Sole proprietorship or disregarded entity owned by an individual	The owner <sup>2</sup>
6. Grantor trust filing under Optional Form 1099 Filing Method 1 (see Regulations section 1.671-4(b)(2)(i)(A))	The grantor <sup>2</sup>
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 <sup>4</sup>
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

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

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

<sup>3</sup> You must show your individual name and you may also enter your business or DBA name on the "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.

<sup>4</sup> 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](mailto: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](mailto:spam@uce.gov) or contact them at [www.ftc.gov/idtheft](http://www.ftc.gov/idtheft) or 1-877-IDTHEFT (1-877-438-4338).

Visit [IRS.gov](http://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.

# 2016 Withholding Exemption Certificate

590

The payee completes this form and submits it to the withholding agent. The withholding agent keeps this form with their records.

**Withholding Agent**

Name \_\_\_\_\_

**Payee**

Name \_\_\_\_\_

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

Address (apt./ste., room, PO box, or FMB 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.

To learn about your privacy rights, how we may use your information, and the consequences for not providing the requested information, go to [ftb.ca.gov](http://ftb.ca.gov) and search for **privacy notice**. To request this notice by mail, call 800.852.5711.

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.

Type or print payee's name and title \_\_\_\_\_ Telephone (\_\_\_\_) \_\_\_\_\_

Payee's signature ► \_\_\_\_\_ Date \_\_\_\_\_



# 2016 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 more information, go to [ftb.ca.gov](http://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](http://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 the real estate withholding requirement.

**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 exemption certificate, the withholding agent may accept a letter from the payee as a substitute explaining why they are 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. 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 it has qualified through the CA SOS to transact intrastate business. 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** – Follow the country's practice for entering the city, county, province, state, country, and postal code, as applicable, in the appropriate boxes. **Do not** abbreviate the country name.

**Exemption Reason** – 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. The certification remains valid for 5 years or until the payee's status changes. **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](http://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](http://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](http://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](http://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](http://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

<b>Staple Voided Check Here</b>	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 \_\_\_\_\_



**RULE 2449 FLEET COMPLIANCE PLAN**

1.	COMPANY NAME:
2.	MAILING ADDRESS:
3.	CONTACT PERSON, TITLE, TELEPHONE, EMAIL:
4.	ALTERNATE CONTACT, TITLE, TELEPHONE, EMAIL:
5.	<p>FLEET SUMMARY</p> <p>PLEASE PROVIDE DESCRIPTION OF YOUR FLEET AND TYPE OF BUSINESS IT IS IN.</p> <p>FLEET DESCRIPTION: _____</p> <p># OF VEHICLES: _____ # OF ENGINES: _____ DOORS FLEET # _____</p> <p>TOTAL HORSEPOWER OF FLEET: _____</p>
6.	<p>SIGNATURE OF PERSON RESPONSIBLE FOR RULE 2449 COMPLIANCE</p> <p>I HEREBY CERTIFY, UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA, THAT ALL INFORMATION CONTAINED HEREIN AND INFORMATION SUBMITTED WITH THIS COMPLIANCE PLAN IS TRUE AND CORRECT. I ALSO ACKNOWLEDGE THAT THIS PLAN IS BEING PROVIDED TO THE SCAQMD EXECUTIVE OFFICER IN COMPLIANCE WITH THE SCAQMD RULE 2449. APPROVAL OF THIS COMPLIANCE PLAN IS SUBJECT TO VERIFICATION OF INFORMATION SUBMITTED. I UNDERSTAND THAT SCAQMD STAFF MAY REQUIRE ADDITIONAL INFORMATION TO PROCESS THIS COMPLIANCE PLAN, AND AGREE TO PROVIDE SUCH INFORMATION.</p> <p>SIGNATURE: _____</p> <p>NAME: _____</p> <p>TITLE: _____</p> <p>SIGNED THIS _____ DAY OF _____</p> <p>IN _____, CALIFORNIA</p>

If you need assistance in preparing the compliance plan,  
 please call the Off-Road Mobile Source Section at (909) 396-2599.



<b>SCAQMD Use Only:</b> App. # _____ Project Type: _____
---

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
SOON PROGRAM (FY 15/16)**

**FORM B-1 - OFF-ROAD HEAVY-DUTY  
EQUIPMENT REPLACEMENT**

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:	
Equipment Identifier (Unit # or Company ID):	EIN
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)	
Street Address:	
City:	
Zip Code:	

**I. BASELINE (EXISTING) EQUIPMENT INFORMATION**

Equipment Type/Function (Diesel): _____ <small>(Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)</small>
--

Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front)      _____ Auxiliary	

**II. USAGE/ACTIVITY INFORMATION**

<p><b>Note:</b> Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline equipment. You <b>MUST</b> attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.</p>	
Total Annual Hours of Operation: _____ <b>or</b> Gallons of Fuel Used: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	

**III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)**

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
Method proposed for rendering the baseline engine(s) inoperable:			

**IV. NEW REPLACEMENT EQUIPMENT INFORMATION**

Equipment Type/Function:		Equipment Make:	
Equipment Model:		Equipment Model Year:	
Equipment Serial Number or VIN (If available):		Number of Engines on this Equipment: _____ Main (Front)      _____ Auxiliary (Rear)	

**V. NEW REPLACEMENT EQUIPMENT ENGINE INFORMATION (for each engine)**

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
Engine Serial No:		New Engine Horsepower:	
New Engine Tier:		New Engine Family:	
New Engine ARB Executive Order Number (Attach a copy):			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
Engine Serial No:		New Engine Horsepower:	
New Engine Tier:		New Engine Family:	
New Engine ARB Executive Order Number (Attach a copy):			

**VI. FUNDING INFORMATION**

New Equipment Cost (incl. tax): \$_____
<b>NOTE:</b> You <b>MUST</b> attach a written estimate or quotation from the equipment vendor documenting the cost of the new equipment. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.
Applicant Co-Funding Amount (if any): \$
Funds Requested: \$
New Equipment Vendor:



<b>SCAQMD Use Only:</b> App. # _____ Project Type: _____
---

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**  
**SOON PROGRAM (FY 15/16)**  
**FORM B-2 - OFF-ROAD HEAVY-DUTY EQUIPMENT**  
**Repower Only or Repower/Retrofit**

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:	
Equipment Identifier (Unit # or Company ID):	EIN
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)	
Street Address:	
City:	
Zip Code:	

**I. BASELINE (EXISTING) EQUIPMENT INFORMATION**

Equipment Type/Function (Diesel): _____ (Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)
---

Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front)      _____ Auxiliary	

**II. USAGE/ACTIVITY INFORMATION**

<b>Note:</b> Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline equipment. You <b>MUST</b> attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.	
Total Annual Hours of Operation: _____ <b>or</b> Gallons of Fuel Used: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	



**III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)**

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
Method proposed for rendering the baseline engine(s) inoperable:			

**IV. NEW ENGINE INFORMATION (for each engine)**

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
New Engine Tier:		New Engine Horsepower:	
New Engine ARB Executive Order Number (Attach a copy):		New Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		New Engine Make:	
New Engine Model:		New Engine Year:	
New Engine Tier:		New Engine Horsepower:	
New Engine ARB Executive Order Number (Attach a copy):		New Engine Family:	

**V. RETROFIT INFORMATION (If Applicable)**

**NOTE:** You **MUST** attach a copy of the ARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:	Verified NOx Reduction:	%	
Retrofit Device Model:	Verified PM Reduction:	%	
Retrofit Family Name:	Verified ROG Reduction:	%	
Verification Level:			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:	Verified NOx Reduction:	%	
Retrofit Device Model:	Verified PM Reduction:	%	
Retrofit Family Name:	Verified ROG Reduction:	%	
Verification Level:			

**VI. FUNDING INFORMATION (ENGINE REPOWER)**

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
<b>New Engine Cost (incl. tax): \$</b>		<b>Installation Cost: \$</b>	
<p><b>NOTE:</b> You <b>MUST</b> attach a written estimate or quotation from the equipment vendor documenting the cost of the new engine. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.</p>			
Applicant Co-Funding Amount (if any): \$			
Applicant Grant Request Amount: \$			
New Equipment Vendor:			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
<b>New Engine Cost (incl. tax): \$</b>		<b>Installation Cost: \$</b>	
<p><b>NOTE:</b> You <b>MUST</b> attach a written estimate or quotation from the equipment vendor documenting the cost of the new engine. This quote must be obtained within 90 days of prior to the closing date of the Program Announcement.</p>			
Applicant Co-Funding Amount (if any): \$			
Applicant Grant Request Amount: \$			
New Equipment Vendor:			

**VII. FUNDING INFORMATION (RETROFIT)**

<input type="checkbox"/> Main (Front) Engine _____ <input type="checkbox"/> Auxiliary (Rear) Engine _____
Retrofit Device Cost (including tax): \$
<b>NOTE:</b> You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:
<input type="checkbox"/> Main (Front) Engine <input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$
<b>NOTE:</b> You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.
Retrofit Device Installation Cost:
Retrofit Device Maintenance Cost:
Applicant Grant Request: \$
Retrofit Device Vendor and Installer:



<b>SCAQMD Use Only:</b> App. # _____ Project Type: _____
---

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**  
**SOON PROGRAM (FY 15/16)**  
**FORM B-3 - OFF-ROAD HEAVY-DUTY EQUIPMENT**  
**NOx Retrofit Only**

Please complete one form for each piece of equipment. For multiple unit requests, you may submit a spreadsheet that provides all requested information below, in the order presented below.

Company name/ Organization name/ Individual name:	
Equipment Identifier (Unit # or Company ID):	EIN
Is the vehicle location address the same as the applicant address? <input type="checkbox"/> Yes <input type="checkbox"/> No, (please provide vehicle address below)	
Street Address:	
City:	
Zip Code:	

**I. BASELINE (EXISTING) EQUIPMENT INFORMATION**

Equipment Type/Function (Diesel): _____
(Backhoe, baler, cargo container handling unit, combine, crane, crawler tractor, crushing/processing, excavator, forklift, grader, ground support equipment, hydro-power unit, loader, mower, off-highway tractor, off-highway truck, paver, paving equipment, roller, rubber-tired dozer, rubber-tired loader, scraper, signal board, skid steer loader, sprayer, surfacing equipment, swather, tractor, tiller, trencher, or other.)

Equipment Make:	Equipment Model:
Equipment Model Year:	Equipment Serial Number or VIN:
Number of Engines on this Equipment: _____ Main (Front)      _____ Auxiliary	

**II. USAGE/ACTIVITY INFORMATION**

<b>Note:</b> Please provide projected annual usage for the new equipment over the proposed life of the project. This projection should be based on actual usage data for the baseline equipment. You <b>MUST</b> attach documentation supporting the projected annual usage and operation within the District and within California. Supporting documentation may be in the form of maintenance records, fuel receipts, hour-meter reports, logs, or other paperwork for each piece of baseline equipment covering at least the past 24 months.	
Total Annual Hours of Operation: _____ <b>or</b> Gallons of Fuel Used: _____	
If Hours, Does the Equipment Have a Functioning Hour Meter? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Percent Operation within CA: _____%	Percent Operation within District: _____%
Project Life: _____ years. Equipment must operate for this full life; this life is equivalent to the contract and the reporting term.	

### III. BASELINE (EXISTING) ENGINE INFORMATION (for each engine)

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Fuel Type:		Baseline Engine Make:	
Baseline Engine Model:		Baseline Engine Year:	
Engine Serial No.:		Baseline Engine Horsepower:	
Baseline Engine Tier:		Baseline Engine Family:	
Method proposed for rendering the baseline engine(s) inoperable:			

### IV. RETROFIT INFORMATION (for each engine)

**NOTE:** You **MUST** attach a copy of the ARB Executive Order for the retrofit device and indicate (circle) on the Executive Order Attachment the engine family name for the engine on which the device will be installed.

<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:		Verified NOx Reduction:        %	
Retrofit Device Model:			
Retrofit Family Name:			
Verification Level:			
Retrofit Device Serial #:			
<input type="checkbox"/> Main (Front) Engine		<input type="checkbox"/> Auxiliary (Rear) Engine	
Retrofit Device Make:			
Retrofit Device Model:			
Retrofit Family Name:			
Verification Level:			
Retrofit Device Serial #:			

**V. FUNDING INFORMATION**

<input type="checkbox"/> Main (Front) Engine	<input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$	
<b>NOTE:</b> You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.	
Retrofit Device Installation Cost:	
Retrofit Device Maintenance Cost:	
Applicant Grant Request: \$	
Retrofit Device Vendor and Installer:	
<input type="checkbox"/> Main (Front) Engine	<input type="checkbox"/> Auxiliary (Rear) Engine
Retrofit Device Cost (including tax): \$	
<b>NOTE:</b> You MUST attach a written estimate from the equipment vendor documenting the cost of the device; this quote must be obtained within 90 days prior to the closing date of the Program Announcement.	
Retrofit Device Installation Cost:	
Retrofit Device Maintenance Cost:	
Applicant Grant Request: \$	
Retrofit Device Vendor and Installer:	

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 7

**PROPOSAL:** Execute Contract for Independent Audit Services for FYs Ending June 30, 2017, 2018 and 2019

**SYNOPSIS:** On November 10, 2016, the Board approved release of an RFP for independent financial audit services. An evaluation panel composed of an outside expert and SCAQMD Legal and Finance staff evaluated the proposals. Three proposals were submitted to the Administrative Committee for consideration at its March 10, 2017 meeting. After the Committee interviewed representatives of each of the firms, BCA Watson Rice, LLP was selected to be recommended to the full Board.

**COMMITTEE:** Administrative, March 10, 2017; Recommended for Approval

**RECOMMENDED ACTION:**

Authorize the Chairman to execute a contract with BCA Watson Rice, LLP for performance of SCAQMD's Financial Audits for FYs ending June 30, 2017, 2018 and 2019 in an amount not to exceed \$161,778.

Wayne Nastri  
Executive Officer

MBO:SJ:lg

---

**Background**

A financial audit is annually performed on the SCAQMD in compliance with the California Government Code and audit requirements for federal awards under the Uniform Guidance.\* This audit is performed by independent Certified Public Accountants, and their reports are addressed to the Board.

**Outreach**

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

---

\* Office of Management and Budget – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards at 2 CFR 200, is referred to as the Uniform Guidance.

Additionally, potential bidders may have been notified utilizing SCAQMD’s own electronic listing of certified minority vendors. Notice of the RFP 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**

Forty-eight copies of RFP #P2017-07 were sent out to firms who have requested to be notified of SCAQMD procurement for auditing services. Six proposals were received prior to the bid closing at 1:00 p.m. on January 6, 2017. Two proposals did not meet the required minimum technical score.

An evaluation panel was convened to evaluate the six proposals and consisted of an external local government Deputy Director/Administration with governmental finance experience and two SCAQMD staff: a Senior Deputy District Counsel, and the Controller (CPA). The panel’s composition was one Asian Pacific American, one Hispanic, one Caucasian; three females. The evaluation results for the four bidders that qualified are as follows:

BIDDER	ANNUAL AUDIT HOURS	BID AMOUNT 3 YEARS	TECHNICAL SCORE	NOT ENGAGED WITH SCAQMD IN LAST 5 YEARS	LOCAL FIRM	TOTAL POINTS *	OVERALL RANK
BCA Watson Rice, LLP	492	\$161,778	68	√	√	109	1
Simpson & Simpson CPAs**	450	\$144,000	70	**	√	108	2
Lance, Soll & Lunghard LLP	430	\$126,000	59	√	√	106	3
Badawi & Associates, CPAs	450	\$116,799	56	√	***	102	4

- \* Total maximum points of 127
- \*\* Current SCAQMD auditors
- \*\*\* Not a local firm

The selection criteria used to rank the proposals included responsiveness to the RFP; technical expertise; qualifications and experience; past performance; cost; SB/SBJV/DVBE/DVBEJV/DVBE/SB subcontractors/local business designation (non-EPA). Additional points were available for not being SCAQMD’s auditors for last five years and for knowledge and understanding of the Governmental Accounting Standards Board Statement No. 68, “Accounting and Financial Reporting for Pensions.” Based on the panel’s assessment of the criteria, the top three bidders were submitted to the Administrative Committee for its consideration and recommendation to the full Board. The Committee selected BCA Watson Rice, LLP for recommendation.

**Resource Impacts**

The maximum audit costs, including out-of-pocket expenses, are \$52,340, \$53,910 and \$55,528 for FYs ending June 30, 2017, 2018 and 2019, respectively. Funding will be requested through the annual budget process.



[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 8

**PROPOSAL:** Approve Transfer of Monies from Health Effects Research Fund to Brain & Lung Tumor and Air Pollution Foundation

**SYNOPSIS:** At the February 10, 2017 meeting of the Brain & Lung Tumor and Air Pollution Foundation (Foundation), the Foundation Board asked that funds that the SCAQMD Board previously transferred to the Health Effects Research Fund be designated for the Foundation's use to fund a toxicological study of the effect of PM air pollution (coarse/fine/ultrafine) on mice that are genetically predisposed to develop Alzheimer's disease. This action is to transfer \$750,000 from the Health Effects Research Fund to the Brain & Lung Tumor and Air Pollution Foundation to fund such research.

**COMMITTEE:** Administrative, March 10, 2017; Recommended for Approval

**RECOMMENDED ACTION:**

Authorize the transfer of \$750,000 from the Health Effects Research Fund (Fund 48) to the Brain & Lung Tumor and Air Pollution Foundation.

Wayne Natri  
Executive Officer

MBO:lg

---

**Background**

At the June 2008 meeting, the Board established a Health Effects Research Fund and initially funded it with \$1.5 million from the BP Arco Settlement Fund. The Board further authorized, upon annual Board approval, the transfer of 20 percent of annual penalty money received that exceeds \$4 million in receipts to the Health Effects Research Fund. The available balance in this fund as of January 31, 2017 is \$1,527,686.

Findings from the Brain & Lung Tumor and Air Pollution Foundation funded research indicate that fine particulate exposure is associated with biochemical changes in the brains of laboratory animals that are consistent with the biochemical pattern found in human brain tumors. Another project found preliminary associations of particulate matter levels and the risk of childhood brain tumors. These preliminary findings are provocative, and are being followed up with additional study to better understand the relation of pollution exposure to the risk of contracting brain tumors.

Through the Asthma and Outdoor Air Quality Consortium, the Board has funded several research projects ranging from laboratory studies to epidemiology studies of air pollution health effects. Results of these projects have provided new information on health effects, including the findings of increased risk for asthma symptoms and lung inflammation in children exposed to traffic-related emissions and new findings of how pollutants can react with cell components to cause injury.

In November 2016, the Foundation awarded a contract to Cedars-Sinai to fund a study of the effects of air pollution on brain tumors (\$733,461, for a 1-year study). The proposal from Cedars-Sinai also included a second phase of the study, which was a study of air pollution and Alzheimer's disease – this portion of the study was not funded at that time. The total cost for the second phase of the project is \$750,000, for a 1-year project period. The project is a toxicological study of mice that are genetically pre-disposed to develop Alzheimer's disease. The study would look at specific genes that may be activated when mice are exposed to PM air pollution (coarse/fine/ultrafine).

### **Proposal**

Staff is proposing that the Board authorize the transfer of \$750,000 from the Health Effects Research Fund to the Brain & Lung Tumor and Air Pollution Foundation to fund the second phase of the Cedars-Sinai project.

### **Resource Impacts**

Funds are available from the Health Effects Research Fund (Fund 48).

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 9

**PROPOSAL:** Authorize Purchase of Maintenance and Support Services for Servers and Storage Devices

**SYNOPSIS:** Servers and storage devices are used by enterprise-level software applications that currently support the Clean Air Support System for all of the SCAQMD core activities. Maintenance support for these computers expires April 30, 2017. This action is to obtain approval for the sole source purchase of hardware and software maintenance and support services for servers and storage devices from Hewlett Packard Company for one year. Funds for this expense are included in the FY 2016-17 Budget (\$110,000).

**COMMITTEE:** Administrative, March 10, 2017; Recommended for Approval

**RECOMMENDED ACTION:**

Authorize the Procurement Manager to purchase one year of maintenance and support services for SCAQMD server hardware and software from Hewlett Packard Company at a cost not to exceed \$92,000, which is allocated in the FY 2016-17 Budget.

Wayne Nastri  
Executive Officer

CM: MH: agg

---

**Background**

SCAQMD uses Hewlett-Packard (HP) servers and storage devices running Windows Server and Linux operating systems. The HP servers support several production applications such as Clean Air Support System (CLASS), Permit Processing, Finance, Compliance, NSR, Emission Fee Billing, Notice Of Violations, Facility Permits, ERS Interim Reports, Subscription Services, Central Stations, PeopleSoft Financial and HCM database, OnBase document management system, JWorks Legal system, and AQMP Modeling and Telemetry system. Hardware and software maintenance and support services are required to ensure the continued operation of these programs with minimum interruption. Maintenance and support services for these servers expire on April 30, 2017.

In 2006, the Board approved release of an RFQ to select a vendor capable of providing the most cost-effective hardware and software maintenance and support services for servers. Only one vendor, Hewlett Packard (HP), submitted a bid and is currently supporting SCAQMD's servers. HP is the sole manufacturer and provider of the hardware and software, and the only source for maintenance support licensing agreements. HP also provides the SCAQMD with substantial discounts through the WSCA (Western States Contracting Alliance) cooperative agreements.

**Sole Source Justification**

Section VIII.B.2 of the Procurement Policy and Procedure identifies circumstances under which a sole source purchase award may be justified. These requests for a sole source award are made under provision VIII.B.2.c.(2) The project involves the use of proprietary technology; and (3) The contractor has ownership of key assets required for project performance. Hewlett Packard Company is the sole provider of this hardware and software and therefore, the only source for its maintenance and support licensing agreements.

**Proposal**

Staff recommends the purchase of one year of maintenance and support services for server hardware and software from Hewlett Packard Company at a cost not to exceed \$92,000.

**Resource Impacts**

Sufficient funds are included in the FY 2016-17 Budget.

 Back to Agenda

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 10

PROPOSAL: Remove Various Fixed Assets from SCAQMD Inventory

SYNOPSIS: SCAQMD Administrative Policies and Procedures No. 20 requires each organizational unit to review fixed assets for obsolescence and disposal every six months. This action is to approve removal of surplus equipment and motor vehicles determined to be obsolete, non-operational and not worth repairing.

COMMITTEE: Administrative, March 10, 2017; Recommended for Approval

**RECOMMENDED ACTION:**

Declare the items on Attachments A and B as surplus and authorize removal of these items from the fixed assets inventory through donation, auction process, salvage, or dismantlement for parts.

Wayne Nastri  
Executive Officer

MBO:SJ:lg

---

**Background**

SCAQMD Administrative Policies and Procedures No. 20 established procedures for the approval, purchasing, tagging, physical inventory, and disposal of fixed assets. This policy requires the review of the fixed assets and controlled items for obsolescence and disposal every six months. The list of equipment appearing on Attachment A represents old, obsolete and non-operational equipment that could not be repaired. The list of vehicles appearing on Attachment B represents vehicles that are non-operational and not worth repairing. These vehicles have been driven an average of over 184,000 miles. Equipment and vehicles purchased with federal funds are being disposed of in accordance with applicable federal regulations.

**Proposal**

Staff is recommending that the assets on Attachments A and B, as in the past, be surplused through the surplus process and properly disposed. Equipment will be auctioned, donated or dismantled for parts and the motor vehicles will be disposed of through auction.

**Resource Impacts**

The proposed action will have no significant impact on the General Fund, other than miscellaneous revenue from auction sales. The total original cost of the fixed assets in Attachments A and B was \$1,188,437.67 and was accounted for, fully depreciated, and reported in the annual audited financial statements.

**Attachments**

- A. Obsolete or Non-repairable Equipment
- B. Obsolete or Non-repairable Motor Vehicles

**ATTACHMENT A**  
**Obsolete or Non-repairable Equipment**

Asset ID	Tag#	Description	Cost	Date Purchased	Net Book Value ***	Disposition
00003285	0016506	CO Analyzer Horiba APMA-360	6,671.60	02/01/02	0.00	Scrap/Auction**
00003288	0016510	CO Analyzer Horiba APMA-360	6,671.60	02/01/02	0.00	Scrap/Auction**
00002839	0016596	Gas Cal - ENV 9100	13,613.55	09/10/99	0.00	Scrap/Auction**
00002848	0016597	Gas Cal - ENV 9100	13,613.55	07/30/99	0.00	Scrap/Auction**
000000003810	0016648	AMBIENT MONTRNG CALIBRATIO SYS	14,804.48	10/26/06	0.00	Scrap/Auction**
000000003831	0016669	CO Analyzer Horiba APMA-360	6,430.08	03/09/07	0.00	Scrap/Auction**
00002566	0009267	GAS DIVIDER SYSTEM	7,992.79	10/11/98	0.00	Scrap/Auction**
00000042	0010292	CALIBRATOR GAS FLOW CALIFLOW	21,033.50	10/11/98	0.00	Scrap/Auction**
00001083	0013775	SAMPLER CANISTER XONTECK 910A	6,192.00	10/11/98	0.00	Scrap/Auction**
00001085	0013782	SAMPLER CANISTER XONTECK 910A	6,192.00	10/11/98	0.00	Scrap/Auction**
00001091	0013887	ANALYZER ENERAC 3000	8,645.00	10/11/98	0.00	Scrap/Auction**
00001144	0014392	SAMPLER CAN VOC - XONTECH 910A	6,975.88	10/11/98	0.00	Scrap/Auction**
00001146	0014394	SAMPLER VOC XONTECK 910A	6,970.22	10/11/98	0.00	Scrap/Auction**
00001312	0015285	PM-10 SAMPLER SYS ANDERSEN SSI	5,701.56	10/11/98	0.00	Scrap/Auction**
00002768	0015483	SAMPLER CANISTER XONTECH 910A	6,621.71	03/26/99	0.00	Scrap/Auction**
00001380	0015491	SAMPLER CARBONYL AMB ATEC 800	10,919.61	10/11/98	0.00	Scrap/Auction**
00001382	0015493	SAMPLER CARBONYL AMB ATEC 800	10,919.61	10/11/98	0.00	Scrap/Auction**
00001392	0015533	PM10 SAMPLER ANERSEN SSI HEAD	5,402.76	10/11/98	0.00	Scrap/Auction**
00002758	0015764	SAMPLER CANISTER XONTECH 910A	5,472.76	03/17/99	0.00	Scrap/Auction**
00003288	0016510	ANALYZER,HORIBA APMA-360CE CO	6,671.60	02/01/02	0.00	Scrap/Auction**
00003395	0016520	Air Generation Sys AADCO 737R	7,464.09	05/28/02	0.00	Scrap/Auction**
00002848	0016597	GAS CAL - ENV 9100	13,613.55	07/30/99	0.00	Scrap/Auction**
000000003732	0016627	ANALYZER, SO2, THERMO ENVIRON	6,197.31	10/25/05	0.00	Scrap/Auction**
000000003727	0016628	ANALYZER, SO2, THERMO ENVIRON	6,197.31	10/25/05	0.00	Scrap/Auction**
000000003729	0016629	ANALYZER, SO2, THERMO ENVIRON	6,197.31	10/25/05	0.00	Scrap/Auction**
000000003728	0016634	ANALYZER, SO2, THERMO ENVIRON	6,197.31	10/25/05	0.00	Scrap/Auction**
000000003812	0016651	AETHALOMETER PM 2.5 CYCLONE	9,426.12	11/28/06	0.00	Scrap/Auction**
000000003816	0016655	AETHALOMETER PM 2.5 CYCLONE	9,426.13	11/28/06	0.00	Scrap/Auction**
000000003818	0016657	AETHALOMETER PM 2.5 CYCLONE	9,426.13	11/28/06	0.00	Scrap/Auction**
000000003819	0016658	AETHALOMETER PM 2.5 CYCLONE	9,426.13	11/28/06	0.00	Scrap/Auction**
00002773	E000001*	SAMPLER ANDERSEN RAAS 2.5	10,500.00	09/28/99	0.00	Scrap/Auction**
00002776	E000004*	Sampler Anderson RAAS 2.5	10,500.00	09/28/99	0.00	Scrap/Auction**
00002790	E000019*	SAMPLER ANDERSEN RAAS 2.5	10,500.00	09/28/99	0.00	Scrap/Auction**
00003114	E000078*	Ozone Analyzer, Dacibi Mod.1008-PC	6,754.80	02/01/02	0.00	Scrap/Auction**
00003116	E000080*	Ozone Analyzer, Dacibi Mod.1008-PC	6,754.80	02/01/02	0.00	Scrap/Auction**
00003137	E000085*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003138	E000086*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003139	E000087*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003141	E000089*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003150	E000094*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003155	E000097*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003156	E000098*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003158	E000100*	GENERATOR PURE AIR AADCO 737R	7,279.70	02/01/02	0.00	Scrap/Auction**
00003108	E000113*	GAS CALIBRATION SYS SABIO 4010	10,290.04	02/01/02	0.00	Scrap/Auction**
00003109	E000114*	GAS CALIBRATION SYS SABIO 4010	10,290.04	02/01/02	0.00	Scrap/Auction**
00003111	E000116*	Gas Cal - Sabio 4010	10,290.04	02/01/02	0.00	Scrap/Auction**
000000003742	E000140*	GAS CALIBRATION SYS SABIO 4010	10,290.04	01/05/06	0.00	Scrap/Auction**
00003404	E000147*	Air Generation Sys AADCO 737R	7,464.09	05/28/02	0.00	Scrap/Auction**
00003405	E000148*	Air Generation Sys AADCO 737R	7,464.09	05/28/02	0.00	Scrap/Auction**
00003409	E000152*	Air Generation Sys AADCO 737R	7,464.09	05/28/02	0.00	Scrap/Auction**
00003540	E000171*	SAMPLER VOC XONTECK 910A	12,699.70	09/25/02	0.00	Scrap/Auction**
00003536	E000178*	Sampler, Particle, Sequential	20,463.59	09/25/02	0.00	Scrap/Auction**
00003631	E000229*	SASS Control Box	11,697.24	02/24/04	0.00	Scrap/Auction**
00003633	E000231*	SASS Control Box	11,697.24	02/24/04	0.00	Scrap/Auction**
00003636	E000234*	SASS Control Box	11,697.24	02/24/04	0.00	Scrap/Auction**
00003637	E000235*	Sampler, Aerosol Speciation	11,697.24	02/24/04	0.00	Scrap/Auction**

**ATTACHMENT A**  
**Obsolete or Non-repairable Equipment**

Asset ID	Tag#	Description	Cost	Date Purchased	Net Book Value ***	Disposition
00003638	E000236*	SASS Control Box	11,697.24	02/24/04	0.00	Scrap/Auction**
000000003680	E000290*	SAMPLER, AEROSOL, SPECIATION	11,686.13	01/31/05	0.00	Scrap/Auction**
000000003713	E000307*	SAMPLER CANISTER 910A-CARB	7,097.84	06/24/05	0.00	Scrap/Auction**
000000003714	E000308*	SAMPLER CANISTER 910A-CARB	7,097.84	06/24/05	0.00	Scrap/Auction**
000000003718	E000310*	SASS Control Box	12,435.36	08/26/05	0.00	Scrap/Auction**
000000003735	E000319*	SAMPLER CARBONYL 8-PORT CARTR	13,896.47	12/27/05	0.00	Scrap/Auction**
000000004142	E000411*	SAMPLER,CARBONYL,ATEC 8000-2	15,359.51	09/29/10	0.00	Scrap/Auction**
000000004145	E000414*	SAMPLER,CARBONYL,ATEC 8000-2	15,359.51	09/29/10	0.00	Scrap/Auction**
000000004146	E000415*	SAMPLER,CARBONYL,ATEC 8000-2	15,359.53	09/29/10	0.00	Scrap/Auction**
000000003778	D000011*	Hapsite Gas Chromatograph / Mass Spectrometer	129,380.66	08/25/06	0.00	Scrap/Auction**
000000003675	D000004*	Hapsite Gas Chromatograph / Mass Spectrometer	117,580.07	01/31/05	0.00	Scrap/Auction**
000000004047	E000394*	Hydrogen Generator	14,998.96	06/24/09	0.00	Scrap/Auction**
00003422	0016531	Agilent Gas Chromatograph 6890	20,673.62	05/28/02	0.00	Scrap/Auction**
00003423	0016530	Agilent Auto Sampler 7683	9,056.99	05/28/02	0.00	Scrap/Auction**
00001400	0015555	6890 Gas Chromatograph	18,698.40	10/11/98	0.00	Scrap/Auction**
00003654	E000257*	6890 Gas Chromatograph	72,161.96	09/28/04	0.00	Scrap/Auction**
00003110	E000115*	Sabio Diluter	10,290.03	02/01/02	0.00	Scrap/Auction**
000000003668	0016622B	Shimadzu SIL-10AD High Performance Liquid Chromatograph	50,877.84	12/31/04	0.00	Scrap/Auction**
<b>Total Obsolete or Non-repairable Equipment</b>			<b>1,061,547.09</b>		<b>0.00</b>	

\* Assets purchased with federal funds.

\*\* Usable parts will be removed and the remainder will be auctioned and scrapped.

\*\*\* Net Book Value represents historical cost reduced by estimated depreciation. It is expected that some revenue will realized upon sale at auction.



**ATTACHMENT B**  
**Obsolete or Non-repairable Motor Vehicles**

<b>Asset ID</b>	<b>Tag#</b>	<b>Description</b>	<b>Cost</b>	<b>Date Purchased</b>	<b>Net Book Value ****</b>	<b>Disposition</b>
00001902**	38591	1997 Dodge Van Cargo	\$19,522.89	2/8/1997	0.00	Auction
00002825**	38603	1999 Ford Van 12 Passenger	\$27,570.00	3/19/1999	0.00	Auction
00003530**	E000163*	2002 Dodge Van 2500	\$19,958.12	9/25/2002	0.00	Auction
000000003686**	38762	2004 Ford Van 10 Passenger	\$33,972.91	1/31/2005	0.00	Auction
000000003891***	38815	2007 Honda Civic GX-CNG	\$25,866.66	1/1/2007	0.00	Auction
<b>Total Obsolete or Non-repairable Motor Vehicles</b>			<b>\$126,890.58</b>			

\* Assets purchased with federal funds.  
\*\* Miles on these vehicles have an average of 184,000. These vehicles are outdated and have unleaded fuel powered engines. These vehicles run but are subject to frequent repairs.  
\*\*\* Asset ID # 000000003891 has 70,829 miles. This vehicle was a total loss due to collision.  
\*\*\*\* Net Book Value represents historical cost reduced by estimated depreciation. It is expected that some revenue will realized upon sale at auction.



[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 11

PROPOSAL: Approve Contract Award and Modification Approved by MSRC

SYNOPSIS: As part of their FYs 2016-18 AB 2766 Discretionary Fund Work Program, the MSRC approved a new contract as well as modifications to a previously awarded contract under the Major Event Center Transportation Program. At this time the MSRC seeks Board approval of the contract award and modification.

COMMITTEE: Mobile Source Air Pollution Reduction Review, March 16, 2017;  
Recommended for Approval

RECOMMENDED ACTIONS:

1. Approve contract award to Orange County Transportation Authority in an amount not to exceed \$503,272 to provide special rail service to Angels Stadium for the 2017 and 2018 baseball seasons under the Major Event Center Transportation Program, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
2. Approve modified contract with Los Angeles County Metropolitan Transportation Authority under the Major Event Center Transportation Program, including special bus service to two concerts at Dodger Stadium in 2017 as well as to the previously approved baseball games, as part of approval of the FYs 2016-18 Work Program, as described in this letter;
3. Authorize MSRC the authority to adjust contract awards up to five percent, as necessary and previously granted in prior work programs; and
4. Authorize the Chairman of the Board to execute new and modified contracts under FYs 2016-18 Work Programs, 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 October 2016, the MSRC selected initial categories for the FYs 2016-18 Work Program, and the MSRC approved their first solicitation of the Work Program in February 2017. At its March 16, 2017 meeting, the MSRC considered a recommended contract modification and a recommended 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 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 e-mailed 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 March 16, 2017 meeting, the MSRC approved the following:

### **FYs 2016-18 Major Event Center Transportation Program (PA2017-05)**

As part of its FYs 2016-18 Work Program, the MSRC allocated \$5,000,000 for event center transportation programs and released Program Announcement #PA2017-05. The Program Announcement, with an initial targeted funding amount of \$5,000,000, solicits applications from qualifying major event centers and/or transportation providers to provide transportation service for venues not currently served by sufficient transportation service. Applications may be submitted at any time from March 3, 2017 to March 30, 2018. The MSRC considered an application submitted by Orange County Transportation Authority (OCTA). OCTA requested the MSRC to consider an award of \$503,272 to provide special train service to weekday games at Angels Stadium for the 2017 and 2018

baseball seasons. Trains would be scheduled to arrive in time for the games, which begin at 7:07 p.m., and trains would hold for 30 minutes after the last out before departing. Service would be provided on Metrolink's Orange County line for each weekday evening game in both northbound and southbound directions. In addition, for 15 of these games limited service would be provided to and from Riverside. In accordance with program requirements, OCTA commits to use Tier 4 locomotives for the 2018 season, and would use Tier 4 locomotives in 2017 if available. OCTA would contribute at least \$504,000 in co-funding. The MSRC approved a contract award to OCTA in an amount not to exceed \$503,272 as part of the FYs 2016-18 Work Program.

#### FYs 2016-18 Major Event Center Transportation Program (PA2015-13)

As part of its FYs 2014-16 Work Program, the MSRC allocated \$4,500,000 for event center transportation programs and released a Program Announcement #PA2015-13 to solicit projects for traffic-impacted centers. In various actions, the MSRC subsequently allocated additional funding totaling \$1,376,401: \$239,044 under the FYs 2014-16 Work Program, and \$1,137,357 under the FYs 2016-18 Work Program. As part of this program, the MSRC previously approved an award of \$807,945 to Los Angeles Metropolitan Transportation Authority (Metro) to provide special transit service for the 2017 Dodgers baseball season. Metro recently brought to attention that their proposal, and the \$807,945 funding request, included service to two concerts at Dodger stadium. This aspect of the service was not previously described to the MSRC or SCAQMD Governing Board. Metro requested modification of the award to include the concert service, with no change to the award amount. The MSRC approved the inclusion of the concert service as part of the FYs 2016-18 Work Program.

At this time, the MSRC requests the SCAQMD Board to approve the contract award and modification 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.

#### **Resource Impacts**

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.

 [Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 12

REPORT: Legislative, Public Affairs and Media Report

SYNOPSIS: This report highlights the February 2017 outreach activities of Legislative, Public Affairs and Media Office, which include: an Environmental Justice Update, Community Events/Public Meetings, Business Assistance, Media Relations and Outreach to Business and Federal, State, and Local Government.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:  
Receive and file.

Wayne Nastri  
Executive Officer

DJA:FW:MC:DM

---

## **BACKGROUND**

This report summarizes the activities of Legislative, Public Affairs and Media Office for February 2017. The report includes five major areas: Environmental Justice Update; Community Events/Public Meetings (including the Speakers Bureau/Visitor Services, Communications Center, and Public Information Center); Business Assistance; Media Relations, and Outreach to Business and Federal, State and Local Governments.

### **Environmental Justice Update**

The following are key environmental justice-related activities in which staff participated during February 2017. These events involve communities which suffer disproportionately from adverse air quality impacts.

#### **February 7, 2017**

- Staff assisted with the logistics, outreach and implementation of the weekly conference calls related to the air quality investigation in Paramount. Major issues discussed included the curtailment of operations at Anaplex Corp. and odor complaints and a Notice of Violation issued to Carlton Forge Works.

#### February 9-10

- Staff participated in the Environmental Justice and Climate Solutions Dialogue at the Goldman School of Public Policy, University of California Berkeley. Staff engaged with individuals from regional and state agencies, environmental justice groups, and academics. University of California President Janet Napolitano delivered opening remarks, and the Executive Director of the Goldman School of Public Policy led the discussion which touched on issues related to Greenhouse Gas (GHG) emissions and clean air, policy priorities, GHG and criteria pollutant direct reduction strategies, and the creation of working groups for future meetings.

#### February 15

- Staff attended and presented to the Central San Pedro Neighborhood Council Sustainability Committee on how to file air quality complaints, and initiatives such as the residential EV charger program.

#### February 22

- Staff hosted the first 2017 quarterly meeting for the Environmental Justice Community Partnership Advisory Council. Participants provided feedback on the Partnership's events in 2016, and provided insight and strategy on the events for 2017, which are set to include a series of workshops, environmental justice leader recognition ceremonies, and a conference.

#### February 22

- Staff participated in the Coachella Valley Environmental Justice Taskforce meeting. The meeting focused on a climate change report and the Identifying Violations Affecting Neighborhoods (IVAN) air monitoring network.

#### February 22

- Staff attended the Wilmington Neighborhood Council to introduce SCAQMD as there are many new members. Staff presented on how to file air quality complaints and provided information on the rulemaking process for Rule 1118 related to refinery flaring.

#### February 23

- Staff participated in the Empowerment Congress Environmental Committee Meeting in South Los Angeles. The group discussed the committee's priorities for 2017, and potential programs to empower the community on environmental issues.

#### February 28

- Staff assisted with the logistics, outreach and implementation of the weekly conference calls related to the air quality investigation in Paramount. Major issues discussed included Aircraft's appeal regarding air monitoring data and the location and results of monitors in the community.

## **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:

### February 3

- Southern California Edison's 15<sup>th</sup> Annual Black History Month Celebration, Customer Technology Application Center, Irwindale.

### February 8

- Long Beach Economic Town Hall Meeting, Building Healthy Communities, Long Beach.

### February 9

- Port of Los Angeles Sustainable Freight Open House, Lynwood.

## **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.

### February 17

- Two members from the City of Huntington Beach Voluntary Environmental Board visited SCAQMD. The visit included an overview on SCAQMD, air quality, clean alternative fuel vehicles, as well as a tour of the SCAQMD facility and its laboratory.

February 24

- Approximately 38 air pollution and environmental science students and teachers from Montclair High School in San Bernardino County visited SCAQMD. The visit included a presentation on air quality science chemistry work, as well as a tour of the SCAQMD facility and its laboratory.

**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. Total calls received in the month of February were:

Calls to SCAQMD’s Main Line and 1-800-CUT-SMOG® Line	3,489
Calls to SCAQMD’s Spanish-language Line	<u>31</u>
Total Calls	3,520

**PUBLIC INFORMATION CENTER STATISTICS**

The Public Information Center (PIC) handles phone calls and walk-in requests for general information. Information for the month of February is summarized below:

Calls Received by PIC Staff	141
<u>Calls to Automated System</u>	<u>577</u>
Total Calls	718

Visitor Transactions	305
E-Mail Advisories Sent	13,554

**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 199 companies
- Conducted six free on-site consultations
- Issued 19 clearance letters



### **Types of businesses assisted**

Auto Body Shops	Dry Cleaners	Furniture Refinishing Facilities
Engineering Firm	Gas Stations	Auto Repair Centers
Construction Firm	Restaurants	Printing Facilities
Architecture Firm	Breweries	Manufacturing Facilities
Plating Facilities		

### **MEDIA RELATIONS**

The Media Office handles all SCAQMD outreach and communications with television, radio, newspapers and all other publications and media operations.

### **Total Media Inquiries: 250**

#### **Major Media Topics for February:**

- **Paramount/Hexavalent Chromium:** Staff issued a press release on February 14, 2017 regarding a curtailment of metal processing operations at Aerocraft in Paramount. In addition, residents expressed concerns regarding the possible effects of Paramount pollution on Long Beach air quality.
  - A story ran in the **Long Beach Press-Telegram**.
  - **Courthouse News** inquired about the Orders for Abatement in connection with a story about a class-action lawsuit filed by several residents against several metal-processing facilities in Paramount.
- **Aliso Canyon/SoCalGas:** Stories appeared throughout the month in: LA Daily News, ABC 7, MyNewsLA, NBC4, KTLA, LA Times, KPCC, OC Register, San Diego Union Tribune, Reuters, California Patch, My News LA, and City News Service. Main points of interest were as follows:
  - **KCBS and Center for Public Integrity** inquired about SCAQMD air quality monitoring in Porter Ranch and related odor complaints. Staff provided links to and an explanation of real-time methane concentrations.
  - **KPCC, ABC7, KCBS inquired** about the status of the Hearing Board hearing on a motion to terminate the Order for Abatement.
  - **Settlement of lawsuit:** Staff received inquiries from the Los Angeles Daily News, KPCC, KNX, KFI and City News Service and responded. Following the issuance of the press release, additional inquiries came in from KFI Radio, KNX Radio, Fox News Radio, KPCC-FM, LA Daily News, Los Angeles Times, Bloomberg News, IHS The Energy Daily, California Environmental Insider, Law 360 and Inside Climate Wire. Staff participated in several interviews throughout the day.
- **AQMP:** Several editorials ran ahead of the February 3 Governing Board meeting, in the San Bernardino Sun, KPCC-FM, and LA Daily News online, and then again, just ahead of the March 3 meeting. The Los Angeles Business Journal

inquired about an amendment introduced during the Board meeting by Supervisor Sheila Kuehl. Editorials focused on encouraging the adoption and implementation of the plan. News stories also appeared in the Los Angeles Times, The LAist, and on KNX radio.

- **News Media at Governing Board Meeting:** TV and radio news stations in attendance at the February 3 Board meeting included Telemundo 52, KCAL/CBS, KTLA 5, KNBC 4, Fox 11 News, KPCC-FM and KNX radio. Reporters also attended from print/digital publications Los Angeles Times, Riverside Press-Enterprise, Inland Empire Community Newspapers, World Journal, and Bloomberg News.
- **Stories appeared in** Inland Empire Community Newspapers, the KPCC-FM website, the Orange County Register, and The New York Times, as well as airing on KPCC-FM and KNX Radio, after the February Board meeting and through the weekend following.
- **PBF Torrance Refinery:** Staff attended a Hearing Board meeting on February 15, 2017 and issued a news release on the proposed Order for Abatement. Staff responded to inquiries on the story from the Daily Breeze, KPCC-FM and KTLA and a live report ran on KTLA prior to the meeting. KTLA also returned to cover the meeting itself, and stories also ran on KPCC, KCBS, and KABC. Los Angeles Magazine is writing a story on environmental impacts of oil and gas production in Los Angeles, including the refinery flaring events. A fire at the facility prompted the Board Chair to call for an informational hearing in the community on excessive flaring and other incidents at the refinery. The Media office issued a press release following his comments, interviews were conducted with KNX and KFI radio stations, multiple stories appeared in the Press-Telegram, the Daily Breeze, ABC News, KPCC-FM, LA Times and MyNewsLA.
- **Rule 1118 Workshop:** As a result of the staff public workshop on proposed changes to Rule 1118, the Media Office received inquiries from the Daily Breeze, Energy News Today and KNBC4 about the workshop.
- **SCAQMD Hearing Board:** After reviewing the Phase 1 evaluation of the Hearing Board by Professor Manaster, the reporter submitted a request to interview Hearing Board members; however, the Chair declined the request explaining that Hearing Board members function effectively as judges and for that reason they do not comment to news media.

## Media Campaigns

- **Check Before You Burn (CBYB):** The CBYB season closed on February 28, 2017 with eight no-burn days called. Staff issued a final program press release, noting the effects of rainier winter weather in reducing area smog levels. A final report on the program is forthcoming from our contractor.
- **Google Ad Campaign:** The Right to Breathe campaign continues with video pre-roll ads on YouTube and static banner ads on websites.

## 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	Duarte	Ontario
Anaheim	El Monte	Perris
Aliso Viejo	Flintridge	Pasadena
Arcadia	Fountain Valley	Pomona
Azusa	Glendora	Riverside
Baldwin Park	Indio	Rosemead
Banning	Irvine	San Bernardino
Beaumont	La Canada	San Dimas
Brea	La Habra	San Gabriel
Buena Park	La Palma	San Marino
Calimesa	La Puente	Sierra Madre
Claremont	La Verne	South El Monte
Chino	Los Alamitos	South Pasadena
Coachella	Long Beach	Temple City
Corona	Monrovia	Tustin
Colton	Moreno Valley	Upland
Covina	Monterey Park	Walnut
Cypress	Murrieta	West Covina
Dana Point	Newport Beach	
Diamond Bar	Norco	

Visits and/or communications were conducted with elected officials or staff from the following state and federal offices:

- U.S. Congresswoman Judy Chu
- U.S. Congressman Lou Correa
- U.S. Congresswoman Lucille Roybal-Allard
- U.S. Congressman Mark Takano
- U.S. Congresswoman Mimi Walters
- State Senator Kevin De León
- State Senator Josh Newman
- State Senator Anthony Portantino
- State Senator Richard Roth
- State Senator Jeff Stone
- Assembly Member Autumn Burke
- Assembly Member Sabrina Cervantes
- Assembly Member Ed Chau
- Assembly Member Philip Chen
- Assembly Member Stephen Choi
- Assembly Member Tom Daly
- Assembly Member Cristina Garcia
- Assembly Member Eduardo Garcia
- Assembly Member Chris Holden
- Assembly Member Sharon Quirk-Silva
- Assembly Member Melissa Melendez
- Assembly Member Al Muratsuchi
- Assembly Member Patrick O'Donnell
- Assembly Member Freddie Rodriguez

Staff represented SCAQMD and/or provided updates or a presentation to the following governmental agencies and business organizations:

Anaheim Chamber of Commerce  
Arcadia Chamber of Commerce  
Association of California Cities, Orange County  
Building Industry Association, Orange County  
California Air Resources Board  
California Public Utilities Commission  
Cabazon Band of Mission Indians  
Chino Valley Chamber of Commerce  
Coachella Valley Economic Partnership  
Coachella Valley Mosquito and Vector Control District  
Coachella Valley Regional Water Control Board  
Greater Coachella Valley Chamber of Commerce  
Greater Palm Springs Visitors Bureau  
Los Angeles Area Chamber of Commerce, Energy, Water, & Environmental  
Sustainability Council  
League of California Cities, Inland Empire  
Morongo Band of Mission Indians  
Newport Beach Chamber of Commerce  
North Orange County Chamber of Commerce  
Orange County Business Council  
Orange County Council of Governments  
Orange County Transportation Authority  
Ontario Chamber of Commerce  
Pasadena Chamber of Commerce

Port of Los Angeles  
Port of Long Beach  
Riverside Transit Agency (RTA)  
San Bernardino Council of Governments  
San Gabriel Valley Council of Governments  
San Gabriel Valley Economic Partnership, Irwindale  
San Manuel Tribe of Mission Indians  
Southern California Association of Governments (SCAG)  
Southern California Edison  
Southern California Gas Company  
Sunline Transit Agency, Thousand Palms  
Torres-Martinez Desert Cahuilla Indians  
TwentyNine Palms Band of Mission Indians  
U.S. Environmental Protection Agency, Region 9, California  
Western Riverside Council of Governments (WRCOG)  
    -WRCOG Clean Cities Coalition  
Western Riverside County Transportation Now (RTA)  
    -Northwest, San Geronimo Pass, Moreno Valley, Chapters  
Yucaipa Chamber of Commerce

Staff represented SCAQMD and/or provided updates or a presentation to the following community and educational groups and organizations:

Building Healthy Communities, Long Beach  
California State University, San Bernardino  
California Regional Environmental Community Network, Los Angeles  
Central San Pedro Neighborhood Council  
Chapman University, Orange  
Claremont Interfaith Council  
Coachella Valley Environmental Task Force  
Colton Chamber of Commerce  
Jurupa Valley Unified School District  
Los Angeles Maritime Institute  
Los Angeles County Office of Education  
San Bernardino. City of, Neighborhood Associations  
Sunshine Canyon Landfill Community Advisory Committee, Granada Hills  
Sustainable Claremont  
Temescal Valley Advisory Council  
University of California, Irvine (UCI)  
Wilmington Neighborhood Council

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 13

REPORT: Hearing Board Report

SYNOPSIS: This reports the actions taken by the Hearing Board during the period of February 1 through February 28, 2017.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:  
Receive and file this report.

Edward Camarena  
Chairman of Hearing Board

DG

---

Two summaries are attached: **February 2017 Hearing Board Cases and Rules From Which Variances and Orders for Abatement Were Requested in 2017**. An Index of District Rules is also attached.

The total number of appeals filed during the period February 1 to February 28, 2017 is 1; and total number of appeals filed during the period of January 1 to February 28, 2017 is 1.

## Report of February 2017 Hearing Board Cases

Case Name and Case No. (SCAQMD Attorney)	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
1. Chevron Products Company Case No. 831-385 (N. Sanchez)	203(b) 2004(f)(1) 2011(c)(2) 3002(c)(1)	Total sulfur analyzer required under RECLAIM failed.	Not Opposed/Granted	EV granted commencing 2/9/17 and continuing through 3/1/17.	None
2. Johanson Dielectrics, Inc. Case No. 6010-2 (V. Tyagi)	203(b) 442 3002(c)(1)	Catalytic oxidizer experienced a sudden breakdown, which rendered the unit non-operational. Consequently, casting machines cannot be vented to required air pollution control equipment.	Not Opposed/Granted	Ex Parte EV granted commencing 2/23/17 and continuing through 3/14/17, or until the EV hearing currently scheduled for 2/28/17, whichever comes first.	VOC: 82 lbs/day
3. Johanson Dielectrics, Inc. Case No. 6010-2 (V. Tyagi)	203(b) 442 3002(c)(1)	Catalytic oxidizer experienced a sudden breakdown, which rendered the unit non-operational. Consequently, casting machines cannot be vented to required air pollution control equipment.	Not Opposed/Granted	EV granted commencing 2/28/17 and continuing through 3/14/17.	VOC: 82 lbs/day
4. Los Angeles City, Sanitation Bureau Hyperion Treatment Plant Case No. 1212-35 (M. Reichert)	202(a) 1147(c) 3002(c)(1)	Thermal oxidizer for treating waste gas failed to meet NOx limits during commissioning.	Not Opposed/Granted	IV granted commencing 2/2/17 and continuing for 90 days or until the RV hearing currently scheduled for 3/14/17, whichever comes first.	NOx: 13.2 lbs/day
5. S & S Service Station, Inc. dba Freeway Chevron Case No. 5288-2 (R. Fernandez Laity)	461(e)(3)	GDF failed vapor recovery test.	Not Opposed/Granted	Ex Parte EV granted commencing 2/8/17 and continuing for 30 days or until the EV hearing currently scheduled for 2/15/17, whichever comes first.	None

Case Name and Case No. (SCAQMD Attorney)	Rules	Reason for Petition	District Position/ Hearing Board Action	Type and Length of Variance or Order	Excess Emissions
6. San Bernardino County, Fleet Management Department Case No. 6070-1 (N. Sanchez)	203(b)	Diesel-powered generators used in excess of annual permit limit due to weather caused power outages.	Not Opposed/Granted	IV granted commencing 2/9/17 and continuing for 90 days or until the RV hearing currently scheduled for 3/21/17, whichever comes first.	NOx: 0.5 lb/hr CO: 0.2 lb/hr RHC: 0.02 lb/hr PM: 0.03 lb/hr
7. SCAQMD vs. Aerocraft Heat Treating Co., Inc.; Anaplex Corp.; and Does 1-100 Case No. 6066-1 (W. Wong)	402 H&S §41700	Respondent seeks review of District enforcement of O/A condition.	Opposed/No Decision	The Board has no authority for Ex Parte Motion for Review of Implementation by the District of the Stipulated O/A as requested by Aerocraft on 2/17/17.	N/A
8. SCAQMD vs. Los Angeles County Probation Department; Camp Kilpatrick Treatment Plant; Dorothy Kirby Center Case No. 6025-2 (N. Feldman)	1470(c)(3)(C)(iii)	Operating noncompliant diesel-powered generators within 100 meters of a juvenile detention facility.	Stipulated/Issued	Mod. O/A issued commencing 2/21/17 and continuing through 6/30/17. The Hearing Board shall retain jurisdiction over this matter until 8/25/17.	N/A
10. SCAQMD vs. Torrance Refining Company LLC Case No. 6060-5 (D. Hsu & K. Manwaring)	402 H&S §41700	Upgrade power supply system to reduce outages resulting in flaring.	Stipulated/Issued	O/A issued commencing 2/16/17; the Hearing Board shall retain jurisdiction over this matter until compliance with the terms of this Order is achieved.	N/A
11. SCAQMD vs. Waste Management Recycling and Disposal Services of California, Inc. Case No. 3824-14 (N. Feldman)	203(a) 3002(a)	Respondent operating multiple green waste grinders without permit.	Stipulated/Issued	O/A issued commencing 2/2/17; the Hearing Board shall retain jurisdiction over this matter until 3/30/18.	N/A

## Acronyms

CEMS: Continuous Emissions Monitoring System  
EV: Emergency Variance  
FCCU: Fluid Catalytic Cracking Unit  
FCD: Final Compliance Date  
GDF: Gasoline Dispensing Facility  
H&S: Health & Safety Code  
ICE: Internal Combustion Engine

IV: Interim Variance  
MFCD/EXT: Modification of a Final Compliance Date and Extension of a Variance  
Mod. O/A: Modification of Order for Abatement  
NOx: Oxides of Nitrogen  
O/A: Order for Abatement  
RV: Regular Variance  
Volatile Organic Compounds (VOC)



Rules from which Variances and Orders for Abatement were Requested in 2017														
	2017	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total Actions
<b># of HB Actions Involving Rules</b>														
202(a)			1											1
203(a)		1	1											2
203(b)		6	4											10
402		2	2											4
442			2											2
461(e)(3)			1											1
1110.2		1												1
1110.2(d)(1)(B), Table II		1												1
1147		1												1
1147(c)			1											1
1176(e)(3)		1												1
1176(f)(3)		1												1
1470(c)(3)(C)(iii)			1											1
2004(f)(1)		6	1											7
2011(c)(2)			1											1
3002(a)			1											1
3002(c)(1)		3	4											7
H&S 41700		2	2											4

**DISTRICT RULES AND REGULATIONS INDEX  
FOR FEBRUARY 2017 HEARING BOARD REPORT**

**REGULATION II – PERMITS**

Rule 202      Temporary Permit to Operate  
Rule 203      Permit to Operate

**REGULATION IV – PROHIBITIONS**

Rule 402      Nuisance  
Rule 442      Usage of Solvents  
Rule 461      Gasoline Transfer and Dispensing

**REGULATION XI - SOURCE SPECIFIC STANDARDS**

Rule 1110.2   Emissions from Gaseous- and Liquid-Fueled Internal Combustion Engines  
Rule 1147      NOx Reductions from Miscellaneous Sources  
Rule 1176      Sumps and Wastewater Separators

**REGULATION XIV – TOXICS**

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

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

Rule 2004      Requirements  
Rule 2011      Requirements for Monitoring, Reporting, and Recordkeeping for Oxides of Sulfur (Sox) Emissions

**REGULATION XXX - TITLE V PERMITS**

Rule 3002      Requirements  
Rule 3003      Applications

**CALIFORNIA HEALTH AND SAFETY CODE**

§41700      Prohibited Discharges

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 14

REPORT: Civil Filings and Civil Penalties Report

SYNOPSIS: This reports the monthly penalties from February 1 through February 28, 2017, and legal actions filed the General Counsel's Office from February 1 through February 28, 2017. An Index of District Rules is attached with the penalty report.

COMMITTEE: Stationary Source, March 17, 2017, Reviewed

RECOMMENDED ACTION:  
Receive and file this report.

Kurt R. Wiese  
General Counsel

KRW:lc

---

Violations

Civil Filings

7 Z&R OIL COMPANY  
Los Angeles Superior Court – Pomona  
Case No. KC069060; Filed: 2.14.17 (WBW)  
P35779, P61988, P62235, P62337, P61959, P61962, P61985  
R. 203 – Permit to Operate  
R. 461 – Gasoline Transfer and Dispensing

1 Case

7 Violations

**Attachments**

February 2017 Penalty Reports  
Index of District Rules and Regulations

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
General Counsel's Office**

**February 2017 Settlement Penalty Report**

<b><u>Total Penalties</u></b>	
Civil Settlements:	\$61,150.00
Self-Reported Settlements:	\$35,000.00
MSPAP Settlements:	\$32,745.00
Total Cash Settlements:	\$128,895.00
Total SEP Value:	\$0.00
Fiscal Year through 2 / 2017 Cash Total:	\$2,256,889.65
Fiscal Year through 2 / 2017 SEP Value Only Total:	\$10,500.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
<b>Civil Settlements</b>						
50310	BRADLEY LANDFILL AND RECYCLING CENTER	203	2/14/2017	NSF	P64559	\$4,000.00
108905	CLOVERLEAF ENTERPRISE	1146.2 1146.2	2/14/2017	KCM	P64357 P64362	\$3,400.00
120174	CWCP LIMITED PARTNERS	1146.2 1146.2	2/22/2017	ML	P60123 P60128	\$5,000.00
167143	M&M OIL INC	203 (a), 203(b), 41960.2 461(c)(2)(B) 203 (a) 203 (a), 461, 41960.2	2/9/2017	VKT	P60812  P60837 P62201	\$3,500.00
172780	NIKRAD ENT, INC. DBA CHEVRON BELLFLOWER	461(c)(2)(B), 41960.2 203 (b), 461, 41960.2 461 203 (b), 461, 461(c) 203 (b), 461	2/22/2017	NSF	P59342 P60801 P60828 P61963 P61969	\$10,000.00
177673	PACIFIC COATINGS	203 (a)	2/6/2017	WBW	P59517	\$6,000.00
800168	PASADENA CITY, DWP	2012	2/22/2017	SH	P53145	\$1,500.00
3585	R. R. DONNELLEY & SONS CO, LA MFG DIV	2012  2004	2/2/2017	BTG	P56332  P56337	\$27,500.00
56191	SHELL DLR, MAHMOUD RADWAN DBA LUCKY OIL	461(c)(2)(B)	2/2/2017	NSF	P61656	\$250.00

**Total Civil Settlements: \$61,150.00**

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
<b>SELF-REPORTED SETTLEMENT:</b>						
182157	BAXALTA US, INC.	3002	2/7/2017	NSF	SRV 2017-1	\$35,000.00
<b>Total SRV Settlements: \$35,000.00</b>						
<b>MSPAP Settlements</b>						
183198	7 ELEVEN #35346	203 (a)	2/2/2017	GV	P63048	\$350.00
175360	AGOURA HILLS ALIANCE, INC.	203 (b)	2/20/2017	JS	P64905	\$1,100.00
108227	ALTA VISTA COUNTRY CLUB	461 (e) (2)	2/7/2017	JS	P60678	\$360.00
177983	APRO LLC DBA UNITED OIL #179	203(b)	2/7/2017	JS	P64335	\$1,800.00
159324	ARCO #05475 - SAINI BROTHERS INC	203 (b)	2/20/2017	GC	P63217	\$500.00
129490	ARCO AM/PM/DEEPS INVESTMENT INC	203 (a)	2/20/2017	GC	P63126	\$500.00
179416	ATKINSON/ WALSH, A JOINT VENTURE	403	2/2/2017	JS	P59535	\$1,925.00
118601	AVIATION CONTRACT SERVICES	203	2/20/2017	JS	P63671	\$1,000.00
155399	BEACH CITIES CLEANER, MOHAMMAD AZIZI	203, 1421	2/7/2017	JS	P50737	\$360.00
169632	BELL GAS	461, 41960.2 461(c)(2)(B), 461(e)(2)(c)	2/2/2017	JS	P64656	\$1,470.00
176358	BIBI FUELS INC. DBA BB FUELS	203 (a)	2/20/2017	JS	P64660	\$550.00

Fac ID	Company Name	Rule Number	Settled Date	Init	Notice Nbr	Total Settlement
180547	BPG ROCKWESTLAKE, LLC	203(a)	2/8/2017	JS	P62164	\$450.00
181190	BR PETROLEUM INC	461	2/8/2017	JS	P64327	\$875.00
117644	COLLEGE PARK CHEVRON, NIRVAIR CORP.	461(c), 461(c)(2)(B), 41960.2	2/2/2017	JS	P64326	\$360.00
33219	COLTON UNIFIED SCH DIST TRANS DEPT	461	2/20/2017	JS	P64360	\$600.00
161948	CROWN VALLEY C STORE & GAS	203 (b), 461(c), 461(c)(2)(B) 41960.2	2/20/2017	PH	P63047	\$2,400.00
174375	ENTERPRISE AUTOBODY & REPAIR	203 (a)	2/2/2017	JS	P63853	\$200.00
175268	MALTY CHEVRON/ MALTY INT'L GROUP, INC.	461 (e) (1)	2/8/2017	TF	P64661	\$420.00
155346	RAINN C POWDER COATING INC.	203 (a)	2/23/2017	GV	P63711	\$450.00
172695	SPYB, INC. DBA SERVPRO OF YORBA LINDA/BR	1403	2/8/2017	TF	P64512	\$5,600.00
171797	TESORO (USA) 63014	461(c), 461(c)(2)(B), 41960.2	2/23/2017	TF	P64957	\$1,100.00
151944	TESORO S. COAST CO LLC, NORCO SHELL	461(c), 461(c)(2)(B), 41960.2	2/2/2017	JS	P64960	\$450.00
182972	THE CLEANER'S MART	1146.2	2/20/2017	GV	P64122	\$825.00
176154	TOUCH WOOD, INC.	108, 201, 203(a)	2/20/2017	GV	P62913	\$1,600.00
181274	UNIVERSITY FOOD MART	203 (a)	2/2/2017	GV	P63049	\$300.00
165700	VOLCANIC RED COFFEES	203 (b)	2/2/2017	GV	P62497	\$2,400.00

<b>Fac ID</b>	<b>Company Name</b>	<b>Rule Number</b>	<b>Settled Date</b>	<b>Init</b>	<b>Notice Nbr</b>	<b>Total Settlement</b>
76271	WALLY PARK GARAGE	203	2/20/2017	GV	P63670	\$3,200.00
142688	WEST COAST ARBORISTS INC.	PERP 2456		GV	P65251	\$1,600.00
<b>Total MSPAP Settlements:</b>						<b>\$32,745.00</b>



**DISTRICT RULES AND REGULATIONS INDEX  
FOR FEBRUARY 2016 PENALTY REPORTS**

**REGULATION I - GENERAL PROVISIONS**

Rule 108      Alternative Emission Control Plans (*Amended 4/6/90*)

**REGULATION II – PERMITS**

Rule 201      Permit to Construct (*Amended 1/5/90*)

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 1146.2    Emissions of Oxides of Nitrogen from Large Water Heaters and Small Boilers (*Adopted 1/9/98*)

**REGULATION XIV – TOXICS**

Rule 1403      Asbestos Emissions from Demolition/Renovation Activities

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<sub>x</sub>) Emissions  
(*Amended 5/11/01*)

**REGULATION XXX - TITLE V PERMITS**

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

**CALIFORNIA HEALTH AND SAFETY CODE § 41700**

41960.2     Gasoline Vapor Recovery

**CALIFORNIA CODE OF REGULATIONS**

PERP 2456     Portable Equipment Engine Requirements

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 15

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 February 1, 2017 and February 28, 2017, and those projects for which the SCAQMD is acting as lead agency pursuant to CEQA.

COMMITTEE: Mobile Source, March 17, 2017, Reviewed

RECOMMENDED ACTION:  
Receive and file.

Wayne Nastri  
Executive Officer

PF:SN:JW:LS:LW

---

**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 February 1, 2017 through February 28, 2017 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 97 CEQA documents were received during this reporting period and 14 comment letters were sent. Notable projects in this report are Chiquita Canyon Landfill Project, and Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization.

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.

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 February 1, 2017 through February 28, 2017, the SCAQMD received 97 CEQA documents. Of the total of 109 documents\* listed in Attachments A and B:

- 14 comment letters were sent;
- 46 documents were reviewed, but no comments were made;
- 24 documents are currently under review;
- 13 documents did not require comments (e.g., public notices, plot plans, Final Environmental Impact Reports);
- 0 documents were not reviewed; and
- 11 documents were screened without additional review.

\* These statistics are from February 1, 2017 to February 28, 2017 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 four active projects during February.

### **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**  
**February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Warehouse &amp; Distribution Centers</b> <b>RVC170201-16</b> Lincoln Avenue Warehouse Planning Case P16-0413	The proposed project consists of the construction of a 100,974-square-foot warehouse building on a vacant 5.85-acre parcel. The project is located at 7820 Lincoln Avenue on the southwest corner of Lincoln Avenue and Grace Street. Reference RVC160802-12  Comment Period: 1/27/2017 - 2/15/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Riverside	Document reviewed - No comments sent
<b>Warehouse &amp; Distribution Centers</b> <b>RVC170203-05</b> Indian Street Commerce Center Project (PA 16-0002)	The proposed project consists of an appeal to the decision to construct a 446,350-square-foot warehouse building on 19.64 acres. The Notice of Determination was filed with the State Clearinghouse on December 27, 2016. The project is located on the west side of Indian Street and south of Grove View Road. Reference RVC161206-09, RVC160830-10, and RVC160315-05  Comment Period: N/A Public Hearing: 2/7/2017	Notice of Public Hearing	City of Moreno Valley	Document does not require comments
<b>Warehouse &amp; Distribution Centers</b> <b>RVC170203-07</b> Sycamore Canyon Business Park Buildings 1 and 2	The proposed project consists of grading, construction, and operation of approximately 1.4-million square feet of light industrial office and warehouse uses contained within two buildings. The project site is located west of Sycamore Canyon Boulevard and Lance Drive. Reference RVC161130-02, LAC161021-01, RVC160811-02 and RVC150818-05  Comment Period: 2/3/2017 - 2/14/2017 Public Hearing: 2/14/2017	Final Environmental Impact Report	City of Riverside	Document reviewed - No comments sent
<b>Warehouse &amp; Distribution Centers</b> <b>SBC170203-02</b> Thrifty Oil Warehouse Facility	The proposed project consists of the construction of a 371,442-square-foot industrial building with 10,000 square feet of office area to be used as a high cube warehouse distribution facility on 19 acres. The project is located at the northwest corner of Cedar Avenue and Orange Street, in the Community Industrial zoning district in Bloomington.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-thriftyoilwarehouse021717.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-thriftyoilwarehouse021717.pdf</a>  Comment Period: 2/3/2017 - 2/21/2017 Public Hearing: N/A	Mitigated Negative Declaration	County of San Bernardino	SCAQMD staff commented on 2/17/2017

\*Sorted by Land Use Type (in order of land uses most commonly associated with air quality impacts), followed by County, then date received.

# - 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  
February 01, 2017 to February 28, 2017**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Warehouse &amp; Distribution Centers</b> <b>SBC170215-01</b> Alliance California Gateway South Building 4 Project	The proposed project consists of the demolition and removal of the existing golf course uses and structures and the construction and operation of one high cube logistics warehouse building on 62.02 acres. The project includes a 1,063,852-square-foot building with landscaping, a detention basin, utility infrastructure, and other associated improvements. The project would also relocate one on-site water well and decommission several other existing on-site water wells. The project is located at 1494 S. Waterman Avenue, which is south of Dumas Street, west of South Waterman Avenue, north of the Santa Ana River, and east of the San Bernardino Flood Control Channel (Twin Creek). <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-alliance-california-030317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-alliance-california-030317.pdf</a>  Comment Period: 2/14/2017 - 3/15/2017    Public Hearing: 2/28/2017	Notice of Preparation	County of San Bernardino	SCAQMD staff commented on 3/3/2017
<b>Airports</b> <b>LAC170216-06</b> Los Angeles International Airport (LAX) Landside Access Modernization Program (LAMP)	The proposed project consists of improvements in an area generally bounded by Tom Bradley International Terminal in the Central Terminal Area of LAX on the west, Interstate 105 on the south, Interstate 405 on the east, and Westchester Parkway/West Arbor Vitae Street on the north. The proposed improvements include an Automated People Mover system, Intermodal Transportation Facilities, a consolidated rental car facility, pedestrian walkway connections to the passenger terminals within the CTA, and roadway improvements. Reference LAC170127-03, and LAC150206-04  Comment Period: 2/15/2017 - 3/1/2017    Public Hearing: 3/2/2017	Final Environmental Impact Report	Los Angeles World Airports	Document reviewed - No comments sent
<b>Airports</b> <b>LAC170223-04</b> Los Angeles International Airport (LAX) Terminals 2 and 3 Modernization	The proposed project consists of the modernization to Terminals 2 and 3 at LAX. The modernization will include the demolition of the existing service areas and the construction of 832,000 square feet of new building space, resulting in a total square footage of 1,620,010 square feet of building space. The project is scheduled to be completed in stages over 76 months beginning in 2017. The project is located at 1 World Way within the Central Terminal Area of LAX between Terminal 1 to the east and the Tom Bradley International Terminal to the west. Reference LAC160811-03  Comment Period: 2/23/2017 - 4/10/2017    Public Hearing: 3/21/2017	Draft Environmental Impact Report	Los Angeles World Airports	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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Industrial and Commercial</i> <b>LAC170201-05</b> Spring Street Hotel	The proposed project consists of the demolition of the existing surface parking lot and restaurant building; construction of a 170-room, high-rise hotel of approximately 105,841 square feet of floor area; and construction of approximately 12,460 square feet of open space. The proposed project would include three subterranean parking levels. The project is located at Spring Street between 6th and 7th Street. Reference LAC 151006-08  Comment Period: 1/5/2017 - 2/21/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	City of Los Angeles	Document reviewed - No comments sent
<i>Industrial and Commercial</i> <b>LAC170201-09</b> Trident Center Modernization Project	The proposed project consists of the modernization, expansion, and reconfiguration of two, 10-story office buildings on 3.6 acres. The project does not propose to demolish or expand the existing subterranean parking garage. The project is located at 11355 and 11377 West Olympic Boulevard, south of the corner of Mississippi Avenue and Corinth Avenue.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/NOPtrident020717.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/NOPtrident020717.pdf</a>  Comment Period: 1/20/2017 - 2/21/2017 Public Hearing: 2/7/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 2/7/2017
<i>Industrial and Commercial</i> <b>LAC170202-06</b> ENV-2016-3065: 679-687 S. Harvard Blvd.	The proposed project consists of the construction, use, and maintenance of a 7-story, 110-room hotel with a 1,840-square-foot ground floor restaurant. The project includes one at-grade and two subterranean parking levels. The project is located on South Harvard Boulevard in between Wilshire Boulevard and 7th Street.  Comment Period: 2/2/2017 - 3/2/2017 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<i>Industrial and Commercial</i> <b>LAC170207-06</b> Hampton Inn and Suites Project	The proposed project consists of the demolition of the existing paved parking lot and other site improvements, and the construction of a five-story hotel with 123 guest rooms on 1.83 acres. A three-foot tall block wall and landscaping will be constructed along the east project boundary to separate and buffer the project from the UFC Gym adjacent to and east of the project. The project is located at the southeast corner of the intersection of Ivar Avenue and Glendon Way.  Comment Period: 2/3/2017 - 3/6/2017 Public Hearing: 3/6/2017	Mitigated Negative Declaration	City of Rosemead	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Industrial and Commercial</i> <b>LAC170221-08</b> Altasea at the Port of Los Angeles - Research and Business Hub at Berths 57-60	The proposed project consists of a request for a Coastal Development Permit in accordance with the California Coastal Act of 1976 as amended and the Port of Los Angeles's certified Port Master Plan.  Comment Period: N/A Public Hearing: 3/2/2017	Notice of Public Hearing	Port of Los Angeles	Document does not require comments
<i>Industrial and Commercial</i> <b>LAC170223-01</b> ENV-2016-2995: 3242 W. 8th Street and 811 S. Mariposa Avenue	The proposed project consists of the demolition of all structures on a 18,936-square-foot lot and the construction, use, and maintenance of a five-story, 55,434-square-foot apartment hotel with 86 units over a subterranean parking garage. A total of 10,000 cubic yards will be exported. The project is located at the southwest corner of West 8th Street and South Mariposa Avenue. Reference LAC161103-01 <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-env-2016-2995-030317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-env-2016-2995-030317.pdf</a>  Comment Period: 2/23/2017 - 3/15/2017 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 3/3/2017
<i>Industrial and Commercial</i> <b>RVC170201-07</b> Milestone RV/Boat Storage/Solar Project (Planning Application No. 16-0095)	The proposed project consists of providing covered canopies/carpools with 4,080 solar panels (90,270 square feet) for a recreational vehicle and boat storage facility. There will also be two uncovered parking spaces and 64 self-storage units which aggregate approximately 8,638 square feet. The proposed project includes a 663-square-foot office with restrooms. An RV and boat rinse bay will also be included on the property, together with a dump station. The project is located at 36215 Jana Lane on the west side of Jana Lane, northwest of the intersection of Jana Lane and Bunny Trail.  Comment Period: 2/1/2017 - 3/2/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Wildomar	Document reviewed - No comments sent
<i>Industrial and Commercial</i> <b>RVC170221-04</b> Central Plaza Project (CDR No. 2016-01, CUP No. 2016-01, and TTM No. 37284)	The proposed project consists of the construction of a 65,803-square-foot commercial center for retail and restaurant uses, and four pad buildings on 7.25 acres. The project would also include the installation of a new bus stop along Collier Avenue approximately 500 feet south of Central Avenue. The project is located at the southwest corner of Interstate-15 and Central Avenue.  Comment Period: 2/17/2017 - 3/20/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Lake Elsinore	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <b>LAC170201-23</b> Ramirez Street Area (former Aliso Street Manufacturing Gas Plant Site)	The proposed project consists of an environmental cleanup to remove soil that could be a source of contamination to groundwater at the Ramirez Street Area. The project will involve excavation of contaminated soil in the top 10 feet by open excavation. The soil below 10 feet will be removed by either auger drilling, slot cut trenching, or open excavation to 30 feet below grand surface. Excavated impacted soils will be loaded directly onto trucks for same-day transport to the treatment facility whenever possible. The excavation area will be backfilled with cement slurry or imported certified-clean fill to the original grade. The project is located in the Ramirez Street Area, east of Center Street and south of Keller Street in City of Los Angeles. Reference LAC170124-07 and LAC150219-08  Comment Period: 1/19/2017 - 2/21/2017 Public Hearing: 1/26/2017	Community Update	Department of Toxic Substances Control	Document reviewed - No comments sent
<i>Waste and Water-related</i> <b>LAC170207-08</b> BKK Landfills Site	The notice consists of an extension from January 20, 2017 to February 17, 2017 to complete the testing program for three newly installed groundwater wells located in the cul-de-sac on Ashcomb Drive near the intersection of Amar Road and Azusa Avenue. The testing is a part of the groundwater investigation for the BKK Landfill facilities. Reference LAC161227-13 and LAC150203-01  Comment Period: N/A Public Hearing: N/A	Work Notice	Department of Toxic Substances Control	Document does not require comments
<i>Waste and Water-related</i> <b>LAC170222-09</b> Chiquita Canyon Landfill Project	The proposed project consists of the continued operation and expansion of an existing Class III Landfill. The project consists of the development of a new entrance and support facilities, a lateral extension of the existing waste footprint from 257 acres to 400 acres, an increase maximum elevation from 1,430 feet to 1,573 feet, an increase daily disposal limit from 6,000 tons per day of waste to 12,000 tons per day, and the development of a Household Hazardous Waste Facility. The project is located at 29201 Henry Mayo Drive, on the northeast corner of Chiquita Canyon Road and Henry Mayo Drive intersection, in the Newhall Zoned District and the Castaic Area Community Standards District. Reference LAC161109-02, LAC160108-01, LAC140709-01 and LAC111129-08  Comment Period: N/A Public Hearing: 3/1/2017	Final Environmental Impact Report	County of Los Angeles	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**  
**February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <b>LAC170222-11</b> Davis Chemical Site: Settlement	The proposed project consists of two Consent Decrees on the past costs for cleaning up the Davis Chemical Site, which is a former recycling facility located at 1550 North Bonnie Beach Place on the southeast corner of North Bonnie Beach Place and Medford Street, in the City of Los Angeles. The cleanup activities have reduced the contamination to levels acceptable for commercial and industrial development.  Comment Period: 2/10/2017 - 3/13/2017 Public Hearing: N/A	Public Notice	Department of Toxic Substances Control	Document does not require comments
<i>Waste and Water-related</i> <b>LAC170223-05</b> Santa Clarita Valley Sanitation District Chloride Compliance Project EIR- Separation of Recycled Water Project	The proposed project consists of the construction of chloride compliance facilities to remove chloride from the wastewater coming to the Santa Clarita Valley Sanitation District's water reclamation plants (WRPs). The project includes UV disinfection at the Saugus and Valencia WRPs and advanced water treatment for chloride compliance and brine concentration at the Valencia WRP, with brine disposal by limited trucking to the Joint Water Pollution Control Plant in Carson, California. The project is based on the two prior related projects: (1) the 2013 Santa Clarita Valley Chloride Compliance Facilities Plan and (2) the 2015 Limited Trucking Project which limited trucking of concentrated brine (an average of six truckloads per day, 10 maximum) to an existing industrial facility. The project is located at 26200 Springbrook Avenue, southeast of the Bouquet Canyon Road and Springbrook Avenue intersection, in the City of Saugus, and at 28185 The Old Road, northwest of The Old Road and Rye Canyon Road intersection, in the City of Valencia. Reference LAC130424-03, LAC151118-03 and LAC160315-04 <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-santa-clarita-valley-sanitation-district-letters-03-03-17.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-santa-clarita-valley-sanitation-district-letters-03-03-17.pdf</a>  Comment Period: 2/17/2017 - 3/20/2017 Public Hearing: 3/7/2017	Notice of Preparation	Sanitation Districts of Los Angeles County	SCAQMD staff commented on 3/10/2017
<i>Waste and Water-related</i> <b>ORC170201-19</b> North Basin Groundwater Protection Project	The proposed project consists of the installation of monitoring wells that would be used to evaluate the nature and extent of groundwater contamination within the northern portion of the Orange County Groundwater Basin. The project will construct and sample 14 new monitoring wells at eight locations within the cities of Anaheim and Fullerton. Reference ORC120229-01 and ORC110510-04  Comment Period: 2/1/2017 - 3/2/2017 Public Hearing: 3/8/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	Orange County Water District	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Waste and Water-related</i> <b>RVC170201-21</b> Pemaco Superfund Site	The notice of a community meeting to provide updates to the cleanup of chemicals from the groundwater and soil by the Pemaco treatment system that is located at the southwest corner of the Los Angeles River and Slauson Avenue in the City of Maywood.  Comment Period: N/A Public Hearing: N/A	Community Notice	United States Environmental Protection Agency	Document does not require comments
<i>Waste and Water-related</i> <b>SBC170222-06</b> Fontana Water Company Recycled Water Improvement Project	The proposed project consists of modifications to the original project for which an Initial Study and Mitigated Negative Declaration was prepared. The original project involved an expanded delivery of recycled water produced by the Inland Empire Utilities Agency Water Reclamation Facilities to Fontana Water Company at its Regional Plant No. 3 (RP-3) recharge basin location. The original project also included the installation of two reservoirs, a pump station that may include a 4,000-gallon hydropneumatic tank and a 10-horsepower pump to fill the tank, and recycled water delivery pipelines. The modifications include: (1) relocating the facilities to a different area within RP-3 and (2) reducing the number of reservoirs from two to one. The project is located southwest of Jurupa Avenue and Beech Avenue in the City of Fontana. Reference SBC160804-03 and SBC160701-04  Comment Period: 2/17/2017 - 3/3/2017 Public Hearing: N/A	Addendum to the Mitigated Negative Declaration	Inland Empire Utilities Agency	Document reviewed - No comments sent
<i>Utilities</i> <b>LAC170203-01</b> Wireless Communication Facility Proposed by Verizon (CUP No. 15-03, ADR 15-06, W 15-01)	The proposed project consists of an appeal of the Planning Commission's denial to the City Council to approve the new wireless communication facility that is currently housed in a 53-foot tall faux bell tower structure in the southeasterly portion of the parking lot at the Church of the Transfiguration property that is located at 1881 South First Avenue, on the southwest corner of East Lemon Avenue and South First Avenue. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/Otherwirlessarcadia020317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/Otherwirlessarcadia020317.pdf</a>  Comment Period: N/A Public Hearing: N/A	Notice of Public Hearing	City of Arcadia	SCAQMD staff commented on 2/7/2017
<i>Utilities</i> <b>LAC170222-04</b> Verizon Wireless "Valla" Monopine	The proposed project consists of the construction of a 54-foot tall wireless telecommunications facility disguised as a pine tree (monopine) on a 0.38-acre parcel that is currently developed with a 6,648-square-foot building. The project will have a 200-square-foot exterior space to house the monopine, two equipment cabinets, and one 15-kilowatt diesel standby generator. The project is located at 11822 Burke Street, on the southeast corner of Burke Street and Dice Road. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nd-valla-monopine-030317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nd-valla-monopine-030317.pdf</a>  Comment Period: 2/17/2017 - 3/9/2017 Public Hearing: 3/13/2017	Notice of Intent to Adopt a Negative Declaration	City of Santa Fe Springs	SCAQMD staff commented on 3/3/2017

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Utilities</i> <b>ORC170224-04</b> Bay Bridge Pump Station and Force Main Rehabilitation Project	The proposed project consists of the upgrade of the existing Bay Bridge Pump Station and associated force mains. The project previously required construction of new 30-inch dual force mains that would extend 1,250 feet west to an existing valve vault on the west side of the Newport Channel. This force main would be tunneled from the pump station site in a southwesterly direction beneath PCH, and then either tunneled or dredged across the Newport Channel to an existing valve vault on the west side of the channel. Since the preparation of the Initial Study and Notice of Preparation in November 2016, the project has been modified. The modification is to shift the proposed facilities slightly further to the north side of the Bayside Village Marina property. The project is located west of the North Bayside Drive and Pacific Coast Highway intersection. Reference ORC161110-08  Comment Period: N/A Public Hearing: N/A	Response to Comments on the Notice of Preparation	Orange County Sanitation District	Document reviewed - No comments sent
<i>Utilities</i> <b>RVC170222-07</b> Clean Energy Fuels: CNG Fueling Station	The proposed project consists of a preliminary site plan and architectural elevations for 30-dual CNG fueling stations to the existing Burrtec Waste facility located at 53-00 Polk Street. The project includes the installation of appurtenant equipment for the fueling stations consisting of a new transformer, two compressors, switch gear and other ancillary units to fill the trash collection trucks overnight. The project is located at the northeast corner of Polk Street and Avenue 54. Reference RVC131024-04  Comment Period: 2/15/2017 - 3/2/2017 Public Hearing: N/A	Site Plan	City of Coachella	Document reviewed - No comments sent
<i>Utilities</i> <b>RVC170223-06</b> T-Mobile Site IE94222A Monopole	The proposed project consists of a temporary wireless telecommunications facility that includes the installation of a 63-foot flower-pot monopole to include three panel antennas. All associated ground equipment will be placed in cabinets adjacent to the proposed monopole. The project is located at 36785 Brookside Avenue, southeast of the Interstate-10 and Brookside Avenue intersection. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-36785-brookside-ave-030317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-36785-brookside-ave-030317.pdf</a>  Comment Period: 2/16/2017 - 3/10/2017 Public Hearing: N/A	Site Plan	City of Beaumont	SCAQMD staff commented on 3/3/2017

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Transportation</b> <b>LAC170221-09</b> Interstate-10/Robertson/National Area Circulation Improvement Project	The proposed project consists of a study to improve the Robertson/National on/off-ramps and the connections to local streets. The project is located on the Interstate-10 Freeway/Robertson/National area where it is connected to the nearby streets of National Boulevard, Robertson Boulevard, Venice Boulevard, and Washington Boulevard.  Comment Period: N/A Public Hearing: 3/2/2017	Community Meeting	City of Culver City	Document does not require comments
<b>Transportation</b> <b>RVC170201-02</b> Interstate-10/Avenue 50 New Interchange Project	The proposed project consists of the construction of a new interchange at Interstate-10 and Avenue 50, from Post Mile R62.3 to R63.7, in the eastern portion of the City of Coachella. The project is located approximately 3.4 miles east of the existing Interstate-10/Dillon Road interchange and approximately 9.1 miles west of the existing Cactus City Safety Road Rest Area.  Comment Period: 1/17/2017 - 2/17/2017 Public Hearing: 2/7/2017	Mitigated Negative Declaration	California Department of Transportation	Document reviewed - No comments sent
<b>Transportation</b> <b>RVC170201-06</b> Coachella Valley Link Project	The proposed project consists of an approximately 49-mile multi-modal transportation path that will provide access and connectivity throughout the Coachella Valley in north-central Riverside County. The project will link the communities of the Coachella Valley with an alternative transportation corridor, providing residents and visitors the option to safely travel by foot, bike, mobility device, or low-speed electric vehicle, instead of by automobile. <a href="http://www.aqmd.gov/ceqa/igr/2013/December/NOPcvlink.pdf">http://www.aqmd.gov/ceqa/igr/2013/December/NOPcvlink.pdf</a> Reference RVC131113-02  Comment Period: 1/4/2017 - 2/21/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	Coachella Valley Association of Governments	Document reviewed - No comments sent
<b>Institutional (schools, government, etc.)</b> <b>LAC170203-06</b> Colfax Charter Elementary School Classroom Addition Project	The proposed project consists of the construction of 18 new classrooms, removal of 10 portable classrooms situated in five buildings, internal modifications to administrative spaces, an expanded lunch shelter and arcade, relocation of the school's main entry, and construction of a new surface parking lot. The project is located at 11724 Addison Street, at the southwest corner of Addison Street and Colfax Avenue in the Valley Village Community.  Comment Period: 2/2/2017 - 3/3/2017 Public Hearing: 2/9/2017	Notice of Availability of a Mitigated Negative Declaration	Los Angeles Unified School District	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Institutional (schools, government, etc.)</i>  <b>ORC170207-01</b> Corona del Mar Middle and High School Sports Field Project	The proposed project consists of the replacement and reconfiguration of the existing natural-turf field and synthetic track and the construction of new 1,000-seat capacity bleachers, a press box, public address system, a 3,000-square-foot restroom/ticket/concession/storage building, and a nighttime lighting system on 6 acres of the existing campus. The project is located at 2101 Eastbluff Drive in the City of Newport Beach, at the southwest corner of Eastbluff Drive and Vista Del Oro. Reference ORC160329-02  Comment Period: 2/6/2017 - 3/22/2017 Public Hearing: N/A	Notice of Availability of a Draft Environmental Impact Report	Newport-Mesa Unified School District	Document reviewed - No comments sent
<i>Institutional (schools, government, etc.)</i>  <b>RVC170222-10</b> Menifee Valley Campus Master Plan	The proposed project consists of the renovation and improvement of the existing Menifee Valley Campus in two phases over the span of 10 years. Phase I development would demolish 24,032 square feet of building area and construct 256,958 square feet of new building area in six stages. The total building area after completion of Phase I would be 482,021 square feet and include 2,168 parking spaces. Phase I would also include a 7,000-seat football stadium and field house. Phase II would include the development of a 133,200-square-foot building area and removal of 20 modular buildings totaling 24,060 square feet. Phase II would construct two parking structures totaling 411,400 square feet, modify existing parking lots to remove 1,217 spaces, and add 2,500 parking spaces. The total building area for Phase II at full build-out would be 591,161 square feet. The project would also include the installation of one diesel engine-driven generator. The project is located at 28237 La Piedra Road, on the southeast corner of Antelope Road and La Piedra Road, in the City of Menifee.  Comment Period: 2/21/2017 - 4/6/2017 Public Hearing: 5/11/2017	Draft Environmental Impact Report	Mt. San Jacinto Community College District	Under review, may submit written comments
<i>Medical Facility</i>  <b>LAC170222-01</b> 3311 East Willow Street Adult Day Care	The proposed project consists of remodeling an existing 3,960-square-foot building, and repaving and restriping an existing parking lot. The project is located along East Willow Street in between Redondo Avenue and Temple Avenue.  Comment Period: 2/16/2017 - 3/17/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Long Beach	Document reviewed - No comments sent

# - 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**  
**February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Medical Facility</b> <b>RVC170224-03</b> Gallery Senior Living	The proposed project consists of the construction and operation of a gated 118-unit assisted living facility on a vacant 4.86-acre property located on the northeast corner of Antelope Road and Adergate Drive.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-gallery-senior-living-030817.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/sp-gallery-senior-living-030817.pdf</a>  Comment Period: 2/22/2017 - 3/16/2017 Public Hearing: N/A	Site Plan	City of Menifee	SCAQMD staff commented on 3/8/2017
<b>Retail</b> <b>LAC 170221-06</b> Puente Hills Mall Expansion Project	The proposed project consists of the expansion and renovation of the existing Puente Hills Mall with a net increase of 80,000 square feet in commercial space, increasing the total building size to 1,415,210 square feet. The expansion would result in four new buildings to the west side of the project and four new buildings to the east side of the project. The project is located at 1600 South Azusa Avenue that is bounded by State Route 60 to the north, Colima Road to the south, Albatross Road to the east, and South Azusa Avenue to the west.  Comment Period: 2/17/2017 - 3/20/2017 Public Hearing: 4/13/2017	Mitigated Negative Declaration	City of Industry	Document reviewed - No comments sent
<b>Retail</b> <b>LAC170201-10</b> New Century BMW Service Building Expansion	The proposed project consists of the expansion of the existing New Century BMW service building within the existing project site. The project consists of the demolition of the existing surface parking area to construct a two-level addition to the existing service building. The ground level of the expansion (consisting of 25,100 square feet) will include the existing program stations and trash disposal area and the addition of 34 new service bays and storage area. The first tier of the expansion will include the relocation of the carwash area and a new car inventory parking area. The project is located at 3001 West Main Street, at the corner of Huntington Drive and West Main Street.  Comment Period: 1/26/2017 - 2/24/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Alhambra	Document reviewed - No comments sent
<b>Retail</b> <b>LAC170216-05</b> ENV-2016-4553: 4939 E. York Blvd.	The proposed project consists of the demolition of an existing 432-square-foot retail building and the construction of a 2,100-square-foot restaurant with a 300-square-foot outdoor dining area and 42-square-foot coffee kiosk that will be located between the restaurant and the public right-of-way. The project is located at the northwest corner of York Boulevard and North Avenue 50.  Comment Period: 2/16/2017 - 3/8/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>Retail</b> <b>ORC170201-11</b> Dunkin' Donuts Drive-Thru Restaurant Project	The proposed project consists of the construction of an approximately 988-square-foot drive-thru Dunkin' Donuts restaurant. The drive-thru would include an exterior "walk-up" window and an approximately 246-square-foot patio. The project would also include office space for managerial purposes and an accessible restroom for staff and guests. The project is located at 23771 El Toro Road, on the northwest corner of El Toro Road and Rockfield Boulevard.  Comment Period: 1/31/2017 - 3/1/2017 Public Hearing: 4/13/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Lake Forest	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b> <b>LAC170202-02</b> ENV-2004-5112: 22352 Avenue San Luis	The proposed project consists of the construction of 19 single-family residences on 7.2 acres in the communities of Canoga Park-Winnetka-Woodland Hills-West Hills. To accommodate the number of lots, the proposed internal roadway design has been altered and will end in a cul-de-sac within the site. Additionally, the proposed roadway's access point from Avenue San Luis has been relocated to the west, providing a total separation of approximately 500 linear feet between the project entrance and the stop sign-controlled intersection of Avenue San Luis and Shoup Avenue.  Comment Period: 2/2/2017 - 2/22/2017 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b> <b>LAC170202-03</b> ENV-2016-1496, ENV-2016-1496A, ENV-2016-1496B, ENV-2016-1496C: 640 S St. Andrews Place	The proposed project consists of the preservation of the existing office building, the demolition of the existing surface lots, and the construction of a new 13-story, 196-unit multi-family dwelling that includes three podium parking levels, two subterranean parking levels, a lobby, a lounge, a lounge patio, a dog run, a fitness room, and a roof deck on approximately 44,238 square feet. The project is located on S Street Andrews Place between West 6th Street and Wilshire Boulevard. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-env-2016-1496-021417.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-env-2016-1496-021417.pdf</a>  Comment Period: 2/2/2017 - 2/22/2017 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 2/14/2017
<b>General Land Use (residential, etc.)</b> <b>LAC170202-04</b> ENV-2016-4333, ENV-2016-4333-A, ENV-2016-4333-B, ENV-2016-4333-C, ENV-2016-4333-D, ENV-2016-4333-E, ENV-2016-4333-F: 11301 & 1121 Camarillo St.	The proposed project consists of the removal of approximately 17,382 square feet of existing professional commercial space and the construction of a 5-story, mixed-use building with a subterranean parking level. The new building will include 60 dwelling units and 2,826 square feet of commercial space on an approximately 0.67-acre site. The project is located at the corner of Camarillo Street and Bakman Avenue in the North Hollywood community. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nd-env-2016-4333-022317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nd-env-2016-4333-022317.pdf</a>  Comment Period: 2/2/2017 - 3/6/2017 Public Hearing: N/A	Notice of Availability of a Negative Declaration	City of Los Angeles	SCAQMD staff commented on 2/23/2017

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>General Land Use (residential, etc.)</b>  <b>LAC170202-05</b> ENV-2014-2591: 916, 920, 926, 928 & 930 S. Hill Street	<p>The proposed project consists of the demolition of a surface parking lot and the construction, use and maintenance of a 32-story mixed-use high-rise development on a 22,935-square-foot site, consisting of 239 residential condominium units and four commercial condominium units with 5,610 square feet of commercial space and subterranean parking. The project is located on Hill Street between West 9th Street and West Olympic Boulevard in the Central City community.</p> <p align="center">Comment Period: 2/2/2017 - 2/22/2017      Public Hearing: N/A</p>	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b>  <b>LAC170207-04</b> Los Robles Apartments Project	<p>The proposed project consists of the demolition of the existing buildings and improvements and construction of a four-story residential apartment complex containing 307 dwelling units and 40,430 square feet of courtyards on 3.53 acres. Parking for the residents would be provided in two levels of subterranean parking. The project is located on North Los Robles Avenue and North Oakland Avenue, in between Corson Street and East Walnut Street. Reference LAC170112-09</p> <p align="center">Comment Period: 2/3/2017 - 3/6/2017      Public Hearing: 2/8/2017</p>	Notice of Preparation	City of Pasadena	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b>  <b>LAC170209-02</b> Lawrence and Orange Residential Project	<p>The proposed project consists of the construction of 21, two-story, single-family residential units, and landscaping on two acres. The project is located at 1151 San Gabriel Boulevard at the cul-de-sac of Orange Street, east of Lawrence Avenue.</p> <p align="center">Comment Period: 2/3/2017 - 3/6/2017      Public Hearing: 3/6/2017</p>	Mitigated Negative Declaration	City of Rosemead	Document reviewed - No comments sent
<b>General Land Use (residential, etc.)</b>  <b>LAC170209-05</b> ENV-201-4943, ENV-2014-4943-A: 992 S. Arapahoe Street	<p>The proposed project consists of the construction of a new 7-story, 91-foot tall mixed-use development, consisting of 173 multi-family dwelling units and 36,180 square feet of commercial uses with a total of 288 on-site vehicle parking spaces located in one podium parking level and three subterranean parking levels on 178,430 square feet. The project is located at the northeast corner of Arapahoe Street and West Olympic Boulevard, in the Wilshire community.</p> <p align="center">Comment Period: 2/9/2017 - 3/13/2017      Public Hearing: N/A</p>	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>LAC170209-07</b> ENV-2016-3230: 11580 W. Sunshine Terrace	The proposed project consists of the construction of a 4,465-square-foot single-family dwelling on an approximately 11,200 square feet vacant site. The project includes a request for a Haul Route approval for the export of 2,123 cubic yards of soil. The project is located east of Picturesque Drive and Sunshine Terrace, in the community of Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass.  Comment Period: 2/9/2017 - 3/2/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>LAC170216-01</b> ENV-2016-273: 3401-3437 N. Pasadena Avenue & 123-167 W Avenue 34	The proposed project consists of the demolition of an 86,712-square-foot warehouse building, a 4,033-square-foot metal building, and portions of a 24,018-square-foot building and 3,521-square-foot building, and the construction of a mixed-use development with 372 residential units and 40,000 square feet of commercial floor area. The project would include five buildings ranging from one to five stories. The project includes one level of subterranean parking. The project is located northwest and southwest of the Pasadena Avenue and W Avenue 34 intersection, in the Northeast Los Angeles community.  Comment Period: 2/16/2017 - 3/20/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>LAC170216-02</b> ENV-2016-1081: 929 E. 2nd St.	The proposed project consists of a change of use and addition to the existing 2-story, 66,663-square-foot building into a 7-story, 190,165-square-foot mixed-use commercial development wherein 102,679 square feet will be for commercial and office space. The remaining 87,486 square feet includes 48,579 square feet of above-grade automated parking, 22,110 square feet of vertical circulation and shafts, and 16,797 square feet of non-floor building area on a 0.68-acre site. The project is located on the northwest corner of East 2nd Street and Vignes Street, in the North Central City community.  Comment Period: 2/16/2017 - 3/8/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>LAC170216-04</b> ENV-2016-4118: 5701 N. Etiwanda Ave.	The proposed project consists of the demolition of two single-family dwellings and the construction, use and maintenance of 16 homes. Each home will be three stories in height and will include two parking spaces within private garages. The project includes a total of four guest parking spaces and may require the removal of street trees. The project is located at the northwest corner of Collins Street and Etiwanda Avenue, in the Encino-Tarzana community.  Comment Period: 2/16/2017 - 3/8/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Los Angeles	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>LAC170221-01</b> Equity Residential Mixed-Use Project	The proposed project consists of the demolition of an 850-square-foot restaurant and a 109-space surface parking lot and the development of 428 multi-family residential units. The project would include 5,610 square feet of commercial uses, including a 2,980-square-foot leasing office and up to 2,630 square feet of neighborhood-service retail land uses. The project would provide 47,151 square feet of open space, include a two-and-a-half-level subterranean parking garage, and a seven-story parking podium. The project is bounded by Hill Street to the west, and West 4th Street and a Metro portal to the south, in the Central City community. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-equity-residential-mixed-use-0303">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-equity-residential-mixed-use-0303</a>  Comment Period: 2/15/2017 - 3/17/2017      Public Hearing: 3/2/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 3/3/2017
<i>General Land Use (residential, etc.)</i> <b>LAC170221-02</b> Bow Tie Yard Lofts Project	The proposed project consists of the development of five buildings with a total of 419 multi-family residential units (approximately 423,872 square feet) in four buildings ranging from five to six stories, and approximately 64,000 square feet of commercial space which would include a mix of restaurant uses, office space, and an approximately 42,000-square-foot urban farm on 5.7 acres. A seven-story parking garage would provide 720 on-site parking spaces with the seventh level parking area to include an urban farm/greenhouse. Open space areas and recreational amenities would include approximately 58,176 square feet. The project is located at 2750-2800 W. Casitas Avenue, bounded by the Glendale Freeway (SR-2) to the north and west, and the Los Angeles River to the south, in the Glassell Park community. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-bow-tie-yard-lofts-030317.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/nop-bow-tie-yard-lofts-030317.pdf</a>  Comment Period: 2/16/2017 - 3/17/2017      Public Hearing: 3/1/2017	Notice of Preparation	City of Los Angeles	SCAQMD staff commented on 3/3/2017
<i>General Land Use (residential, etc.)</i> <b>LAC170222-08</b> Boeing S50 West Expansion Project	The proposed project consists of the addition of a three-story, 96,898-square-foot building to the existing Boeing S50 building. The project is located at 1700 East Imperial Avenue, on the southwest corner of Imperial Highway and North Sepulveda Boulevard.  Comment Period: 2/23/2017 - 3/23/2017      Public Hearing: N/A	Mitigated Negative Declaration	City of El Segundo	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>ORC170201-15</b> Coastal Permit No. 5-15-2097	The proposed project consists of a hearing to deny the permit to subdivide a 401-acre site into 895 residential units, a commercial building, a 75-room resort, a 20-bed hostel, and a natural open space preserve on 329 acres with oil operations to remain on 15 acres. The project is located at the 5100 Block of West Coast Highway in the City of Newport Beach. Reference ORC160830-03  Comment Period: 1/27/2017 - 2/3/2017 Public Hearing: 2/9/2017	Notice of Public Hearing	California Coastal Commission	Document does not require comments
<i>General Land Use (residential, etc.)</i> <b>RVC170201-08</b> Camelia Townhouse Project (Planning Application No. 16-0070)	The proposed project consists of the development of 163 single-family, townhouses on 25.91 acres. The project is located at the southeast corner of Palomar Street and Jefferson Avenue.  Comment Period: 1/19/2017 - 3/3/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Wildomar	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>RVC170201-17</b> Tentative Tract Map 36854, Development Plan 2013-3335 and Master Development Plan 2016-1173	The proposed project consists of the construction of a 196-unit multi-family residential condominium on 10.90 acres. The project is located south of Murrieta Hot Springs Road, east of Via Princesa and north of Calle Del Lago. Reference RVC160330-01, RVC151104-01, and RVC161004-14  Comment Period: 1/28/2017 - 2/7/2017 Public Hearing: 2/7/2017	Notice of Public Hearing	City of Murrieta	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>RVC170202-07</b> Santa Fe Pointe (Site Development Review No. 1-001)	The proposed project consists of the development of a 21-unit multi-family project on approximately 18 acres. The proposed project will consist of 42 two-story buildings. The project will provide 46,679 square feet of private open space. An additional 122,010 square feet will be landscaped. Approximately 17,450 square feet will be provided as on-site amenities. The project is located at the northwest corner of Menlo Avenue and Santa Fe Street.  Comment Period: 2/2/2017 - 2/22/2017 Public Hearing: 3/7/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Hemet	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>RVC170203-08</b> MA17015 (EOT for TTM31661)	The proposed project consists of a request to extend the time for the TTM31661 project map for one year. The TTM31661 project will subdivide a combined 197-acre property into 105 residential lots.  Comment Period: 2/3/2017 - 2/27/2017 Public Hearing: N/A	Extension of Time	City of Jurupa Valley	Document does not require comments
<i>General Land Use (residential, etc.)</i> <b>RVC170222-05</b> Cypress Ridge	The proposed project consists of the construction of 245 residential units totaling 439,341 square feet. An additional 0.67 acres located off-site immediately north of the project site will convert an existing concrete drainage ditch into an infiltration basin. The project is located at 45100 Pechanga Parkway, on the northeast corner of Pechanga Parkway and Loma Linda Road. Reference RVC160527-01  Comment Period: 2/21/2017 - 4/6/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Temecula	Document reviewed - No comments sent
<i>General Land Use (residential, etc.)</i> <b>RVC170224-02</b> Villa Verona Apartment Community	The proposed project consists of the construction of a multi-family residential development with 372 dwelling units on 17.33 acres. The project consists of two- to three-story buildings with amenities. The project is located west of Interstate-215, north of Metz Road, and east of "A" Street.  Comment Period: 2/24/2017 - 3/26/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Perris	Under review, may submit written comments
<i>General Land Use (residential, etc.)</i> <b>SBC170201-13</b> Sam-Redlands Tract (Annexation No. 94 [LAFCO 3207], Zone Change No. 545, Tentative Tract Map No. 19942, Demolition Permit No. 258)	The proposed project consists of 1) an annexation of approximately 11.97 acres from the unincorporated area of San Bernardino County into the boundaries of the City of Redlands; 2) a zone change to pre-zone approximately 11.97 acres to be annexed from Rural Living to Single-Family Residential; 3) a subdivision into 34 single family residential lots and four lettered lots; and 4) the removal of one existing residential structure, two commercial buildings, one carport, and one garage and shed. The project site is located north of Sylvan Boulevard and east of Wabash Avenue, at 988 North Wabash Avenue in the unincorporated area of the County of San Bernardino.  Comment Period: 1/27/2017 - 2/27/2017 Public Hearing: 2/28/2017	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Redlands	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>General Land Use (residential, etc.)</i> <b>SBC170201-20</b> Rancho Palma Development Project	The proposed project consists of the development of 120 single-family residential dwelling units, 98,000 square feet of commercial uses, two private parks, and a paseo on 42 acres. The project is located on the north side of West Little League Drive and west of Palm Avenue in the Verdemonst Heights area. Reference SBC160712-01 and SBC160329-01  Comment Period: 1/30/2017 - 2/9/2017 Public Hearing: N/A	Notice of Availability of a Final Environmental Impact Report	City of San Bernardino	Document reviewed - No comments sent
<i>Plans and Regulations</i> <b>LAC170201-18</b> Introduction of Ordinance No. 2017-349	The proposed project consists of the introduction of Ordinance 2017-347 to amend Chapter 17.12.170 of the Calabasas Municipal Code by updating the standards and requirements applied to the development of accessory dwelling units. The City staff has determined that the proposed project is exempt under CEQA Guidelines, Section 15002(i)(1)- Lack of Local Jurisdictional Discretion, and Section 15061 (b)(3) - General Rule of Exemption.  Comment Period: N/A Public Hearing: 2/8/2017	Notice of Public Hearing	City of Calabasas	Document does not require comments
<i>Plans and Regulations</i> <b>LAC170203-03</b> Zone Text Amendment- Ordinance No. 1084 and 1085	The proposed project consists of 1) the modification to the development standards applicable to the accessory dwelling units in order to comply with State laws, and 2) the amendment to the Santa Fe Springs Municipal Code and Sections.  Comment Period: N/A Public Hearing: 2/23/2017	Notice of Public Hearing	City of Santa Fe Springs	Document does not require comments
<i>Plans and Regulations</i> <b>LAC170207-05</b> Downtown Community Plan	The proposed project consists of a Community Plan to implement the City's Land Use and Circulation Element goals and policies for the Downtown area with a horizon year of 2030. The project encompasses 236 acres and is bounded by Wilshire Boulevard on the north, Lincoln Boulevard on the east; Interstate-10 on the south, and Ocean Avenue/Palisades Park on the west. Reference LAC160204-02 and LAC130924-05  Comment Period: 2/1/2017 - 3/20/2017 Public Hearing: N/A	Notice of Availability of a Recirculated Draft Program Environmental Impact Report	City of Santa Monica	Document reviewed - No comments sent

# - 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  
February 01, 2017 to February 28, 2017**

<u>SCAQMD LOG-IN NUMBER</u> PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<i>Plans and Regulations</i> <b>LAC170221-05</b> Southeast Area Specific Plan	The proposed project consists of a Specific Plan, General Plan Amendment, Zoning Ordinance Amendment, and Local Coastal Program Amendment to shape the land use and development on 1,481 acres. The project consists of two components: 1) the Southeast Area Specific Plan covering 1,472 acres; and 2) the conventional zoning area covering nine acres. The project is located south of 7th Street, east of Bellflower Boulevard, east of the Long Beach Marine Stadium and Alamitos Bay docks, south of Colorado Street, and north and west of Long Beach's southern boundary. Reference LAC160722-03 and LAC151029-01  Comment Period: 2/17/2017 - 4/3/2017 Public Hearing: N/A	Recirculated Draft Environmental Impact Report	City of Long Beach	Under review, may submit written comments
<i>Plans and Regulations</i> <b>ORC170207-03</b> GPA 2017-01 and ZC 2017-01 to Establish the Packing House District Transit Oriented Development District	The proposed project consists of the creation of a Transit Oriented Development (TOD) zone classification, land use designation, and related development standards on 28.2 acres located north and south of Crowther Avenue, east of the State Highway 57 Freeway, south of the BNSF railroad tracks, and west of the extension of Bradford Avenue.  <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-packing-house-district-tod-030317">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-packing-house-district-tod-030317</a>  Comment Period: 2/3/2017 - 3/6/2017 Public Hearing: N/A	Mitigated Negative Declaration	City of Placentia	SCAQMD staff commented on 3/3/2017
<i>Plans and Regulations</i> <b>ORC170222-03</b> 2017 Bicycle Master Plan Project	The proposed project consists of a policy document to guide the implementation of citywide bicycle facilities. The project includes a system of existing and proposed bicycle facilities with on-street bike lanes, routes, and off-street bike paths to connect residents, visitors, and workers to their destinations. The project does not include the removal of any vehicle travel lanes in favor of bicycle lanes. Once adopted, the project will supersede the City's 2004 Bicycle Master Plan.  Comment Period: N/A Public Hearing: 3/20/2017	Notice of Public Hearing	City of Anaheim	Document does not require comments
<i>Plans and Regulations</i> <b>RVC170221-03</b> City of Jurupa Valley 2017 General Plan EIR (CJV1502)	The proposed project consists of the preparation of the city-wide 2017 General Plan. The General Plan elements include Land Use, Mobility (Circulation), Conservation and Open Space, Housing, Air Quality, Noise, Community Safety, Facilities and Services, Environmental Justice, Healthy Communities, and Economic Sustainability. Reference SBC160204-05  Comment Period: 2/17/2017 - 4/3/2017 Public Hearing: N/A	Draft Environmental Impact Report	City of Jurupa Valley	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  
February 01, 2017 to February 28, 2017**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<p><i>Plans and Regulations</i></p> <p><b>RVC170223-07</b> Downtown Hemet Specific Plan (SP 16-001) and (GPA 16-001)</p>	<p>The proposed project consists of the Downtown Hemet Specific Plan to replace the existing zoning for a 360-acre project area. The project will establish nine new zones for an area bounded by Gilbert Street on the west, Oakland Avenue on the north, Santa Fe street on the east, and Acacia Avenue on the south. The project will also establish development standards and design guidelines, infrastructure, circulation and sustainability plans for the area. The General Plan Amendment will amend the existing General Plan land use designation for 12 sites to be consistent with the establishment of the Specific Plan land use zones. Additionally, the project will add bikeway segments into the Circulation Element of the General Plan.</p> <p style="text-align: center;">Comment Period: 2/20/2017 - 3/21/2017      Public Hearing: 3/21/2017</p>	Mitigated Negative Declaration	City of Hemet	Document reviewed - No comments sent
<p><i>Plans and Regulations</i></p> <p><b>SBC170214-01</b> Valley Corridor Specific Plan</p>	<p>The proposed project consists of land use changes to allow 1,093 residential and mixed-use units and 1,882,428 square feet of a variety of retail stores, restaurants, hotels and business development/office space on 294 acres and over 60 acres of right-of-way The project is located along a 1.25-mile corridor of Valley Boulevard between Alder Avenue and Spruce Avenue, in the unincorporated community of Bloomington. Reference SBC161012-01</p> <p style="text-align: center;">Comment Period: N/A      Public Hearing: 2/14/2017</p>	Final Environmental Impact Report	County of San Bernardino	Document reviewed - No comments sent
<p><i>Plans and Regulations</i></p> <p><b>SBC170215-02</b> Upland Hills Country Club Specific Plan</p>	<p>The proposed project consists of an amendment to the Upland Hills Country Club Specific Plan and related entitlements to establish the general development standards to allow a 68-unit detached residential condominium project, within an 8.48-acre portion of the existing Upland Hills Golf Course. The project is located at the northeast corner of 16th Street and North Upland Hills Drive. Reference SBC161214-01</p> <p style="text-align: center;">Comment Period: N/A      Public Hearing: 2/27/2017</p>	Notice of Public Hearing	City of Upland	Document reviewed - No comments sent

# - 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
<i>Goods Movement</i> <b>LAC161216-06</b> Pier B On-Dock Rail Support Facility Project (12th Street Alternative)	The proposed project consists of the reconfiguration and expansion of the Pier B On-Dock Rail Support Facility which actions are to: (a) provide a sufficient facility to accommodate the expected demand of cargo to be moved via on-dock rail into the foreseeable future; (b) maximize on-dock intermodal operations to reach the long-term goal of 30 to 35 percent of cargo containers to be handled by on-dock rail; (c) provide a facility that can accept and handle longer container trains; and (d) provide a rail yard that is cost effective and fiscally prudent. The project site is located in two Planning Districts (the Northeast Harbor and North Harbor), and includes the Wilmington-Harbor City Community Plan Area of the City of Los Angeles.  Comment Period: 12/15/2016 - 3/13/2017 Public Hearing: 1/18/2017	Draft Environmental Impact Report	Port of Long Beach	**Under review, may submit written comments
<i>Goods Movement</i> <b>LAC170127-01</b> Pier B On-Dock Rail Support Facility Project	This notice is to extend the public comment period for the Draft Environmental Impact Report. The proposed project consists of the reconfiguration and expansion of the Pier B On-Dock Rail Support Facility which actions are to: (a) provide a sufficient facility to accommodate the expected demand of cargo to be moved via on-dock rail into the foreseeable future; (b) maximize on-dock intermodal operations to reach the long-term goal of 30 to 35 percent of cargo containers to be handled by on-dock rail; (c) provide a facility that can accept and handle longer container trains; and (d) provide a rail yard that is cost effective and fiscally prudent. The proposed project site is located in two Planning Districts (the Northeast Harbor and North Harbor), and includes the Wilmington-Harbor City Community Plan Area of the City of Los Angeles. Reference LAC 161216-06  Comment Period: 1/27/2016 - 3/13/2017 Public Hearing: 2/15/2017	Notice of Availability of a Draft Environmental Impact Report	Port of Long Beach	**Under review, may submit written comments
<i>Waste and Water-related</i> <b>LAC170127-05</b> Malibu Creek Ecosystem Restoration Project	The proposed project consists of restoring aquatic and riparian habitat connectivity along Malibu Creek and tributaries, establishing a more natural sediment regime from the watershed to the shoreline, and restoring aquatic and riparian habitat of 15 miles along Malibu Creek and tributaries. The project is located southwest of the Mulholland Highway and Las Virgenes Road intersection.  Comment Period: 1/27/2017 - 3/27/2017 Public Hearing: 3/1/2017	Feasibility Study	California Department of Parks and Recreation	**Under review, may submit written comments

*\*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.  
\*\* Disposition may change prior to Governing Board Meeting





**ATTACHMENT B  
ONGOING ACTIVE PROJECTS FOR WHICH SCAQMD HAS  
OR IS CONTINUING TO CONDUCT A CEQA REVIEW**

SCAQMD LOG-IN NUMBER PROJECT TITLE	PROJECT DESCRIPTION	TYPE OF DOC.	LEAD AGENCY	COMMENT STATUS
<b>General Land Use (residential, etc.)</b> <b>LAC170127-04</b> ENV-2015-1342: 5181 W. Adams Boulevard	The proposed project consists of the demolition of two commercial buildings and the construction of a 97,920-square-foot, 55-foot tall mixed-use building with 72 units and approximately 27,000 square feet of commercial space, with 167 vehicle parking spaces in one subterranean lot and one above-grade podium structure. The project is located in the northeast corner of Alsace Avenue and West Adams Boulevard. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-env-2015-1342-021517.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd-env-2015-1342-021517.pdf</a> Comment Period: 1/27/2017 - 2/15/2017 Public Hearing: N/A	Notice of Availability of a Mitigated Negative Declaration	City of Los Angeles	SCAQMD staff commented on 2/15/2017
<b>General Land Use (residential, etc.)</b> <b>SBC161223-05</b> Tentative Tract Map SUBTT19918, Design Review DRC2014-00732, Minor Exception DRC2016-00657, and DRC2016-00658	The proposed project consists of the development of an eight-unit, multi-family development on a 1.01-acre site. The project is located at 6th Street and Hellman Avenue. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd6thhellman020717.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/mnd6thhellman020717.pdf</a> Comment Period: 1/2/2017 - 2/8/2017 Public Hearing: N/A	Notice of Intent to Adopt a Mitigated Negative Declaration	City of Rancho Cucamonga	SCAQMD staff commented on 2/7/2017
<b>Plans and Regulations</b> <b>RVC170117-05</b> Truax Hotel in Old Town Temecula	The proposed project consists of a specific plan amendment to relocate a portion of the existing Hotel Overlay within the Old Town Specific Plan. The proposed project consists of the development of a five-story, approximately 155,630-square-foot hotel and is located along the south side of 3rd Street between Old Town Front Street and Mercedes Street. <a href="http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/NOPtruaxhotel020817.pdf">http://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2017/NOPtruaxhotel020817.pdf</a> Comment Period: 1/17/2017 - 2/15/2017 Public Hearing: 1/23/2017	Notice of Availability Supplemental Environmental Impact Report	City of Temecula	SCAQMD staff commented on 2/8/2017

# - Project has potential environmental justice concerns due to the nature and/or location of the project.

\*\* Disposition may change prior to Governing Board Meeting



**ATTACHMENT C  
ACTIVE SCAQMD LEAD AGENCY PROJECTS  
THROUGH FEBRUARY 28, 2017**

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 comment period for the Draft EIR closed on June 10, 2016. Responses to comments are being prepared.</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>A Notice of Preparation/Initial Study (NOP/IS) has been prepared by the consultant and is under review by SCAQMD staff.</p>	<p>Trinity Consultants</p>

A shaded row indicates a new project.

**ATTACHMENT C  
ACTIVE SCAQMD LEAD AGENCY PROJECTS  
THROUGH FEBRUARY 28, 2017**

PROJECT DESCRIPTION	PROPONENT	TYPE OF DOCUMENT	STATUS	CONSULTANT
Southern California Edison (SCE) is proposing to modify the air pollution control system for the Center Peaker unit to repair current and prevent future water damage by: 1) decreasing the water-injection rate into the turbine's combustor; 2) replacing the oxidation catalyst and increasing the overall area of catalyst beds in the Selective Catalytic Reduction (SCR) unit; 3) replacing the ammonia injection grid to improve the deliverability of ammonia to the catalyst; and, 4) increasing the concentration of the aqueous ammonia that is delivered to the facility, stored on-site, and injected into the SCR unit from 19 percent (%) to 29%. In addition, SCE is proposing to revise its SCAQMD Title V Operating Permit to allow the turbine to generate power over its full operating range, from less than one megawatt (MW) to full load (e.g., 45 MW), while continuing to meet the emission limits in the current permit.	Southern California Edison	Addendum to the April 2007 Final Mitigated Negative Declaration for the Southern California Edison Center Peaker Project in Norwalk	The Addendum was approved by the Executive Officer on February 9, 2017.	Yorke Engineering, LLC

A shaded row indicates a new project.

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 16

REPORT: Rule and Control Measure Forecast

SYNOPSIS: This report highlights SCAQMD rulemaking activities and public workshops potentially scheduled for 2017.

COMMITTEE: No Committee Review

RECOMMENDED ACTION:  
Receive and file.

Wayne Nastri  
Executive Officer

PMF:SN:AFM:RM

The tables below summarize changes to the schedule since last month's Rule and Control Measure Forecast Report. Staff will continue to work with all stakeholders as these projects move forward.

<b>Reg III</b>	<b>Fees</b>
Regulation III is being moved from May to June in order to allow additional time for staff to collect data.	
<b>1150.1</b>	<b>Control of Gaseous Emissions from Municipal Solid Waste Landfills</b>
Proposed Amended Rule 1150.1 is moving to TBD to allow time for CARB to work with U.S. EPA to determine if state and local requirements are already equivalent to updated NSPS and NESHAP requirements.	
<b>1445</b>	<b>Control of Toxic Emissions from Laser Arc Cutting</b>
Proposed Rule 1445 is moving from June to December to allow staff to collect data for the proposed rule and work with stakeholders.	
<b>1426 &amp; 1469</b>	<b>Emissions from Metal Finishing Operations Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations</b>
Proposed Amended Rules 1426 & 1469 are moving from July to December to allow staff to collect data for rulemaking and work with stakeholders.	
<b>2202</b>	<b>On-Road Motor Vehicle Mitigation Options</b>
Proposed Amended Rule 2202 is moving from July to September to allow staff to work with stakeholders.	

## 2017 MASTER CALENDAR

*\*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.*

### 2017

May		
219	<b>Equipment Not Requiring a Written Permit Pursuant to Regulation II</b>	Other
222	<b>Filing Requirements for Specific Emission Sources Not Requiring a Written Permit Pursuant to Regulation II</b> Proposed Amended Rule 219 will exclude equipment with de minimis emissions from the requirement to obtain written permits. Proposed Amended Rule 222 will be proposed in tandem to add additional equipment categories to the streamlined filing registration program. <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
June		
Reg III	<b>Fees</b> Regulation III will incorporate the CPI adjustment to keep pace with inflation, pursuant to Rule 320, and proposed amendments may also make any other needed adjustments. <i>Carol Gomez 909.396.3264 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1118 <sup>+</sup>	<b>Control of Emissions from Refinery Flares</b> The proposed amendments would address emissions from flaring during external events like power failures on the local grid and from flaring events caused by refinery activities. <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other
1147 <sup>*</sup>	<b>NOx Reductions from Miscellaneous Sources</b> Proposed Amended Rule 1147 will modify emission limits for certain source categories based on findings and recommendations from the Rule 1147 Technology Assessment. <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i>	Other

**2017 MASTER CALENDAR (continued)**

**2017 (continued)**

<b>July</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
1466	<p><b>Toxic Air Contaminant Emissions from Decontamination of Soil</b>                      Proposed Rule 1466 will establish requirements to control toxic particulate emissions from activities involving storing, handling and transporting soils during soil decontamination activities.  <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
<b>September</b>		
1148.3	<p><b>Requirements for Underground Gas Storage</b>                      Proposed Rule 1148.3 will establish requirements to address public nuisance and VOC emissions from underground natural gas storage facilities.  <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1168	<p><b>Adhesive and Sealant Applications (CTS-02)</b>                      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>Michael Krause 909.396.2706 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1401	<p><b>New Source Review of Toxic Air Contaminants</b>                      Amendments will update requirements for gas stations and paint booths, and will consider additional administrative changes.  <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
2202	<p><b>On-Road Motor Vehicle Mitigation Options</b>                      Rule 2202 will be amended to enhance emission reductions obtained from the Employee Commute Reduction Program (ECRP) rule option.  <i>Carol Gomez 909.396.3264 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
415*	<p><b>Odors from Animal Rendering Facilities</b>                      Proposed Rule 415 will establish requirements to reduce odors created during animal rendering operations. The proposed rule will establish Best Management Practices, and will consider enclosure, odor control requirements for the receipt and processing of rendering material and wastewater, and possibly requirements for an Odor Mitigation Plan.  <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other

**2017 MASTER CALENDAR (continued)**

**2017 (continued)**

<b>October</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
Reg. IX Reg. X	<p><b>Standards of Performance for New Stationary Sources</b>  <b>National Emission Standards for Hazardous Air Pollutants</b></p> <p>Amendments to Regulations IX and X are periodically made to incorporate by reference new or amended federal performance standards that have been enacted by U.S. EPA for stationary sources. Regulations IX and X provide stationary sources with a single point of reference for determining which federal and local requirements apply to their specific operations.</p> <p align="center"><i>Carol Gomez 909.396.3264 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1407* 1407.1	<p><b>Control of Emissions of Arsenic, Cadmium and Nickel from Non-Ferrous Metal Operations</b></p> <p>Proposed Rule 1407 will establish additional requirements to minimize air toxics from metal operations. Staff is analyzing sources subject to Rule 1407 and may develop a separate Rule 1407.1 for the largest sources subject to Rule 1407.</p> <p align="center"><i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
<b>November</b>		
1118.1	<p><b>Control of Emissions from Non-Refinery Flares</b></p> <p>Proposed Rule 1118.1 will seek to reduce emissions from flaring at non-refinery facilities, including alternate uses of gases. The rule would require the installation of newer flares implementing Best Available Control Technology at sources such as landfills, wastewater treatment plants, and oil and gas production facilities. Alternate uses of flare gas would be encouraged, especially for facilities that, for example, would clean it for use as a transportation fuel, process it to become pipeline-quality dry natural gas, or direct it to equipment that can convert its energy into power and/or heat.</p> <p align="center"><i>Michael Krause 909.396.2706 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1180	<p><b>Refinery Fenceline and Community Monitoring</b></p> <p>Proposed Rule 1180 will establish the requirements for fenceline and community monitoring at petroleum refineries.</p> <p align="center"><i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other

**2017 MASTER CALENDAR (continued)**

**2017 (continued)**

<b>November (continued)</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
1420	<p><b>Emission Standard for Lead</b>                      In October 2008, U.S. EPA lowered the National Ambient Air Quality Standard (NAAQS) for lead from 1.5 to 0.15 µg/m<sup>3</sup>. 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 align="right"><i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1435	<p><b>Control of Emissions from Metal Heat Treating Processes</b>                      Proposed Rule 1435 would establish requirements to reduce metal particulate emissions from heat treating processes.</p> <p align="right"><i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
<b>December</b>		
1153.1	<p><b>Emissions of Oxides of Nitrogen from Commercial Food Ovens</b>                      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.</p> <p align="right"><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1410*	<p><b>Hydrogen Fluoride Use at Refineries</b>                      Proposed Rule 1410 will establish requirements for use of hydrogen fluoride at refineries.</p> <p align="right"><i>Michael Krause 909.396.2706 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1426*	<p><b>Emissions from Metal Finishing Operations</b>                      Proposed amendments to Rule 1426 will establish requirements to reduce nickel, cadmium and other air toxics from plating operations.</p>	Toxics
1469*	<p><b>Hexavalent Chromium Emissions from Chromium Electroplating and Chromic Acid Anodizing Operations</b>                      Proposed Amended Rule 1469 will strengthen requirements to address potential fugitive emissions from hexavalent chrome plating and anodizing operations.</p> <p align="right"><i>Susan Nakamura 909.396.3104 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics
1445	<p><b>Control of Toxic Emissions from Laser Arc Cutting</b>                      Proposed Rule 1445 will establish requirements to reduce toxic metal particulate emissions from laser arc cutting.</p> <p align="right"><i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Toxics

**2017 MASTER CALENDAR (continued)**

**2017 To-Be-Determined**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
102	<p><b>Definition of Terms</b>                      Staff may amend Rule 102 to add or revise definitions to support amendments to other Regulation XI rules.  <i>Susan Nakamura 909.396.3105 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
223	<p><b>Emission Reduction Permits for Large Confined Animal Facilities</b>                      Proposed Amended Rule 223 will seek additional emission reductions from large confined animal facilities by lowering the applicability threshold.  <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
224	<p><b>Incentives for Super-Compliant Technologies</b>                      Proposed Rule 224 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.  <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
416	<p><b>Odors from Kitchen Grease Processing</b>                      Proposed Rule 416 will reduce odors created during kitchen grease processing operations. The proposed rule will establish best management practices, and examine enclosure requirements for wastewater treatment operations and filter cake storage. The proposed rule may also contain requirements for an Odor Mitigation Plan.  <i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
430	<p><b>Breakdown Provisions</b>                      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 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP



**2017 MASTER CALENDAR (continued)**

**2017 To-Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
<p>1106 1106.1</p>	<p><b>Marine Coating Operations</b> <b>Pleasure Craft Coating Operations</b> (This item was previously submitted to the Board, but rejected. It will be brought back for Board direction.) The proposed amendment is two-fold: first, Rule 1106.1 is proposed to be rescinded and second, Rule 1106 would 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 add new categories for marine aluminum antifoulant, mist, nonskid and organic zinc coatings and marine deck primer sealant. The proposed amendment would also add provisions for pollution prevention measures, enhanced enforceability, and to promote clarity and consistency. <i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>Other</p>
<p>1107<sup>+</sup></p>	<p><b>Coating of Metal Parts and Products (CTS-02)</b> Potential amendments to Rule 1107 would further reduce VOC emissions and improve rule clarity and enforceability. <i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>AQMP</p>
<p>1113</p>	<p><b>Architectural Coatings</b> Depending on the final recommendations of the tBAC white paper and the actions of the Scientific Review Panel for the Office of Environmental Health Hazard Assessment (OEHHA), reassessment of the limited tBAC exemption in the Rule will occur. <i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>Other</p>

**2017 MASTER CALENDAR (continued)**

**2017 To- Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
<p align="center">1111</p> <p align="center">1111.1</p>	<p><b>Reduction of NOx Emissions from Natural Gas Fired, Fan-Type Central Furnaces</b>                      Rule 1111 may be amended to address compliance challenges.</p> <p><b>Reduction of NOx Emissions from Natural Gas Fired Commercial Furnaces (CMB-01)</b>                      Proposed Rule 1111.1 will establish equipment-specific nitrogen oxides emission limits and other requirements for the operation of commercial space heaters.</p> <p align="center"><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p align="center">AQMP</p>
<p align="center">1123<sup>+</sup></p>	<p><b>Refinery Process Turnarounds (MCS-03)</b>                      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.</p> <p align="center"><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p align="center">AQMP</p>
<p align="center">1135</p>	<p><b>Emissions of Oxides of Nitrogen from Electric Power Generating Systems</b>                      At the December 4, 2015 Board meeting, Rule 2001 - Applicability was amended, allowing for an off-ramp from the NOx RECLAIM program for electricity generating facilities (EGF) operating at Best Available Control Technology (BACT) or Best Available Retrofit Control Technology (BARCT) NOx emission levels. Any EGF that opts out of the NOx RECLAIM program will need to comply with the proposed amendments to Rule 1135 – Emissions of Oxides of Nitrogen from Electric Power Generating Systems. The primary purpose of these proposed amendments is for the EGF facility to maintain compliance with the NOx RECLAIM emission limits. The EGF owner or operator would need to comply with the newly developed Rule 1135 source-specific requirements no later than three years after approval of their Rule 2001 opt-out plan.</p> <p align="center"><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p align="center">Other</p>

**2017 MASTER CALENDAR (continued)**

**2017 To- Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
1136* <sup>+</sup>  1450*	<p><b>Wood Products Coatings (CTS-02)</b> Amendments may be proposed to existing rule limits and other provisions.</p> <p><b>Control of Methylene Chloride Emissions</b> The proposed rule 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 align="center"><i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP  Toxics
1142	<p><b>Marine Tank Vessel Operations</b> Revisions to Rule 1142 are proposed to address VOC emissions from marine tank vessel operations and provide clarifications.</p> <p align="center"><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1146, 1146.1, 1146.2* <sup>+</sup>	<p><b>Emissions of Oxides of Nitrogen</b> Amendments to Rules 1146, 1146.1, and 1146.2 may be necessary to respond to advancements in ultra-low NO<sub>x</sub> burner technology and selective catalytic reduction (SCR) applicability.</p> <p align="center"><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1148.1 1148.2	<p><b>Oil and Gas Production Wells</b> <b>Notification and Reporting Requirements for Oil and Gas Wells and Chemical Suppliers</b> Amendments to Rule 1148.2 may be needed to address community notification procedures, the inclusion of water injection wells, and potentially other measures based on an evaluation of information collected since the last rule adoption.</p> <p align="center"><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1150.1	<p><b>Control of Gaseous Emissions from Municipal Solid Waste Landfills</b> 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 align="center"><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other

**2017 MASTER CALENDAR (continued)**

**2017 To- Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
1151	<p><b>Motor Vehicle and Mobile Equipment Non-Assembly Line Coating Operations</b>                      Depending on the final recommendations of the tBac white paper and the actions of the Scientific Review Panel for the Office of Environmental Health Hazard Assessment (OEHHA), reassessment of the limited tBac exemption in the Rule will occur.  <i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1173 <sup>+</sup>	<p><b>Control of Volatile Organic Compound Leaks and Releases from Components at Petroleum Facilities and Chemical Plants</b>                      Proposed revisions to Rule 1173 are being considered based on recent U.S. EPA Regulations and CARB’s oil and gas regulations.  <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1177 <sup>+</sup>	<p><b>Liquefied Petroleum Gas Transfer and Dispensing (2012 AQMP FUG-02)</b>                      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 and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1188 <sup>+</sup>	<p><b>VOC Reductions from Vacuum Trucks (FUG-01)</b>                      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>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
1190, 1191, 1192, 1193, 1194, 1195, 1196, and 1186.1	<p><b>Fleet Vehicle Requirements</b>                      Amendments to Rule 1190 series fleet rules may be necessary to address implementation. 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 and Socio: Jillian Wong 909.396.3176</i></p>	Other

**2017 MASTER CALENDAR (continued)**

**2017 To- Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
<p>1304.2</p> <p>1304.3</p>	<p><b>California Public Utilities Commission Regulated Electrical Local Publicly Owned Electrical Utility Fee for Use of SO<sub>x</sub>, PM<sub>10</sub> and NO<sub>x</sub> Offsets</b></p> <p><b>Local Publicly Owned Electrical Generating Facility Fee for Use of SO<sub>x</sub>, PM<sub>10</sub> and NO<sub>x</sub> Offsets</b></p> <p>Proposed Rules 1304.2 and 1304.3 would allow new greenfield facilities and additions to existing electrical generating facilities conditioned access to SCAQMD internal offset accounts for a fee, for subsequent funding of qualifying improvement projects consistent with the AQMP.</p> <p>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 align="center"><i>Tracy Goss 909.396.3106 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>Other</p> <p>Other</p>
<p>1470*</p>	<p><b>Requirement for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines at Sensitive Receptors</b></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. Staff is also considering amendments to minimize use of stationary diesel back-up engines that may include use of alternative power sources that are substantially less polluting.</p> <p align="center"><i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	<p>Toxics</p>
<p>Reg. XVI</p>	<p><b>Mobile Source Offset Programs</b></p> <p>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 align="center"><i>Henry Hogo 909.396.3184 CEQA and Socio: Wong 909.396.3176</i></p>	<p>Other</p>

**2017 MASTER CALENDAR (continued)**

**2017 To- Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
Reg. XVII	<p><b>Prevention of Significant Deterioration</b>                      Proposed amendments to Regulation XVII will align the SCAQMD's Prevention of Significant Deterioration program with federal requirements.  <i>Carol Gomez 909.396.3264 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1902	<p><b>Transportation Conformity</b>                      Amendments to Rule 1902 may be necessary to bring the District's Transportation Conformity rule in line with current U.S. EPA requirements.  <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
1905	<p><b>Pollution Controls for Automotive Tunnel Vents</b>                      This proposed rule would address emissions from proposed roadway tunnel projects that could have air quality impacts.  <i>Ian MacMillan 909.396.3244 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
Reg. XXIII	<p><b>Emissions Growth Management of Various Emissions Sources</b>                      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 potential implementation of EGM-01 in the 2016 AQMP. Regulation XXIII may include other sources as provided in the Final 2016 AQMP to be submitted to U.S. EPA.  <i>Henry Hogo 909.396.3184 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP

**2017 MASTER CALENDAR (continued)**

**2017 To- Be-Determined (continued)**

<b>To-Be-Determined</b>	<b>Title and Description</b>	<b>Type of Rulemaking</b>
Reg. XXV	<p><b>On-Road and Off-Road Mobile Source Credit Generation Programs</b></p> <p>Regulation XXV will contain rules to allow generation of criteria pollutant mobile source emission reduction credits (MSERCs) 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. The Draft 2016 AQMP proposed limiting use of MSERCs to facilities where the mobile source emissions occur.</p> <p align="center"><i>Henry Hogo 909.396.3184 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	AQMP
Reg. XXVII	<p><b>Climate Change</b></p> <p>Changes may be needed to Regulation XXVII to add or update protocols for GHG reductions, and other changes.</p> <p align="center"><i>Philip Fine 909.396.2239 CEQA and Socio: Jillian Wong 909.396.3176</i></p>	Other
Reg. II, IV, XI, XIII, XIV, XX, 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, new or amended rules to implement the 2012 or 2016 AQMP measures. This includes measures in the 2010 Clean Communities Plan (CCP) or 2016 AQMP to reduce toxic air contaminants or reduce exposure to air toxics from stationary, mobile, and area sources. Rule amendments may include updates to provide consistency with CARB Statewide Air Toxic Control Measures or U.S. EPA’s National Emission Standards for Hazardous Air Pollutants.</p>	Other

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 17

**PROPOSAL:** Status Report on Major Ongoing and Upcoming Projects for Information Management

**SYNOPSIS:** Information Management is responsible for data systems management services in support of all SCAQMD operations. This action is to provide the monthly status report on major automation contracts and planned projects.

**COMMITTEE:** Administrative, March 10, 2017; Recommended for Approval

**RECOMMENDED ACTION:**  
Receive and file.

Wayne Nastri  
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 ongoing and expected to be initiated within the next six months. Information provided for each project includes a brief project description and the schedule associated with known major milestones (issue RFP/RFQ, execute contract, etc.).

### **Attachment**

Information Management Status Report On Major Ongoing and Upcoming Projects During the Next Six Months



**ATTACHMENT**  
**April 7, 2017 Board Meeting**  
**Information Management Status Report On Major Ongoing and**  
**Upcoming Projects During the Next Six Months**

<b>Project</b>	<b>Brief Description</b>	<b>Budget</b>	<b>Completed Actions</b>	<b>Upcoming Milestones</b>
Website Evaluation & Improvements	Conduct a detailed review of the SCAQMD website to identify improvements/enhancements that can further site usability and implement the items approved by the Administrative Committee. Improvements include a new custom calendar and changes to the navigation and content organization	\$117,475	<ul style="list-style-type: none"> <li>• Calendar development done</li> <li>• Home page development done</li> <li>• Development of master pages and widgets done</li> </ul>	<ul style="list-style-type: none"> <li>• Beta site implementation by end of February</li> <li>• Content migration and page updates with new widgets on the beta site</li> </ul>
Consolidation of Mapping Functions on SCAQMD's Website	Conduct an assessment of GIS needs across the agency and develop an implementation plan for consolidating GIS functionality across the agency with a road map of projects to reach that goal	\$49,936	<ul style="list-style-type: none"> <li>• Needs assessment completed</li> <li>• Draft implementation plan outline done</li> <li>• Comments provided on revised System Design</li> </ul>	<ul style="list-style-type: none"> <li>• Final System Design incorporating comments</li> <li>• Draft implementation plan for comments</li> <li>• Post-contract, IM will begin implementing recommendations and incorporating into improved website</li> </ul>
Online Permitting	<ul style="list-style-type: none"> <li>• New Web Application Development project to automate the 400A Form Filing process</li> <li>• New Web Application Development project to automate the processing of Dry Cleaners, Gas Stations, and Spray Booth applications</li> </ul>	<p>\$200,000</p> <p>\$250,000</p>	<ul style="list-style-type: none"> <li>• Business process model complete</li> <li>• Initial requirements gathering complete</li> <li>• Business process model complete for each equipment type (being reviewed by Permitting staff)</li> </ul>	<p>Mockup and wireframe screen development and review</p> <p>Requirement gathering work in progress for Automotive Spray Booth with others to follow</p>

<b>Project</b>	<b>Brief Description</b>	<b>Budget</b>	<b>Completed Actions</b>	<b>Upcoming Milestones</b>
Online Permitting (continued)	<ul style="list-style-type: none"> <li>Bay Area Software Evaluation - Assist Permitting Systems staff in assessment of the Bay Area Software solution for use by SCAQMD and the public</li> </ul>	To Be Determined	Received test account from Bay Area to access the demo site and experiment with the BAAQMD on line permit processing tools	Complete initial review of Internal Dashboard and Customer Service Portals. Need test facility to move forward. E&P users notified of next steps needed
Information Technology Review	RFP for Information Technology review to help determine opportunities for hardware, system and software modernization	\$75,000	<ul style="list-style-type: none"> <li>Released RFP December 2, 2016</li> <li>Contract awarded March 3, 2017</li> </ul>	Contract expected to be initiated in early April 2017
Permit Dashboard Statistics	<ul style="list-style-type: none"> <li>High level: New dashboard displaying monthly count of pending applications by type</li> <li>Detailed: New Web Application to allow engineers to update the intermediate status of applications, and a modification of the FIND or other GIS application to display the updated status to the applicant and the public</li> </ul>	<p>Costs unbudgeted, developed internally. cost of software \$1,320</p> <p>costs unbudgeted, to be determined after requirements are known</p>	<p>Dashboard developed internally and submitted for review and approval October 2016</p> <p>Initial requirements meeting Aug. 2016. Staff identifying and finalizing intermediate statuses, method of data capture and other user requirements</p>	<p>Initial version live online as of Jan 20, 2017</p> <p>Continued biweekly follow-up to obtain user requirements needed for design and development work</p>
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	\$225,000	<ul style="list-style-type: none"> <li>Released RFP October 7, 2016</li> <li>Awarded contract January 6, 2017 and equipment ordered</li> </ul>	Complete implementation end of April 2017

<b>Project</b>	<b>Brief Description</b>	<b>Budget</b>	<b>Completed Actions</b>	<b>Upcoming Milestones</b>
Agenda Tracking System Replacement	Replace the aging custom agenda tracking system with a state-of-the-art, cost-effective Enterprise Content Management (ECM) system, which is fully integrated with OnBase, SCAQMD's agency-wide ECM system	\$86,600	<ul style="list-style-type: none"> <li>Released RFP December 4, 2015</li> <li>Awarded contract April 1, 2016</li> </ul>	Complete implementation August 2017
Replace Your Ride	New Web Application to allow residents to apply for incentives to purchase newer, less-polluting vehicles	\$175,000	<ul style="list-style-type: none"> <li>Task order issued and awarded October 2016</li> <li>Development work initiated December 2016</li> </ul>	System development work in progress. Expected delivery May 2017
Emission Reporting System	Upgrade the outdated modem-based emission reporting system to allow internet-based reporting with up-to-date tools and methodology	\$242,000	<ul style="list-style-type: none"> <li>Detailed planning and architecture sessions completed</li> <li>Approved by the Board March 3, 2017</li> </ul>	Task order set to start
Web Application and CLASS Systems Maintenance and Support	On-demand support for minor enhancements, upgrades, and maintenance of the SCAQMD suite of CLASS systems and Web Applications, Web Services, and Web Application Program Interfaces (APIs)	\$103,000	<ul style="list-style-type: none"> <li>Planning sessions in progress to finalize and prioritize work items for the upcoming period</li> <li>Approved by the Board March 3, 2017</li> </ul>	Task order set to start
Air Quality Index Rewrite and Migration	Develop a new Web Service and/or Web API to migrate the Air Quality Index function from the FORTRAN computer to STA's data management system.	\$60,000	<ul style="list-style-type: none"> <li>Work statement completed</li> <li>Approved by the Board March 3, 2017</li> </ul>	Task order set to start

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 19

REPORT: Administrative Committee

SYNOPSIS: The Administrative Committee met on Friday, March 10, 2017. The Committee discussed various issues detailed in the Committee report. The next Administrative Committee meeting is scheduled for Friday, April 14, 2017 at 10:00 a.m.

RECOMMENDED ACTION:  
Receive and file.

Dr. William A. Burke, Chair  
Administrative Committee

nv

---

**Attendance:** Attending the March 10, 2017 meeting were Committee Vice Chair Ben Benoit and Committee Member Judith Mitchell at SCAQMD headquarters, and Committee Chair Dr. William A. Burke and Committee Member Dr. Clark E. Parker, Sr. via videoconference.

**ACTION/DISCUSSION ITEMS:**

1. **Board Members' Concerns:** None to report.
2. **Chairman's Report of Approved Travel:** As noted on the travel report, Dr. Parker is scheduled to meet with Senators Inhofe, Harris and Feinstein to discuss the Federal government's involvement in helping South Coast meet our region's emission reduction goals as set forth by the AQMP, in Washington, D.C., March 27-31, 2017.
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. **Status Report on Major Ongoing and Upcoming Projects for Information Management:** Deputy Executive Officer/Chief Administrative Officer Michael O’Kelly reported that the status report includes past and future Information Management projects. During April’s Administrative Committee meeting, there will be a presentation on SCAQMD’s website renovation, as well as results of the report on the GIS mapping solution. (No motion required.)
  
6. **Remove Various Fixed Assets from SCAQMD Inventory:** Mr. O’Kelly reported that this item is brought to the committee twice a year to request approval to remove fixed asset items from inventory. There are two lists of fixed assets: obsolete or non-repairable equipment, and obsolete or non-repairable motor vehicles. All of the listed items have been fully depreciated from a financial statement perspective. Parts will be removed and reused for existing equipment, and the remaining parts will be auctioned off at scrap value.

Moved by Mitchell; seconded by Parker, unanimously approved.

Ayes: Benoit, Mitchell, Dr. Parker, Dr. Burke  
 Noes: None  
 Absent: None

7. **Execute Contract for Independent Audit Services for FYs Ending June 30, 2017, 2018, 2019:** Mr. O’Kelly reported that this item is brought to Administrative Committee approximately every three years to interview and select an external firm to perform the audit of annual financial statements and the organization-wide federal Single Audit. The top three auditing firms, BCA Watson Rice LLP; Simpson & Simpson CPAs; and LSL, provided presentations in the order of their ranking. Following BCA’s presentation, Councilmember Mitchell inquired how is reputational risk determined? Mr. Michael De Castro, BCA’s Managing Partner, responded that selected Board Members are interviewed and if needed, outside stakeholders that do business with the SCAQMD are interviewed to provide feedback on SCAQMD’s operations, relationships with businesses and other agencies that are regulated by SCAQMD. Councilmember Mitchell inquired if risk assessments are done with other audited agencies? Mr. De Castro responded yes, doing a risk assessment is a standard requirement for the audit process. Councilmember Mitchell inquired how the risk associated with IT is handled. Mr. De Castro responded that this is part of the internal control assessment, BCA has an IT consultant which looks at the internal controls over the key financial systems that generate the financial data or compliance information at the SCAQMD to check for security and adequacy. Councilmember Mitchell commented that a few years ago there was an incident in the City of Pasadena, where one of their employees was filtering contract money and it wasn’t discovered for several years. Councilmember Mitchell

inquired how would BCA handle a similar situation? Mr. De Castro responded that BCA will ensure that the standards are followed for doing a fraud risk assessment by ensuring steps are documented and by talking to key individuals. Prior to Simpsons & Simpson's presentation, Mr. O'Kelly commented that Simpson & Simpson are the SCAQMD's current auditors for the last five consecutive years. State law requires that the same audit partner cannot be used for six consecutive years, but the same firm can be used; therefore, Ms. Melba Simpson of Simpson & Simpson is eligible to be the audit partner for the first year, and thereafter, Ms. Simpson would not be allowed to be involved. Following Simpson & Simpson's presentation, Councilmember Mitchell inquired since the contract is for three years, if Simpson & Simpson were to be rehired, what would happen in the next round? Mr. O'Kelly responded the six-year maximum would start over since it would involve a new team. Mr. O'Kelly further commented that the firms were very close in score and very qualified, but that the SCAQMD has not yet worked with LSL. Following LSL's presentation, Councilmember Mitchell inquired how would LSL implement an IT risk assessment? Mr. Bryan Gruber, Engagement Partner, responded they would work to understand SCAQMD's systems and controls to anticipate potential problems and issues by testing and verifying the system to ensure there are controls in the system, such as if an employee doesn't have access rights to certain data. Councilmember Mitchell commented on the incident that occurred a few years ago in the City of Pasadena, where an employee was filtering money from a contract and it wasn't discovered for several years. Councilmember Mitchell inquired how would LSL handle a similar situation? Mr. Gruber responded that situations of fraud are difficult to uncover, but are dealt with by understanding the system and controls that encourage detection and prevention. Interviews would be conducted and assessments made to understand whether potential types of risks are present. Fraud is most commonly uncovered because employees tell a fellow employee; therefore, a sample of employees would be interviewed. Councilmember Mitchell inquired in the course of an audit, do LSL and stakeholders interview any of SCAQMD's outside contractors? Mr. Gruber responded yes, if a potential issue was identified.

The Administrative Committee members recommended BCA Watson Rice LLP to be selected as auditor.

Moved by Benoit; seconded by Mitchell, unanimously approved.

Ayes:	Benoit, Mitchell, Dr. Parker, Dr. Burke
Noes:	None
Absent:	None

8. **Authorize Purchase of Maintenance and Support Services for Servers and Storage Devices:** Mr. O’Kelly reported that this item is requesting authority to utilize funds for maintenance and support for approximately 75 HP servers that are currently being used for core applications. The funding is for a one-year maximum timeframe as many of these issues are subject to an IT review that will begin in April 2017. The dollar amount has been decreased by 15% to approximately \$92,000 from what was listed in the original Board letter.

Moved by Mitchell; seconded by Benoit, unanimously approved.

Ayes: Benoit, Mitchell, Dr. Parker, Dr. Burke  
Noes: None  
Absent: None

9. **Approve Transfer of Monies from Health Effects Research Fund to Brain & Lung Tumor and Air Pollution Foundation:** Mr. O’Kelly reported that this item is to effect the transfer that was discussed at the Board meeting last month regarding transferring \$750,000 from the Health Effects Research Fund to the Brain and Lung Tumor Foundation.

Moved by Mitchell; seconded by Benoit, unanimously approved.

Ayes: Benoit, Mitchell, Dr. Parker, Dr. Burke  
Noes: None  
Absent: None

10. **Recommendation to Appoint Members to SCAQMD Local Government & Small Business Assistance Advisory Group:** Deputy Executive Officer/Legislative, Public Affairs & Media Derrick Alatorre reported that this item is to appoint two members to the Local Government & Small Business Assistance Advisory Group, Rachelle Arizmendi and Edward Marquez. Ms. Arizmendi is the Vice President of the non-profit Pacific Asian Consortium in Employment which serves over 40,000 people in the areas of job training, employment services, and business development. Mr. Edward Marquez is a Community Relations Director at Alon Energy, which is committed to quality-of-life community activities in their areas of operation. He is also a past employee of Southern California Edison in Government and Community Relations. He serves on the State Hispanic Chamber of Commerce.

Moved by Mitchell; seconded by Parker, unanimously approved.

Ayes: Benoit, Mitchell, Dr. Parker, Dr. Burke  
Noes: None  
Absent: None

11. **Local Government & Small Business Assistance Advisory Group Minutes for the January 13, 2017 Meeting:** Mr. Alatorre advised that this is a written report.
12. **Environmental Justice Advisory Group Draft Minutes for the January 27, 2017 Meeting:** Mr. Alatorre advised this is a written report.
13. **Review April 7, 2017 Governing Board Agenda:** Councilmember Mitchell commented that she didn't see any hearings on the agenda. Mr. Wayne Nastri replied that there will be a set hearing.
14. **Other Business:** None to report.
15. **Public Comment:** Dr. Genghmun Eng, a Torrance resident, was under the impression that the \$2.7 million settlement from the Torrance Refinery for excess flaring would be discussed at today's Administrative Committee. Mr. Nastri responded it hasn't yet been agendaized since the item is still in the review process, which has been delayed due to one of the reviewers being ill. It is also planned that the item will go back to the community for additional discussion. Councilmember Mitchell commented that the Saturday, April 1, 2017 investigative hearing (to be held in Torrance by the Board's Refinery Committee) is related to the refinery issue and asked Dr. Eng to provide his email address. Mr. Nastri commented that he will notify Dr. Eng as well as the greater public when the SCAQMD is ready to move forward on the settlement item.

Meeting adjourned at 11:08 a.m.

#### **Attachments**

Local Government & Small Business Assistance Advisory Group Minutes for the January 13, 2017 Meeting

Environmental Justice Advisory Group Draft Minutes for the January 27, 2017 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 JANUARY 13, 2017 MEETING MINUTES

### MEMBERS PRESENT:

Ben Benoit, Mayor Pro Tem, City of Wildomar and LGSBA Chairman  
Paul Avila, P.B.A. & Associates  
Todd Campbell, Clean Energy  
LaVaughn Daniel, DancoEN  
John DeWitt, JE DeWitt, Inc.  
Maria Elena Kennedy, Kennedy Communications  
Bill LaMarr, California Small Business Alliance  
Rita Loof, RadTech International  
Cynthia Moran, Council Member, City of Chino Hills  
David Rothbart, Los Angeles County Sanitation District

### MEMBERS ABSENT:

Janice Rutherford, Supervisor, Second District, San Bernardino County  
Felipe Aguirre  
Geoffrey Blake, Metal Finishers of Southern California/All Metals

### OTHERS PRESENT:

Mark Abramowitz, Board Member Assistant (*Lyou*)  
Ruthanne Taylor-Berger, Board Member Assistant (*Benoit*)  
David Czamanske, Board Member Consultant (*Cacciotti*)

### SCAQMD STAFF:

Derrick Alatorre, Deputy Executive Officer  
Susan Nakamura, Acting Asst. Deputy Executive Officer  
Fabian Wesson, Asst. Deputy Executive Officer/Public Advisor  
Jason Aspell, Senior AQ Engineer  
Alfonso Baez, Program Supervisor  
Nancy Feldman, Principal Deputy District Counsel  
Elaine-Joy Hills, AQ Inspector II  
Lori Langrell, Secretary

### Agenda Item #1 - Call to Order/Opening Remarks

Chair Ben Benoit called the meeting to order at 11:31 a.m.

**Agenda Item #2 – Approval of December 9, 2016 Meeting Minutes/Review of Follow-Up/Action Items**

Chair Benoit called for approval of the December 9, 2016 meeting minutes. The Minutes were approved unanimously.

**Agenda Item #3 – Follow Up/Action Items**

Mr. Derrick Alatorre indicated there were no action items arising out of the December 9, 2016 meeting. Pursuant to the request made at the November meeting, an update on Best Available Control Technology (BACT) guidelines was going to be presented today.

**Agenda Item #4 – Local Government & Small Business Assistance Advisory Group 2016 Accomplishments/2017 Goals & Objectives**

Mr. Alatorre presented the Local Government & Small Business Assistance Advisory Group 2016 Accomplishments/2017 Goals & Objectives for adoption. Seeing no further changes, the goals and objectives were adopted.

**Agenda Item #5 – Update on BACT Guidelines**

Mr. Alfonso Baez provided an update on BACT Guidelines to the advisory group.

Mr. David Rothbart asked in proceeding with BACT guidelines, is the District going back to the Scientific Review Committee (SRC), with updated documents, as it is rather hard to get a more user-friendly document. Mr. Baez replied that we have ideas on how to make it user-friendly, and we would like to bring it to SRC and the public to get their feedback. Mr. Rothbart further asked if there would be more than one meeting with the committee, or a routine dialogue. Mr. Baez responded they are looking at meeting with SRC possibly in March, and prior to going to the Stationary Source Committee in June, and will provide strike out, underlined text seeking input.

Mr. Rothbart inquired how to proceed with a major source of BACT determinations, as looking at the website or documents, there is no current BACT source determinations. Mr. Rothbart stated that when you go through permitting with a major source and have to figure out what BACT is, it is challenging to do so because the clearing house is not updated by South Coast, while other districts have some updated classifications, and it is a very critical path for permit streamlining. Having this updated would be very helpful. Mr. Baez indicated major source BACT is really a layer, per the Clean Air Act, if someone achieves an emission reduction, is in operation for six months, is compliant, and has been source tested, that essentially becomes a layer. In the process we followed before, we would have a board letter listing new, proposed major source determinations, based on in-house determinations, what we have identified from other districts, and the EPA or CARB clearing house. There are tremendous challenges as there are layers across the nation.

Ms. Rita Loof inquired about the timeframe for receiving a response on her application for SRC membership. Mr. Baez replied that staff has received her request, and she has been added to the waiting list of interested parties. There will be a meeting upcoming soon to propose the current list of interested parties as there are multiple open positions.

Ms. Loof indicated she looked at LAER determinations from other air districts and the source category is not always the same as the District's category. Ms. Loof further stated that the District would potentially have to put in 100 categories if that is what the layer process calls for. Mr. Baez concurred

and indicated that staff tries to follow the EPA and CARB clearing house format, being as complete and detailed as possible since BACT is case specific.

Mr. Bill LaMarr questioned slide six where it indicates 139 comments were received and all were addressed. Mr. Baez responded that it is supposed to state “most all were addressed.” Mr. LaMarr noted that their member, Printing Industries Association, submitted a letter that was not opened or misplaced, and was not included in the presentation to the Governing Board. Mr. Baez indicated to be fair to all others, the letter was submitted after the deadline, but the comments were addressed in comments received by other entities. Mr. Baez further stated that the comments in the letter were very general, and since deadlines are set, we have to adhere to them.

Mr. LaMarr inquired about what the District will be guided by using the terms “achieved in practice” and “best practice.” Mr. LaMarr commented that, as a matter of public policy, “best” is vague, and “achieved in practice” is more definitive. Mr. Baez replied that staff goes based on definition of BACT, whether it is Clean Air Act definition or State law. For example, a permit is obtained to install an after control, such as selective catalytic reduction (SCR), for a 10 million BTU/hour boiler, and the SCR reduces exhaust emissions of NOx, VOCs and carbon monoxide, then it is operated, gets source tested, and meets the intended emission limits after operation for six months, this is what we define as “achieved in practice.” Six months is the criteria for major sources, and minor sources is one year, as well as having to be cost-effective. Mr. LaMarr further asked if someone has a filtration system, it has been demonstrated to other agencies, and it gets put on one or two beta sites, does it have to be operated for six months for a major source. Mr. Baez indicated that it has to be available, and if it is only a prototype and not commercially available, that is another criteria. Mr. Baez indicated for that category, it is under Part B for major sources, Section 3 in our BACT guidelines, which is the section for new upcoming technologies.

Mr. Rothbart stated that, in the AQMP, for example, there was a reference to fuel cells operating after a hurricane showing that these things could be used instead of an emergency diesel generator. There’s been a perception that when you put something in, it doesn’t run necessarily, but it’s been there and had a permit for six months, is that deemed achieved in practice? Mr. Rothbart further stated that if the equipment is not operating with an adequate number of hours, do you really know if it is going to work. Mr. Baez responded that it depends on the type of equipment; for example, the back-up generators added to Part B of the guidelines operated for five years. Mr. Rothbart asked, for that five years, if the run time is looked at for six months or just operating for six months. Mr. Baez replied that staff looks at both.

Ms. Loof inquired that Section 3 was mentioned for major sources, but is there a Section 3-type mechanism for minor sources? Mr. Baez replied no because of cost-effectiveness. Ms. Loof requested if there is any way to have a clearing house because these are not cost effective for minor sources, but may get to the level in the future. Mr. Baez indicated that it is something worth considering.

#### **Agenda Item #6 – Paramount Hexavalent Chromium Update**

Ms. Susan Nakamura presented an update on Paramount Monitoring.

Mr. Paul Avila asked if the recent rainstorms had an influence on the measurement and time frame of monitoring. Ms. Nakamura replied the rain does seem to have an influence in reducing the particulates, but we are still able to collect data from the monitors. There have been a couple of rare instances where rain got into the monitor, flooding the filter, but we take samples rain or shine.

Mr. Todd Campbell asked to clarify if the 40 enforcement actions were all related to hexavalent chromium. Ms. Nakamura indicated no, that there are two facilities identified that are contributing, which are in relatively close proximity to each other, some were related to hexavalent chrome and the other enforcement actions are due to lack of permits for various operations and equipment.

Mr. Alatorre added it is unprecedented for the District to get all agencies working together like a task force, with joint inspections, weekly calls with the City of Paramount, weekly calls with other government agencies and elected officials. There is also a weekly call every Tuesday evening with the community, and questions are submitted via email while the call is going on. This is high priority for the District, that these 2 facilities happen to be in the Speaker Rendon's Assembly District, and the Senate side is all very concerned as well.

Mr. Avila asked if all agencies are lined up, DTSC, EPA, Water Board, Public Health, and who is the lead agency. Mr. Alatorre stated SCAQMD is the lead agency by agreement.

Ms. Maria Elena Kennedy asked if agencies are looking at the water samples as well. Mr. Alatorre replied DTSC and the water board are taking water samples.

Mr. Rothbart asked if there is a form of hexavalent chrome that is more toxic than another, heat treated versus grinding at high heat. Ms. Nakamura indicated that for these facilities, in terms of grinding, the answer is no. Aerocraft does have a grinding operation where there is hexavalent chrome and we have bulk samples that can prove the presence of hexavalent chrome in that operation. However, the levels we are seeing are probably from their larger operation in their heat treating process, but it doesn't matter where the source is, it is still hexavalent chrome when it gets to that state.

Mr. Rothbart further questioned if you have a grinding operation that does not have a high temperature but have a lot of particulates, is it in chrome 6 form or is it the particulates that have metals being inhaled is toxic in itself. Ms. Nakamura replied that it depends because from Aerocraft we saw hexavalent chrome from the bulk samples, which could be that the metal in itself had hexavalent chrome. For Carlton Forge, we saw some hexavalent chrome in the stack, in terms of the baghouse catch, but in the ambient monitor we did not see much. The levels that we are seeing from the source stack test from Carlton Forge are very low in terms of hexavalent chrome. It can probably get to the state of chrome 3 to 6, but it probably will not stay and is not that great of a source.

Mr. LaMarr commented that he was more encouraged by Ms. Nakamura's presentation today than from the one a couple days ago. He stated that it sounds like this issue is being approached strategically rather than sweeping in all the responsible people that have chrome plating, anodizing, or metal-related businesses. Mr. LaMarr hopes it would apply to future rulemaking that is going to evolve from this. What concerned Mr. LaMarr was increasing the distance from 1000 feet to 2000 feet, and monthly inspections or testing rather than quadrennial testing, which can be very expensive. The bad ones you should go after, and Mr. LaMarr hopes that this continues as staff goes forward with discoveries.

Mr. Avila asked if there is one big plant with parameters, three operations, but one is really bad, causing a lot of the particulates in the air, yet the company addresses just that one big problem with significant reductions, will that side step the abatement. Ms. Nakamura replied no. If there is a facility that has three operations and operation one is causing the hexavalent chrome, and the other two operations have nothing to do with the alloy processing and there is no chrome associated with the other two processes,

they can continue those processes. The stipulated order is saying that if they exceed the one nanogram, they have to shut down the chrome-related processes. Mr. Avila further asked if SCAQMD will physically go in, investigate, and take samples. Ms. Nakamura responded yes, that through the process, compliance staff has gone out to look at the facilities, we have done bulk samples and source testing, so we have a good sense of which parts of the processes are contributing to the hexavalent chrome. Mr. Avila asked how many employees are at the facility. Ms. Nakamura indicated there were 70 employees at Anaplex, and Aerocraft, according to their website, has about the same amount; however, Aerocraft looks like they have a bigger operation, but maybe they have more now. Anaplex is a footprint with small operations and Aerocraft is on two blocks with much larger process.

Ms. La Vaughn Daniel asked that when you mention monitoring for other metals, do you have an idea of what metals those are. Ms. Nakamura indicated that there is a suite of metals, and staff performs multi-metals monitoring, what we refer to site 2 and 3, and there must be over twenty different metals. Some have been identified as toxic air contaminants, some have not been. It has to be 2 separate monitors for hexavalent chrome and the other metals; it uses a special filter that is impregnated since hexavalent chrome is an unstable metal whereas the other metals do not have the same issue. Ms. Daniel further asked when talking about going to other areas, if staff is staying in Paramount for the time being or has other areas of Southern California been targeted. Ms. Nakamura replied that it is a combination of both, right now the focus is Paramount, but staff plans to move into other cities. Mr. Alatorre indicated Bellflower contacted staff since they are adjacent to Paramount. Staff has reached out to industrial cities, including City of Commerce, Vernon, City of Industry, and Compton, because there are a few chrome plating facilities there, and have asked them for a list of facilities with business permits that do any type of metal work. Further, there are not too many labs that can sample for chrome 6.

Mr. Avila inquired about the average resident count that attend the meetings. Mr. Alatorre indicated that the early meetings before August about 40 to 50 people; however, the last meeting about 200. Mr. Alatorre further stated that the city is going to purchase some monitors themselves in addition to the monitors that we have.

Mr. Avila stated that he heard families say they are health damaged and are lining up for compensation, and asked how this will be handled without it exploding. Mr. Alatorre responded that we have to protect public health, whether there are actions taken afterwards or before. The issue is protecting public health by making sure these businesses are not only complying with our rules, but also not adding to the problem.

#### **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. Harvey Eder of Solar Power Coalition commented that in dealing with BACT, solar information was submitted to Mr. Baez and, from a federal register, the District should be working on Best Available Retrofit Control Technology (BARCT) as well. Mr. Eder stated that it is part of the EPA's directive to the state and to the District. Also, there is Control Technology Guidelines (CTG) and Alternative Control Technologies (ACT), and we submitted the most recent document we could find as part of an exhibit in the plan, which is part of the record now. We have been told that there is no ACT or CTG;

therefore, solar cannot be used for BACT. There are green program, clean program, different programs with combined heating and cooling. Mr. Eder requested that the District should light a fire on trying to establish these criteria to use solar.

Ms. Loof followed-up on comments related to BARCT and requested that committee be provided with that information. Mr. Alatorre stated that if available, staff will provide the information. Mr. Eder indicated that part of the federal register was put in there around April of this year.

**Adjournment**

The meeting adjourned at 12:50 p.m.



# South Coast Air Quality Management District

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

## ENVIRONMENTAL JUSTICE ADVISORY GROUP FRIDAY, JANUARY 27, 2017 MEETING MINUTES

### **MEMBERS PRESENT:**

Daniel Morales, National Alliance for Human Rights  
Dr. Afif El-Hasan, American Lung Association  
Dr. Joseph Lyou, SCAQMD Governing Board, EJAG Chairman  
Dr. Monique Hernandez, California State University, Los Angeles  
Evelyn Knight, Long Beach Economic Development Commission  
Larry Beeson, Loma Linda University, School of Public Health  
Manuel Arredondo, Coachella Valley School District, Retiree  
Mary Figueroa, Riverside Community College  
Myron Hale, SLMQM  
Rafael Yanez, Member of the Public  
Rhetta Alexander, Valley Interfaith Council  
Suzanne Bilodeau, Knott's Berry Farm

### **MEMBERS ABSENT:**

Angelo Logan, East Yard Communities for Environmental Justice/Urban and Environmental  
Arnold Butler, Inglewood Unified School District Board  
Brenda Threatt, First African Methodist Episcopal (AME) Church  
Dr. Jill Johnston, University of Southern California  
Judy Bergstresser, Member of the Public  
Maria Elena Kennedy, Quail Valley Task Force  
Micah Ali, Compton Unified School District  
Pastor Raymond Turner  
Pat Kennedy, Greater Long Beach Interfaith Community Organization  
Paul Choe, Korean Drycleaners & Laundry Association  
Policy Institute, Occidental College  
William Nelson, OC Signature Properties  
Woodie Rucker-Hughes, NAACP - Riverside Branch

### **OTHERS PRESENT**

Bridget McCann, Western States Petroleum Association (WSPA)  
Harvey Eder, Public Solar Power Coalition (PSPC)  
Mark Abramowitz, Governing Board Consultant to Dr. Lyou  
Nicole Nishimura, Governing Board Consultant to Dr. Lyou

## **SCAQMD STAFF**

Andrea Polidori, Atmospheric Measurements Manager  
Daniela Arellano, Senior Public Information Specialist  
Marc Carrel, Program Supervisor  
Michael Krause, Planning & Rules Manager  
Nancy Feldman, Principle Deputy District Counsel  
Philip Crabbe, Community Relations Manager  
Vasileios Papapostolou, Air Quality Specialist

### **Agenda Item #1: Call to Order/Opening Remarks**

Dr. Joseph Lyou called the Environmental Justice Advisory Group meeting to order at 12:01 PM. He announced that the SCAQMD Governing Board would vote on the Air Quality Management Plan (AQMP) the following Friday, and that the ongoing air monitoring in Paramount is a priority for SCAQMD, because of the metal particulate emissions in the area.

### **Agenda Item #2: Approval of October 28, 2016 Meeting Minutes**

Dr. Lyou presented the Meeting Minutes for the October 28, 2016 EJAG Meeting. The motion was to approve the minutes with no objection. The agenda was approved.

### **Agenda Item #3: Review of Follow-Up/Action Items**

Ms. Nancy Feldman reminded members to complete their online ethics training through the Fair Political Practices Commission. All Members must complete their training before the next EJAG meeting if they wish to continue in the group.

Mr. Marc Carrel reviewed the action items requested during the October 28, 2016 meeting.

1. **Action Item:** Ms. Rhett Alexander requested that EJAG Members submit a letter to the Governing Board regarding the AQMP.
  - Ms. Alexander presented the letter to fellow EJAG members.
2. **Action Item:** Members requested changes to the EJAG Goals and Objectives for 2017.
  - Staff made the changes to the document and provided copies to all members.

### **Agenda Item #4: 2016 Accomplishments**

Mr. Carrel reviewed the 2016 Accomplishments. Accomplishments for 2016 included:

1. Discussion on the Proposed Guidelines for Disbursement and Tracking of Funds Received Pursuant to Rule 1304.1 – Electrical Generating Facility Fee for the Use of Offset Exemption
2. Report on EPA's Proposed Revisions to the Deadlines for Processing Environmental Justice Complaints



3. Update on the 2016 Air Quality Management Plan
4. Update on the Aliso Canyon Natural Gas Leak in Porter Ranch
5. Update on the Clean Communities Plan
6. Presentation on Southern California Edison's Charge Ready Program
7. Update on AB1318 Mitigation Fee Projects
8. Presentation on Opportunities for Clean Freight
9. Discussion on the Environmental Justice Advisory Group's 2017 Goals and Objectives
10. Update on the Environmental Justice Community Partnership

*\* Detailed information about each accomplishment is available in the "2016 EJAG Accomplishments."*

Dr. Lyou requested that staff include a bullet list of community issues brought up by EJAG members, in the 2017 Accomplishments.

**Action Item:** Staff to include a list of community issues brought up by EJAG members, in the 2017 Accomplishments.

#### **Agenda Item #5: Review of Letter from EJAG to SCAQMD Regarding the Air Quality Management Plan (AQMP)**

Ms. Alexander presented her letter which addressed how the AQMP will affect environmental justice communities, and urged the Governing Board to adopt measures that benefit disadvantaged neighborhoods. Ms. Mary Figueroa supported the letter and applauded the letter's mentioning of the Inland Empire and the proliferation of warehouses, truck traffic, and railroad activity.

Ms. Alexander added she wanted to include a footnote in the document, acknowledging the Health and Environmental Justice Advocacy Comment Letter, and the addition of wording that supports the incorporation of fuel cells into the AQMP. With those changes pending, Dr. Larry Beeson motioned for the letter to be approved. Ms. Evelyn Knight seconded the motion.

Dr. Lyou invited members of the public to comment. There were no public comments.

EJAG members voted for the letter to pass. There were no objections. The letter was submitted to the Clerk of the Board on January 31, 2017.

#### **Agenda Item #6: Air Quality and Environmental Justice Legislation**

*\*This agenda item was switched with Agenda Item #7 to accommodate staff schedules.*

Mr. Philip Crabbe delivered a presentation on key state legislation and discussed how SCAQMD engages in legislation at the State and Federal level, to advocate, protect and generate funding for the District's clean air efforts. Mr. Crabbe summarized various relevant state bills, including those on which SCAQMD took positions in 2016, as well as those that were of interest to the District.

#### Bills Supported by SCAQMD:

- AB 1550 (Gomez) - Greenhouse Gases: Investment Plan: Disadvantaged Communities
- SB 380 (Pavley) – Natural Gas Storage: Moratorium
- SB 887 (Pavley) – Natural Gas Storage Wells
- SB 888 (Allen) – Gas Corporations: Emergency Management: Leak Mitigation

#### Bill Opposed by SCAQMD:

- SB 1387 (de León) – South Coast Air Quality Management District Board

#### Bills of Interest to SCAQMD

- AB 118 (Santiago) – Hazardous Substances: Cleanup: Exide Technologies Facility & SB 93 (de León) – Budget Act of 2015 (Bills worked in tandem)
- AB 2153 (Garcia) – The Lead-Acid Battery Recycling Act of 2016
- AB 1697 (Bonilla) – Alternative and Renewable Fuel and Vehicle Technology Program
- SB 859 (Committee on Budget/Fiscal Review) – Public Resources: Greenhouse Gas Emissions and Biomass
- AB 2722 (Burke) – Transformative Climate Communities Program
- SB 838 (Committee on Budget and Fiscal Review) – Transportation
- AB 197 (Garcia) – State Air Resources Board: Greenhouse Gases: Regulations
- SB 1383 (Lara) – Short-Lived Climate Pollutants: Methane Emissions: Dairy & Livestock: Organic Waste: Landfills
- AB 1685 (Gomez) – Vehicular Air Pollution: Zero-Emission Vehicles: Civil Penalties

Mr. Crabbe added that in 2017, SCAQMD will sponsor legislation related to “Substantial Endangerment,” in response to facilities that cause harm to their surrounding communities. If a facility operates without a permit or violates a rule that harms public health, such legislation would allow the Air Pollution Control Officer to issue an Abatement Order subject to a hearing, which equates to a temporary cease and desist order. In 2017, SCAQMD, along with other organizations, will continue to push for the U.S. Environmental Protection Agency (EPA) to complete its rulemaking to establish a new nationwide standard for NOx emissions from heavy duty trucks. EPA has made initial strides in initiating this rulemaking, but this could change given the new Administration.

This year, SCAQMD has already expressed its support for SB 4, authored by Senator Tony Mendoza, which allows a bond to be placed on the 2018 June ballot that would call for \$200 million to go towards developing zero and near zero emission heavy duty trucks, in addition to \$200 million towards air quality programs related to diesel emissions. SCAQMD’s Legislative Committee has already recommended its support for the bill, as it could potentially increase the amount of money available for clean transportation technology.

SCAQMD will also look to identify how SB 1, authored by Senator Jim Beall, can be amended to be more beneficial to cleaning the air, as it addresses transportation infrastructure.

There were no questions from EJAG Members, nor public comments on this agenda item.

## **Agenda Item #7: Community-Based Air Quality Monitoring Technologies**

*\*This agenda item was switched with Agenda Item #7 to accommodate staff schedules.*

Dr. Andrea Polidori discussed how his team focuses on the demonstration of new technologies for measuring air pollution, and evaluates the performance of low cost sensors for measuring air pollution. He introduced the Air Quality Sensor Performance Evaluation Center (AQ-SPEC), which aims to help the public better select air quality sensors. Dr. Polidori explained how the sensors are tested and findings are published on the AQ-SPEC website, ([www.aqmd.gov/aq-spec](http://www.aqmd.gov/aq-spec)) where the performance of each individual sensor is listed. Dr. Polidori's team found that sensors can effectively collect data on PM 2.5, but are not as effective at collecting gaseous pollutants such as VOCs and other air toxics. Dr. Polidori added that through the STAR Grant, his team could potentially create a toolbox for the community to educate them on the use and application of these monitors.

Dr. Lyou added it would be useful if the sensors could collect data on wind speed and direction, to better identify where pollutants are coming from.

Dr. Monique Hernandez asked if AQ-SPEC also provides information on computer software that accompanies the equipment, and if there is a capacity for tracking and sharing this information in a public realm, so users can leverage the data collected. Dr. Polidori responded his team mostly analyzes hardware, not software. He added that users can usually connect to the manufacturer's database, and noted that management of sensors typically requires the skillset of software engineers to conduct their own data management.

Mr. Yanez asked if sensors will be available to the public through a loan program. Dr. Polidori said one of the goals is to have a sensor library, in which SCAQMD maintains and calibrates sensors to then give to the community while supporting them with data collection and interpretation.

Dr. Afif El-Hasan asked if there is a credible outside certification group that evaluates sensors. Dr. Lyou stated SCAQMD is the only reliable source. Dr. El-Hasan asked if the information collected with sensors is admissible in court. Dr. Lyou said not likely, because the information is not calibrated.

Mr. Daniel Morales asked if any monitoring is being conducted in Moreno Valley and Colton. Dr. Polidori replied his team is maxed out in their monitoring capabilities. Dr. Lyou asked Mr. Morales to follow up with him to identify how they can collaborate on getting sensors deployed in the area.

**Action Item:** Dr. Lyou and Mr. Daniel Morales to discuss the possibility of collaborating on the deployment of sensors in the Moreno Valley and Colton area.

Ms. Alexander asked how SCAQMD determines if a facility is operating in compliance. Dr. Lyou explained how some facilities are required to collect certain air quality data in and around their facility to determine what their facility is emitting.

Dr. Hernandez asked if a community could crowd fund to generate the money for air quality sensors. Dr. Polidori said his team will begin with STAR Grant money and then determine if there is a way to leverage their funding through other sources. Dr. Hernandez expressed her willingness

to function as a bridge between SCAQMD and students from California State University, Los Angeles.

Ms. Figueroa asked Mr. Polidori if the costs he provided are just for the sensors. Dr. Polidori confirmed they were, and explained how costs increase depending on the frequency of the data collected.

Mr. Morales asked for an explanation on the placement of the sensors. Dr. Polidori explained how employees' homes were used for the positioning of the sensors, given it was a pilot study.

Mr. Yanez suggested SCAQMD also provide information on wind detection devices so community members can also learn where pollutants are coming from. Dr. Lyou agreed it would be a good idea to see how wind speed, wind direction, and weather information affects the readings. Mr. Yanez asked what the public can do to seek enforcement action once the data is collected. Dr. Polidori explained how the goal of AQ-SPEC is to better educate the community on how to use these sensors. Dr. Lyou added it will empower people to collect data and discuss potential solutions to air quality problems.

#### **Agenda Item #8: Member Updates**

*\*This agenda item was presented after Agenda Item #5, to accommodate presenters' schedules.*

Ms. Knight shared an article from the Press Telegram regarding the Trump Administration and the Environmental Protection Agency. Mr. Morales asked how California would be affected if U.S. EPA is abolished. Dr. Lyou explained there could be potential changes to the Clean Air Act, but advised it is too early to really know. Dr. Beeson expressed his concern for how these changes could affect funding for research on air pollution and public health. Mr. Carrel reiterated it is too early to know what will happen.

Mr. Yanez reminded staff he has yet to hear from them regarding Valmont Coatings. He believes the rule's wording has allowed the permit condition to be grandfathered in. Mr. Yanez would like to meet with staff to go over the specific terms of the rule. Dr. Lyou asked Mr. Carrel to follow up with Mr. Yanez on the issue.

**Action Item:** Mr. Carrel to follow up with Mr. Yanez, to gather more information on Valmont Coatings.

Dr. Lyou requested that staff follow up with Dr. Hernandez, and encouraged EJAG members to recommend students for the summer internship program.

**Action Item:** SCAQMD staff to follow up with Dr. Hernandez, on how to get her students involved with SCAQMD.

Ms. Knight shared that she is training youth on community organizing. Dr. Lyou recommended that Dr. Hernandez and her students learn about community organizing from Ms. Knight.

Ms. Alexander announced that the California Public Utilities Commission and the Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR), would host a meeting

regarding the reopening of the Aliso Canyon Natural Gas Storage Facility. She encouraged people to attend to pressure regulators to prevent the company from reinjecting gas into the facility.

Dr. El-Hasan announced Kaiser Permanente is opening the Kaiser Permanente Medical School in Pasadena. The Medical Director is interested in community outreach and Dr. El-Hasan suggested that environmental justice be part of the curriculum. The first class will likely start in 2019. Dr. El-Hasan also announced that through his role with the American Lung Association, he is joining a state level advocacy group and hopes the group can eventually partner with EJAG.

**Agenda Item #9: Public Comment Period**

Mr. Harvey Eder, from the Public Solar Power Coalition, announced he is pushing for a solar conversion plan for SCAQMD, and is working with staff to allocate solar resources to low and middle income communities. Mr. Harvey summarized his recent interaction with the SCAQMD Administrative Committee, during which he recommended a book titled, “Capital in the Twenty-First Century,” by Thomas Piketty. He also made note of an organization called Community Choice Energy, which has presence in Los Angeles, Riverside, San Bernardino, and Orange Counties. Mr. Harvey also declared his discontent with natural gas.

The meeting adjourned at 2:49 PM.

**Next Meeting: April 28, 2017.**

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 20

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, March 10, 2017. The next Legislative Committee meeting is scheduled for Friday, April 14, 2017, at 9 a.m.

<b>Agenda Item</b>	<b>Recommendation</b>
AB 582 (C. Garcia) Vehicles: emissions: surveillance	Support with Amendments
AB 615 (Cooper) Air Quality Improvement Program: Clean Vehicle Rebate Project	Support
AB 1081 (Burke) Sales and use taxes: exclusion: low-emission motor vehicle: trade-in	Support with Amendments
AB 1083 (Burke) Transportation electrification: electric vehicle charging infrastructure: state parks and beaches	Support
SB 174 (Lara) Diesel-fueled vehicles: registration	Support with Amendments
Proposed Policy Principles Regarding Amendments to Greenhouse Gas Funding and/or Reauthorization Legislation	Approve

**RECOMMENDED ACTION:**

Receive and file this report, and approve agenda items as specified in this letter.

Judith Mitchell, Chair  
Legislative Committee

DJA:PFC:MK:jns

**Attendance [Attachment 1]**

The Legislative Committee met on March 10, 2017. Committee Chair Judith Mitchell was present at the South Coast Air Quality Management District's (SCAQMD) Diamond Bar headquarters. Committee Members Shawn Nelson, Dr. Clark E. Parker, Sr. and Janice Rutherford attended via videoconference. Dr. William A. Burke was appointed to the committee for this meeting and participated via videoconference. Committee Vice-Chair Joe Buscaino 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 various key Washington, D.C. issues. Mr. Gary Hoitsma of the Carmen Group provided a verbal update as well.

Mr. Hoitsma clarified information he previously provided in his firm's report regarding the proposed potential U.S. EPA budget cuts. He noted that a leaked document from the Office of Management and Budget (OMB) which demonstrated the first of proposed budget cuts by the Trump Administration was included in his report. Mr. Hoitsma mentioned that these types of proposed budget cuts are occurring with other federal agencies as well, not just with the EPA. Also, the EPA Administrator stated that he does not agree with all of the proposed cuts. Furthermore, Republicans and Democrats in Congress and interest groups are pushing back against the proposed EPA cuts. The budget will have to go through Congress to be approved, and this process will take some time before anything is finalized. Mr. Hoitsma reported that in the coming weeks it is expected that the Trump Administration will issue its version of the federal budget after consultations with EPA and OMB. Mr. Hoitsma also commented that there is speculation that the EPA Deputy Administrator position could be filled by Andrew Wheeler, former staffer on the Senate Environment Committee.

In response to an inquiry from Councilmember Mitchell, Mr. Hoitsma responded that OMB is proposing to zero out DERA, targeted air shed grants, as well as other programs, but that there would likely be pushback from Congress and possibly from EPA's Administrator. Mr. Wayne Nastro, Executive Officer, commented that DERA funding was wiped out every year under the Obama Administration, and that these funds were zeroed out every year because it was known that there was support for DERA in Congress and that Congress would reinstate those funds. Mr. Nastro stated that it is not so surprising that the Trump Administration is taking the same approach. Mr. Nastro also noted that he expects DERA to be reauthorized this year.

In response to an inquiry from Dr. Parker, Dr. Matt Miyasato, Deputy Executive Officer for the Science and Technology Advancement Office, responded that SCAQMD regularly applies to get grant money from DERA, and that the District typically receives about \$5-\$10 million per year through the program. Mr. Nastro voiced his concerns about the potential impacts of the proposed cuts to EPA's budget particularly as they might reduce Section 103 and 105 grant funding from EPA.

A discussion regarding the state of the EPA followed. Supervisor Nelson's Board Consultant, Mr. Denis Bilodeau, gave a brief report on his recent visit to EPA. Supervisor Rutherford also gave a brief report on her visit to EPA.

### **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 various key issues in

Sacramento. Mr. Will Gonzalez of Gonzalez, Quintana, Hunter & Cruz, LLC provided a verbal update as well.

Mr. Gonzalez reported on the following two state bills that were introduced on behalf of SCAQMD:

- 1) AB 1132, which is sponsored by SCAQMD and authored by Assemblymember Cristina Garcia. The bill addresses issues arising from the Paramount situation and gives authority to the Executive Officer to issue a temporary Order for Abatement to a facility that is causing a substantial endangerment to the public health or environment. Staff is working to address possible amendments to the bill in light of discussions by the Legislative Committee during the February meeting.
- 2) AB 1274, which is sponsored by SCAQMD and authored by Assemblymember Patrick O'Donnell, addresses the Smog Check Program. The bill would extend the exemption for a smog check from six years to eight years. Drivers would be required to pay a smog abatement fee in lieu of getting a smog check. Mr. Gonzalez indicated that the funds collected would benefit air districts' mobile incentive programs by funding the Carl Moyer program, and at the same time relieve consumers from having to get a smog check for newer vehicles.

Mr. Gonzalez also stated that both bills would be ready to go to their first committee hearings within the next two to four weeks.

**Recommend Position on State Bills [Attachment 4]**

**AB 582 (C. Garcia) Vehicles: emissions: surveillance**

Mr. Derrick Alatorre, Deputy Executive Officer of Legislative, Public Affairs & Media, presented AB 582 to the Committee. Mr. Alatorre explained that this bill would require the State Air Resources Board (CARB) to enhance its surveillance of emissions from new motor vehicles to detect defeat devices or other software used to evade the surveillance of emissions. The bill would also authorize CARB to impose a fee on the manufacturers of new motor vehicles to recover CARB's costs associated with the enhanced surveillance. AB 582 would also direct CARB to enhance their new motor vehicle emission testing program to include more testing under real-world conditions.

SCAQMD STAFF PROPOSED AMENDMENT: Staff recommends amendments to expand the application of this legislation to cover medium and heavy-duty vehicles.

***Staff recommended a position of SUPPORT WITH AMENDMENTS***

Moved by Parker; seconded by Mitchell; unanimously approved.

Ayes: Burke, Nelson, Parker, Rutherford, Mitchell

Noes: None

Absent: Buscaino



**Recommend Position on State Bill**

**AB 615 (Cooper) Air Quality Improvement Program: Clean Vehicle Rebate Project**

Mr. Philip Crabbe, Community Relations Manager in Legislative, Public Affairs & Media, presented AB 615 to the Committee. Mr. Crabbe stated that this bill would remove the sunset date on current provisions regarding the Clean Vehicle Rebate Project (CVRP). Specifically, this bill would remove the sunset date of July 1, 2017 on CVRP provisions that: 1) require CARB to offer rebates to applicants who purchase an eligible vehicle and have a specified maximum gross annual income; 2) increase rebate payments by \$500 for low-income applicants; and 3) prioritize rebate payments for low-income applicants.

In response to an inquiry from Dr. Parker, Mr. Crabbe clarified that heavy-duty trucks are excluded from CVRP, and that reductions in criteria pollutants achieved through this program come from light-duty tailpipe emissions.

***Staff recommended a position of SUPPORT***

Moved by Parker; seconded by Nelson; unanimously approved.

Ayes: Burke, Nelson, Parker, Rutherford, Mitchell

Noes: None

Absent: Buscaino

**Recommend Position on State Bill**

**AB 1081 (Burke) Sales and use taxes: exclusion: low-emission motor vehicle: trade-in**

Mr. Crabbe presented AB 1081 to the Committee. Mr. Crabbe explained that this bill would provide a sales tax incentive for the purchase of alternative-fueled vehicles. California currently imposes sales tax measured by the full price of a purchased vehicle not taking into account the value of any trade-in vehicle provided. AB 1081 would exclude from the terms “gross receipts” and “sales price” the value of a motor vehicle traded in for a clean motor vehicle purchase, if that trade-in value is separately stated on an invoice or bill of sale.

**SCAQMD STAFF PROPOSED AMENDMENT:** Staff recommends that the bill language be amended to require that there be a “net emissions benefit” in comparison to the vehicle traded in versus the clean vehicle purchased. In other words, the car traded in must be classified as having higher criteria and/or toxic pollutant tailpipe emissions than the clean car purchased, in order for the tax benefit to be available.

Supervisor Nelson raised concerns regarding cities’ potential loss of sales tax revenue from the sales tax incentive proposed by AB 1081. A discussion regarding the potential loss of tax revenue for cities from vehicle sales ensued as well as a desire for the District to work with the bill author to explore other types of tax incentive options for this bill, such as an income tax deduction. The Committee directed staff to work with

the author on this issue and to explore how this proposal may interface with the Enhanced Fleet Modernization Program (EFMP).

***Staff recommended a position of SUPPORT WITH AMENDMENTS***

Moved by Nelson; seconded by Parker; unanimously approved.

Ayes: Burke, Nelson, Parker, Rutherford, Mitchell

Noes: None

Absent: Buscaino

**Recommend Position on State Bill**

**AB 1083 (Burke) Transportation electrification: electric vehicle charging infrastructure: state parks and beaches**

Mr. Marc Carrel, Program Supervisor in Legislative, Public Affairs & Media, presented AB 1083 to the Committee. Mr. Carrel reported that this bill would promote use of electric vehicles at state parks and beaches by facilitating the installation of electric vehicle charging stations at state parks and beaches. Specifically, this bill would require each electrical utility, in consultation with the Public Utilities Commission (PUC), Energy Commission, and CARB, to develop a plan to create a robust charging network at all state parks and beaches within its service territory by July 31, 2018.

***Staff recommended a position of SUPPORT***

Moved by Parker; seconded by Nelson; unanimously approved.

Ayes: Burke, Nelson, Parker, Rutherford, Mitchell

Noes: None

Absent: Buscaino

**Recommend Position on State Bill**

**SB 174 (Lara) Diesel-fueled vehicles: registration**

Mr. Carrel presented SB 174 to the Committee. Mr. Carrel explained that this bill would require proof of compliance with California's Truck and Bus Regulation as a condition of DMV registration, similar to smog certification requirements for most vehicles on the road today. As part of this process, the bill would establish a phase-out of older diesel-fueled medium-duty and heavy-duty vehicles by January 1, 2023. Specifically, this bill would require that beginning in 2020, prior to registering or transferring ownership of a diesel-fueled medium-duty or heavy-duty vehicle, the Department of Motor Vehicles must confirm that the vehicles either comply with, or are exempt from, applicable air pollution control technology requirements.

**SCAQMD STAFF PROPOSED AMENDMENT:** Staff recommends technical amendments to the bill's language to adjust its reference to the medium- and heavy-duty truck model year phase-out schedules, so that it can better reflect CARB's Truck and Bus Regulation:

Diesel-fueled medium-duty trucks will be phased out according to the following schedule:

- Effective January 1, 2020, for vehicles model year ~~2004~~ 2003 and older.
- Effective January 1, 2021, vehicle model years ~~2007~~ 2006 and older.
- Effective January 1, 2023, vehicle model years ~~2010~~ 2009 and older.

Diesel-fueled heavy-duty trucks will be phased out according to the following schedule:

- Effective January 1, 2020, vehicle model years ~~2000~~ 1999 and older.
- Effective January 1, 2021, vehicle model years ~~2005~~ 2004 and older.
- Effective January 1, 2022, vehicle model years ~~2007~~ 2006 and older.
- Effective January 1, 2023, vehicle model years ~~2010~~ 2009 and older.

Supervisor Nelson voiced concerns regarding the cost of heavy-duty vehicles and the expected time to fully pay off such a vehicle and the impact this legislation may have on owners of those vehicles.

A discussion occurred regarding how trucks driven into California from other states are inspected at highway checkpoints and how that might be a good opportunity to enforce compliance of CARB's Truck and Bus Rule. Supervisor Nelson and Councilmember Mitchell requested clarifying information from staff about how inspections of trucks are conducted in California and what happens when a violation is found.

***Staff recommended a position of SUPPORT WITH AMENDMENTS***

Moved by Parker; seconded by Mitchell; unanimously approved.

Ayes: Burke, Nelson, Parker, Rutherford, Mitchell

Noes: None

Absent: Buscaino

**Proposed Policy Principles Regarding Amendments to Greenhouse Gas Funding and/or Reauthorization Legislation [Attachment 5]**

Mr. Crabbe presented for approval, proposed Amendment Concept Principles for Greenhouse Gas Reduction Fund and/or Cap & Trade Reauthorization related legislation. These principles state that: at least 20% of total allocated annual Greenhouse Gas Reduction Fund (GGRF) monies should be distributed in areas of the state that are designated, based on the most recent standards, as severe or extreme nonattainment for ozone. This allocation of GGRF monies is to be used in a way that maximizes criteria and toxics emission reduction co-benefits, including to support the development and deployment of near-zero and zero-emission heavy-duty vehicles, off-road equipment, and federal sources (e.g. freight locomotives and ocean-going vessels), and to address air quality and public health impacts, along with simultaneous reductions in GHG emissions. A priority would be given to spend such funding in disadvantaged communities.

In response to an inquiry from Dr. Parker, Mr. Crabbe clarified that staff is seeking approval for these policy principles regarding possible amendments to multiple cap-and-trade bills as well as any bills focused on greenhouse gas reduction funds in general.

Mr. Nastri suggested that these policies serve as guiding principles, and that any such amendments proposed on specific bills would come before the Legislative Committee. Supervisor Nelson commented that GGRF funding has been low.

***Staff recommended that the Committee APPROVE the Proposed Policy Principles Regarding Amendments to Greenhouse Gas Funding and/or Reauthorization Legislation***

Moved by Burke; seconded by Parker.

Ayes: Burke, Parker, Rutherford, Mitchell

Noes: Nelson

Absent: Buscaino

**Report from SCAQMD Home Rule Advisory Group [Attachment 6]**

Please refer to Attachment 6 for the written report.

**Other Business:**

None

**Public Comment Period:**

None

The committee adjourned until Friday, April 14, 2017.

**Attachments**

1. Attendance Record
2. Update on Federal Legislative Issues –Written Reports
3. Update on State Legislative Issues – Written Reports
4. Recommended Position on State Bills
5. Proposed Policy Principles Regarding Amendments to Greenhouse Gas Funding and/or Reauthorization Legislation
6. SCAQMD Home Rule Advisory Group Report – Written Report

**ATTACHMENT 1**  
**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT**  
**LEGISLATIVE COMMITTEE MEETING**  
**ATTENDANCE RECORD –March 10, 2017**

Councilmember Judith Mitchell.....	SCAQMD Board Member
Supervisor Janice Rutherford (Videoconference).....	SCAQMD Board Member
Dr. William A. Burke (Videoconference).....	SCAQMD Board Member
Supervisor Shawn Nelson (Videoconference).....	SCAQMD Board Member
Dr. Clark E. Parker, Sr. (Videoconference).....	SCAQMD Board Member
Mark Abramowitz.....	Board Consultant (Lyou)
David Czamanske .....	Board Consultant (Cacciotti)
Gary Hoitsma (teleconference).....	The Carmen Group
Amelia Jenkins (teleconference).....	Cassidy & Associates
Chris Kierig (teleconference).....	Kadesh & Associates
Dave Ramey (teleconference).....	Kadesh & Associates
Paul Gonsalves (teleconference).....	Joe A. Gonsalves & Son
Will Gonzalez (teleconference) .....	Gonzalez, Quintana, Hunter & Cruz
Jacob Moss (teleconference).....	Gonzalez, Quintana, Hunter & Cruz
Dr. Genghmun Eng.....	Self
Tom Gross.....	SCE
Andrew Dugowson .....	SCE
Michele Grubbs.....	PMSA
Bill LaMarr .....	California Small Business Alliance
Rita Loof .....	RadTech
Eddie Marquez .....	Alt Air
David Rothbart.....	Los Angeles County Sanitation Districts
Susan Stark .....	Tesoro
Derrick Alatorre .....	SCAQMD Staff
Debra Ashby .....	SCAQMD Staff
Marc Carrel .....	SCAQMD Staff
Jessica Chavez .....	SCAQMD Staff
Tina Cox .....	SCAQMD Staff
Philip Crabbe .....	SCAQMD Staff
Philip Fine.....	SCAQMD Staff
Monika Kim.....	SCAQMD Staff
Matt Miyasato.....	SCAQMD Staff
Wayne Natri .....	SCAQMD Staff
Robert Paud.....	SCAQMD Staff
Jeanette Short.....	SCAQMD Staff
Lijin Sun .....	SCAQMD Staff
Laki Tisopulos .....	SCAQMD Staff
Veera Tyagi.....	SCAQMD Staff
Kim White.....	SCAQMD Staff
Todd Warden .....	SCAQMD Staff
Fabian Wesson.....	SCAQMD Staff
Jill Whynot.....	SCAQMD Staff
Kurt Wiese .....	SCAMQD Staff



# ATTACHMENT 2

## MEMORANDUM

**To:** South Coast AQMD Legislative Committee

**From:** Carmen Group

**Date:** March 2017

**Re:** Federal Update -- Executive Branch

---

### Status of Trump Cabinet Appointments (As of March 2)

<u>Position</u>	<u>Appointee</u>	<u>Confirmation Vote (Y-N)</u>
<b>Vice President</b>	<b>Mike Pence</b> .....	N/A
<b>Secretary of State</b>	<b>Rex Tillerson</b> .....	56-43
<b>Treasury Secretary</b>	<b>Steven Mnuchin</b> .....	53-47
<b>Defense Secretary</b>	<b>James Mattis</b> .....	98-1
<b>Attorney General</b>	<b>Jeff Sessions</b> .....	52-47
<b>Interior Secretary</b>	<b>Ryan Zinke</b> .....	68-31
<b>Agriculture Secretary</b>	<b>Sonny Perdue</b> .....	
<b>Commerce Secretary</b>	<b>Wilbur Ross</b> .....	72-27
<b>Labor Secretary</b>	<b>Alexander Acosta</b> .....	
<b>HHS Secretary</b>	<b>Tom Price</b> .....	52-47
<b>HUD Secretary</b>	<b>Ben Carson</b> .....	58-41
<b>Transportation Secretary</b>	<b>Elaine Chao</b> .....	93-6
<b>Energy Secretary</b>	<b>Rick Perry</b> .....	62-37
<b>Education Secretary</b>	<b>Betsy DeVos</b> .....	51-50
<b>Veterans Affairs Secretary</b>	<b>David Shulkin</b> .....	100-0
<b>Homeland Security Sec.</b>	<b>John Kelly</b> .....	88-11
<b>White House Chief of Staff</b>	<b>Reince Priebus</b> .....	N/A
<b>OMB Director</b>	<b>Rep. Mick Mulvaney</b> .....	51-49
<b>EPA Administrator</b>	<b>Scott Pruitt</b> .....	52-46
<b>US Trade Representative</b>	<b>Robert Lighthizer</b> .....	
<b>UN Ambassador</b>	<b>Nikki Haley</b> .....	96-4
<b>SBA Administrator</b>	<b>Linda McMahon</b> .....	81-19
 CEQ Chair	 --	

## **Administration**

**Potential EPA Budget Cuts:** In anticipation of the release of the President’s formal budget proposal for FY 2018, there has been a flurry of anonymously-sourced leaks in recent days suggesting what may be proposed for the EPA. An untitled document appearing to be an OMB or EPA transition-team wish list shows how cuts to 42 EPA programs would add up to the agency’s budget being reduced by 24 percent and its staff by 20 percent. It is said that the President wants to increase defense spending by \$54 billion and pay for it through cuts in non-defense areas, especially from the Department of State and the EPA. The proposed EPA cuts call for the full elimination of seven programs including DERA and Target Airshed Grants as well as SF Bay, Multipurpose Grants, US-Mexico Border Watershed Grants, Beach Water Testing Grants and Radon Grants. Other programs targeted for serious cuts include Great Lakes Restoration, Environmental Education, Environmental Justice, Climate Protection, and Brownfields among many others. (*See leaked document attached below*).

Meanwhile, new EPA Administrator Scott Pruitt sought to tamp down speculation by emphasizing that no decisions on the EPA budget are yet final, and that he (Pruitt) has recently spoken with the new OMB director in defense of certain EPA grant programs that he believes are “important” in protecting the Nation’s air and water quality.

**Council on Environmental Quality:** The new Administration appears to be downgrading (or otherwise transforming) the White House Council on Environmental Quality (CEQ), a 50-person office that has traditionally helped lead and coordinate environmental policies across the range of all the other federal agencies. Without any specific announcement, here are some of the “tea leaves” that outside observers are adding up in their early assessments about what is happening:

- ✓ The President has not yet named a new CEQ Chair.
- ✓ Administration transition teams have had little interaction with CEQ personnel.
- ✓ The CEQ website was taken down after the inauguration and remains dark.
- ✓ CEQ staffers were moved out of their offices into less prestigious quarters.
- ✓ A Jan. 23 Presidential Memorandum designed to expedite approval of “high priority” infrastructure projects tasked the CEQ Chair with coordinating such approvals by establishing expedited procedures and deadlines for completion of environmental reviews for such projects -- a role not traditionally associated with the office.

**Executive Order on Regulatory Reform:** On Feb. 24, the White House issued the “Presidential Executive Order on Enforcing the Regulatory Reform Agenda.” The order requires the head of each federal agency to designate its own “Regulatory Reform Officer” and “Regulatory Reform Task Force,” which are tasked with reviewing agency regulations and making recommendations regarding their repeal, replacement or modification based on their impacts on jobs, costs, effectiveness, or consistency with administration policies.

**Pruitt on Regulatory Policy:** In welcoming remarks to EPA employees on Feb. 21, Administrator Scott Pruitt said: *“Regulations ought to make things regular. Regulators exist to give certainty to those that they regulate. Those that we regulate ought to know what we expect of them, so that they can plan and allocate resources to comply. That’s really the job of the*

regulator, and the process we engage in. I seek to ensure that we engender the trust of those at the state level, that those at the state level see us as partners and not as adversaries.”

	FY 2016 (millions)	FY 2018 (millions)	
SF Bay	4.8	0	-100%
Great Lakes restoration	300	10	-97%
Endocrine disruptors	7.5	0.445	-94%
Enviro education	8.7	0.555	-94%
Chesapeake Bay	73	5	-93%
Puget Sound	28	2	-93%
US Mexico border	3	0.275	-91%
Radon	2.9	0.505	-83%
Gulf of Mexico	4.5	1	-78%
Environmental justice	6.7	1.5	-78%
Small minority business assistance	1.7	0.4	-76%
climate protection	95	29	-69%
Research – air climate energy	92	46	-50%
Sustainable and Health Communities	140	76	-46%
Brownfields	25	14	-44%
Safe and sustainable water resources	107	70	-35%
Research – chem safety and sustainability	89	62	-30%
Lead RRP	13.3	9.4	-29%
LUST	11.3	8	-29%
Right to Know (TRI)	13.9	10.7	-23%
Tribal capacity building	14.4	11.8	-18%
Marine Pollution	10.1	8.6	-15%
compliance monitoring	101	88	-13%
Civil Enforcement	171	153	-11%
<b>State grant programs</b>			
Diesel emissions reduction act	50	0	-100%
Multipurpose grants	21	0	-100%
Targeted airsheds	20	0	-100%
US-Mexico border targeted watershed	10	0	-100%
Beach water quality testing	9.5	0	-100%
Radon	8	0	-100%
Brownfields	48	33	-31%
Tribes – air quality management	12.9	8.9	-31%
Pesticides implementation	12.7	8.8	-31%
Toxic substances compliance	4.9	3.4	-31%
Wetlands	14.7	10.2	-31%
Underground injection	10.5	7.3	-30%
Drinking water grants	102	71	-30%
Nonpoint source pollution	165	115	-30%
Air quality grants	228	159	-30%
Water pollution control	230	161	-30%
Lead	14	9.8	-30%
Tribal general assistance program	65	46	-29%
Total Budget	8,200	6,155	-25%
Employees (FTE)	15,376	12,397	-19%



# 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:** March 3, 2017

**Re:** Federal Update – House of Representatives

---

## **Issues of Interest to SCAQMD**

House Republicans continue the 115<sup>th</sup> Congress with votes on legislation to roll back the regulations of the Obama Administration, and transform the regulatory process.

The House Energy and Commerce Committee has been especially focused with creating and moving the repeal of the Affordable Care Act, while the House Appropriations Committee has recently begun discussions about the potential of moving a series of “minibus” packages of appropriations bills that would fund the government for the remainder of FY17. Currently the Continuing Resolution (CR) expires at the end of April.

## **Ozone Standards Implementation Act of 2017 (H.R. 806, S. 263)**

Both the House and Senate reintroduced legislation to **delay the effective day of the 70 ppb ozone standard to 2025**. The Senate version of the *Ozone Standards Implementation Act of 2017*, S. 263 is led by Shelley Moore Capito (R-WV), and has five original cosponsors, including one Democrat (Joe Manchin). The House version HR 806 is led by Pete Olsen (R-TX) and has 19 original cosponsors, including 3 Democrats.

Under the current ozone standard, final attainment designations are scheduled for October of this year. The bills would also prevent EPA from reconsidering the current standard before 2025, and would stretch the “reconsideration timeline” in the Clean Air Act from every five years to every 10 years.

Similar legislation was offered last Congress, but at that time it faced a certain veto threat from President Obama. The House is nearly certain to pass it and will likely move quickly to do so, given the October compliance timeline. The question is whether seven other Democrats in the Senate would also vote to do so.

## **Wasteful EPA Programs Elimination Act of 2017**

In February Rep. Johnson (R-TX) introduced HR 958, the Wasteful EPA Programs Elimination Act of 2017. Among other things, this bill would prohibit EPA from implementing any new ozone standards in the future, both primary and secondary. It does not seem that this bill would address previously-set ozone standard. It currently has no cosponsors and the path forward is unclear at this time, but the Cassidy team believes that it is worth monitoring given the uncertainty.

### **Searching for and Cutting Regulations that are Unnecessarily Burdensome (SCRUB) Act**

The House voted to pass H.R. 998, the “Searching for and Cutting Regulations that are Unnecessarily Burdensome (SCRUB) Act.” The Act calls for the establishment of a commission that would review and propose regulations for repeal based on considerations pertaining to the utility and economic impacts of the regulation. It also directs agencies to ensure that the costs of new rules are offset by the repeal of old rules. The path forward for this legislation is unclear as it is unlikely to garner the necessary democratic votes to move on the Senate floor.

### **Termination of Environmental Protection Agency (H.R. 861)**

On February 3, Rep. Gaetz (R-FL) introduced H.R. 861 to terminate the Environmental Protection Agency on December 31, 2018. This bill is cosponsored by Rep. Massie (R-KY), Rep. Palazzo (R-MS) and Rep. Loudermilk (R-GA). The bill has been referred to the House Energy and Commerce Committee, House Agriculture Committee, House Transportation and Infrastructure Committee and the House Science Committee. The bill has not received action in any of the committees and is unlikely to gain serious traction for passage.

### **VW Consent Decree: California ZEV Funds**

EPA consent decree commits **\$800 million to California** to promote zero-emission vehicles over a ten-year period through activities like installing EV charging stations, public relations campaigns, and car-sharing. VW itself will conduct the outlays and installations of infrastructure (that is, California will not be dispensing this \$800 million itself). VW will submit its plans for disbursement to CARB every 30 months, describing its plans to disburse \$200 million chunks of the \$800 million, and CARB will have an opportunity to comment and approve these plans before the expenditures begin. If SCAQMD or partners want to recommend specific proposals or high-level considerations for this pot of money, visit [electrifyamerica.com](http://electrifyamerica.com).

### **Cross State Air Pollution Rule (CSAPR)**

Senator Toomey (R-PA) has offered a resolution to axe the **Cross State Air Pollution Rule (CSAPR) as it relates to ozone** using the Congressional Review Act. This resolution would totally nullify CSAPR for ozone and prevent EPA from issuing anything similar in the future.

We anticipate this resolution would pass the House, but it is not yet clear if it would have the necessary 51 votes in the Senate. This would mean no Democrats need to support the resolution, but it’s not clear whether Republicans in the western states immediately downwind who have ozone problems of their own would support it. Also note that CSAPR applies to SO<sub>x</sub> and NO<sub>x</sub> as well, but those pollutants are not addressed in Senator Toomey’s resolution. The map of upwind states affected by CSAPR (mostly in the east) is below.



- States controlled for both fine particles (annual SO<sub>2</sub> and NO<sub>x</sub>) and ozone (ozone season NO<sub>x</sub>) (20 States)
- States controlled for fine particles only (annual SO<sub>2</sub> and NO<sub>x</sub>) (3 States)
- States controlled for ozone only (ozone season NO<sub>x</sub>) (5 States)
- States not covered by the Cross-State Air Pollution Rule

# KADESH & ASSOCIATES, LLC

## MEMORANDUM

To: South Coast AQMD Legislative Committee  
From: Kadesh & Associates  
Date: March 3, 2017  
Re: Federal Legislative Update - Senate

---

### **Senate Confirmations**

The Senate continues to work through nominations and, this week, confirmed Rick Perry (Energy), Ben Carson (HUD), Wilbur Ross (Commerce), and Ryan Zinke (Interior). The remaining cabinet posts are for Labor and Agriculture; the DNI post also remains open.

### **Appropriations Update**

House and Senate appropriations staff have been directed to complete action on the FY17 bills. The House plans to complete and pass conference reports for the remaining appropriations bills over the next few weeks. The first of these will be the FY17 Defense Appropriations bill which will be on the House floor next week.

The Senate has already said that they are unlikely to get to FY17 Appropriations bills until much closer to the current CR expiration date (April 28). The Senate is expected to compile the conference reports into a single package for consideration as an omnibus or CR/omnibus and send it back to the House. At this point, it is unclear which FY17 appropriations bills will be considered in the omnibus and which will simply be extended as a part of the CR.

### **President's Budget**

Senate appropriators and Budget Committee members and staff are eagerly awaiting the release of President Trump's "skinny budget" on March 13. They are next expecting great details from this document and are, instead, hoping to receive enough information to begin the FY18 budget resolution while waiting for the more traditional budget documents in the coming months to begin the FY18 appropriations bills.

The Trump Administration has indicated the order of major legislation will be Repeal/Replace the ACA; tax reform; and then infrastructure. The President's full FY18 budget request is expected sometime in the April/May timeframe.

Kadesh & Associates will continue to monitor and report on new developments as they occur.

## ATTACHMENT 3



### **Joe A. Gonsalves & Son**

**Anthony D. Gonsalves**

**Jason A. Gonsalves**

**Paul A. Gonsalves**

PROFESSIONAL LEGISLATIVE REPRESENTATION

925 L ST. · SUITE 250 · SACRAMENTO, CA 95814-3766

916 441-0597 · FAX 916 441-5061

Email: [gonsalves@gonsalvi.com](mailto:gonsalves@gonsalvi.com)

**TO:** SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**FROM:** ANTHONY, JASON, AND PAUL GONSALVES

**SUBJECT:** MARCH LEGISLATIVE UPDATE

**DATE:** FRIDAY, MARCH 3, 2017

---

The 2017-18 Legislative session resumed on Wednesday, January 4, 2017 with the deadline to introduce all bills falling on February 17, 2017. This year, the Legislature introduced 2652 bills, resolutions, and constitutional amendments. All bills must be in print for 30 days before a Legislative Committee can hear them. This will make a majority of the bills eligible to be heard in Committee after March 17, 2017.

The following will provide you of issues of interest to the District:

- [Legislative Calendar](#)
- [Legislation](#)
- [Cap and Trade Auction](#)

## **LEGISLATIVE CALENDAR**

The following will provide you with the upcoming Legislative deadlines for the 2017-18 legislative session:

April 6-17, 2017 – Spring Recess

April 28, 2017 – Last day for Policy Committees to Hear Fiscal Bills

May 12, 2017 – Last Day for Policy Committees to Hear Non-Fiscal Bills

May 19, 2017 – Last day for Policy Committees to Meet Prior to June 5, 2017

May 26, 2017 – Last Day for Fiscal Committees to Meet.

May 30-June 2, 2017 – Floor Session Only

June 2, 2017 – Last Day to Pass Bills out of Their House of Origin.

June 15, 2017 – Budget Bill Must be Adopted

July 14, 2017 – Last day for Policy Committees to Hear Fiscal Bills

July 21, 2017 – Last day for Policy Committees to Hear Bills.

July 21-August 21, 2017 – Summer Recess

September 1, 2017 – Last Day for Fiscal Committees to Hear Bills

September 5-15, 2017 – Floor Session Only

September 8, 2017 – Last Day to Amend on the Floor

September 15, 2017 – Last Day of Session

## **LEGISLATION**

As you know, February 17, 2017 was the last day to introduce legislation. The Assembly introduced 1777 bills and the Senate introduced 875 bills, totaling 2652 bills for this year. Many of these are “spot” bills, which will be amended with substance over the next month. Our firm will continue to monitor all bills and every amendment to identify bills of interest to the District. The following will provide you with a summary of bills of interest to the District:

### **AB 1073 (E. Garcia)**

The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. Existing law requires the state board, when funding a specified class of projects, to allocate, until January 1, 2018, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology.

This bill proposes to require the state board, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 19, 2017.

### AB 1082 (Burke)

This bill would require an electrical corporation to file with the PUC, by July 30, 2018, a program proposal for the installation of vehicle charging stations at school facilities. The bill would require the PUC to review and approve, or modify and approve, the program proposal filed by the electrical corporation by December 31, 2018.

The bill would also authorize the use of these charging stations by faculty, students, and parents before, during, and after school hours at those times that the school facilities are operated for purposes of providing education or school-related activities. The bill would require the electrical corporation to install, own, operate, and maintain the charging equipment and would require that the approved program include a reasonable mechanism for cost recovery by the electrical corporation.

Lastly, the bill would require that schools receiving charging stations pursuant to the approved program participate in a time-variant rate approved by the commission.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 19, 2017.

### AB 1341 (Calderon)

This bill proposes, on and after January 1, 2018, to exclude from “gross receipts” and “sales price” that portion of the cost of a new near-zero or zero-emission vehicle purchased by a low-income purchaser that does not exceed \$40,000.

The bill would, for taxable years between January 1, 2018 and January 1, 2026, allow a credit under the Personal Income Tax Law to a qualified taxpayer who purchased a new near-zero or zero-emission vehicle during the taxable year. The bill would also allow, during the same time period, a specified deduction in computing adjusted gross income to a qualified taxpayer who purchased a used near-zero or zero-emission vehicle during the taxable year.

This bill would require, on or before January 1, 2019, the state board to develop and implement a comprehensive program comprised of a portfolio of incentives to promote zero-emission and near-zero-emission vehicle deployment in the state to drastically increase the use of those vehicles and to meet specified goals established by the Governor and the Legislature.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 21, 2017.

### AB 1646 (Muratsuchi)

This bill would require the risk management plan of a petroleum refinery to be posted on the Internet Web site of the Office of Emergency Services or on the Internet Web site of the UPA that has jurisdiction over the petroleum refinery.

In addition to existing requirements for the contents of a risk management plan, the bill would require the plan to provide for a system of automatic notification for residents who live within a 5-mile radius of the petroleum refinery, an audible alarm system that can be heard within a 10-mile radius of the petroleum refinery, and an emergency alert system for schools, public facilities, hospitals, and residential care homes located within a 10-mile radius of the petroleum refinery. The bill would require a petroleum refinery to implement those systems on or before January 1, 2019.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 21, 2017.

### AB 1647 (Muratsuchi)

This bill is the companion bill to AB 1646. The bill proposes to require an air district to require the owner or operator of a petroleum refinery to install a community air monitoring system on or before January 1, 2020, and to install a fence-line monitoring system on or before January 1, 2019.

The bill would also require the owner or operator of a refinery to collect real-time data from these monitoring systems, to make that data available to the public at the time of collection in a publicly accessible format, and to maintain records of that data.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 21, 2017.

### SB 57 (Stern)

This bill would change the law (SB 380) specific to the Aliso Canyon natural gas storage facility to require the third-party root cause analysis of the SS-25 well leak be completed and released to the public prior to the supervisor determining the facility is safe to re-start injections of natural gas. In addition, the bill would require the proceeding initiated by the CPUC to determine the feasibility of minimizing or eliminating the use of the Aliso Canyon natural gas facility be completed by December 31, 2017.

SB 57 is an urgency bill, which requires 2/3 vote, and is double referred to the Senate Natural Resources and Water Committee and the Senate Energy, Utilities and Communications Committee.



The bill was heard on February 9, 2017, in the Senate Natural Resources and Water Committee and passed on a 7-2 vote. The bill has been referred to the Senate Energy, Utilities and Communications Committee but has not been set for a hearing date yet.

### **CAP AND TRADE AUCTION**

The results for February's Cap and Trade Auction were disappointing, with only 16.5% of the 74.8 million metric tons of emission allowances being sold at the floor price of \$13.57 per ton.

February's auction was being closely watched by market analysts because the last three quarterly auctions in 2016 posted sub-par results. Almost all of February's proceeds went either to California's utilities, who sell allowances they receive free from the Air Resources Board, or the Canadian province of Quebec, which offers emission allowances through California. Both are first in line when auction proceeds are apportioned.

The California Air Resources Board offered 43.7 million tons of state-owned emission allowances, but sold just 602,340 tons of advance 2020 allowances, which means the state will see only \$8.2 million, rather than the nearly \$600 million it could have received from a sellout.

The disappointing auction revenues could have an impact on Governor Brown's 2017-18 budget plan to spend \$2.2 billion on a variety of climate-related programs and projects. It could also play a role in the motivation for the Legislature to approve the necessary legislation to remove the legal uncertainty around the cap and trade program, which will require a 2/3 vote of the Legislature. As you will recall, Governor Brown included the reauthorization of the program in his January Budget Proposal.



SCAQMD Report  
Gonzalez, Quintana, Hunter & Cruz, LLC  
March 3, 2017

### **General Update**

The Legislature has been fairly quiet for the past month, as most policy committees have not yet begun to hear bills. Of note, however, was an incident in which Senator Nguyen was removed from the Senate Floor by the Sergeants after trying to make a statement about the late Tom Hayden and his opposition to the Vietnam War. Senator de Leon apologized in a subsequent Senate Floor session and has promised a full investigation of the events and a review of Senate rules.

This year the Assembly and Senate introduced a total of 2,652 bills this year. Many of these are spot or intent bills, which will be amended over the coming weeks. As these bills are amended, our firm will keep you updated. The following will provide you with a summary of legislation of interest to the District:

### **SCAQMD Sponsored Legislation**

#### **AB 1132 (C. Garcia) Nonvehicular air pollution: order of abatement.**

Current law regulates the emission of air pollutants by stationary sources and authorizes the regional air quality management districts and air pollution control districts to enforce those requirements.

Current law authorizes the governing boards and the hearing boards of air districts to issue an order for abatement, after notice and a hearing, whenever they find a violation of those requirements.

This bill would authorize the air pollution control officer, if he or she determines that a person has violated those requirements and the violation presents an imminent and substantial endangerment to the public health or welfare, or the environment, to issue an order for abatement pending a hearing before the hearing board of the air district.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 21, 2017.

**AB 1274 (O'Donnell) Carl Moyer Memorial Air Quality Standards Attainment Program. Smog Abatement Fee.**

Current law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by the State Air Resources Board. The program authorizes the state board to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. The program also authorizes funding for a fueling infrastructure demonstration program and for technology development efforts that are expected to result in commercially available technologies in the near-term that would improve the ability of the program to achieve its goals.

This bill is currently in spot bill form. We are continuing to work with in-house SCAQMD counsel and staff to develop bill language to allow the money collected by this smog abatement fee proposal to be directed only toward the Carl Moyer Program for the reduction of criteria and toxic pollutants in the air district in which the money was collected.

This bill has not been referred to Committee as it is not eligible to be heard in Committee until March 21, 2017. Because this bill is currently a spot bill, it will not be referred until we offer substantive language to the Assembly Rules Committee.

The following bills might be of interest to SCAQMD:

**AB 151 (Burke) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.**

Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030.

Per the March 2<sup>nd</sup> amendment, the bill:

- 1) Removes the Sunset on the market based compliance mechanism.
- 2) Adds legislative oversight by requiring CARB to "report and receive input" from legislative committees prior to approving the Scoping Plan.
- 3) Establishes tiers for offsets that puts DACs at the top.
- 4) Adds a host of training/education requirements.

**AB 630 (Cooper) Vehicles: retirement and replacement.**

Would establish the Plus Up Program to be administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluting motor vehicles, as specified.

The bill also would require the state board, no later than July 1, 2018, to update the guidelines for the enhanced fleet modernization program, as specified.

**AB 739 (Chau) State vehicle fleet: purchases.**

Would require, by December 31, 2030, at least 30% of heavy-duty vehicles purchased by the Department of General Services and other state agencies for the state fleet to be zero-emission.

**AB 964 (Gomez) Economic development: Capital Access Loan Program: low emission vehicles.**

Would create the California Affordable Clean Vehicle Program to assist low-income or high financial risk individuals in the purchase of low-emission vehicles.

The bill would require the California Pollution Control Financing Authority to adopt regulations to implement the program.

The bill would establish the California Affordable Clean Vehicle Program Fund, a continuously appropriated fund, for purposes of the program, and would transfer \$50,000,000 from the Greenhouse Gas Reduction Fund to the California Affordable Clean Vehicle Program Fund.

**AB 582 (C. Garcia)**  
**Vehicles: emissions: surveillance.**

**Summary:** This bill would require the State Air Resources Board to enhance its surveillance of emissions from new motor vehicles to detect defeat devices or other software used to evade the surveillance of emissions. The bill would authorize the state board to impose a fee on the manufacturers of new motor vehicles to cover the state board's costs associated with the enhanced surveillance.

**Background:** New motor vehicles and engines must be certified by the Air Resources Board (ARB) for emission compliance before they are legal for sale, use, or registration in California. New motor vehicles are subject to emission tests to verify that compliance. According to a Volkswagen PowerPoint presentation that was discovered as part of the defeat device investigation, Volkswagen engineers realized ten years ago that the emissions control equipment installed in their diesel engines did not have the durability to meet federal and California emissions standards. Durable and effective emissions control equipment would have cost Volkswagen hundreds of dollars more per vehicle and would have increased the price to consumers. Instead of pursuing the more expensive emission control equipment, Volkswagen developed software, known as a defeat device, that could detect when the vehicle was being put through an emission test and activate the emissions control equipment only for the purposes of passing the test. This would extend the life of the emissions control equipment and allow Volkswagen to appear to be in compliance with federal and California emissions standards. However, when not being tested, the vehicles were emitting nitrogen oxides (NOx) up to 40 times the legal limit.

The events that lead to the discovery of Volkswagen's defeat device began when the Center for Alternative Fuels, Engines and Emissions at West Virginia University was attempting to understand the difference between vehicle emissions in real-world conditions and lab performance in both America and Europe. The real-world emissions of a Volkswagen Passat and Jetta were much higher than the lab tests at ARB's El Monte lab. The University turned its data over to ARB. This prompted ARB to open an investigation on the discrepancy. Subsequently, Volkswagen's engineers admitted they were using defeat devices to ARB.

There were over 70,000 2.0L and almost 15,000 3.0L Volkswagen diesel vehicles registered in California that have emitted excess tons of NOx emissions. NOx emissions create particulate matter, and contribute to ozone pollution. California has made large strides in cleaning up the air, but Volkswagen's cheating was particularly harmful because in many parts of the state our air quality is still so much worse than anywhere else in the nation: 23 million Californians live within the nation's only severe non-attainment areas for ozone pollution, and 12 million Californians live in areas with nation-leading levels of fine particle pollution. These pollutants cause lung disease, heart disease, and premature death, especially among the most vulnerable populations.

Recently, ARB has discovered that other automakers may also be using defeat devices.

**Status:** 2/27/2017 - Referred to Assembly Comms. on NAT. RES. and TRANS.

**Specific Provisions** – Specifically, this bill would:

- Require the State Air Resources Board to enhance its surveillance of emissions from new motor vehicles to detect defeat devices or other software used to evade the surveillance of emissions.
- The enhancement shall include, but need not be limited to, all of the following:
  - Partnerships with academic institutions, national laboratories, and private laboratories.
  - Increased utilization of real-world conditions emissions testing.
  - Contracts with experts in the surveillance of emissions and motor vehicle software to develop new surveillance methods and test cycles and to perform testing on behalf of the state board.
- Authorize the state board to impose a fee on the manufacturers of new motor vehicles to cover the state board's costs associated with the enhanced surveillance.

**Impacts on SCAQMD's mission, operations or initiatives:** This bill would provide new tools and resources to ARB to assist them in staying current on any new vehicle technology that could circumvent California clean air laws. This includes partnerships with academic institutions, laboratories, and experts. AB 582 would direct ARB to enhance their new motor vehicle emission testing program to include more real-world condition testing. AB 582 would also give ARB the ability to secure additional funding to perform more independent testing. AB 582 will keep ARB at the forefront of protecting California's air from deceitful polluters. This bill would likely result in a reduction of mobile source pollution within the South Coast region which will help reduce harmful diesel and NOx emissions, thereby protecting public health and facilitating the attainment of state and federal clean air standards.

**SCAQMD STAFF PROPOSED AMENDMENT:** Expand the application of this legislation to cover medium and heavy-duty vehicles.

**Recommended Position:** SUPPORT WITH AMENDMENTS

**ASSEMBLY BILL**

**No. 582**

---

---

**Introduced by Assembly Member Cristina Garcia**

February 14, 2017

---

---

An act to amend Section 43203 of, and to add Section 43202.5 to, the Health and Safety Code, relating to vehicular air pollution, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

AB 582, as introduced, Cristina Garcia. Vehicles: emissions: surveillance.

Existing law requires a manufacturer of a new motor vehicle to allow the State Air Resources Board to conduct surveillance emissions testing at its assembly facilities or at any other location where the manufacturer's assembly line testing is performed and testing records are kept. Existing law authorizes the sale and registration of a new motor vehicle to be rescinded or withheld if a manufacturer of a new motor vehicle prevents the state board from conducting surveillance of assembly line testing. Existing law authorizes the state board to impose a fee on the manufacturers of new motor vehicles to recover the state board's costs associated with this surveillance. Existing law continuously appropriates those fees to the state board.

This bill would require the state board to enhance its surveillance of emissions from new motor vehicles to detect defeat devices or other software used to evade the surveillance of emissions, as specified. The bill would authorize the state board to impose a fee on the manufacturers of new motor vehicles to cover the state board's costs associated with the enhanced surveillance. By expanding an existing continuous appropriation, this bill would make an appropriation.

Vote: majority. Appropriation: yes. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 43202.5 is added to the Health and Safety  
2 Code, to read:  
3 43202.5. The state board shall enhance its surveillance of  
4 emissions from new motor vehicles to detect defeat devices or  
5 other software used to evade the surveillance of emissions. The  
6 enhancement shall include, but need not be limited to, all of the  
7 following:  
8 (a) Partnerships with academic institutions, national laboratories,  
9 and private laboratories.  
10 (b) Increased utilization of real-world conditions emissions  
11 testing.  
12 (c) Contracts with experts in the surveillance of emissions and  
13 motor vehicle software to develop new surveillance methods and  
14 test cycles and to perform testing on behalf of the state board.  
15 SEC. 2. Section 43203 of the Health and Safety Code is  
16 amended to read:  
17 43203. (a) (1) In connection with *the* surveillance of emissions  
18 from new motor vehicles prior to their retail ~~sale~~, *sale pursuant to*  
19 *Section 43202*, the state ~~board may, by regulation,~~ *board, by*  
20 *regulation, may* impose fees on manufacturers of these *motor*  
21 vehicles to recover the state board’s costs in conducting this  
22 surveillance.  
23 (2) *In connection with the surveillance of emissions from new*  
24 *motor vehicles pursuant to Section 43202.5, the state board, by*  
25 *regulation, may impose fees on manufacturers of these motor*  
26 *vehicles to recover the state board’s costs in conducting this*  
27 *surveillance.*  
28 (b) A manufacturer who fails to pay a fee imposed pursuant to  
29 this section within 60 days after receiving an invoice shall pay the  
30 state board an additional fee equal to 10 percent of the fee specified  
31 in subdivision (a). If the manufacturer notifies the state board,  
32 within 60 days after receiving the invoice, that additional  
33 information is needed to honor the invoice, the state board shall  
34 grant an additional 90 days for payment without the imposition of  
35 an additional fee. An additional interest fee equal to the rate of



1 interest earned by the Pooled Money Investment ~~Fund~~ *Account*  
2 shall be imposed upon the fee specified in subdivision (a) and the  
3 additional fees specified in this subdivision and subdivision (c)  
4 for each 30-day period for which they remain unpaid, commencing  
5 60 days after the receipt of the original invoice.

6 (c) A manufacturer who fails to pay all the fees imposed  
7 pursuant to this section within one year from the date of receipt  
8 of the original invoice shall pay a penalty fee equal to 100 percent  
9 of the fees imposed pursuant to subdivisions (a) and (b). A  
10 manufacturer who fails to pay all the fees and penalties imposed  
11 pursuant to this section within two years from the date of receipt  
12 of the original invoice shall pay a penalty equal to 100 percent of  
13 the fees and penalties imposed pursuant to subdivisions (a) and  
14 (b) and to this subdivision, for each one-year period for which they  
15 remain unpaid.

16 (d) Fees authorized by this section shall be imposed only for  
17 *the* surveillance of emissions from new motor vehicles actually  
18 conducted.

19 (e) Notwithstanding Section 13340 of the Government Code,  
20 all fees collected pursuant to subdivision (a) are continuously  
21 appropriated to the state board, to be credited as a reimbursement  
22 of the board's costs incurred in its program for the surveillance of  
23 emissions from new *motor* vehicles. All fees collected pursuant  
24 to subdivisions (b) and (c) shall be deposited by the state board  
25 into the Air Pollution Control Fund.

## **AB 615 (Cooper)**

### **Air Quality Improvement Program: Clean Vehicle Rebate Project.**

**Summary:** Existing law, until July 1, 2017, requires the Air Resources Board (ARB), for the purposes of the Clean Vehicle Rebate Project (CVRP), to, among other things, offer rebates only to applicants who purchase an eligible vehicle and have a specified maximum gross annual income; and increase rebate payments by \$500 for low-income applicants, and prioritize rebate payments for low-income applicants. This bill would remove the sunset date of July 1, 2017 of these provisions.

#### **Background:**

- CVRP is designed to accelerate on-road deployment of zero-tailpipe-emission-capable passenger vehicles – including fuel-cell, all-battery, and plug-in hybrid electric vehicles – and to encourage clean technology innovation.
- CVRP provides consumer rebates for the purchase of zero-emission and plug-in hybrid passenger vehicles. In addition to providing rebates for the purchase or lease of new, eligible vehicles, CVRP provides clean-vehicle market information to California consumers and stakeholders.
- Since 2010, CVRP has issued more than \$377 million in rebates for more than 175,000 vehicles, according to the Center for Sustainable Energy, which administers the ARB program. Rebates cover a range of battery electric, plug-in hybrid electric and fuel cell vehicles.
- The demand for CVRP has seen steady growth over time and has exceeded funding available through AB 118. As CVRP expenditures have grown, questions have been raised around the program's equity and cost effectiveness. For example, over 50% of rebate recipients' household incomes are over \$150,000 annually and over 20% of rebate recipients' household incomes are over \$250,000 a year. Additionally, rebate dollars statistics found that 88% of recipients are Caucasian, 75% of recipients are male and 83% are college graduates. Vehicles with prices ranges from \$70,000 to over \$100,000 accounted for approximately 22,000 rebates (\$56 million).

**Status:** 02/15/2017 -- From printer. May be heard in committee March 17.

**Specific Provisions:** Existing law, until July 1, 2017, requires ARB, for the purposes of CVRP, to, among other things, offer rebates only to applicants who purchase an eligible vehicle and have a specified maximum gross annual income; and increase rebate payments by \$500 for low-income applicants, and prioritize rebate payments for low-income applicants. This bill would remove the sunset date of July 1, 2017 of these provisions.

**Impacts on AQMD’s Mission, Operations or Initiatives:** By removing the sunset date of provisions relating to CVRP, this bill would make clean vehicles more accessible to California drivers living in communities with poor air quality by limiting eligibility by income, increasing rebates levels for low-income households and improving outreach to increase consumer awareness of the rebate project.

This bill is aligned with SCAQMD’s priorities regarding reducing criteria pollutant and toxic emissions within the South Coast region, especially those related to mobile source pollution. This bill would result in cleaner air by promoting the production and use of zero-emission vehicles through the availability of rebates for the purchase of those new vehicles.

**Recommended Position: Support.**

**ASSEMBLY BILL**

**No. 615**

---

---

**Introduced by Assembly Member Cooper**

February 14, 2017

---

---

An act to amend Section 44274.3 of the Health and Safety Code, relating to vehicular air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 615, as introduced, Cooper. Air Quality Improvement Program: Clean Vehicle Rebate Project.

Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law, until July 1, 2017, requires the state board, for the purposes of the Clean Vehicle Rebate Project, to, among other things, offer rebates only to applicants who purchase an eligible vehicle and have a specified maximum gross annual income; increase rebate payments by \$500 for low-income applicants, as defined; and prioritize rebate payments for low-income applicants.

This bill would no longer limit the application of those provisions to until July 1, 2017.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 44274.3 of the Health and Safety Code  
2 is amended to read:

3 44274.3. (a) For purposes of this section, “low income” means  
4 a resident of the state whose household income is less than or equal  
5 to 300 percent of the federal poverty level.

6 (b) Beginning November 1, 2016, under the Clean Vehicle  
7 Rebate Project established as a part of the Air Quality Improvement  
8 Program, the state board shall do the following:

9 (1) Only offer rebates to applicants who purchase an eligible  
10 vehicle and have a gross annual income, as reported on the Internal  
11 Revenue Service Form 1040, the Internal Revenue Service Form  
12 1040A, or the Internal Revenue Service Form 1040EZ, that does  
13 not exceed the following:

14 (A) One hundred fifty thousand dollars (\$150,000) for single  
15 filers.

16 (B) Two hundred four thousand dollars (\$204,000) for  
17 head-of-household filers.

18 (C) Three hundred thousand dollars (\$300,000) for joint filers.

19 (2) Increase the rebate payment by five hundred dollars (\$500)  
20 for a low-income applicant for all eligible vehicle types.

21 (3) Only offer rebates for plug-in hybrids that have an electric  
22 range of at least 20 miles.

23 (4) Provide outreach to low-income households to increase  
24 consumer awareness of the rebate project.

25 (5) Prioritize rebate payments to low-income applicants.

26 (c) The income restrictions set forth in paragraph (1) of  
27 subdivision (b) shall not apply to fuel cell vehicles.

28 ~~(d) This section shall become inoperative on July 1, 2017, and,~~  
29 ~~as of January 1, 2018, is repealed, unless a later enacted statute,~~  
30 ~~that becomes operative on or before January 1, 2018, deletes or~~  
31 ~~extends the dates on which it becomes inoperative and is repealed.~~

## **AB 1081 (Burke)**

### **Sales and use taxes: exclusion: low-emission motor vehicle: trade-in**

**Summary:** AB 1081 would exclude from the terms “gross receipts” and “sales price” the value of a motor vehicle traded in for a clean motor vehicle purchase, if the value of the trade-in motor vehicle is separately stated on the invoice or bill of sale provided to the purchaser.

**Background:** California is at the forefront of battling climate change, and a main pillar of the state’s climate strategy is reducing greenhouse gas emissions to 1990 levels and below. To help achieve this greenhouse gas emissions goal, CARB has required large vehicle manufacturers to produce a certain amount of zero-emission vehicles as a percentage of the overall number of vehicles the manufacturer makes for sale in the state. The present mandate is 15.4 percent of new vehicles delivered for sale by 2025. To reinforce this mandate, Governor Brown issued Executive Order, which set a long-term target of 1.5 million zero-emission vehicles on the road by 2025, with the hope and expectation that the market for these vehicles will become mainstream and self-sustaining for individuals, businesses, and public fleets. To be effective in cutting emissions and cleaning up air pollution, zero-emission and partial-zero-emission vehicles must attract consumers who would otherwise choose a traditional gasoline-fueled car. California has not tried sales tax incentives for the purchase or lease of alternative-fueled vehicles. However, sales tax incentives have been useful in other consumer products. California continues to be one of a few states that includes the value of a trade-in vehicle in the price of the vehicle, thus imposing tax measured by the full price of the vehicle purchased. It is the intent of the Legislature in enacting this act to provide a sales tax incentive that will help motivate customer demand of zero-emission vehicles and achieve the adoption of alternative-fueled vehicles to meet the state’s greenhouse gas emissions goals.

**Status:** 2/17/2017 - From Printer. May be heard in committee on 3/19

#### **Specific Provisions:**

- AB 1081 would exclude from the terms “gross receipts” and “sales price” the value of a motor vehicle traded in for a qualified motor vehicle, as defined, if the value of the trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser.
- “Qualified motor vehicle” means a motor vehicle that meets either of the following:
  - California’s super ultra-low emission vehicle (SULEV) standard for exhaust emissions and the federal inherently low-emission vehicle (ILEV) evaporative emission standard, as defined in Part 88 (commencing with Section 88.101-94) of Title 40 of the Code of Federal Regulations as that part read on January 1, 2017.
  - California’s enhanced advanced technology partial zero-emission vehicle (enhanced AT PZEV) standard or transitional zero-emission vehicle (TZEV) standard.

**Impacts on SCAQMD’s mission, operations or initiatives:** California has long focused on increasing disadvantaged communities’ access to environmentally friendly technologies and green transportation options to benefit the health of residents and to enhance air quality. Older vehicles, which tend to be driven by lower income Californians, have a disproportionate impact on air quality. Incentives such as tax credits for zero- and partial-emission vehicles are crucial for continuing consumer interest in these vehicles, but greater investments are needed to significantly affect consumer buying behavior and the overall alternative-fueled vehicle marketplace, especially when it comes to economically disadvantaged communities. This bill will expand access to larger market of potential consumers on zero- and partial-zero-emission vehicles. Further, this bill will be able to achieve co-benefits in both criteria pollutant and toxic emission reductions, along with greenhouse gas emission reductions. AB 1081 would be in line with the District’s Environmental Justice’s (EJ) initiatives and will help improving air quality and public health in the South Coast region.

**SCAQMD STAFF PROPOSED AMENDMENT:** That the bill language be amended to require that there be a “net emissions benefit” in comparison to the vehicle traded in versus the clean vehicle purchased, in terms of eligibility for the tax exemptions. In other words, the car traded in must be classified as having higher criteria and/or toxic pollutant tailpipe emissions than the clean car purchased, in order for the tax benefit to be available.

**Recommended Position:** SUPPORT WITH AMENDMENTS

**ASSEMBLY BILL**

**No. 1081**

---

---

**Introduced by Assembly Member Burke  
(Coauthor: Assembly Member Gray)**

February 16, 2017

---

---

An act to amend Sections 6011 and 6012 of the Revenue and Taxation Code, relating to taxation, to take effect immediately, tax levy.

LEGISLATIVE COUNSEL'S DIGEST

AB 1081, as introduced, Burke. Sales and use taxes: exclusion: low-emission motor vehicle: trade-in.

Existing sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law defines the terms “gross receipts” and “sales price.”

This bill would exclude from the terms “gross receipts” and “sales price” the value of a motor vehicle traded in for a qualified motor vehicle, as defined, if the value of the trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser.

The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose local sales and use taxes in conformity with the Sales and Use Tax Law, and existing laws authorize districts, as specified, to impose transactions and use taxes in accordance with the Transactions and Use Tax Law, which generally conforms to the



Sales and Use Tax Law. Amendments to the Sales and Use Tax Law are automatically incorporated into the local tax laws.

Existing law requires the state to reimburse cities and counties for revenue losses caused by the enactment of sales and use tax exemptions.

This bill would provide that, notwithstanding these provisions, no appropriation is made and the state shall not reimburse cities and counties for sales and use tax revenues lost by them pursuant to this bill.

This bill would take effect immediately as a tax levy, but its operative date would depend on its effective date.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. The Legislature finds and declares all of the
- 2 following:
- 3 (a) California is at the forefront of battling climate change, and
- 4 a main pillar of the state’s climate strategy is reducing greenhouse
- 5 gas emissions to 1990 levels.
- 6 (b) To help achieve this greenhouse gas emissions goal, the
- 7 State Air Resources Board has required large vehicle manufacturers
- 8 to produce a certain amount of zero-emission vehicles as a
- 9 percentage of the overall number of vehicles the manufacturer
- 10 makes for sale in the state. The present mandate is 15.4 percent of
- 11 new vehicles delivered for sale by 2025.
- 12 (c) To reinforce this mandate, Governor Brown issued Executive
- 13 Order B-16-2012, which set a long-term target of 1,500,000
- 14 zero-emission vehicles on the road by 2025, with the hope and
- 15 expectation that the market for these vehicles will become
- 16 mainstream and self-sustaining for individuals, businesses, and
- 17 public fleets.
- 18 (d) The widespread adoption and purchase of zero-emission
- 19 vehicles can help the environment and further the state’s goals by
- 20 mitigating emissions and easing air pollution.
- 21 (e) To be effective in cutting emissions and cleaning up air
- 22 pollution, zero-emission and partial-zero-emission vehicles must
- 23 attract consumers who would otherwise choose a traditional
- 24 gasoline-fueled car.

1 (f) The current market for zero-emission vehicles has excessive  
2 barriers, including the high relative purchase price associated with  
3 zero-emission vehicles, limited range capability, inadequate  
4 charging infrastructure, resale value, length of commute, and  
5 existing low gas prices.

6 (g) In 2015, California’s new car dealers sold over 2,000,000  
7 new vehicles with a combined 3.1 percent of those sales comprising  
8 zero-emission vehicles and partial-zero-emission vehicles. That  
9 represents a drop in market share for these vehicles, which was  
10 3.2 percent in 2014.

11 (h) Using 2015’s 2,000,000 new vehicle sales as an estimate of  
12 2025 vehicle sales by covered manufacturers, the 15.4 percent  
13 mandate by the State Air Resources Board would require 308,000  
14 zero-emission vehicles and partial-zero-emission vehicles be  
15 delivered for sale in the state that year. If the current 41.5 percent  
16 of new vehicle sales will continue to be made up of sport utility  
17 vehicles, pickups, and vans, over 25 percent of the remaining  
18 1,201,000 passenger vehicles delivered for sale just nine years  
19 from now must be electric or plug-in electric vehicles.

20 (i) California has long focused on increasing disadvantaged  
21 communities’ access to environmentally friendly technologies and  
22 green transportation options to benefit the health of residents and  
23 to enhance air quality.

24 (j) Compared to gasoline-fueled vehicles, alternative-fueled  
25 vehicles reduce the country’s dependence on foreign oil and  
26 substantially lower consumers’ fuel costs.

27 (k) Automakers and new car dealers face numerous inherent  
28 market challenges when introducing and retailing the  
29 alternative-fueled vehicles required by the State Air Resources  
30 Board’s vehicle mandates, including complex incentives, uncertain  
31 policy support, purchase price disparity, lengthy sales transactions,  
32 low gasoline prices, poor after-sale electric vehicle infrastructure,  
33 and sophisticated, constantly changing technology.

34 (l) Incentives, such as rebates, tax credits, and high occupancy  
35 vehicle lane access for zero- and partial-emission vehicles, are  
36 crucial for continuing consumer interest in these vehicles, but  
37 greater investments are needed to significantly affect consumer  
38 buying behavior and the overall alternative-fueled vehicle  
39 marketplace, especially when it comes to economically  
40 disadvantaged communities.

1 (m) California has not tried sales tax incentives for the purchase  
2 or lease of alternative-fueled vehicles. However, sales tax  
3 incentives have been useful in other consumer products. California  
4 continues to be one of a few states that includes the value of a  
5 trade-in vehicle in the price of the vehicle, thus imposing tax  
6 measured by the full price of the vehicle purchased.

7 (m) Accordingly, it is the intent of the Legislature in enacting  
8 this act to provide a sales tax incentive that will help move  
9 customer demand of zero-emission vehicles and achieve the  
10 adoption of alternative-fueled vehicles to meet the state’s  
11 greenhouse gas emissions goals.

12 SEC. 2. Section 6011 of the Revenue and Taxation Code is  
13 amended to read:

14 6011. (a) “Sales price” means the total amount for which  
15 tangible personal property is sold or leased or rented, as the case  
16 may be, valued in money, whether paid in money or otherwise,  
17 without any deduction on account of any of the following:

- 18 (1) The cost of the property sold.
- 19 (2) The cost of materials used, labor or service cost, interest  
20 charged, losses, or any other expenses.

- 21 (3) The cost of transportation of the property, except as excluded  
22 by other provisions of this section.

23 (b) The total amount for which the property is sold or leased or  
24 rented includes all of the following:

- 25 (1) Any services that are a part of the sale.
- 26 (2) Any amount for which credit is given to the purchaser by  
27 the seller.

- 28 (3) The amount of any tax imposed by the United States upon  
29 producers and importers of gasoline and the amount of any tax  
30 imposed pursuant to Part 2 (commencing with Section 7301) of  
31 this division.

32 (c) “Sales price” does not include any of the following:

- 33 (1) Cash discounts allowed and taken on sales.
- 34 (2) The amount charged for property returned by customers  
35 when that entire amount is refunded either in cash or credit, but  
36 this exclusion shall not apply in any instance when the customer,  
37 in order to obtain the refund, is required to purchase other property  
38 at a price greater than the amount charged for the property that is  
39 returned. For the purpose of this section, refund or credit of the  
40 entire amount shall be deemed to be given when the purchase price

1 less rehandling and restocking costs are refunded or credited to  
2 the customer. The amount withheld for rehandling and restocking  
3 costs may be a percentage of the sales price determined by the  
4 average cost of rehandling and restocking returned merchandise  
5 during the previous accounting cycle.

6 (3) The amount charged for labor or services rendered in  
7 installing or applying the property sold.

8 (4) (A) The amount of any tax (not including, however, any  
9 manufacturers' or importers' excise tax, except as provided in  
10 subparagraph (B)) imposed by the United States upon or with  
11 respect to retail sales whether imposed upon the retailer or the  
12 consumer.

13 (B) The amount of manufacturers' or importers' excise tax  
14 imposed pursuant to Section 4081 or ~~4091~~ of the Internal Revenue  
15 Code for which the purchaser certifies that he or she is entitled to  
16 either a direct refund or credit against his or her income tax for  
17 the federal excise tax paid or for which the purchaser issues a  
18 certificate pursuant to Section 6245.5.

19 (5) The amount of any tax imposed by any city, county, city  
20 and county, or rapid transit district within the State of California  
21 upon or with respect to retail sales of tangible personal property,  
22 measured by a stated percentage of sales price or gross receipts,  
23 whether imposed upon the retailer or the consumer.

24 (6) The amount of any tax imposed by any city, county, city  
25 and county, or rapid transit district within the State of California  
26 with respect to the storage, use or other consumption in that city,  
27 county, city and county, or rapid transit district of tangible personal  
28 property measured by a stated percentage of sales price or purchase  
29 price, whether the tax is imposed upon the retailer or the consumer.

30 (7) Separately stated charges for transportation from the  
31 retailer's place of business or other point from which shipment is  
32 made directly to the purchaser, but the exclusion shall not exceed  
33 a reasonable charge for transportation by facilities of the retailer  
34 or the cost to the retailer of transportation by other than facilities  
35 of the retailer. However, if the transportation is by facilities of the  
36 retailer, or the property is sold for a delivered price, this exclusion  
37 shall be applicable solely with respect to transportation which  
38 occurs after the purchase of the property is made.

39 (8) Charges for transporting landfill from an excavation site to  
40 a site specified by the purchaser, either if the charge is separately

1 stated and does not exceed a reasonable charge or if the entire  
2 consideration consists of payment for transportation.

3 (9) The amount of any motor vehicle, mobilehome, or  
4 commercial coach fee or tax imposed by and paid the State of  
5 California that has been added to or is measured by a stated  
6 percentage of the sales or purchase price of a motor vehicle,  
7 mobilehome, or commercial coach.

8 (10) (A) The amount charged for intangible personal property  
9 transferred with tangible personal property in any technology  
10 transfer agreement, if the technology transfer agreement separately  
11 states a reasonable price for the tangible personal property.

12 (B) If the technology transfer agreement does not separately  
13 state a price for the tangible personal property, and the tangible  
14 personal property or like tangible personal property has been  
15 previously sold or leased, or offered for sale or lease, to third  
16 parties at a separate price, the price at which the tangible personal  
17 property was sold, leased, or offered to third parties shall be used  
18 to establish the retail fair market value of the tangible personal  
19 property subject to tax. The remaining amount charged under the  
20 technology transfer agreement is for the intangible personal  
21 property transferred.

22 (C) If the technology transfer agreement does not separately  
23 state a price for the tangible personal property, and the tangible  
24 personal property or like tangible personal property has not been  
25 previously sold or leased, or offered for sale or lease, to third  
26 parties at a separate price, the retail fair market value shall be equal  
27 to 200 percent of the cost of materials and labor used to produce  
28 the tangible personal property subject to tax. The remaining amount  
29 charged under the technology transfer agreement is for the  
30 intangible personal property transferred.

31 (D) For purposes of this paragraph, “technology transfer  
32 agreement” means any agreement under which a person who holds  
33 a patent or copyright interest assigns or licenses to another person  
34 the right to make and sell a product or to use a process that is  
35 subject to the patent or copyright interest.

36 (11) The amount of any tax imposed upon diesel fuel pursuant  
37 to Part 31 (commencing with Section 60001).

38 (12) (A) The amount of tax imposed by any Indian tribe within  
39 the State of California with respect to a retail sale of tangible  
40 personal property measured by a stated percentage of the sales or

1 purchase price, whether the tax is imposed upon the retailer or the  
2 consumer.

3 (B) The exclusion authorized by subparagraph (A) shall only  
4 apply to those retailers who are in substantial compliance with this  
5 part.

6 (13) (A) *The value of a motor vehicle traded in for a qualified*  
7 *motor vehicle if the value of the trade-in motor vehicle is separately*  
8 *stated on the invoice or bill of sale or similar document provided*  
9 *to the purchaser.*

10 (B) *For purposes of this paragraph, “qualified motor vehicle”*  
11 *means a motor vehicle that meets either of the following:*

12 (i) *California’s super ultra-low emission vehicle (SULEV)*  
13 *standard for exhaust emissions and the federal inherently*  
14 *low-emission vehicle (ILEV) evaporative emission standard, as*  
15 *defined in Part 88 (commencing with Section 88.101-94) of Title*  
16 *40 of the Code of Federal Regulations as that part read on January*  
17 *1, 2017.*

18 (ii) *California’s enhanced advanced technology partial*  
19 *zero-emission vehicle (enhanced AT PZEV) standard or*  
20 *transitional zero-emission vehicle (TZEV) standard.*

21 SEC. 3. Section 6012 of the Revenue and Taxation Code is  
22 amended to read:

23 6012. (a) “Gross receipts” mean the total amount of the sale  
24 or lease or rental price, as the case may be, of the retail sales of  
25 retailers, valued in money, whether received in money or otherwise,  
26 without any deduction on account of any of the following:

27 (1) The cost of the property sold. However, in accordance with  
28 any rules and regulations as the board may prescribe, a deduction  
29 may be taken if the retailer has purchased property for some other  
30 purpose than resale, has reimbursed his or her vendor for tax which  
31 the vendor is required to pay to the state or has paid the use tax  
32 with respect to the property, and has resold the property prior to  
33 making any use of the property other than retention, demonstration,  
34 or display while holding it for sale in the regular course of business.  
35 If that deduction is taken by the retailer, no refund or credit will  
36 be allowed to his or her vendor with respect to the sale of the  
37 property.

38 (2) The cost of the materials used, labor or service cost, interest  
39 paid, losses, or any other expense.

1 (3) The cost of transportation of the property, except as excluded  
2 by other provisions of this section.

3 (4) The amount of any tax imposed by the United States upon  
4 producers and importers of gasoline and the amount of any tax  
5 imposed pursuant to Part 2 (commencing with Section 7301) of  
6 this division.

7 (b) The total amount of the sale or lease or rental price includes  
8 all of the following:

9 (1) Any services that are a part of the sale.

10 (2) All receipts, cash, credits and property of any kind.

11 (3) Any amount for which credit is allowed by the seller to the  
12 purchaser.

13 (c) "Gross receipts" do not include any of the following:

14 (1) Cash discounts allowed and taken on sales.

15 (2) Sale price of property returned by customers when that entire  
16 amount is refunded either in cash or credit, but this exclusion shall  
17 not apply in any instance when the customer, in order to obtain  
18 the refund, is required to purchase other property at a price greater  
19 than the amount charged for the property that is returned. For the  
20 purpose of this section, refund or credit of the entire amount shall  
21 be deemed to be given when the purchase price less rehandling  
22 and restocking costs are refunded or credited to the customer. The  
23 amount withheld for rehandling and restocking costs may be a  
24 percentage of the sales price determined by the average cost of  
25 rehandling and restocking returned merchandise during the  
26 previous accounting cycle.

27 (3) The price received for labor or services used in installing or  
28 applying the property sold.

29 (4) (A) The amount of any tax (not including, however, any  
30 manufacturers' or importers' excise tax, except as provided in  
31 subparagraph (B)) imposed by the United States upon or with  
32 respect to retail sales whether imposed upon the retailer or the  
33 consumer.

34 (B) The amount of manufacturers' or importers' excise tax  
35 imposed pursuant to Section 4081 or 4091 of the Internal Revenue  
36 Code for which the purchaser certifies that he or she is entitled to  
37 either a direct refund or credit against his or her income tax for  
38 the federal excise tax paid or for which the purchaser issues a  
39 certificate pursuant to Section 6245.5.

1 (5) The amount of any tax imposed by any city, county, city  
2 and county, or rapid transit district within the State of California  
3 upon or with respect to retail sales of tangible personal property  
4 measured by a stated percentage of sales price or gross receipts  
5 whether imposed upon the retailer or the consumer.

6 (6) The amount of any tax imposed by any city, county, city  
7 and county, or rapid transit district within the State of California  
8 with respect to the storage, use or other consumption in that city,  
9 county, city and county, or rapid transit district of tangible personal  
10 property measured by a stated percentage of sales price or purchase  
11 price, whether the tax is imposed upon the retailer or the consumer.

12 (7) Separately stated charges for transportation from the  
13 retailer's place of business or other point from which shipment is  
14 made directly to the purchaser, but the exclusion shall not exceed  
15 a reasonable charge for transportation by facilities of the retailer  
16 or the cost to the retailer of transportation by other than facilities  
17 of the retailer. However, if the transportation is by facilities of the  
18 retailer, or the property is sold for a delivered price, this exclusion  
19 shall be applicable solely with respect to transportation which  
20 occurs after the sale of the property is made to the purchaser.

21 (8) Charges for transporting landfill from an excavation site to  
22 a site specified by the purchaser, either if the charge is separately  
23 stated and does not exceed a reasonable charge or if the entire  
24 consideration consists of payment for transportation.

25 (9) The amount of any motor vehicle, mobilehome, or  
26 commercial coach fee or tax imposed by and paid to the State of  
27 California that has been added to or is measured by a stated  
28 percentage of the sales or purchase price of a motor vehicle,  
29 mobilehome, or commercial coach.

30 (10) (A) The amount charged for intangible personal property  
31 transferred with tangible personal property in any technology  
32 transfer agreement, if the technology transfer agreement separately  
33 states a reasonable price for the tangible personal property.

34 (B) If the technology transfer agreement does not separately  
35 state a price for the tangible personal property, and the tangible  
36 personal property or like tangible personal property has been  
37 previously sold or leased, or offered for sale or lease, to third  
38 parties at a separate price, the price at which the tangible personal  
39 property was sold, leased, or offered to third parties shall be used  
40 to establish the retail fair market value of the tangible personal



1 property subject to tax. The remaining amount charged under the  
2 technology transfer agreement is for the intangible personal  
3 property transferred.

4 (C) If the technology transfer agreement does not separately  
5 state a price for the tangible personal property, and the tangible  
6 personal property or like tangible personal property has not been  
7 previously sold or leased, or offered for sale or lease, to third  
8 parties at a separate price, the retail fair market value shall be equal  
9 to 200 percent of the cost of materials and labor used to produce  
10 the tangible personal property subject to tax. The remaining amount  
11 charged under the technology transfer agreement is for the  
12 intangible personal property transferred.

13 (D) For purposes of this paragraph, “technology transfer  
14 agreement” means any agreement under which a person who holds  
15 a patent or copyright interest assigns or licenses to another person  
16 the right to make and sell a product or to use a process that is  
17 subject to the patent or copyright interest.

18 (11) The amount of any tax imposed upon diesel fuel pursuant  
19 to Part 31 (commencing with Section 60001).

20 (12) (A) The amount of tax imposed by any Indian tribe within  
21 the State of California with respect to a retail sale of tangible  
22 personal property measured by a stated percentage of the sales or  
23 purchase price, whether the tax is imposed upon the retailer or the  
24 consumer.

25 (B) The exclusion authorized by subparagraph (A) shall only  
26 apply to those retailers who are in substantial compliance with this  
27 part.

28 For purposes of the sales tax, if the retailers establish to the  
29 satisfaction of the board that the sales tax has been added to the  
30 total amount of the sale price and has not been absorbed by them,  
31 the total amount of the sale price shall be deemed to be the amount  
32 received exclusive of the tax imposed. Section 1656.1 of the Civil  
33 Code shall apply in determining whether or not the retailers have  
34 absorbed the sales tax.

35 (13) (A) *The value of a motor vehicle traded in for a qualified*  
36 *motor vehicle if the value of the trade-in motor vehicle is separately*  
37 *stated on the invoice or bill of sale or similar document provided*  
38 *to the purchaser.*

39 (B) *For purposes of this paragraph, “qualified motor vehicle”*  
40 *means a motor vehicle that meets either of the following:*

1 (i) California's super ultra-low emission vehicle (SULEV)  
2 standard for exhaust emissions and the federal inherently  
3 low-emission vehicle (ILEV) evaporative emission standard, as  
4 defined in Part 88 (commencing with Section 88.101-94) of Title  
5 40 of the Code of Federal Regulations as that part read on January  
6 1, 2017.

7 (ii) California's enhanced advanced technology partial  
8 zero-emission vehicle (enhanced AT PZEV) standard or  
9 transitional zero-emission vehicle (TZEV) standard.

10 SEC. 4. Notwithstanding Section 2230 of the Revenue and  
11 Taxation Code, no appropriation is made by this act and the state  
12 shall not reimburse any local agency for any sales and use tax  
13 revenues lost by it under this act.

14 SEC. 5. This act provides for a tax levy within the meaning of  
15 Article IV of the California Constitution and shall go into  
16 immediate effect. However, the provisions of this act shall become  
17 operative on the first day of the first calendar quarter commencing  
18 more than 90 days after the effective date of this act.

## **AB 1083 (Burke)**

### **Transportation electrification: electric vehicle charging infrastructure: state parks and beaches**

**Summary:** AB 1083 would promote of use of electric vehicles at state parks and beaches by facilitating the installation of electric vehicle charging stations.

**Background:** It is the policy of the state and the intent of the Legislature to encourage transportation electrification. The state is behind schedule in attaining the Governor’s goal that by 2015 all major cities in California will have adequate infrastructure intended to support the goal of 1.5 million zero-emission vehicles by 2025. The 2020 goal of establishing adequate infrastructure to support one million zero-emission vehicles is also behind schedule. More needs to be done to install electric vehicle charging infrastructure that will support and enable these critical electric vehicle goals. To reach the aggressive goals for reducing emissions of greenhouse gases, the entire state motor vehicle fleet, both public and private, will need to make a dramatic transition to transportation electrification.

**Status:** 2/17/2017 – From Printer. May be heard in committee on 3/19.

**Specific Provisions:** Specifically, this bill would:

- 1) Require each electrical corporation, in consultation with the Public Utilities Commission (PUC), Energy Commission, and state board, to develop a plan to create a robust charging network at all state parks and beaches within its service territory by July 31, 2018;
- 2) Require an electrical corporation to file with the PUC, by September 30, 2018, a program proposal for the installation of electric vehicle charging stations at state parks and beaches;
- 3) Require the PUC to review and approve, or modify and approve, the program proposal filed by the electrical corporation by December 31, 2018.
- 4) Require the electrical corporation to install, own, operate, and maintain the charging equipment;
- 5) Require that the approved program include a reasonable mechanism for cost recovery by the electrical corporation;
- 6) Require that state parks and beaches receiving charging stations pursuant to the approved program participate in a time-variant rate approved by the commission;

**Impacts on SCAQMD’s mission, operations or initiatives:** Electric vehicle charging station usage has soared over the past few years. As electric vehicles become more commonplace, public recreational facilities such as state parks and beaches will need to provide more charging options for visitors. Locating charging stations in popular destinations will make it easier and more convenient to use electric vehicles as well as encourage more people to purchase electric vehicles. Visitors can enjoy staying at a park or

beach longer knowing you can charge your car there. This bill will provide additional EV charging options for EV drivers and thus expand access to larger EV market. AB 1082 coincides with the District's long-term initiative to enhance EV charging infrastructure in this region. This bill will also facilitate the reduction of mobile source emissions and thereby help protect public health and move towards attainment of federal air quality standards in the South Coast region.

**Recommended Position: SUPPORT**

**ASSEMBLY BILL**

**No. 1083**

---

---

**Introduced by Assembly Member Burke**

February 16, 2017

---

---

An act to add Section 740.14 to the Public Utilities Code, relating to transportation electrification.

LEGISLATIVE COUNSEL'S DIGEST

AB 1083, as introduced, Burke. Transportation electrification: electric vehicle charging infrastructure: state parks and beaches.

Under existing law, the Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations and gas corporations. Existing law requires the PUC, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission), the State Air Resources Board (state board), electrical corporations, and the motor vehicle industry, to evaluate policies to develop infrastructure sufficient to overcome any barriers to the widespread deployment and use of plug-in hybrid and electric vehicles and, by July 1, 2011, to adopt rules that address specified issues. Existing law requires the PUC, in cooperation with the Energy Commission, the state board, air quality management districts and air pollution control districts, electrical and gas corporations, and the motor vehicle industry, to evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of electric power and natural gas to fuel low-emission vehicles. Existing law, enacted as part of the Clean Energy and Pollution Reduction Act of 2015, requires the PUC, in consultation with the Energy Commission and state board, to direct electrical corporations to file applications for programs and investments

to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, achieve the goals set forth in the Charge Ahead California Initiative, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050.

This bill would require each electrical corporation, in consultation with the PUC, Energy Commission, and state board, to develop a plan to create a robust charging network at all state parks and beaches within its service territory by July 31, 2018. The bill would require an electrical corporation to file with the PUC, by September 30, 2018, a program proposal for the installation of electric vehicle charging stations at state parks and beaches. The bill would require the PUC to review and approve, or modify and approve, the program proposal filed by the electrical corporation by December 31, 2018. The bill would require the electrical corporation to install, own, operate, and maintain the electric vehicle charging equipment and would require that the approved program include a reasonable mechanism for cost recovery by the electrical corporation. The bill would require that state parks and beaches receiving charging stations pursuant to the approved program participate in a time-variant rate approved by the commission.

Under existing law, a violation of the Public Utilities Act or any order, decision, rule, direction, demand, or requirement of the commission is a crime.

Because the provisions of this bill are within the act and require action by the commission to implement its requirements, a violation of which would be a crime, this bill would impose a state-mandated local program by creating a new crime.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

1 (a) It is the policy of the state and the intent of the Legislature  
2 to encourage transportation electrification as described in Section  
3 740.12 of the Public Utilities Code.

4 (b) To reach the aggressive goals for reducing emissions of  
5 greenhouse gases set forth in subparagraph (D) of paragraph (1)  
6 of subdivision (a) of Section 740.12 of the Public Utilities Code,  
7 the entire state motor vehicle fleet, both public and private, will  
8 need to make a dramatic transition to transportation electrification.

9 (c) The state is behind schedule in attaining the Governor's  
10 2015 goal that all major cities in California have adequate  
11 infrastructure to support the goal of 1.5 million zero-emission  
12 vehicles by 2025. The 2020 goal of establishing adequate  
13 infrastructure to support one million zero-emission vehicles is also  
14 behind schedule. More needs to be done to install electric vehicle  
15 charging infrastructure to support and enable these critical electric  
16 vehicle goals.

17 SEC. 2. Section 740.14 is added to the Public Utilities Code,  
18 to read:

19 740.14. (a) By July 31, 2018, in consultation with the Public  
20 Utilities Commission, Energy Commission, and State Air  
21 Resources Board, each electrical corporation shall develop a plan  
22 to create a robust charging network at all state parks and beaches  
23 within its service territory.

24 (b) By September 30, 2018, an electrical corporation shall file  
25 with the commission a program proposal for the installation of  
26 electrical grid integrated level-two charging stations at state parks  
27 and beaches. By December 31, 2018, the commission shall review  
28 and approve, or modify and approve, the program proposal filed  
29 by the electrical corporation.

30 (c) The electrical corporation shall install, own, operate, and  
31 maintain the electric vehicle charging equipment.

32 (d) The approved program shall include a reasonable mechanism  
33 for cost recovery by the electrical corporation.

34 (e) State parks and beaches receiving charging stations pursuant  
35 to the approved program shall participate in a time-variant rate  
36 approved by the commission.

37 SEC. 3. No reimbursement is required by this act pursuant to  
38 Section 6 of Article XIII B of the California Constitution because  
39 the only costs that may be incurred by a local agency or school  
40 district will be incurred because this act creates a new crime or

1 infraction, eliminates a crime or infraction, or changes the penalty  
2 for a crime or infraction, within the meaning of Section 17556 of  
3 the Government Code, or changes the definition of a crime within  
4 the meaning of Section 6 of Article XIII B of the California  
5 Constitution.

O



**SB 174 (Lara)**  
**Diesel-fueled vehicles: registration.**

**Summary:** The bill would require proof of compliance with California’s Truck and Bus Regulation as a condition of DMV registration, similar to smog certification requirements for most vehicles on the road today. As part of this process, the bill would establish a phase-out of older diesel-fueled medium-duty and heavy-duty vehicles by January 1, 2023.

**Background:** California’s on-road heavy-duty diesel vehicles regulation requires diesel trucks and buses that operate in California to upgrade their vehicles in order to significantly reduce particulate matter, oxides of nitrogen, and other criteria pollutants. The regulation – which covers approximately two million pieces of equipment – requires truckers to invest in the cleanest available equipment, cutting diesel soot by more than 99 percent and smog forming pollutants by more than 90 percent. These pollutants not only accelerate climate change, but also have a detrimental impact on human health by irritating the eyes, nose, throat, and lungs and contributing to heart and lung diseases, asthma, cancer, and even premature death.

It is estimated that California’s truck and bus rules – which were the first of their kind in the nation – will prevent an estimated 3,500 deaths in the state between 2010 and 2025.

Diesel pollution from trucks and buses that do not meet these standards disproportionately increase regional smog and impact local health, particularly in low-income communities of color. Much of the industry has made the necessary investments to comply with the rule at the cost of approximately \$200 million annually.

Unfortunately, because of the sheer volume of equipment, enforcement of this regulation has been challenging. The California Air Resources Board estimates that as many as 30 percent of the trucks on the road today do not comply with the rule. These trucks both pollute at a much higher rate and unfairly compete with compliant truckers, undercutting their investments in clean vehicles.

Overall, freight transportation is a significant source of criteria pollution, and one of the primary sources of diesel particulate matter in the nation. Combined, diesel-fueled trucks, locomotives, and marine vessels contribute nearly half of the particulate matter (PM) and three quarters of the oxides of nitrogen (NOx) emissions associated with diesel engines. NOx contributes to ozone formation, and diesel PM is a toxic air contaminant and a factor in climate change.

Fine particle pollution from U.S. diesel engines, referred to as diesel particulate matter (DPM), was estimated by the California Air Resources Board in 2006 to shorten the lives of 2,400 people annually. In 1998, CARB identified DPM as a toxic air contaminant based on evidence that there is a relationship between exposure to diesel exhaust and the risk of lung cancer and other adverse health effects. In 2012, additional studies on the potential of diesel exhaust to cause cancer led the International Agency for Research on Cancer (IARC, a division of the World Health Organization) to identify diesel engine exhaust as a carcinogen. DPM also contributes to the same non-cancer health effects as PM2.5 exposure including premature death, hospitalizations and ER visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function in children. Those most vulnerable to these health effects are children (whose lungs are still developing) and seniors (who may have chronic health problems.)

According to CARB, it is estimated that in California nearly 70% of total known cancer risk related to air toxics is attributable to DPM. Based on 2012 estimates of statewide exposure, DPM is estimated to increase statewide cancer risk by 520 cancers per million residents exposed over a lifetime. Non-cancer health effects associated with exposure to DPM (based on 2009 - 2011 air quality data) include 1,400 cardiopulmonary deaths, 100 cardiovascular hospitalizations, 120 respiratory hospitalizations, and approximately 600 ER visits for respiratory issues such as asthma.

**Status:** February 2, 2017 -- Referred to Senate Comms. on T. & H. and EQ.

**Specific Provisions:** This bill would require that beginning in 2020, prior to registering or transferring ownership of a diesel-fueled medium-duty or heavy duty vehicle, the Department of Motor Vehicles must confirm that the vehicles either comply with, or are exempt from, applicable air pollution control technology requirements.

In doing so, DMV shall no longer register, renew a registration, or transfer registration for model year 2010 or older diesel-fueled medium-duty trucks (14,001 pounds to 26,000 pounds) or diesel-fueled heavy-duty trucks (over 26,000 pounds).

Diesel-fueled medium-duty trucks will be phased out according to the following schedule:

- Effective January 1, 2020, for vehicles model year 2004 and older.
- Effective January 1, 2021, vehicle model years 2007 and older.
- Effective January 1, 2023, vehicle model years 2010 and older.

Diesel-fueled heavy-duty trucks will be phased out according to the following schedule:

- Effective January 1, 2020, vehicle model years 2000 and older.
- Effective January 1, 2021, vehicle model years 2005 and older.
- Effective January 1, 2022, vehicle model years 2007 and older.
- Effective January 1, 2023, vehicle model years 2010 and older.

Upon its discretion, the DMV may issue a temporary 90-day permit after a truck's registration has expired or is removed from nonoperation.

**Impacts on AQMD's Mission, Operations or Initiatives:** This bill would help reduce emissions, clean up polluted transportation corridors, improve public health in impacted communities, protect the changing climate from powerful super pollutants like black carbon, and create a level playing field for compliant truckers who have invested hundreds of millions of dollars to meet existing requirements. The author states that this is a win-win for industry and the environment and would ensure that all vehicles are in compliance with existing emission control laws as a condition of DMV registration.

This bill would have a significant impact on air quality in the South Coast Air Basin, as it would phase out all diesel-fueled medium and heavy-duty trucks produced prior to the 2011 model year.

According to the latest version of California's EMFAC model, there are approximately 108,000 diesel-fueled medium and heavy-duty trucks of model year 2010 and older registered in California in CY 2017, and approximately 40-50% of those would be based in Southern California. These trucks make up approximately 38% of the statewide fleet, and the NOx contribution from this segment of the truck population represents approximately 50% of the NOx inventory for on-road mobile source inventory in the South Coast inventory, and thus the NOx reductions in the South Coast region would be significant.

**SCAQMD STAFF PROPOSED AMENDMENT:** Staff recommends technical amendments to the bill's language to adjust its reference to the medium and heavy-duty truck model year phase-out schedules, so that it can better reflect CARB's Truck and Bus Regulation:

Diesel-fueled medium-duty trucks will be phased out according to the following schedule:

- Effective January 1, 2020, for vehicles model year ~~2004~~ 2003 and older.
- Effective January 1, 2021, vehicle model years ~~2007~~ 2006 and older.
- Effective January 1, 2023, vehicle model years ~~2010~~ 2009 and older.

Diesel-fueled heavy-duty trucks will be phased out according to the following schedule:

- Effective January 1, 2020, vehicle model years ~~2000~~ 1999 and older.
- Effective January 1, 2021, vehicle model years ~~2005~~ 2004 and older.
- Effective January 1, 2022, vehicle model years ~~2007~~ 2006 and older.

South Coast Air Quality Management District  
Legislative Analysis Summary – SB 174 (Lara)  
Version: As Introduced January 23, 2017  
Analyst: MC/PC – 2/28/17

- Effective January 1, 2023, vehicle model years ~~2010~~ 2009 and older.

**Recommended Position: SUPPORT WITH AMENDMENTS**

**Introduced by Senators Lara and Leyva**January 23, 2017

---

---

An act to amend Section 4156 of, and to add Section 4000.15 to, the Vehicle Code, relating to vehicles.

## LEGISLATIVE COUNSEL'S DIGEST

SB 174, as introduced, Lara. Diesel-fueled vehicles: registration.

Existing law prohibits a person from driving, moving, or leaving standing upon a highway any motor vehicle, as defined, that has been registered in violation of provisions regulating vehicle emissions.

This bill, effective January 1, 2020, would require the Department of Motor Vehicles to confirm, prior to the initial registration or the transfer of ownership and registration of a diesel-fueled vehicle with a gross vehicle weight rating of more than 14,000 pounds, that the vehicle is compliant with, or exempt from, applicable air pollution control technology requirements, pursuant to specified provisions. The bill would require the department to refuse registration, or renewal or transfer of registration, for certain diesel-fueled vehicles, based on weight and model year, that are subject to specified provisions relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants from in-use diesel-fueled vehicles. The bill would authorize the department to allow registration, or renewal or transfer of registration, for any diesel-fueled vehicle that has been reported to the State Air Resources Board, and is using an approved exemption, or is compliant with applicable air pollution control technology requirements, pursuant to specified provisions.

Existing law authorizes the department, in its discretion, to issue a temporary permit to operate a vehicle when a payment of fees has been accepted in an amount to be determined by the department and paid to

the department by the owner or other person in lawful possession of the vehicle.

This bill would additionally authorize the department to issue a temporary permit to operate a vehicle for which registration is otherwise required be refused under the provisions of the bill, as prescribed.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 4000.15 is added to the Vehicle Code,  
2 to read:

3 4000.15. (a) Effective January 1, 2020, the department shall  
4 confirm, prior to the initial registration or the transfer of ownership  
5 and registration of a diesel-fueled vehicle with a gross vehicle  
6 weight rating of more than 14,000 pounds, that the vehicle is  
7 compliant with, or exempt from, applicable air pollution control  
8 technology requirements pursuant to Division 26 (commencing  
9 with Section 39000) of the Health and Safety Code and regulations  
10 of the State Air Resources Board adopted pursuant to that division.

11 (b) Except as otherwise provided in subdivision (c), for  
12 diesel-fueled vehicles subject to Section 43018 of the Health and  
13 Safety Code, as applied to the reduction of emissions of diesel  
14 particulate matter, oxides of nitrogen, and other criteria pollutants  
15 from in-use diesel-fueled vehicles, and Section 2025 of Title 13  
16 of the California Code of Regulations as if January 1, 2017, or as  
17 subsequently amended:

18 (1) The department shall refuse registration, or renewal or  
19 transfer of registration, for a diesel-fueled vehicle with a gross  
20 vehicle weight rating of 14,001 pounds to 26,000 pounds for the  
21 following vehicle model years:

22 (A) Effective January 1, 2020, vehicle model years 2004 and  
23 older.

24 (B) Effective January 1, 2021, vehicle model years 2007 and  
25 older.

26 (C) Effective January 1, 2023, vehicle model years 2010 and  
27 older.

28 (2) The department shall refuse registration, or renewal or  
29 transfer of registration, for a diesel-fueled vehicle with a gross

1 vehicle weight rating of more than 26,000 pounds for the following  
2 vehicle model years:

3 (A) Effective January 1, 2020, vehicle model years 2000 and  
4 older.

5 (B) Effective January 1, 2021, vehicle model years 2005 and  
6 older.

7 (C) Effective January 1, 2022, vehicle model years 2007 and  
8 older.

9 (D) Effective January 1, 2023, vehicle model years 2010 and  
10 older.

11 (c) (1) As determined by the State Air Resources Board,  
12 notwithstanding effective dates and vehicle model years identified  
13 in subdivision (b), the department may allow registration, or  
14 renewal or transfer of registration, for a diesel-fueled vehicle that  
15 has been reported to the State Air Resources Board, and is using  
16 an approved exemption, or is compliant with applicable air  
17 pollution control technology requirements pursuant to Division  
18 26 (commencing with Section 39000) of the Health and Safety  
19 Code and regulations of the State Air Resources Board adopted  
20 pursuant to that division, using an approved compliance option.

21 (2) The State Air Resources Board shall notify the department  
22 of the vehicles allowed to be registered pursuant to this subdivision.

23 SEC. 2. Section 4156 of the Vehicle Code is amended to read:

24 4156. (a) Notwithstanding any other provision of this code,  
25 and except as provided in subdivision (b), the department in its  
26 discretion may issue a temporary permit to operate a vehicle when  
27 a payment of fees has been accepted in an amount to be determined  
28 by, and paid to the department, by the owner or other person in  
29 lawful possession of the vehicle. The permit shall be subject to the  
30 terms and conditions, and shall be valid for the period of time, that  
31 the department shall deem appropriate under the circumstances.

32 (b) (1) The department shall not issue a temporary permit  
33 pursuant to subdivision (a) to operate a vehicle for which a  
34 certificate of compliance is required pursuant to Section 4000.3,  
35 and for which that certificate of compliance has not been issued,  
36 unless the department is presented with sufficient evidence, as  
37 determined by the department, that the vehicle has failed its most  
38 recent smog check inspection.

39 (2) ~~Not more than~~ *Only* one temporary permit may be issued  
40 pursuant to this subdivision to a vehicle owner in a two-year period.

1 (3) A temporary permit issued pursuant to paragraph (1) is valid  
2 for either 60 days after the expiration of the registration of the  
3 vehicle or 60 days after the date that vehicle is removed from  
4 nonoperation, whichever is applicable at the time that the temporary  
5 permit is issued.

6 (4) A temporary permit issued pursuant to paragraph (1) is  
7 subject to Section 9257.5.

8 (c) (1) *The department may issue a temporary permit pursuant*  
9 *to subdivision (a) to operate a vehicle for which registration may*  
10 *be refused pursuant to Section 4000.15.*

11 (2) *Only one temporary permit may be issued pursuant to this*  
12 *subdivision for any vehicle.*

13 (3) *A temporary permit issued pursuant to paragraph (1) is*  
14 *valid for either 90 days after the expiration of the registration of*  
15 *the vehicle or 90 days after the date that vehicle is removed from*  
16 *nonoperation, whichever is applicable at the time the temporary*  
17 *permit is issued.*

18 (4) *A temporary permit issued pursuant to paragraph (1) is*  
19 *subject to Section 9257.5.*



# **ATTACHMENT 5**

## **DRAFT**

### **Amendment Concept Principles for Greenhouse Gas Reduction Fund and/or Cap & Trade Reauthorization Related Legislation**

- Greenhouse gas (GHG) auction proceeds should be spent in areas of the state that are designated, based on the most recent standards, as severe or extreme nonattainment for ozone.
- At least 20% of total allocated annual Greenhouse Gas Reduction Fund (GGRF) monies should be distributed in areas of the state that are designated, based on the most recent standards, as severe or extreme nonattainment for ozone.
- This allocation would be in addition to any other funding required by AB 1550 (25% in disadvantaged communities (DACs), 5% in low-income communities near DACs, and 5% in low-income communities anywhere in the state).
- This allocation of GGRF monies is to be used in a way that maximizes criteria and toxics emission reduction co-benefits, including to support the development and deployment of near-zero and zero-emission heavy-duty vehicles, off-road equipment, and federal sources (e.g. freight locomotives and ocean-going vessels), and to address air quality and public health impacts, along with simultaneous reductions in GHG emissions.
- A priority would be given to spending funding in DACs.

## ATTACHMENT 6



### South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

#### **HOME RULE ADVISORY GROUP WEDNESDAY, JANUARY 11, 2017 MEETING MINUTES**

##### **CHAIR:**

Dr. Joseph Lyou, Governing Board member

##### **MEMBERS PRESENT:**

Curt Coleman (Southern California Air Quality Alliance); Michael Downs (Downs Energy); Jaclyn Ferlita (Air Quality Consultants); Bill LaMarr (California Small Business Alliance); Dan McGivney (Southern California Gas); Penny Newman (Center for Community Action and Environmental Justice); Mark Olson (Gerdau Rancho Cucamonga Mill); Terry Roberts (American Lung Association of California), and Larry Smith (Cal Portland Cement).

The following members participated by conference call: Micah Ali (Compton Unified School District Board of Trustees); Chris Gallenstein (CARB); Jayne Joy (Eastern Municipal Water District); Rongsheng Luo (SCAG); Bill Quinn (California Council for Environmental & Economic Balance); TyRon Turner (Dakota Communications); and Amy Zimpfer (EPA)

##### **MEMBERS ABSENT:**

Mike Carroll (Regulatory Flexibility Group); Art Montez (AMA International); Larry Rubio (Riverside Transit Agency); Patty Senecal (Western States Petroleum Association); and Morgan Wyenn (Natural Resources Defense Council)

##### **OTHER ATTENDEES:**

Kirsten Cayabyab (CARB); Scott King (CARB); Rita Loof (Radtech); Johnnie Raymond (CARB); Andy Silva (San Bernardino County); David Rothbart (Los Angeles County Sanitation District); and Susan Stark (Tesoro)

##### **AQMD STAFF:**

Jill Whynot	Chief Operating Officer
William Wong	Principal Deputy District Counsel
Henry Hogo	Assistant Deputy Executive Officer
Fred Minassian	Assistant Deputy Executive Officer
Philip Crabbe	Community Relations Manager
Ann Scagliola	Administrative Secretary

##### **OPENING COMMENTS AND SELF-INTRODUCTIONS**

The meeting was called to order at 10:00 a.m. by Dr. Joseph Lyou (Chairman).

## **APPROVAL OF NOVEMBER 11, 2016 MEETING MINUTES**

Dr. Lyou asked for comments on the November 11, 2016 meeting minutes. Hearing none, the minutes were approved.

Bill LaMarr mentioned that he could not recall receiving EPA's Title V Audit Report, which was requested at the November 2016 meeting.

***ACTION ITEM** - Jill Whynot commented that she could provide a copy of the Executive Summary and evaluation received from U.S. EPA, in regards to the Title V audit.*

## **EPA AND FEDERAL ACTIVITIES**

Amy Zimpfer provided an update on recent U.S. EPA and federal activities.

- On December 20, 2016, EPA responded to the petitions submitted by 20 states and local government agencies across the country to request that EPA begin the rulemaking process for On-Road, Heavy-Duty, Lower NO<sub>x</sub> Standards. EPA will initiate the actions necessary to issue a notice of proposed rulemaking.
- EPA finalized actions to approve the South Coast AQMD's (SCAQMD) Combustion Rules 1147 and 1153.1.
- EPA is expected to take final action on the partial approval and partial disapproval on South Coast AQMD's Reasonably Available Control Technology Rules.
- EPA awarded \$7.3M in FY 2016 for Diesel Emission Reduction Grant and rebate funds. Just over \$500,000.00 will be awarded to South Coast AQMD, which will be combined with \$2.2M in local funding.

## **Discussion**

Bill LaMarr requested confirmation on the approval of Rule 1147. Amy Zimpfer confirmed the full approval of Rules 1147 and 1153.1.

Bill Quinn inquired about the change of Administration's effect on EPA's current Regional Administrator. Amy Zimpfer indicated that the current Administrator and Acting Regional Administrators will continue until the new Administrator is confirmed and Regional Administrators identified.

## **CARB REGULATORY ACTIVITIES**

Johnnie Raymond reported on the following items to be discussed at the January 2017 CARB Board Meeting.

- Report on Proposed 2030 Target Scoping Plan and CEQA documentation.
- Consider approval of the 2016 PM<sub>2.5</sub> State Implementation Plans (SIP) for Portola, San Joaquin Valley and Imperial County.
- Consider approval of the 2016 Ozone SIPs for Ventura and San Diego Counties.
- Hear updates to SB 375 Greenhouse Gas Emission Reduction Targets.
- Consider approval of the Final Short-Lived Climate Pollutant Reduction Strategy.
- Consider proposed final greenhouse gas emission standards for crude oil and natural gas facilities, natural gas processing plants, natural gas gathering, boosting, and transmission compressor stations, and underground natural gas storage facilities.
- Consider approval of the 2016 Ozone SIP for Western Mojave Nonattainment Area.
- Consider approval of the PM<sub>10</sub> Maintenance Plan for the San Joaquin Valley

- Consider changes to the Portable Equipment Registration Program regulation and the Airborne Toxic Control Measure for diesel-fueled portable engines.
- Consider amendments to the mandatory greenhouse gas emissions reporting regulation.
- Consider approval of the 2016 Ozone SIP for the Sacramento Nonattainment Region.

Kirsten Cayabyab reported that the State SIP Strategy will go to CARB's Board for consideration in March 2017. The plan is to bring the California nonattainment areas into attainment with CARB's Air Quality Standards. SCAQMD's primary challenge is Ozone, and San Joaquin Valley's is PM2.5.

### **Discussion**

Dr. Lyou inquired if this was a reconsideration of the prior submittal of the San Joaquin Valley PM2.5 SIP Strategy. Kirsten Cayabyab confirmed the reconsideration and indicated CARB has worked closely with San Joaquin Valley to address the Board's concerns.

Dr. Lyou further inquired how could SCAQMD avoid what happened with the San Joaquin Valley SIP. Scott King replied there has been coordination between the agencies and it is anticipated that SCAQMD will not experience the same problems as San Joaquin Valley.

Bill LaMarr inquired about the future of CARB's Cap-and-Trade Program and how this impacts their SIP. Johnnie Raymond indicated that these are two separate programs, but they do work hand-in-hand. AB 32 directs to reduce greenhouse gases and co-pollutant reductions, and the SIP is focused on criteria pollutants.

Kirsten Cayabyab commented that CARB looked at future interactions between policies and actions for climate, criteria pollutants, toxic risks and petroleum reductions. The goal for CARB is to move forward to spend the incentive funding for clean technology and to power this technology with the cleanest renewal fuel.

### **LEGISLATIVE UPDATE**

Philip Crabbe provided a recap on the following items from the December 9, 2016 Legislative Committee meeting.

#### **Update on Federal Legislative Issues**

In addition to written reports from our federal legislative consultants on various key Washington, D.C. issues, the firms gave verbal updates as well.

Unconfirmed reports have indicated that U.S. Congresswoman Cathy McMorris Rodgers may be appointed by President-Elect Trump as the Interior Secretary. It was further reported that Andrew Puzder, CEO of CKE Restaurants was nominated for Labor Secretary, Dr. Ben Carson was nominated for HUD Secretary, General John Kelly was nominated for Homeland Security Secretary, and Scott Pruitt, Oklahoma Attorney General was nominated for U.S. EPA Administrator. It was also reported that conservatives are pleased with the nomination of Pruitt, however, environmentalists and many Democrats are not, so there may be a heated confirmation process for this selection.

The U.S. Senate will focus much of its time in the first several months of the new Congressional session on the confirmation process. However, the U.S. House of Representatives will likely take up some of the big issues, such as regulatory rollbacks. It was also reported that Congressman Greg

Walden from Oregon will be the Chairman of the House Energy and Commerce Committee. With California Governor Jerry Brown's selection of Congressman Xavier Becerra as California Attorney General, Congressman Tony Cardenas has taken over Becerra's leadership role in the Democratic Caucus in the House. Further, the Energy bill has died in Congress, but will likely be re-introduced early in the new Congressional session for further consideration.

The Committee was informed that the recent failure of the Energy bill prevented the Diesel Emission Reduction Act (DERA) Program from being reauthorized for another five years in this closing Congressional session. However, this should not have any impact on appropriations funding for DERA this coming year. The DERA reauthorization effort will be renewed in the new Congressional session and this is a beneficial program for SCAQMD policy priorities. It was reported that Senator Patrick Leahy of Vermont will take over as Vice Chairman and Ranking Member of the Senate Appropriations Committee, replacing Senator Barbara Mikulski of Maryland who is retiring.

### **Update on State Legislative Issues**

SCAQMD's state legislative consultants provided supplements to their written reports on various key issues in Sacramento. Assembly Speaker Anthony Rendon announced that he wanted to see a bipartisan agreement on a transportation funding deal in the new year. Governor Brown is expected to release his new transportation funding plan as part of the 2017 Governor's budget proposal. Overall, a number of state bills have already been introduced for the new legislative session, which cover a variety of topics. However many of these bills are "spot" bills that are not fully developed, and committee hearings will not likely start up in earnest until late March 2017.

The issue of Volkswagen (VW) settlement funds was recently considered by the California Air Resources Board (CARB), and there are two key funds. The first is \$800 million for California that is VW's investment that CARB can provide guidance on, but it does not have direct control. These funds will be dispersed in 4 cycles that are each 30 months long, and the first cycle will focus on zero emission vehicle infrastructure development. The CARB plan also calls for at least 25% of funds to go to disadvantaged communities, but not those as defined by the CalEnviroScreen tool. The second VW fund is \$381 million for California, and this money will be controlled by California. There will be a lead state agency to directly control these funds, to be appointed by the Governor. However, CARB is looking to have those monies focused on the turnover of heavy-duty trucks.

Assembly Member Jimmy Gomez announced his candidacy to run for the Congressional seat being vacated by Congressman Xavier Becerra, who will be California's new Attorney General. Sara Hernandez, a former aide to Los Angeles City Councilman Jose Huizar, announced her candidacy for that same Congressional seat.

Two key bills were introduced as part of a Senate package of bills called "CA Rebuild," and included bills related to transportation and housing. SB 1 (Beall) is the main vehicle in the Senate for transportation funding, particularly focusing on transportation infrastructure, and it proposes to raise funding through various taxes and fees. This bill could provide an opportunity for funding that helps address air quality issues as well. SB 4 (Mendoza) is the other bill, which is more directly related to air quality issues, and is somewhat of a sequel to Proposition 1B. The bill would put a bond on the ballot that would focus on addressing trade corridors, including providing funding for air quality improvement. The content of these bills is still being developed and SCAQMD representatives are in initial discussions with the authors' offices regarding them.

**Discussion**

Larry Smith requested clarification on the Volkswagen \$800M payout, specifically the length of time for each of the planned 4-stage payouts. Staff commented that each stage would be 30 months and that CARB can only provide Volkswagen with guidance on how these funds should be spent. SCAQMD will also provide a proposal directly to Volkswagen for a portion of the payout, as will other air districts in California.

Penny Newman inquired if the 25% for disadvantaged communities was coming out of the \$800M. Staff replied yes.

***ACTION ITEM** – Penny Newman requested contact information for Volkswagen recommendations/proposals. Staff indicated there was a link for proposals which can be provided.*

Bill LaMarr inquired if SCAQMD has taken a position on SB 1. Staff indicated that no position has been taken at this time.

Dr. Lyou commented that staff should engage on the SB 1 legislation, to possibly seek to include an air quality component for possible AQMP incentives and funding. Staff indicated they are engaged in discussions with key legislative staff.

***ACTION ITEM** – Jill Whynot commented that SB 1 – Transportation Funding should be added to the February Legislative Committee agenda to further the discussion.*

Amy Zimpfer commented that the Diesel Emissions Reduction Act (DERA) is moving forward and EPA will continue to accept requests for proposals through April 2017.

**UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS**

William Wong provided an update to Case 1 (SCAQMD v. Anaplex) on the litigation status report and indicated that the Hearing Board proceedings were completed on January 10, 2017 and a stipulated Order for Abatement was issued.

**Discussion**

David Rothbart inquired about facilities that operate without a permit and what jurisdiction does SCAQMD have. Staff indicated that it is a violation to operate a facility without a permit and an Orders for Abatement could be issued.

Jill Whynot provided a recap of the SCAQMD efforts with air monitoring, enforcement and permit issues within the City of Paramount, as well as rule development efforts that will focus on grinding, forging and other metal related processes. The data collected will be shared with industries and other air agencies throughout California, because it is believed this is not just a localized problem. Similar efforts are taking place in other cities that have metal finishing businesses, including the review of business licenses of metal related businesses.

Dr. Lyou and Bill LaMarr inquired if this review identified other businesses that should have had permits. Staff indicated that a few were identified, which resulted in Notices of Violations (NOVs) and Notices to Comply. EPA and ARB, and other agencies, has also been involved in the sampling efforts at schools and many other locations.

Bill LaMarr inquired about the SCAQMD enforcement policy for facilities that have had repeat, multiple NOV's for years. Staff indicated that SCAQMD is seeking changes in the legislature for repeat violators, where our fines and penalties are not effective.

Jill Whynot commented that the SCAQMD Executive Officer has also initiated several very high-level quarterly inter-action meetings with other government agencies. The discussions focus on issues to raise awareness and alert agencies of potential problems.

***ACTION ITEM** – Dr. Lyou requested that Cher Snyder or other staff attend the March Home Rule Advisory Group meeting to provide an update on the ongoing Paramount efforts.*

### **CURRENT INCENTIVE PROGRAMS AND FUNDING GOALS AND ACTIONS FOR THE 2016 AQMP**

Mr. Henry Hogo and Mr. Fred Minassian provided an overview of the current incentive programs and a discussion on the Draft Funding Action Plan. Mr. Minassian discussed the levels of sustained funding that the SCAQMD receives on annual basis, which is currently approximately \$228 million annually. Mr. Minassian highlighted three key funding programs: Carl Moyer, Lower Emission School Bus Program, and the Proposition 1B – Goods Movement. Over \$1.1 billion in funding has been awarded since program inception. Lastly, Fred Minassian discussed the levels of incentive funding for 2017, which include \$30 million for the Carl Moyer Program, \$6.2 million for cargo handling equipment under Proposition 1B (with another \$110 million in contracts for truck and locomotive replacements).

Henry Hogo discussed the Draft Financial Incentives Funding Action Plan that was released on December 16, 2016 for public comment. The Draft Action Plan provides a discussion of proposed activities to pursue additional revenues for incentive programs to help accelerate the turnover of older vehicles and equipment as early as possible to meet ozone air quality standards. The Draft Final 2016 AQMP estimated that around \$10 to \$14 billion will be needed over the next seven to 15 years to help achieve a large portion of the emission reductions associated with the “Further Deployment” measures proposed in the State SIP Strategy.

The Draft Funding Action Plan provides a discussion of 17 potential funding opportunities to generate new revenues for incentive programs. The potential funding opportunities are provided to engender public discussion and do not represent the SCAQMD staff’s recommendation to pursue the sources of funding. The Draft Funding Action Plan proposes a set of guiding principles to pursue and allocate funding. The Draft Plan also includes an estimate of the funding needed by the various mobile source categories. Lastly, the Draft Action Plan includes a discussion of proposed activities to pursue funding including a public process to discuss potential opportunities and prioritizing the opportunities to pursue funding. The Draft Action Plan will be considered by the SCAQMD Governing Board at its February 2017 meeting.

### **Discussion**

Bill LaMarr asked about how much more funding will be available from Proposition 1B. Fred Minassian indicated that the current program is in its last year. Bill LaMarr further commented that he is concerned that although the current programs are successful, he is concerned that if funding is not identified with certainty and there are shortfalls in meeting emission reductions, the burden will fall on stationary sources. Henry Hogo indicated that Board members had requested that a summary of current funding be provided to show that the region needs more funding and the

funding to-date has been successful, resulting in large emission reductions. Relative to potential shifting of the burden to stationary sources, Henry Hogo indicated that CARB has provided a discussion on actions they will take if there is shortfall in incentives funding.

Penny Newman expressed that she shares the same concerns as Bill LaMarr and having additional regulations would provide greater certainty. She inquired if the Proposition 1B funding for locomotives have any particular geographic area. Fred Minassian indicated that they would operate primarily in the South Coast region, but will be traveling most of the time within the goods movement corridors of California.

David Rothbart asked what responsibilities CARB and EPA have since they are responsible for most of the emission reductions. If the region does not get to attainment, is it fair for the federal government to withhold federal highway funds? Dr. Lyou responded that this what the federal Clean Air Act requires. Henry Hogo responded that the emission reduction commitments are CARB's responsibility. This is a "hard" commitment and when approved by EPA, CARB must ensure that the reductions do occur and have done so in the past. A question was asked whether the SIP is the "overriding" document. Henry Hogo commented that the AQMP is the South Coast portion of the SIP.

Dr. Lyou questioned the assumptions used to calculate the amount of funding needed for on-road heavy-duty trucks indicating that the cost of near-zero and zero emission technologies are much higher than the amounts assumed in the Draft Funding Action Plan. Henry Hogo indicated that the assumed amounts are over a long-term basis. In the early years, there may be a need for higher levels of incentives. The incentive levels will drop over time. There was a discussion on availability of near-zero engines and natural gas vehicles and fueling. Dr. Lyou commented that there are additional costs that are not reflected in the assumptions and a need to recognize the need for more funding than has been assumed. Henry Hogo indicated that staff recognized that there are other funding sources that cover fueling infrastructure not assumed in the Draft Funding Action Plan.

Tyron Turner asked whether the number of equipment assumed is an estimate and expressed concerns on entities staying competitive if they had to sell their older equipment outside of the region or in another state. Henry Hogo indicated that the numbers are assumptions.

Micah Ali commented that the City of Compton and the Compton Unified School District are interested in leveraging funding for alternative fueled vehicles and fueling infrastructure.

***ACTION ITEM** – Dr. Lyou indicated that staff can provide MSRC contact information for such opportunities.*

Dr. Lyou commented on the challenges with some of the potential funding opportunities and the need for legislative support. Curt Coleman commented that he liked the fact that staff has provided a list of potential opportunities knowing that some will not move forward and it provides a range of options potentially available.

David Rothbart commented that staff has done a good job in identifying potential funding opportunities for mobile sources, but these sources are the responsibility of CARB and why isn't CARB stepping up to look for funding. Henry Hogo commented that state agencies are precluded from advocating for state funding and for this reason, the SCAQMD staff is proposing that funding



be pursued. CARB will be consulted as legislative actions are proposed. Dr. Lyou commented that the SCAQMD is precluded from supporting ballot measures at the local level.

Bill LaMarr commented that CARB collects a fair amount of penalty fees and should indicate to the state legislature how those monies should be allocated. Dr. Lyou asked how far along is the mileage-based fee concept development with SCAG. Henry Hogo indicated that the fee is proposed to begin in 2025 and there are pilot studies at this time.

Bill LaMarr asked about the public/private partnership opportunity and if that meant having additional fees such as those placed on utilities by municipalities. Henry Hogo indicated that the public/private partnership is looking more at linking with certain foundations such as the insurance industry that have invested in health research to help reduce health costs. A similar partnership could be to help with achieving cleaner air and reduce health costs.

Henry Hogo commented that the potential funding opportunities are not all inclusive and that other opportunities can be proposed. Bill LaMarr commented that potentially adding a surcharge to parking tickets and similar approaches could generate a significant amount of funding.

Amy Zimpfer commented that EPA staff appreciated all of the efforts that the SCAQMD staff has put into the Action Plan and is looking at how to integrate incentives into the SIP planning efforts. Amy Zimpfer reiterated that EPA is on a continuing resolution for the DERA program. In addition, EPA is moving forward on a low-NOx emission standard and is working with the International Civil Aviation Organization on aircraft greenhouse emissions.

## **CONSENSUS BUILDING**

To follow-up a prior request, Jayne Joy indicated she has contacted Mike Silva at CR&R and they are prepared to arrange a facility tour and will send out follow-up emails.

## **SUBCOMMITTEE STATUS REPORTS**

### ***A. Freight Sustainability (Dan McGivney)***

Dan McGivney noted his meeting handout from the California Transportation Commission, regarding the Development of California Freight Investment Program Guidelines for National Highway Freight Formula Funds and Relief Loan Repayment Funds, and the anticipated release of the draft guidelines in March 2017, which will be presented to the Commission for consideration in May 2017 and noted other relevant upcoming meetings.

### **Discussion**

Dr. Lyou commented that the San Pedro Bay Ports have released their Clean Air Action Plan 2017 - Draft Discussion Document.

### ***B. Small Business Considerations (Bill LaMarr)***

There was no report.

### ***C. Environmental Justice (Curt Coleman)***

OEHHA has released their updated health screening tool CalEnviroScreen 3.0, and provided a summary of the various updates.

### ***D. Climate Change***

There was no report.

## **REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE**

A December 2016 meeting did not occur, and Jill Whynot reported on the following items on the agenda for the January 2017 meeting.

- 2017-2019 Home Rule Advisory Group Membership Roster
- Report on New Source Review Equivalency Determination
- Summary on Proposed Rule 1430
- Update Report on Technology Assessment for Rule 1147
- Update on Proposed Rule 1304.2 and 1304.3
- Update on Implementation of Rule 1111

## **DRAFT 2016 ACCOMPLISHMENTS, 2017 GOALS & OBJECTIVES AND MISSION STATEMENT**

Dr. Lyou asked for comments on the Home Rule Advisory Group 2016 Accomplishments and 2017 Goals and Objectives. Hearing none, the reports were approved.

## **OTHER BUSINESS**

There were no comments.

## **PUBLIC COMMENT**

There were no public comments.

## **ADJOURNMENT**

The meeting was adjourned at 12:50 p.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on March 8, 2017, and will be held at SCAQMD in Conference Room CC-8.

 [Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 21

REPORT: Mobile Source Committee

SYNOPSIS: The Mobile Source Committee met on Friday, March 17, 2017. Following is a summary of that meeting. The next Mobile Source Committee meeting is scheduled for Friday, April 21, 2017 at 9:00 a.m.

RECOMMENDED ACTION:  
Receive and file.

Dr. Clarke E. Parker, Sr., Chair  
Mobile Source Committee

PMF:afm

---

### **Attendance**

Committee Members Dr. Joseph Lyou, Sheila Kuehl, Larry McCallon and Judith Mitchell attended at SCAQMD headquarters. Committee Member Marion Ashley attended via teleconference as a listen-only participant as his location was not agendized for this meeting. Committee Chair Dr. Clark E. Parker, Sr., participated via videoconference and called the meeting to order at 9:00 a.m.

### **INFORMATIONAL ITEMS:**

#### **1) Execute Contracts to Implement 2017 Leaf Blower Exchange Program**

Vasken Yardemian, Sr. Staff Specialist, presented on this item. Dr. Parker asked about the most recent improvements compared to last year's program. Staff responded that the SCAQMD is moving towards more battery-electric technology by increasing the number of battery-electric models versus gasoline-powered units. Dr. Parker also asked whether buyers might resell these products after purchase. Staff responded that they followed the events in the beginning of the program through popular websites such as eBay and could not find any such trends. Dr. Lyou asked about the favorable cost-effectiveness of the gasoline-powered equipment and the proportion of VOC versus NOx emissions. Staff responded that the majority of pollutants emitted from leaf blowers are VOC compared to NOx. Supervisor Kuehl

asked if there are cities that are phasing out gasoline-powered leaf blowers or have noise level ordinances regarding lawn and garden equipment and if this program can encourage cities to adopt such ordinances. Executive Officer. Wayne Nastri responded that staff can develop an inventory of cities and counties that have noise ordinances and use this information as a target for outreach. Dr. Philip Fine, Deputy Executive Officer/Planning, Rule Development & Area Sources, added that CARB is planning a statewide lawn and garden equipment regulation.

*Moved by Lyou; seconded by Kuehl; unanimously approved.*

*Ayes: Parker, Ashley, Lyou, Kuehl, McCallon, and Mitchell*

*Noes: None*

*Absent: None*

## **2) Summary of 2016-17 Check Before You Burn Season and Progress Towards PM2.5 Attainment**

Dr. Fine presented on this item. Eight No-Burn days were called during the November 1, 2016 through February 28, 2017 winter wood burning season and prediction accuracy was very good. Above-normal rainfall and unsettled weather conditions during the period helped to improve measured PM2.5 concentrations. Based on preliminary 2016 data, the 2014-2016 PM2.5 annual average design value was the lowest since these measurements began, but the Mira Loma, Rubidoux, Los Angeles, and Fontana stations remain over the annual NAAQS (12.0  $\mu\text{g}/\text{m}^3$ ). While the number of days over the 24-hour PM2.5 NAAQS (35  $\mu\text{g}/\text{m}^3$ ) increased in 2014 and 2015 due to the effect of the drought, only ten days exceeded in 2016 as above-normal rainfall and dispersive weather patterns prevailed. The 2014-2016 24-hour PM2.5 design value only exceeded the NAAQS at Mira Loma. The low 2016 values improve our likelihood of meeting the 24-hour PM2.5 NAAQS by the 2019 deadline, barring significant drought conditions in the future years. The near-road PM2.5 stations do not yet have three years of data to calculate design values, but it appears that these sites will increase the annual average PM2.5 design values by about 1  $\mu\text{g}/\text{m}^3$  over the nearest ambient sites, which will be significant for the next AQMP. Staff does not expect this increase for the 24-hour PM2.5 design value. The preliminary winter 2017 PM2.5 data, based on real-time measurements for the beginning of this year, has been very clean.

Dr. Lyou asked if there is a good way to gauge how effective the No-Burn program is in terms of compliance and awareness. Dr. Fine said it can be hard to track, but we have had a significant outreach effort in the past several years that has improved awareness. Sam Atwood, Media Manager, described efforts with contractor support to track impressions and subscriptions to Air Alerts, noting that the challenge of

public awareness is greater in clean periods like we saw in this wood-burning season. Dr. Lyou asked if other air districts with no-burn programs have come up with other ways of improving awareness. Mr. Atwood stated that staff meets regularly with other agencies to share ideas. Dr. Parker asked to clarify the effect of rain on PM2.5. Dr. Fine responded that rain has a significant impact on reducing PM2.5; in addition, unsettled weather patterns also reduce PM2.5 by increasing mixing and dispersion. Dr. Parker asked if we can exclude data influenced by major fires from the PM2.5 attainment determination. Dr. Fine responded that the U.S. EPA exceptional event rule can allow for this, with some exceptions; however, the winter period when we get most PM2.5 24-hour exceedances typically does not have large wildfires. Staff added that they plan to request exclusion of one 2016 PM2.5 day for a high-wind event and one for fireworks under the exceptional event rule. Dr. Lyou asked how we achieved the incredible progress made with PM2.5 since the measurements began, suspecting mostly fuel and engine standards. Dr. Fine responded that these NOx reductions had a significant impact and that reductions of SOx, such as from SOx RECLAIM amendments, and directly emitted particulates have also been important. Dr. Laki Tisopulos, Deputy Executive Officer/Engineering & Permitting, added that ammonia emissions have also been reduced, as dairies have largely left the Basin. Dr. Fine suggested that staff could provide additional information on PM2.5-related emissions trends and sources.

Dr. Parker asked if we can isolate PM2.5 emissions that come from a variety of sources and chemical processes. Dr. Fine stated that this can be difficult, but we can identify sources and processes with modeling analyses. Mr. Nastri asked for the Committee's input on how we anticipate addressing the coming proliferation of low-cost PM sensors, which may show PM2.5 levels higher than the current federal monitors, especially near major roadways and in economically disadvantaged neighborhoods. Dr. Fine stated that we have been looking at PM2.5 near major roadways for quite a while and see about a 5-10 percent increase from our nearby ambient measurements. The low-cost sensors can help fill in gaps and some may become PM2.5 federal equivalent monitors. Dr. Parker asked about the accuracy of the low-cost PM2.5 monitors. Dr. Tisopulos said that some perform very close to the federal reference standards and can be deployed in large numbers to identify hot spots. Dr. Fine added that for federal reference method equivalency, several tests must be met across the country. Mr. Nastri asked if we were better off focusing funding on placement of low-cost instruments for PM measurements, which have more regional impacts, or on air toxic measurements, with potentially serious acute and carcinogenic impacts in more localized areas near sources. Dr. Lyou said that the risk driver for toxics in the Basin is diesel exhaust, noting the need to address localized issues that come up, such as Paramount, but also the need to address the larger picture of diesel PM2.5 and black carbon. Dr. Fine noted that we are in the planning stage for MATES-V. Dr. Parker asked that staff bring back further discussion to the committee on where to best focus resources.

Councilmember Mitchell asked about the prognosis for attaining the 24-hour PM2.5 NAAQS by the 2019 attainment date, especially given the significance of rainfall. Dr. Fine responded that we are on track, assuming normal rainfall. When we request redesignation to attainment we will also need to submit a maintenance plan to U.S. EPA to show how we will stay in attainment. Councilmember Mitchell asked what happens if we don't attain by 2019. Dr. Fine responded that we would need to do another SIP submittal, and get another attainment date. Dr. Parker asked if we are the only state that has been significantly affected by the drought and PM2.5 exceedances like we experienced. Dr. Fine responded that the drought has affected California and the Western U.S., but the Basin and San Joaquin Valley are the last two main areas exceeding the 24-hour PM2.5 standards and that San Joaquin has a more challenging PM2.5 problem than the Basin.

**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 COMMENTS:**

None

The meeting was adjourned at approximately 10:09 a.m.

**Attachment**

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
MOBILE SOURCE COMMITTEE MEETING  
Attendance Roster – February 17, 2017**

Dr. Clark E. Parker, Sr.....	SCAQMD Governing Board
Supervisor Marion Ashley.....	SCAQMD Governing Board
Dr. Joseph Lyou .....	SCAQMD Governing Board
Supervisor Sheila Kuehl.....	SCAQMD Governing Board
Mayor Pro Tem Larry McCallon.....	SCAQMD Governing Board
Councilmember Judith Mitchell.....	SCAQMD Governing Board
Board Consultant Mark Abramowitz.....	SCAQMD Governing Board (Lyou)
Board Consultant David Czamankse.....	SCAQMD Governing Board (Cacciotti)
Board Consultant Ron Ketcham.....	SCAQMD Governing Board (McCallon)
Board Consultant Diane Moss.....	SCAQMD Governing Board (Kuehl)
Board Consultant Marisa Perez.....	SCAQMD Governing Board (Mitchell)
Wayne Nastri .....	SCAQMD Staff
Jill Whynot .....	SCAQMD Staff
Philip Fine.....	SCAQMD Staff
Henry Hogo .....	SCAQMD Staff
Fred Minassian .....	SCAQMD Staff
Kurt Wiese.....	SCAQMD Staff
Derrick Alatorre.....	SCAQMD Staff
Bay Gilchrist.....	SCAQMD Staff
Laki Tisopulos .....	SCAQMD Staff
Sam Atwood .....	SCAQMD Staff
Kevin Durkee.....	SCAQMD Staff
Arlene Farol.....	SCAQMD Staff
Carol Gomez.....	SCAQMD Staff
Debra Ashby.....	SCAQMD Staff
Dean Saito.....	SCAQMD Staff
Danielle Soto .....	SCAQMD Staff
Lijin Sun .....	SCAQMD Staff
Ryan Stromar .....	SCAQMD Staff
Kim White .....	SCAQMD Staff
Daniel Wong.....	SCAQMD Staff
Kimba Anderson.....	Alta Environmental
Tom Gross .....	Southern California Edison
William LaMarr.....	California Small Business Alliance
Noel Muyco .....	SoCalGas
Bill Pearce.....	The Boeing Company
David Rothbart .....	L.A. County Sanitation Districts
Susan Stark .....	Tesoro
Annette Trah.....	Southern California Edison

[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 22

REPORT: Stationary Source Committee

SYNOPSIS: The Stationary Source Committee met Friday, March 17, 2017. Following is a summary of that meeting.

RECOMMENDED ACTION:  
Receive and file.

Ben Benoit, Chair  
Stationary Source Committee

LT:eb

---

### **Attendance**

The meeting began at 10:30 a.m. In attendance at SCAQMD Headquarters were Committee Chair Ben Benoit and Committee Members Judith Mitchell, Dr. Joseph Lyou, and Sheila Kuehl. Absent were Committee Members Shawn Nelson and Janice Rutherford.

### **INFORMATIONAL ITEMS**

#### **1. Update Using Advanced Remote Sensing Technologies to Measure Emissions From Refineries and Other Sources**

Dr. Andrea Polidori, Science and Technology Advancement Manager, presented a summary on the results of three Optical Remote Sensing (ORS) projects conducted at the end of 2015 to characterize emissions from refineries, small sources, marine vessels, and the ports.

In response to inquiries made by Supervisor Kuehl, Dr. Fine, Deputy Executive Officer/Planning, Rule Development & Area Sources, stated that new emissions data from ORS studies will be integrated into the upcoming MATES V (2018) modeling to better assess the health risks to communities located near refineries and other large and small sources.



Dr. Laki Tisopulos, Deputy Executive Officer/Engineering and Permitting, added that refineries are required to report their annual emissions, and while emissions have decreased significantly over the years, ORS technologies can help refine emission inventories and identify potential leaks very quickly and effectively, thereby reducing overall air toxic emissions within the surrounding communities.

Dr. Lyou asked if it would be possible to work cooperatively with refineries to develop a program which would rely on actual measurements to identify critical issues, and reduce overall emissions.

Wayne Nastri, Executive Officer, stated that this study was carried out with the cooperation of the refineries and there has been a lot of support from the refinery industry for implementing these technologies.

Dr. Tisopulos and Mr. Nastri responded that there was no immediate answer to Dr. Lyou's inquiry about the reason measured VOC emissions were different from the correspondent emission inventories but results pointed to the limitations of the currently used conventional emission inventory methodology in capturing leaks.

In response to an inquiry from Dr. Lyou, Dr. Polidori stated that staff did measure methane but the study was focused on VOCs. Dr. Polidori further stated that in all cases of the study, measured NO<sub>2</sub> emissions seemed to be higher than what was reported in the inventories. Dr. Polidori clarified for the particular facility in Signal Hill emitting more than 21 ppb of benzene, staff was in the process of deploying four different low-cost VOC sensors to measure potential exposure impacts in the surrounding community.

Ms. Bridget McCann, Western States Petroleum Association (WSPA), stated that WSPA will work with SCAQMD on this technology. She expressed technical concerns and explained that existing EPA-approved inventory methods must be followed. Dr. Tisopulos stated that SCAQMD plans to further explore the capabilities of ORS technologies for quantification purposes; although, at present, staff believed they could be used for leak detection and emission reduction purposes, for regulatory or enforcement purposes.

Dr. Polidori stated that Solar Occultation Flux (SOF) is used as a Best Available Technology in Europe and that it did have certain limitations.

Dr. Tisopulos responded to Dr. Lyou's inquiry by stating that most of the refineries have FLIR (forward-looking infrared) cameras (i.e. thermal imaging).

**2. Summary of Proposed Amended Rule (PAR) 219 – Equipment Not Requiring a Written Permit to Operate Pursuant to Regulation II; and Summary of PAR 222 - Filing Requirements for Specific Emission Sources Not Requiring a Written Permit to Operate Pursuant to Regulation II**

Staff presentation was given by Tracy Goss, Planning and Rules Manager. The Committee asked questions regarding staff's proposal for exempting from permitting UV/EB materials. Staff responded that possibly all facilities should be allowed the same requirements to remain technology-neutral and not favor any one industry or technology. Staff also presented the options available to UV/EB operations under the staff proposal and another option under consideration but not currently in the proposal for an exemption for material concentration limits of 50 g/L materials, 25 g/L cleanup solvent, with a 1 ton per year (tpy) limit on VOC emissions, and submittal of recordkeeping currently required under Rule 109 in lieu of registration. After discussion, the Committee supported a technology-neutral approach. Dr. Lyou stated that he favors incentivizing movement from higher VOC concentration materials to cleaner technology. He prefers 25 g/L vs. 50 g/L for materials, but only if it is achievable.

Rita Loof, RadTech International, provided comments on behalf of the UV/EB industry. Capital investment is required to use this technology and should be afforded some consideration. She gave an example of conventional coating usage of 6 gal/day where switching to UV/EB would reduce emissions by 12 lbs/day. Ms. Loof expressed concern that the recommendations for amendments to PAR 219 came primarily from staff. Jill Whynot, Chief Operating Officer, addressed comments from a letter that Ms. Loof distributed to Mr. Nastri and Board members that the rulemaking process is not transparent. Ms. Whynot explained that we have an internal process where engineers and inspectors provide suggestions to the rule team for evaluation of categories for proposed amendments. This input is the starting point for the staff proposal and for public input. Staff is conducting a transparent process and internal communications are an important part of rulemaking.

Bill LaMarr, California Small Business Alliance, expressed dismay regarding his perception that staff has ignored an earlier proposal submitted for the 2013 amendment to Rule 219 to move <1 lb/day NOx sources, particularly spray booths, to Rule 222 and that staff has indicated they will look into the proposal but he hasn't seen any progress. Under Rule 222, recordkeeping is still required and small business owners would benefit. He asked the Stationary Source Committee to direct staff to engage with the industry and to address the issue now while Rules 222 and 1147 are open. Susan Nakamura, Acting Assistant Deputy Executive Officer/Planning, Rule Development & Area Sources, indicated that ethylbenzene and other potential toxic materials are a concern and permit conditions are needed to limit use of materials to stay under health risk thresholds. SCAQMD has no

opportunity to establish appropriate conditions under a registration system. Mr. Nastri commented that we are and will continue to look at mechanisms to streamline permitting for certain smaller sources that meet specific criteria. Amir Dejbakhsh, Assistant Deputy Executive Officer/Engineering and Permitting, said that permits for heaters for automotive spray booths are issued together with the spray booths themselves and that they are not separate.

Gerry Enders, a spray booth shop owner, commented that he had two spray booths in El Monte that were moved to a new location. Neither had a low-NOx burner. Due to the cost, he only retrofitted one of the spray booths with a low-NOx burner. The new burner does not work well, and there is only one certified burner manufacturer to choose from – MidCo. Mr. Dejbakhsh confirmed that only one burner manufacturer applied for certification, but other burners could be used and would be subject to source testing for compliance with Rule 1147. Staff was directed to meet, and following the Committee meeting met, with Mr. Enders separately.

Bill Pearce, Boeing, requested a 30-day delay in order to receive input from multiple sites and provide detailed comments on the staff proposal. Dr. Fine said staff would meet and discuss the company's concerns. David Rothbart, Southern California Alliance of Publicly-Owned (SCAP) Treatment Works, described an exemption that Los Angeles County Sanitation Districts requests relative to a passive carbon adsorption system for food waste storage and asked for a 1-month delay in order to provide time to vet the staff proposal. Joe Blanford, a UV/EB supplier, stated his support for the RadTech proposal. Emissions using UV are lower than conventional technology.

Susan Stark, Tesoro, described a vapor sock technology to replace guide-pole floats on floating roof tanks, stating that EPA considers vapor socks to be equivalent technology, and San Diego allows them as equivalent. Ms. Stark commented that if staff cannot provide an exemption under Rule 219, at least consider Rule 222 registration. Mr. Goss acknowledged the U.S. EPA equivalency, but that Rule 1178 does not address the technology. Mayor Pro Tem Benoit asked if Rule 1178 needs to be amended and was told yes by staff. Dr. Lyou suggested that Rule 219 could allow it, pending Rule 1178 requirements. Ms. Nakamura commented that if vapor socks were not exempted in Rule 219, staff could include a commitment in the Resolution to ensure that the issue is addressed in the next amendment to Rule 219.

Dr. Lyou then asked if staff had clear enough direction regarding the UV/EB issue. Dr. Fine gave a recap of staff's understanding.

## **WRITTEN REPORTS**

All written reports were acknowledged by the Committee.

## **OTHER BUSINESS**

None.

## **PUBLIC COMMENTS**

There were no public comments.

The next Stationary Source Committee meeting is scheduled for April 21, 2017. The meeting was adjourned at 12:30 p.m.

### **Attachment**

Attendance Roster

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
STATIONARY SOURCE COMMITTEE MEETING**

**March 17, 2017**

**Attendance Roster (Voluntary)**

Mayor Pro Tem Ben Benoit .....	SCAQMD Governing Board
Dr. Joseph Lyou.....	SCAQMD Governing Board
Councilmember Judith Mitchell .....	SCAQMD Governing Board
Supervisor Sheila Kuehl .....	SCAQMD Governing Board
Board Consultant David Czamanske.....	SCAQMD Governing Board (Cacciotti)
Board Consultant Ron Ketcham.....	SCAQMD Governing Board (McCallon)
Wayne Nastri .....	SCAQMD staff
Bill Wong .....	SCAQMD staff
Philip Fine.....	SCAQMD staff
Laki Tisopoulos .....	SCAQMD staff
Jill Whynot .....	SCAQMD staff
Kurt Wiese.....	SCAQMD staff
Andrea Polidori.....	SCAQMD staff
Amir Dejbakhsh.....	SCAQMD staff
Susan Nakamura .....	SCAQMD staff
Tina Cox .....	SCAQMD staff
Bill LaMarr .....	California Small Business Alliance
David Rothbart .....	L.A. County Sanitation Districts
Rita Loof.....	RadTech
Susan Stark .....	Tesoro
Bill Pearce.....	The Boeing Company
Noel Muyco .....	SoCalGas
Peter Whittingham.....	Curt Pringle & Associates
Tony Endres.....	FDI
Bridget McCann .....	Western States Petroleum Association
Patty Senecal.....	Western States Petroleum Association

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 23

REPORT: Technology Committee

SYNOPSIS: The Technology Committee met on March 17, 2017. Major topics included Technology Advancement items reflected in the regular Board Agenda for the April Board meeting. A summary of these topics with the Committee's comments is provided. The next Technology Committee meeting will be held on April 21, 2017.

RECOMMENDED ACTION:

Receive and file.

Sheila Kuehl, Vice Chair  
Technology Committee

MMM:pmk

---

**Attendance:** Supervisor Sheila Kuehl, Mayor Pro Tem Ben Benoit, Mayor Pro Tem Larry McCallon and Councilmember Judith Mitchell were in attendance at SCAQMD headquarters. Councilmember Joe Buscaino, Councilmember Dwight Robinson and Supervisor Janice Rutherford were absent due to conflicts with their schedules. Due to the absence of Councilmember Joe Buscaino, Supervisor Sheila Kuehl chaired the meeting, and appointed Mayor Pro Tem Ben Benoit as a one-time Committee Member for this meeting.

## **APRIL BOARD AGENDA ITEMS**

### **1. Adopt Resolution Recognizing Funds and Accepting Terms and Conditions for FY 2016-17 Carl Moyer Program Award and Issue Program Announcements for Carl Moyer Program and SOON Provision**

These actions are to adopt a resolution recognizing up to \$26 million in Carl Moyer Program grant awards from CARB under SB 1107 with its terms and conditions for FY 2016-17 and to approve the release of Program Announcements for the FY 2016-17 "Year 19" Carl Moyer Program and SOON Provision to provide incentive funding for low-emitting on- and off-road vehicles and equipment. This action is to

also approve a name correction for an award recipient under the Carl Moyer Program.

*Moved by Mitchell; seconded by McCallon; unanimously approved.*

*Ayes: Benoit, Kuehl, McCallon, Mitchell*

*Noes: None*

*Absent: Buscaino, Robinson, Rutherford*

**2. Recognize Revenue and Execute Contract to Develop and Evaluate Aftertreatment Systems for Large Displacement Diesel Engines**

CARB previously awarded a contract to Southwest Research Institute (SwRI) to investigate and demonstrate emission control strategies for 13-liter diesel engines to achieve 90% emission reductions using available aftertreatment systems. While the demonstration was successful, in order to better estimate real-world emissions under low load and low temperature conditions, an aged aftertreatment system is required for further optimization. These actions are to recognize revenue up to \$500,000 from the U.S. EPA into the Clean Fuels Fund (31) and execute a contract with SwRI in an amount not to exceed \$400,000 from the Clean Fuels Fund (31), comprising up to \$290,000 from the EPA revenue and \$110,000 for SCAQMD's cost-share, to develop and evaluate an aged aftertreatment system for emissions testing. The remaining EPA funds will be allocated to a future project, subject to Board approval.

*Councilmember Mitchell verified with staff that the remainder of the U.S.EPA revenue is also designated for diesel reduction projects. Supervisor Kuehl inquired what would be the impact on Stage 3 if U.S. EPA funds are not received, and also about the degree of staff confidence that the proposed aftertreatment project would fix the problems in Stage 1, as well as what would happen to the Stage 3 funds approved in January if the proposed aftertreatment project failed to fix the problems in Stage 2. Staff indicated that catalyst failure from Stage 1 was mechanical in nature and is not expected to be repeated, and if U.S. EPA funds are not received, alternative sources of funds, including additional Clean Fuels Funds, can be approved in the future.*

*Moved by Benoit; seconded by Mitchell; unanimously approved.*

*Ayes: Benoit, Kuehl, McCallon, Mitchell*

*Noes: None*

*Absent: Buscaino, Robinson, Rutherford*

**3. Recognize Revenue and Execute Contracts to Demonstrate Zero and Near-Zero Emission Drayage Trucks and Cargo Handling Equipment**

SCAQMD received a \$10 million award to develop and demonstrate zero and near-zero emission technologies for drayage and cargo handling applications under CEC's AB 118 Alternative and Renewable Fuel and Vehicle Technology Program. This action is to recognize the revenue into the Clean Fuels Fund (31) and execute contracts with Clean Energy, Velocity Vehicle Group and Hyster-Yale Nederland BV to develop and demonstrate advanced zero and near-zero emission drayage trucks and top handlers in an amount not to exceed \$11,600,106 from the Clean Fuels Fund (31).

*In response to an inquiry by Supervisor Kuehl pertaining to the weight of natural gas-powered trucks compared to their diesel counterparts, staff explained that natural gas trucks have a negligible weight penalty. Further, in response to Supervisor Kuehl's inquiry on inductive charging, staff provided a brief description of how wireless charging systems work. Supervisor Kuehl also sought verification that a broad range of performance tests will be conducted on the top handler. Staff informed the committee that the equipment will be deployed under full operation at a terminal to assess performance evaluations.*

*Mayor Pro Tem Benoit questioned the need for wireless charging systems given that the systems are more complex, especially when a plug is simpler in design, and also inquired about the emissions from off-road top handlers. Staff informed the committee that the current emissions from top handlers are relatively high in terms of NOx. Mayor Pro Tem Benoit verified with staff that the electric and plug-in hybrid electric trucks will have regenerative braking.*

*Moved by Benoit; seconded by Mitchell; unanimously approved.*

*Ayes: Benoit, Kuehl, McCallon, Mitchell*

*Noes: None*

*Absent: Buscaino, Robinson, Rutherford*

**4. Other Business**

*There was no other business.*

**5. Public Comments**

*There were no public comments.*

**Next Meeting: April 21, 2017**

**Attachment**

Attendance



**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
TECHNOLOGY COMMITTEE MEETING  
Attachment – Attendance**

Mayor Pro Tem Ben Benoit .....	SCAQMD Governing Board
Supervisor Sheila Kuehl.....	SCAQMD Governing Board
Mayor Pro Tem Larry McCallon .....	SCAQMD Governing Board
Councilmember Judith Mitchell.....	SCAQMD Governing Board
Mark Abramowitz .....	Board Consultant (Lyou)
Ron Ketcham.....	Board Consultant (McCallon)
Marisa Perez .....	Board Consultant (Mitchell)
Wayne Nastri.....	SCAQMD Staff
Jill Whynot .....	SCAQMD Staff
Ruby Fernandez.....	SCAQMD Staff
Henry Hogo .....	SCAQMD Staff
Fred Minassian .....	SCAQMD Staff
Naveen Berry.....	SCAQMD Staff
Dean Saito .....	SCAQMD Staff
Lori Berard .....	SCAQMD Staff
Patrick Chandler.....	SCAQMD Staff
Brian Choe.....	SCAQMD Staff
Seungbum Ha .....	SCAQMD Staff
Drue Hargis .....	SCAQMD Staff
Todd Warden.....	SCAQMD Staff
Vicki White .....	SCAQMD Staff
Vasken Yardemian .....	SCAQMD Staff
Dominic Tung.....	SCAQMD Staff
Penny Shaw Cedillo .....	SCAQMD Staff
Pat Krayser .....	SCAQMD Staff
Jon Leonard .....	GNA
Susan Stark .....	Tesoro

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 24

REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on March 16, 2017. The next meeting is scheduled for Thursday, April 20, 2017, at 2:00 p.m., in Conference Room CC8.

RECOMMENDED ACTION:  
Receive and file.

Ben Benoit  
SCAQMD Representative on MSRC

MMM:HH:AP

---

**Meeting Minutes Approved**

The MSRC unanimously approved the minutes of the September 15, 2016 and January 25, 2017 meetings. Those approved minutes are attached for your information (*Attachments 1 and 2*).

**FYs 2016-18 Major Event Center Transportation Program**

As part of its FYs 2016-18 Work Program, the MSRC allocated \$5,000,000 for event center transportation programs and released Program Announcement #PA2017-05. The Program Announcement, with an initial targeted funding amount of \$5,000,000, solicits applications from qualifying major event centers and/or transportation providers to provide transportation service for venues not currently served by sufficient transportation service. Applications may be submitted at any time from March 3, 2017 to March 30, 2018. The MSRC considered an application submitted by Orange County Transportation Authority (OCTA). OCTA requested the MSRC to consider an award of \$503,272 to provide special train service to weekday games at Angels Stadium for the 2017 and 2018 baseball seasons. Trains would be scheduled to arrive in time for the games, which begin at 7:07 p.m., and trains would hold for 30 minutes after the last out before departing. Service would be provided on Metrolink's Orange County line for each weekday evening game in both northbound and southbound directions. In addition, for 15 of these games limited service would be provided to and from Riverside. In accordance with program requirements, OCTA commits to use Tier 4 locomotives for the 2018 season, and would use Tier 4 locomotives in 2017 if available. OCTA would contribute at least \$504,000 in co-funding. The MSRC approved a contract award to OCTA in an amount not to exceed \$503,272 as part of the

FYs 2016-18 Work Program. This contract award will be considered by the SCAQMD Board at its April 7, 2017 meeting.

### **Contract Modification Requests**

The MSRC considered three contract modification requests and took the following actions:

1. For City of Los Angeles, Bureau of Sanitation, Contract #MS12082, which provides \$175,000 to install a CNG station, a two-year contract term extension, with the throughput requirement being met in the fifth through seventh years of operation;
2. For Los Angeles Metropolitan Transportation Authority (Metro), an award modification to include special transit service to two concerts at Dodger Stadium in addition to home baseball games, with no change to the award amount of \$807,945; and
3. For Riverside County Transportation Commission (RCTC), Contract #MS14059, which provides \$1,250,000 to implement signal synchronization projects, reallocation of \$74,625 from the Hamner Avenue Project in Eastvale to the Magnolia Avenue Project in Riverside, with no change in the overall MSRC contribution or the work to be performed.

The SCAQMD Board will consider the above contract modification for Metro at its April 7, 2017 meeting.

### **Received and Approved Final Reports**

The MSRC received and unanimously approved two final report summaries this month as follows:

1. Clean Energy, Contract #MS08058, which provided \$400,000 to construct a new CNG station at Ontario Airport;
2. Orange County Transportation Authority, Contract #MS16089, which provided \$128,500 to implement Express Bus Service to Angel Stadium.

### **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 March, 2017 is attached (*Attachment 3*) for your information.

### **Attachments**

- Attachment 1 – Approved September 15, 2016 Meeting Minutes
- Attachment 2 – Approved January 25, 2017 Meeting Minutes
- Attachment 3 – March 2017 Contracts Administrator's Report



**SPECIAL JOINT RETREAT MEETING BETWEEN THE  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE  
AND ITS TECHNICAL ADVISORY COMMITTEE  
THURSDAY, SEPTEMBER 15, 2016 MEETING MINUTES  
Orange County Transportation Authority Headquarters (OCTA)  
550 S. Main Street, Conference Center Room 08, Orange, CA 92868**

**MEMBERS PRESENT:**

(Chair) Greg Pettis, representing RCTC  
(Vice Chair) Larry McCallon, representing SANBAG  
Ben Benoit (Alt.), representing SCAQMD  
Jack Kitowski, representing CARB  
Michele Martinez, representing SCAG  
Dolores Roybal Saltarelli (Alt.), representing Regional Rideshare Agency  
Tim Shaw (Alt.), representing OCTA  
Greg Winterbottom, representing OCTA  
Mark Yamarone (Alt.), representing LA County MTA

**MSRC MEMBERS ABSENT:**

Michael Antonovich, representing SCAQMD  
Steve Veres, representing LA County MTA

**MSRC-TAC MEMBERS PRESENT:**

(MSRC-TAC Chair) Gretchen Hardison, representing City of Los Angeles DWP  
(MSRC-TAC Vice Chair) Dan York, representing Cities of Riverside County  
Eliza Echevarria (Alt.), representing RCTC  
Joe Indrawan (Alt.), representing Cities of Riverside County  
Jamie Lai, representing Cities of Orange County  
Steven Lee, rep. Los Angeles County MTA  
Rongsheng Luo, representing SCAG  
Lorelle Moe-Luna, representing RCTC  
Dean Saito, representing SCAQMD  
Andy Silva, representing San Bernardino County Board of Supervisors  
Rick Teebay (Alt.), representing Los Angeles County Board of Supervisors  
Eddie Washington, representing Los Angeles County Board of Supervisors  
Earl Withycombe, representing CARB  
Sue Zuhlke, representing Orange County Transportation Authority

**OTHERS PRESENT:**

Ruben Aronin, Better World Group  
Josh Becker, Founder Full Circle Fund  
Lauren Dunlap, SoCalGas  
Sam Emmersen, Better World Group  
Matt Essex, A-Z Bus Sales  
Wendy James, Better World Group  
Sarah Jepson, SCAG  
John Kato, CEC  
Leo Lovato, A-Z Bus Sales  
Wayne Nastri, SCAQMD  
Colin Peppard, L.A. Metro  
Laura Zarembo-Schmidt, CARB

**SCAQMD STAFF & CONTRACTORS**

Angelica Enriquez, SCAQMD Staff  
Ray Gorski, MSRC Technical Advisor-Contractor  
Henry Hogo, Asst. DEO/Science & Technology Advancement  
John Kampa, Financial Analyst  
Matt MacKenzie, MSRC Contracts Assistant  
Gabriela Navar, MSRC Contracts Assistant  
Ana Ponce, MSRC Administrative Liaison  
Cynthia Ravenstein, MSRC Contracts Administrator  
Veera Tyagi, Sr. Deputy District Counsel

**CALL TO ORDER**

- Call to Order  
MSRC Chair Greg Pettis called the meeting to order at 9:30 a.m. Roll call was taken at the start of the meeting. The following members and alternates were present: BENOIT, KITOWSKI, MARTINEZ, ROYBAL, SALTARELLI, YAMARONE, PETTIS.
- Opening Comments  
MSRC Chair Greg Pettis thanked Sam Emmersen and Ruben Aronin of The Better World Group for the great job they did putting together the Los Angeles Dodgers event. They did a fabulous job, he said, and the MSRC received great publicity.

Cynthia Ravenstein, MSRC Contracts Administrator, introduced Gabriela Navar, MSRC staff's new Contracts Assistant, replacing Rachel Valenzuela's position.

<b>MSRC MEETING AGENDA ITEMS (Participation of MSRC Members Only)</b>
---

**CONSENT CALENDAR (Items 1 through 7)****Receive and Approve Items****Agenda Item #1 – Minutes of the May 19 MSRC Meeting**

The minutes of the May 19, 2016 MSRC meeting were distributed at the meeting.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND  
SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE  
MSRC UNANIMOUSLY APPROVED THE MAY 19, 2016 MEETING  
MINUTES.

**ACTION:** Staff will include the minutes in the MSRC Committee Report for the October 7, 2016 SCAQMD Board meeting, and place a copy on the MSRC's website.

**Agenda Item #2 – Summary of Final Reports by MSRC Contractors**

One final report summary was included in the agenda package for Orange County Transportation Authority, Contract #MS14087, which provided \$239,645 to implement Special Metrolink Service to Angel Stadium.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND  
SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE  
MSRC UNANIMOUSLY APPROVED THE FINAL REPORT ABOVE.

**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 July 28, 2016 through August 24, 2016 was included in the agenda package.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND  
SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER  
APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE  
MSRC UNANIMOUSLY APPROVED TO RECEIVE AND FILE THE  
CONTRACTS ADMINISTRATOR'S REPORT FOR JULY 28, 2016  
THROUGH AUGUST 24, 2016.

**ACTION:** SCAQMD staff will include the MSRC Contracts Administrator's Report in the MSRC Committee Report for the October 7, 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 August 31, 2016 was included in the agenda package.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED TO RECEIVE AND FILE THE FINANCIAL REPORT FOR THE PERIOD ENDING AUGUST 31, 2016.

**ACTION:** No further action is required.

**For Approval – As Recommended****Agenda Item #5 – Consider 13-Month Extension by City of Placentia, Contract #ML16048 (\$90,000 – Install Bicycle Locker and EV Charging Stations)**

MSRC Chair Greg Pettis stated for the record that California Consulting grant writing firm wrote the underlying proposal for this grant for the City of Placentia, but he did not receive any financial benefit from the City of Placentia, which is involved in this item, and therefore he does not believe he has a financial interest in the item.

The City of Placentia requests a 13-month term extension due to extended negotiations with the former developer for the Metrolink station and parking structure. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED A 13-MONTH EXTENTION TO THE CITY OF PLACENTIA, CONTRACT #ML16048, AS PART OF THE FYS 2014-16 LOCAL GOVERNMENT MATCH PROGRAM.

**ACTION:** MSRC Staff will amend the above contract accordingly.

**Agenda Item #6 – Consider Modified Statement of Work by Southern California Gas Company (SoCalGas), Contract #MS12024 (\$150,000 – Install New Public Access CNG Station in Murrieta)**

SoCalGas requests to install a slightly smaller compressor and storage, coupled with a larger compressor pad to accommodate the installation of a future second compressor, as well as installing a second dual-hose dispenser, in place of the 600 SCFM compression capability and 41,000 SCF storage capacity specified in the contract. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED A MODIFIED STATEMENT OF WORK FOR SOUTHERN CALIFORNIA GAS COMPANY TO INSTALL A SLIGHTLY SMALLER COMPRESSOR AND STORAGE, COUPLED WITH A LARGER COMPRESSOR PAD TO ACCOMMODATE THE INSTALLATION OF A FUTURE SECOND COMPRESSOR, AS WELL AS INSTALLING A SECOND DUAL-HOSE DISPENSER, IN PLACE OF THE 600 SCFM COMPRESSION CAPABILITY AND 41,000 SCF STORAGE CAPACITY SPECIFIED IN CONTRACT #MS12024, AS PART OF THE FY 2011-12 ALTERNATIVE FUEL INFRASTRUCTURE PROGRAM.

**ACTION:** MSRC Staff will amend the above contract accordingly.

**Agenda Item #7 – Consider Modified Statement of Work by Southern California Gas Company (SoCalGas), Contract #MS12011 (\$150,000 – Install New Public Access CNG Station in Pico Rivera)**

SoCalGas requests to install less storage, coupled with extra compression capability, as well as installing a second dual-hose dispenser, in place of the 41,000 SCF storage capacity specified in the contract. The MSRC-TAC unanimously recommended approval.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND SECONDED BY MSRC ALTERNATE BEN BENOIT, UNDER APPROVAL OF CONSENT CALENDAR ITEMS 1 THROUGH 7, THE MSRC UNANIMOUSLY APPROVED A MODIFIED STATEMENT OF WORK FOR SOUTHERN CALIFORNIA GAS COMPANY TO INSTALL LESS STORAGE, COUPLED WITH EXTRA COMPRESSION CAPABILITY, AS WELL AS INSTALLING A SECOND DUAL-HOSE DISPENSER, IN PLACE OF THE 41,000 SCF STORAGE CAPACITY SPECIFIED IN CONTRACT #MS12011, AS PART OF THE FY 2011-12 ALTERNATIVE FUEL INFRASTRUCTURE PROGRAM.

**ACTION:** MSRC Staff will amend the above contract accordingly.



**ACTION CALENDAR (Items 8 through 11)****FY2014-16 WORK PROGRAM****Agenda Item #8 – Consider Application Received under the Near Zero Heavy-Duty Natural Gas Engine Incentive Program**

Ray Gorski, MSRC Technical Advisor, reported on this item. As an element of the FYs 2014-16 Work Program, the MSRC allocated \$10 million to provide incentives for near-zero emission natural gas engines certified to the optional standard for oxides of nitrogen. A Program Announcement was released on June 3, 2016, with a closing date of January 6, 2017. A total of \$4,260,000 has been awarded to date. An additional application for the purchase of a new transit bus has been received. Riverside Transportation Agency is requesting \$10,000 to demonstrate one new Gillig 40-foot transit bus equipped with the qualifying Cummins Westport ISL G near-zero engine to make sure it offers the adequate performance and reliability before making a commitment to purchase a larger number of these buses with this engine. The MSRC-TAC unanimously recommended approval of an award not to exceed \$10,000 to Riverside Transit Agency.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND  
SECONDED BY MSRC ALTERNATE BEN BENOIT, THE MSRC  
UNANIMOUSLY APPROVED AN AWARD OF \$10,000 TO  
RIVERSIDE TRANSIT AGENCY TOWARDS THE PURCHASE OF  
ONE NEW TRANSIT BUS EQUIPPED WITH THE ISL G NEAR-  
ZERO ENGINE.

**ACTION:** Staff will include this award for consideration by the SCAQMD Board at its October 7, 2016 meeting.

**Agenda Item #9 – Consider Applications Received under the Alternative Fuel Infrastructure Program**

Cynthia Ravenstein, MSRC Contracts Administrator, reported on this item. As an element of the FYs 2014-16 Work Program, the MSRC allocated \$5 million to fund new and expanded CNG and LNG refueling stations, as well as modifications to vehicle maintenance facilities. A Program Announcement was released on May 1, 2015. The MSRC has previously awarded a total of \$842,000. Additional applications requesting a total of \$2,425,000 have been received. The MSRC-TAC unanimously recommends approval of 10 awards totaling \$1,700,000.

1. A contract with NASA Services in an amount not to exceed \$100,000 to install a limited access CNG station;
2. A contract with Arrow Services, Inc. in an amount not to exceed \$100,000 to install a limited access CNG station;
3. A contract with the City of Perris in an amount not to exceed \$175,000 to expand an existing limited access CNG station;
4. A contract with Huntington Beach Union High School District in an amount not to exceed \$175,000 to expand an existing limited access CNG station;

5. A contract with the City of Lawndale in an amount not to exceed \$175,000 to expand an existing limited access CNG station;
6. A contract with Athens Services in an amount not to exceed \$100,000 to install a limited access CNG station;
7. A contract with VNG in an amount not to exceed \$150,000 to install a public access CNG station in Bell Gardens;
8. A contract with County Sanitation District No. 2 of Los Angeles County in an amount not to exceed \$275,000 to expand an existing public access L/CNG station;
9. A contract with the City of Riverside in an amount not to exceed \$300,000 to expand an existing public access CNG station and modify a maintenance facility; and
10. A contract with VNG in an amount not to exceed \$150,000 to install a public access CNG station in Placentia.

ON MOTION BY MSRC ALTERNATE BEN BENOIT, AND  
SECONDED BY MSRC MEMBER MICHELE MARTINEZ, THE  
MSRC UNANIMOUSLY APPROVED 10 AWARDS TOTALING  
\$1,700,000, AS AN ELEMENT OF THEIR FYS 2014-16 WORK  
PROGRAM, UNDER THE ALTERNATIVE FUEL  
INFRASTRUCTURE PROGRAM.

**ACTION:** Staff will include these contract awards for consideration by the SCAQMD Board at its October 7, 2016 meeting.

### **FYs 2016-18 WORK PROGRAM**

#### **Agenda Item #10 – Consider Applications Received under the Major Event Center Transportation Program**

[MSRC-TAC Member Earl Withycombe arrived at 9:50 a.m.]

[MSRC Member Greg Winterbottom arrived during discussion of this item, at 9:52 a.m.]

Ray Gorski, MSRC Technical Advisor, reported on this item. In response to MSRC Program Announcement PA2015-13, Major Event Center Transportation Programs, four additional proposals have been received and reviewed by the MSRC-TAC. Three proposals are recommended for funding consideration by the MSRC-TAC: 1) StubHub Center/Long Beach Transit LA Galaxy Express Shuttle Service in the amount of \$198,956 for the 2017 and 2018 soccer seasons; 2) Los Angeles County Fair/Foothill Transit Expanded Transit Service for the 2016 LA County Fair in the amount of \$50,000 for the 2016 Fair; and 3) Auto Club Speedway – Metrolink Special Train Service for the 2017 Auto Club 400 NASCAR race in the amount of \$80,000. One additional proposal was received and reviewed by the MSRC-TAC. The Rose Bowl and transportation

partner Foothill Transit requested \$559,275 for expanded transit service to the Rose Bowl for the 2017, 2018, and 2019 seasons. The MSRC-TAC does not recommend funding for this proposal at this time.

The MSRC-TAC also unanimously recommends allocation of an additional \$157,023 to the Major Event Center Transportation Program. This is the amount that exceeds the current Event Center Category targeted funding amount.

MSRC Chair Pettis asked about the status of the geographic minimums. Mr. Gorski replied that the program for all intents and purposes, is over now. We do have events in all four counties. The specific events which are in the Los Angeles County include the Dodger Stadium Express, as well as service going to the Hollywood Bowl. We have Orange County with the OCTA Fair and the Angels Express Service. Within the Coachella Valley we have the special train service which is going to support the Music Festivals. This would be the project that would serve our Event Center within the Riverside County region.

MSRC Member Jack Kitowski indicated that he strongly supports these types of projects and he wants to try to understand them better. The MSRC in the past has funded a number of projects, but he has no sense of comparison, such as: Where are they working well? What are the participation rates; best practices. Those kinds of things are areas where if we find the right kind of outreach or best practices, we can incorporate those as part of contract requirements for others in the future. Mr. Gorski said that later in the meeting he is going to give a presentation which is going to quantify the air quality benefits of these Event Center projects. He will provide not only some of the hard data for the projects which are quantifiable as to not only the emission reduction, but the cost effectiveness. He will also talk about some of the opportunities to improve all Event Center Programs to maximize the return on MSRC'S investment.

Mr. Kitowski said that part of the benefit of this is not just how many tons per dollar we get out of it, it's getting people to change their habits in terms of taking a car to every place they go. That is the broader point across many areas that is useful for us to do. Mr. Gorski stated that that is the reason for some early locomotive projects was to simply get people to understand that there are ways to access, such as Metrolink, in addition to using their cars. We have had some Tier 2 locomotives utilized which do not nearly offer the benefits that Tier 4s offer, but there was the transition that we went through to get people used to riding the trains so that when the Tier 4s showed up, they would already be used to taking the trains at that venue. That is the transition that we are seeing today with the advent of first Tier 4 locomotives and the contractual obligation that they have utilized.

Mr. Kitowski thinks it is great that we are promoting the Tier 4 and he agrees with the effort to not allow the 2009 New Flyer gasoline/electric hybrid buses as part of one of the events. We should look to encourage electric buses where we can. He would commit CARB resources to try to help match and make that possible.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND SECONDED BY MSRC MEMBER JACK KITOWSKI, THE MSRC UNANIMOUSLY APPROVED ALLOCATION OF AN ADDITIONAL \$157,023 TO THE MAJOR EVENT CENTER TRANSPORTATION PROGRAM AND APPROVAL OF AN AWARD OF \$198,957 TO LONG BEACH TRANSIT, AN AWARD OF \$50,000 TO FOOTHILL TRANSIT, AND AN AWARD OF \$80,455 TO SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY.

MSRC Member Greg Winterbottom stated that he does not have any financial interest in this item, but disclosed for the record that he is a member of the Board of Directors for Southern California Regional Rail Authority, which is involved in this item.

**ACTION:** Staff will include these contract awards for consideration by the SCAQMD Board at its October 7, 2016 meeting.

**Agenda Item #11 – Consider Draft Program Concept for a Regional Active Transportation Partnership Program**

[MSRC-TAC Alternate Joe Indrawan arrived at 9:55 a.m.]

MSRC Chair Greg Pettis stated that he does not have any financial interest in this item, but disclosed for the record that he is on the Board of the Southern California Association of Governments.

MSRC Member Michele Martinez stated that she does not have any financial interest in this item, but disclosed for the record that she is on the Board of the Southern California Association of Governments.

MSRC Alternate Ben Benoit stated that he does not have any financial interest in this item, but disclosed for the record that he is on the Transportation Committee at SCAG.

Ray Gorski, MSRC Technical Advisor, reported that at the August 18 meeting, the MSRC entertained under Other Business, an opportunity to partner with the Southern California Association of Governments (SCAG) on a broad-based active transportation (ATP) outreach, education, and demonstration program. This program is valued at a total of \$5 million, for which the request from the MSRC is \$2.5 million. At the August 18 meeting, the MSRC directed staff to go back and investigate opportunities and mechanisms to potentially partner with SCAG on this endeavor. What staff and the MSRC-TAC have done is put together a program plan for MSRC consideration today.

This would implement a “Go Human” ATP outreach, education and demonstration program in approximately 25-30 cities within the South Coast AQMD region. The Program is targeting for a minimum of 200,000 people to engage with this ATP education program. This would include Open Streets events, ATP demonstration projects, pedestrian and bicycle education, community-wide advertising, as well as different types of alternative transportation modes. The Program implemented by SCAG

will seek proposals from various cities and other participants. They have put together a preliminary schedule which is on superpage 64 of the agenda package, in which they intend to have a Call for Projects this month to solicit interest in this Program. They would receive proposals and evaluate them in the latter part of this year and the early part of 2017 and then they would select proposals for implementation. The actual program implementation dates are tentatively between May of 2017 to June of 2018. SCAG is going to do this with the \$2.5 million that they currently have. However, they believe that they could dramatically increase the outreach and the visibility of this Program if the MSRC would partner with them on a dollar-for-dollar basis. The request is to take \$2.5 million of MSRC money and put that directly into this "Go Human" campaign. The match from SCAG would be used to not only direct program implementation, but also a comprehensive outreach campaign. The formula to ensure that there is broad based geographic participation would be that 80 percent of the MSRC funding would be distributed equally amongst the four counties. The remaining 20 percent would be distributed on the basis of competition for applications which are deemed the most effective.

The contracting mechanism would be a sole source contract, however, for this program we believe a sole source contract is not only appropriate, but probably the only viable contracting mechanism because this is a program which SCAG uniquely is implementing, and the MSRC would be basically making a funding contribution to an existing program. So we do not view this as having any issue regarding a sole source.

The MSRC-TAC recommendation is to partner with SCAG to implement the "Go Human" ATP outreach and education program in the amount of \$2.5 million. This would match SCAG dollar-for-dollar for a total program value of \$5 million. The MSRC funding would be broad-based in that 80 percent would be distributed amongst the 4 counties, with the remaining 20 percent to be used on a competitive basis. SCAG has also offered that if the MSRC would like to have a representative participate in the project evaluation process, that could be accommodated.

MSRC Member Michele Martinez stated that this is a great partnership for the MSRC and for SCAG to leverage our funding and not to duplicate the services. SCAG is working with a lot of the cities within the South Coast AQMD. We want added value by the MSRC. When we have strong partnerships like SCAG, we can provide that. We can put the name out there of what the MSRC is doing to beyond just what SCAG is doing. She is extremely supportive. She knows that it is very important for many of the members to have equal representation across the different jurisdictions and she is a big believer in equity, as well. She is glad that we are able to do that here today.

MSRC Member Jack Kitowski indicated that one of the concerns and the reason for the one abstention from the MSRC-TAC was because we were getting the cart in front of the horse. Today, after this meeting, the MSRC will be talking about its priorities for the year. It is an awkward timing to be able to say \$2.5 million is going out of the funding before we have laid out our priorities. The timing is out of sequence. Related to that, yesterday the Governor signed AB 2722 which would put \$140 million dollars for Transformative Climate Communities. It is certainly broader than what this is, but a lot of that active transportation that is shooting for is in here and he would be very curious at

how this would integrate and help leverage and fill in gaps. Maybe this would probably be ahead of that by the time that gets rolling. How does this set the table for more funds coming down the road? That is somewhat of an unanswered question. He did not go through all the details, but he did not see anything on disadvantaged communities and how that is going to play into this. Those are some of his concerns. There is broad general support, but he is concerned about these areas.

**PUBLIC COMMENT:** Sarah Jepson, Manager of Active Transportation and Special Programs at SCAG, indicated that with regard to Transformative Climate Communities, she does not have all the details. She thinks they may still be working on how that is going to roll out. A similar program is the Affordable Housing and Sustainable Communities (AHSC) Program that has been awarding funding for projects that support affordable housing that is integrated with transportation elements. For that particular program we were able to use this same “Go Human” campaign and we worked directly with developers that were submitting affordable housing projects. They didn’t know how to deal with active transportation. It is not something they are used to. We developed templates for them using our advertising campaign. They were able to use those templates and then apply for additional funding through the AHSC process so that when they implemented their new affordable housing project they would have the signage and encouragement around their project that would promote walking and biking. As we continue to develop the templates and tools under the “Go Human” campaign, we can provide those as resources to developers and other folks who are working on a common mission of making communities more walkable and sustainable.

Mr. Kitowski indicated that AB 2722 is going to be different in that I don’t think it is going to be individual developer projects, but more regional holistic projects. That may actually work better for you, but I do think there is coordination that has to happen with that. I think you have the opportunity to, if we are thinking this through ahead of time, actually help lay the ground work for that to go through.

**PUBLIC COMMENT:** Sarah Jepson indicated that with respect to disadvantaged communities, in general, when we have done active transportation planning in the Southern California Region, 80 percent of our funding has been awarded to disadvantaged communities, as defined by Cal EnviroScreen. For this particular program, we are going to release a Call for Proposals and there is a number of different questions that have to be responded to and applicants do get points if they are in disadvantaged communities. So there will be some prioritization of disadvantaged communities. We tend to work very closely with the elected officials and the council districts that represent the areas where we have these projects. They coordinate very closely with their communities and kind of know what resonates for them and they establish community advisory committees for each project to make sure that the events are tailored to local needs.

Mr. Kitowski said he can provide some preliminary recommendations that are not quite public yet on SB 350 recommendations.

PUBLIC COMMENT: Sarah Jepson indicated that they are issuing this Call for Proposals and the timing is important for us because we have to know the amount of resources that are going to be available so that we can effectively select the projects and the other funds that we are using for this project, we need to go ahead and move forward and program those so we don't lose them. That is the sense of urgency on our side.

ON MOTION BY MSRC MEMBER MICHELE MARTINEZ, AND  
SECONDED BY MSRC ALTERNATE BEN BENOIT, THE MSRC  
UNANIMOUSLY APPROVED A SOLE SOURCE AWARD TO SCAG  
IN THE AMOUNT OF \$2.5 MILLION.

**ACTION:** Staff will include this contract award for consideration by the SCAQMD Board at its October 7, 2016 meeting.

### **PUBLIC COMMENT PERIOD**

MSRC Member Michele Martinez made a public invitation. She is the Executive Director for the Alliance for a Healthy Orange County. This is their fifth annual Orange County Regional Active Transportation Forum that they are having on October 14 and she wanted to invite SCAQMD and MSRC. They will be having open displays where they invite cities of Orange County and Transportation Commissions. They expect between 200 and 300 people to attend. We want to make sure that we are able to partner with other agencies. It is a free event funded by the California Endowment. She sent the information to the MSRC so if they wanted to provide a display table to really highlight the work that we are doing at the MSRC and SCAQMD. Many of the cities here in Orange County, a lot of the elected officials may not always participate in the MSRC or SCAG or on the Orange County Transportation Authority. It will be a great opportunity for the MSRC to highlight the work that we are doing in the District.

### **JOINT RETREAT AGENDA ITEMS (Participation of MSRC and MSRC-TAC Members)**

#### **Agenda Item #12 – Introduction and Goals of the Retreat**

The MSRC/MSRC-TAC Annual Joint Retreat commenced at 10:20 a.m. MSRC-TAC Chair Gretchen Hardison welcomed the MSRC, MSRC-TAC and guests to the FYs 2016-18 Work Program development discussion and provided a summary of the planned topics and events. The theme of the Retreat is "Looking Towards the Future." The estimated available funding for the two-year program is \$37.4 million.

[MSRC Alternate Tim Shaw arrived at 11 a.m.]

#### **Agenda Item #13 – Air Quality Policy Panel**

Chair Hardison introduced the Panel of Experts on Air Quality Policy: Wayne Nastri, Acting Executive Officer, of the SCAQMD; Jack Kitowski, Chief, Mobile Source Control Division, of the California Air Resources Board; John Kato, Deputy director,

Fuels and Transportation, of the California Energy Commission; and Panel Moderator Wendy James, MSRC Outreach Coordinator, of The Better World Group.

Mr. Wayne Nastri presented that SCAQMD is in a position where their priority has to be reductions of ozone pre-cursor and particulate matter emissions. The message from the SCAQMD has been consistent for the past several years and that is that all non-federally regulated sources have to approach near zero or zero emissions, and that is a very high bar. Their key focus is on the early deployment of advanced technologies. In the 2016 Air Quality Management Plan (AQMP), there is a strong emphasis on incentives to achieve these surplus reductions. You can't mandate reductions from sources you have no regulatory authority over. The best that can be done is to try to incentivize an entity to clean up their vehicles or their vessels that you have no authority to regulate. The SCAQMD stated that the MSRC is viewed as having a key role in the implementation of the 2016 AQMP and in helping the SCAQMD achieve their air quality obligations.

Mr. John Kato talked about what the California Energy Commission's investment strategies are. FY 2016-17 is very heavily invested in the alternative fuel infrastructure area. Of the \$100 million dollars that they are looking to invest, there is a relatively high probability that a large portion may come to this region, given its size and its need for reducing air pollutants, to help with the deployment of new vehicle technologies, cleaner vehicles, as well as the infrastructure to support it. That's great news, however, it does insert into the MSRC strategy another situation in which we need to ensure that we are coordinated with the other agencies as opposed to simply being duplicative of their efforts.

The MSRC has been a leader in the implementation of alternative fuel infrastructure for the last 25 years. The CEC recognizes that but again to fulfill their needs, they are investing up to \$100 million over the next year in alternative fuel infrastructure and alternative fuel vehicles. Theirs is very broad based. It is everything from biofuels, hydrogen, electric vehicle, EVSE, as well as the more common alternative fuels that we are used to such as natural gas and liquefied petroleum gas.

Mr. Jack Kitowski shared CARB's goals which are very much aligned with those of the SCAQMD: Ozone pre-cursor reductions, particulate matter, toxic air contaminants, as well as obligations under SB 32 to reduce GHG emissions. They are looking at their strategy to achieve reductions through a mix of incentives and regulations. Near zero and zero technology vehicles are important in their strategy, as is the expansion of advanced technologies into other sectors including, for example, off-road construction equipment, looking at hybrid off-road construction equipment in addition to the traditional lower-emission diesel equipment. They recognize also that it is a changing situation given all the funding sources which are out there, and the MSRC must determine its new role in the bigger scope of all the programs that are available statewide, both from the state and federal governments. There is, of course, a concern that we do not want to duplicate other funding sources, especially the new funding. He mentioned that, for example, some of the familiar funding incentive programs we have more or less dovetailed with for decades, they themselves are changing recognizing that it is a different environment. For example, Moyer Program is going to be funding infrastructure. In the past the MSRC and Moyer had this mutually symbiotic relationship that they would fund the vehicles and



MSRC would fund the enabling infrastructure and it worked really well. Now Moyer will have the ability to more or less do infrastructure in addition to the vehicles. So it is going to potentially change the interaction between these two programs, because, again, how much money is necessary for this strategy within this region; and if you have excess money, where should it be put. He recognized that the MSRC is very flexible. The air regulatory agencies are thinking how can we utilize the flexibility inherent in the MSRC process to further our mutual and common objectives of improving air quality.

Mr. Kitowski also mentioned settlement funds. CARB gets settlement funds periodically and they provide good projects for them to go into. There is a big settlement fund that is probably going to be coming due fairly soon: Volkswagen diesel settlement is with the courts now. The expectation is that the court will make a decision next month. From the looks of how things are going, we are talking in the neighborhood of \$800 million that Volkswagen will be investing in California with a focus on zero emission infrastructure outreach, activities like that, and another \$381 million that will be provided to the state for specific funding, mitigation funding. That is a game changer if the MSRC is looking at investing in a light duty or electric vehicle projects. This will be 10 to 50 times in the investment we could make. We will have to think through how we want to integrate that, where we might be able to provide funding or leverage funding.

Following all the presentations, Panel Moderator Wendy James opened the floor for questions. MSRC-TAC Member Earl Withycombe commented that Wendy asked a very good question: where can we get the most bang for the buck with the incentive money that will be made available. He would postulate that that will occur the same way that we make political progress, and that is to identify windows of opportunity and to jump on them. He thinks we need to do a better job making available at least data summaries from all the data bases that we maintain at the federal, State, and local level, and to allow analysts in each level of government to pull that data and combine it to look for trends that show movement that we should study and jump on.

[MSRC Member Larry McCallon arrived at the retreat at 11:30 a.m.]

Mr. Withycombe is thinking much more of economic information and use rates of the systems, especially use rates in transportation systems that don't exist to some degree today that we can capture in some way and look for trends in EV sales in different regions to put dollars into EV infrastructure for example.

MSRC-TAC Member Dean Saito commented that one of the corner stone solicitations of the MSRC Work Program has been, from a historical perspective, Alternative Fuel Infrastructure. Several years ago we added a component to the solicitation for Infrastructure to give additional dollars for those projects committed to renewable natural gas (RNG). Many transit agencies are incorporating RNG as the fuel for their transit buses. The AQMD has given grants where they have included RNG as a fuel for their projects. Mr. Saito asked Mr. Kato is he thinks it is time now to start considering RNG as a requirement for Alt Fuel Infrastructure grants as a component of the solicitation? Mr. Kato said he would be hesitant to make that a requirement, but maybe add points to prefer companies that have a dedicated curriculum, just shy of a requirement, but eventually would see that as a standard practice across all transit agencies, rather than

putting that burden on a potential transit agency that may not be ready yet or who may want to develop something that somebody else developed better. Mr. Saito was not singling out transit agencies, refuse companies are transitioning to RNG also. Across the board, we are seeing interest in long term contracts for RNG, and he asked if that is something the CEC is considering. Mr. Kato said he will bring that up to the staff and Commissioner to see if that is a place to go to make it a staunch requirement.

MSRC-TAC Alternate Rick Teebay stated the legislature is really focused on disadvantaged communities and currently a lot of the grant processes are very challenging and for many of those communities, they are just trying to keep the lights on. He would ask if there is some other way that we can find to distribute funding equitably to those communities other than putting them at the hands of those who write the grants because then they don't really have a choice. It's the vendor who wrote the grant application for them that is going to be the beneficiary. That is one issue that he would raise, and the second is that he drove an EV to the meeting today and he wanted to be comfortable driving back. The parking structure behind us has one dual charger that is on a split circuit. That is a lot of vehicles for two limited plugs. He knows the CEC has funded a lot of planning documents. No one has ever tested or validated the work. The gaps that existed in the Wilshire corridor, for example, still exist in the Wilshire corridor. One of the ideas that he would suggest is that with some of that settlement money validate and refine those planning documents.

MSRC-TAC Vice Chair Dan York hopes there will be some discussion about what we can do at the local level, the cities, the smallest group, to promote this program and move it forward by working with our school districts and the locals to be able to promote better programs.

Wendy James introduced Mary Nichols, Chair of CARB, who, via conference call, congratulated the MSRC on their 25<sup>th</sup> Anniversary, and acknowledged the important work that the MSRC is doing. She thanked the Committee and encouraged them to keep up the good work.

MSRC Chair Greg Pettis presented a resolution to the MSRC on behalf of the President Pro Tempore of the California State Senate Kevin De León in recognition of the MSRC's 25<sup>th</sup> Anniversary. We appreciate him for sending this to us. The resolution will be available for viewing as we partake of lunch.

#### **Agenda Item #14 – Luncheon Keynote**

Mr. Josh Becker's presentation focused on transit integration and scheduling. One idea included decreasing the wait time to seven minutes or less for a bus, and thus increasing public transit ridership. He stated that if people knew that if they missed their bus, and another one would be coming along shortly, they would be more apt to ride public transit. Another incentive would be to consolidate fares for Uber, buses and trains, to make it a one-ticket fare purchase. With mobile phones, this may now be possible. He spoke of the idea of Prizes and Moonshots and incentives. The original X-prize was a prize in which the first team that could

build a reusable manned spaceship and go to space and back twice within two weeks would win a \$10 million prize. It galvanized tremendous investment. That was incredibly catalytic use of money. Talking about (Google X) Moonshot workshops, they get groups like this and break into small groups and try to think of their own Moonshots. Let's take a problem that we are trying to solve and think 10X and 100X. What would enable us to really leap forward and get out of that conventional wisdom form of thinking. These workshops are incredibly effective, for people, whether they are in companies or in government, we get together and lay our framework and it is really fascinating to see what comes out of it. When Google first announced this autonomous car, people thought it was crazy. Autonomous vehicles are one example of a Moonshot that was put out there.

MSRC Member Michele Martinez stated that with Amazon Express she can now shop online and have a package delivered to her home in one hour. Things are changing and evolving very quickly. She asked Mr. Becker where does that get added into the mix as people's buying habits change? She asks that because we are seeing a lot more shopping centers becoming empty. What are we going to do with all that parking, all that space? How do we re-purpose it? Mr. Becker commented that it is the right thing to be thinking about, and he is not sure he has all the answers, but they are looking at having those delivery vehicles be autonomous. Amazon is also looking at having drone delivery, as well. As we get more accustomed to this delivery, that is a scenario where autonomous vehicles could actually increase vehicle miles traveled, so if we are not making other policy measures to adjust, it could just lead to more clogged freeways and more traffic. That's why it is so critical to get out in front of this now.

MSRC Member Greg Winterbottom commented that there is a great study: The Transit Center's "Who's On Board 2016--What Today's Riders Teach Us About Transit;" and it's walkable communities; first mile/last mile. Price really has nothing to do with it. He asked Mr. Becker how he foresees, he had mentioned the Uber model. We spend \$1 million a day for 100,000 riders. That's \$10 a ride. It would be cheaper to rent them a car. He asked Mr. Becker what he sees as the tipping point? What is going to make a transit agency like OCTA with 540 or so buses; big buses spewing nothing because they are electric or alternative fueled, but used to spew ugly stuff. What would be the tipping point? Mr. Becker is advocating to try some pilots. Don't get rid of the buses entirely, but let's re-deploy those buses into the most frequently traveled routes, so that we can increase the frequency. All the studies show that frequency means increasing ridership. You don't have to think, "what if I miss it, what happens, oh, I might as well just drive." If I can just show up, not worry about it, and somebody is going to be there for me within a reasonable time frame, I would do it. Let's try it. Let's subsidize the vouchers for folks in those lines that are that are not being used very much, and then re-deploy some of those buses where they are used more frequently. We have to experiment. That would be Mr. Becker's suggestion.

**Agenda Item #15 – Advancements in Mobility – Autonomous Vehicles**

Mr. Colin Peppard's talk centered on autonomous vehicles and how they are no longer a thing of the future. He shared how autonomous vehicles could be useful, cleaner, and safer. Some interesting facts shared: The U.S. Department of Transportation indicates that 81 percent of vehicle crashes can be prevented by self-driving technology; the KPMG Center for Automotive Research indicates that a maximum of 12 percent of all vehicles in the U.S. are on the road at any one time.

There are 2½ million active Uber and Lyft users in Los Angeles County alone. We carry 1½ million people a day. People want this. This is something that is important. They are not taking an Uber or Lyft every day, but they are active users.

Mr. Peppard indicated that his office is focused on trying to knit these things together by deploying different pilot programs on certain elements of this shared mobility platform; transit being the kind of plug-in that everybody can use to link their trips together and that gets to the issues that Josh was talking about talked about in terms of trip planning; in terms of fare payment; in terms of scheduling to make sure that we are deploying our resources in a way that is complementary of shared use mobility and that we are creating incentives for shared use mobility to direct their business models in a way that is complementary to transit. So that instead of taking an Uber all the way across the county, maybe you take an Uber to a high-frequency rail route, and then take that to close to your final destination, and maybe you can use a bike share to get from the station to your final destination. The important thing for the customer is that that trip is as seamless and frictionless as possible. They want to know that they can pay one time, to get every segment all linked together, that they are not going to have to have six different cards, that they are not going to have to open three different apps, and that's a role that a transit agency can play as a market maker.

What we are really looking at is a single trip planning app that has an integrated payment, where you can pay for your full trip, and hopefully it arranges the trip for you so that your Uber is waiting for you when you get off the train. That is really the model that we are shooting for at the end of the day. It gives you walking directions, if you need them. It allows you to optimize based on what you care about, whether it's time, money, or carbon emissions. But transit is the one that is going to define the trip planning app and to develop the partnerships to actually invest in these resources.

MSRC-TAC Member Earl Withycombe commented that he would postulate that the automobile for the first 120 years of its existence was the original Gameboy. He asked if we are ignoring the entertainment value of driving in these analyses.

Mr. Peppard said that in terms of autonomy, first of all there is a real issue of safety. It is a fact that people are not very good drivers. As we move toward autonomous vehicles, first of all because of the safety upside is so large, the federal government or state government is basically mandating greater levels of autonomy because they are so much safer and can save lives. There may be fewer opportunities to have a human-driven car just because of regulations. Secondly, even if they are not, as more and more vehicle trips are autonomous, and people need to own fewer cars, you are shrinking the insurance pool. If 15 percent of vehicle miles traveled are for entertainment or joy riding purposes, those are going to be incredibly expensive because you are going to be in the high-risk human-driving insurance pool. There is going to be a huge premium if you want to drive your own car.

MSRC-TAC Alternate Eliza Echevarria asked that regarding the lower socioeconomic level, what do you envision that group of folks not being able to buy an autonomous vehicle or what period of time is going to lapse before everyone is in that. Mr. Peppard indicated that the greatest corporate merger for equity would be something like Enterprise Rent-a-Car, Lyft, and GM. Lyft and GM are together. If they can pull in a rental car's fleet management and ownership skills and bring those three things together for a vehicle that is optimized for sharing and autonomy, a platform like Lyft that is optimized for distributing those trips and actually serving that demand, and a fleet management company that knows how to deal with thousands and tens of thousands of cars, that means that people can access the benefits of autonomous vehicles at a very low price point. It is already \$6 for an average Lyft ride. You are talking about an incredibly cheap ride that is autonomous. If everybody owns their own autonomous vehicle, this technology is going to be very expensive, and yes, you are going to shut out people that are at the lower end of the income spectrum in the same way that electric vehicles are not very accessible to those socio economic groups now. If you care about equity, the distribution of the value of autonomy works much better at lower socioeconomic levels with a shared model than with a privately owned mode.

MSRC-TAC Alternate Rick Teebay said he is ready for autonomy. The question goes to those who are heavily transit-dependent and those who may not be able to afford a car, or who are marginally able to afford a car. His concern is that they would be disenfranchised. Those of us in this room choose to ride the bus. These people have to ride the bus. How do we ensure that they are not disenfranchised? Ultimately, the goal would be to provide even a higher level of service at a lower price point so that it becomes much more viable. Mr. Peppard said that there are any number of public policy decisions that we have made to either provide price points to provide different levels of income, we currently do that, Metro does. A lot of agencies do that. Tying an ability to pay with a fare structure, it is a public policy choice and one worth looking that. If we are integrating these technologies

into service, that doesn't mean necessarily that the service is going to cost more, it is going to cost somebody more, but there are also opportunities for cost efficiencies. A lot of the buses that Metro runs that are not core service have the same fixed operating costs that a core route does, but if they are serving lower income people, and they run once an hour, then first of all there is not a good mobility benefit for the money that you are spending and second of all, you are spending that money regardless. So, if there is an opportunity to provide something that is a semi-on-demand, or fully-on-demand model that can pick those people up Uber or SuperShuttle style and bring them to a transit stop that is more high frequency, and you can price that trip however you need to, but there could be a benefit just in terms of carrying a lot more passengers with that new model, compared to our current model which is very inefficient, because we are frequently deploying the wrong tool for the type of trip.

MSRC-TAC Alternate Joe Indrawan commented that in all of the studies that we have been discussing today, what is the truck traffic? We have the two largest ports in the nation, Los Angeles and Long Beach, and many of these goods movement vehicle pass through the freeways of Los Angeles and Orange County and Inland Empire. Have we been including these in creating the studies, or are we just focusing on the consumer traffic? Mr. Peppard replied that the majority of the focus has been on consumer traffic. There are companies that are looking at that. The incentive structure of the freight industry is split in ways that makes it very hard to figure out a model that any one actor can see the gains and benefits of the technologies that we are talking about so there is a real economic challenge in figuring out who pays for it and who the benefits accrue to. Often times, if one actor invests in it the benefits are actually going to be upstream and go to somebody that is not a competitor of theirs, but it's not them, and that is something that is a real challenge. There are big public policy questions around how much the public sector should intervene in that to try to make that freight market work a little bit more efficiently with investment in new technologies. He doesn't think we are there yet. It is a very high cost to entry in terms of doing that and the whole system has to be outfitted before it really works. However, the positive note is that if you are able to, especially if you create autonomous truck only lanes, or things like that, you can get incredible efficiencies out of that system if trucks are able to follow each other. You could have your front truck be a petroleum-powered truck. The energy requirements for every truck that is following it are drastically reduced. So all of a sudden an electric vehicle following it and drafting it makes a lot more sense and electrified trucks make a lot more sense. There are huge opportunities and upsides, but the current system isn't very amenable to integration of these types of technologies because it is too fragmented who the winners and losers are. Mr. Indrawan asked if there have been initiatives to start doing simultaneous discussion of this. Mr. Peppard replied that there is a demonstration technology coalition, but he is not sure who the members are, but Metro helps to lead that with CalTrans and a few others. This

month or next month they are looking to do a demonstration of a truck platoon to show elected officials what exactly that means; because you do need some regulatory relief in order to do that kind of model on public roads.

#### **Agenda Item #16 – Setting the Stage for 2016-18 Work Program Development**

Rubin Aronin, of the Better World Group, the MSRC's Outreach Coordinator, summarized the results and analysis of six regional "mini-workshops" held throughout the basin during the summer to launch the development process of the upcoming Work Program and solicit direct feedback from past, current and potentially future project participants. There were 111 participants representing 74 organizations. There is continued support for alternative fuel vehicles, infrastructure and technology; Transportation Demand Management Programs such as bicycling programs and traffic signal management; and the Coachella Valley street sweeping program. Some of the new ideas included zero and near-zero emission technologies; Transportation Demand Management Programs such as first mile/last mile, an event center program for smaller events, and fare reduction programs; and expanded education and outreach. The highest demand was for electric vehicle and CNG funding for fueling infrastructure, vehicles and Transportation Demand Management Programs.

#### **Agenda Item #17 – MSRC Accomplishments – A Quantitative Assessment**

Ray Gorski, MSRC Technical Advisor, provided a historical look at how the MSRC Work Programs have evolved and the air quality benefits that have been realized over the last 25 years.

#### **Agenda Item #18 – MSRC Discussions**

Some of the comments received during the discussion portion of the retreat:

MSRC Member Michele Martinez asked if money was being allocated to do extra outreach. Mr. Gorski indicated the money is there, but some cities are more aggressive in seeking funding.

MSRC Member Greg Winterbottom suggested to (1) add staff or more money to the BWG to force this money on people; and (2) make it easier to get money. It is better to use it all up; to get it out on the street.

MSRC Member Larry McCallon indicated that one area lacking is assistance for smaller cities. Our smaller cities don't have enough staff and need help walking through the process. Smaller cities in the Inland Empire need broader participation.

MSRC Member Jack Kitowski indicated people need more help in getting through the application process. Some of our proposals take more work. Carl Moyer is going through some changes to fund infrastructure now. The incentive process is getting more complex. There needs to be more communication/partnerships.

Mr. Kitowski indicated that the MSRC has to do more to implement first mile/last mile travel.

Mr. Kitowski added that he enjoyed the presentations. The idea to integrate seamless trip planning and seamless fare payment has to be done. He also thought that the X Prize idea was exciting.

### **Agenda Item #19 – Action Items/Next Steps**

At its next meeting the MSRC will continue discussing parameters and priorities for the upcoming FYs 2016-18 Work Program.

### **ADJOURNMENT**

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING  
ADJOURNED AT 3:16 P.M.

### **NEXT MEETING:**

Thursday, October 20, 2016, 2:00 p.m., Conference Room CC8

[Prepared by Ana Ponce]





**SPECIAL MEETING OF THE  
MOBILE SOURCE AIR POLLUTION REDUCTION REVIEW COMMITTEE  
WEDNESDAY, JANUARY 25, 2017 MEETING MINUTES  
21865 Copley Drive, Diamond, Bar, CA 91765 - Conference Room CC-8**

**MEMBERS PRESENT:**

(Chair) Greg Pettis, representing RCTC (via teleconference)  
(Vice Chair) Larry McCallon, representing SANBAG (via teleconference)  
Ben Benoit, representing SCAQMD  
Jack Kitowski, representing California Air Resources Board  
Rex Richardson (Alt.), representing SCAG (via teleconference)  
Dolores Roybal Saltarelli (Alt.), rep. Regional Rideshare Agency (via teleconference)  
Greg Winterbottom, representing OCTA (via teleconference)  
Mark Yamarone (Alt.), representing Los Angeles County MTA (via teleconference)

**MEMBERS ABSENT:**

Michele Martinez, representing SCAG  
Steve Veres, representing LA County MTA

**MSRC-TAC MEMBERS PRESENT:**

Kelly Lynn, representing San Bernardino Associated Governments

**OTHERS PRESENT:**

Charlene Ariza, Metrolink-SCRRA  
Ray Wilkings, Auto Club Speedway

**SCAQMD STAFF & CONTRACTORS**

Leah Alfaro, MSRC Contracts Assistant  
Ray Gorski, MSRC Technical Advisor-Contractor  
Henry Hogo, Asst. DEO/Science and Technology Advancement  
Matt MacKenzie, MSRC Contracts Assistant  
Ana Ponce, MSRC Administrative Liaison  
Cynthia Ravenstein, MSRC Contracts Administrator  
Veera Tyagi, Senior Deputy District Counsel

## **CALL TO ORDER**

MSRC-TAC Alternate Rex Richardson identified himself on the teleconference. However, due to a miscommunication, his field office location was not listed on the agenda. Therefore, he will be a listening participant only.

- Call to Order

MSRC Chair Greg Pettis called the meeting to order at 10:04 a.m., when MSRC Member Ben Benoit arrived.

Roll call was taken at the start of the meeting. The following members and alternates were present: BENOIT, KITOWSKI, ROYBAL SALTARELLI, YAMARONE, WINTERBOTTOM, MCCALLON, PETTIS, RICHARDSON.

## **PUBLIC COMMENT PERIOD**

- Public comments were allowed during the discussion of each agenda item. No comments were made on non-agenda items.

Both MSRC Vice Chair Larry McCallon and MSRC Member Greg Winterbottom noted for the record that for Agenda Item #1, they do not have a financial interest, but are required to identify that they are Members of the Board of Directors of Southern California Regional Rail Authority (SCRRA), which is involved in this item.

## **ACTION CALENDAR**

### **FYs 2014-16 WORK PROGRAM**

#### **Agenda Item #1 – Consider Substitution of Locomotives by Southern California Regional Rail Authority (SCRRA), Contract #MS16100 (proposed) (Special Metrolink Service for 2017 NASCAR Sprint Cup Series)**

Ray Gorski, MSRC Technical Advisor, indicated that representatives from SCRRA and Auto Club Speedway are present to answer any questions the MSRC may have. The item today is to consider the use of Tier 2 locomotives to implement the Metrolink Special Train Service which will be supporting the 2017 Auto Club Speedway NASCAR Race. This was originally brought for the MSRC's review and approval on September 15, 2016, and the MSRC approved \$80,455 to implement this Special Train Service. At the time, the Auto Club Speedway and SCRRA had proposed the use of Tier 4 locomotives. Subsequent to that, staff has recently learned that due to testing requirements which promulgated by the Federal Railroad Administration (FRA), there have been delays in having those Tier 4 locomotives placed into service. Due to the need to have outreach and marketing, as well as advanced ticket sales, to support the race which will be held in March, the SCRRA needed to know if the MSRC would be amenable to the substitution of Tier 2 locomotives in lieu of Tier 4. The staff report lays out why this is being brought to MSRC attention today, as opposed to the regular meeting. Again, there is timeliness required to get the advanced ticket sales, as well as the marketing outreach underway. They would certainly forego that, if the MSRC is not amenable to allowing this substitution. This was an unforeseen set of circumstances. The original intent was to have those locomotives in service in time to support the race that would be held at the Auto Club Speedway. Due to the test plan not being fully approved by the FRA at this time, they are precluded from using those locomotives and the best available hardware in the fleet are Tier 2s.

MSRC Member Jack Kitowski wasn't clear whether the MSRC would be abandoning the possibility of getting Tier 4, or this was a contingency. Mr. Gorski replied that right now we were under the impression that there is a potential that one locomotive might become available, but as of this moment, he does not have any information as to whether or not that is going to be the way it plays out. Right now we certainly hope that Tier 4s will be available, but there is a lot of uncertainty as to the actual date that those would become operational. Henry Hogo, Assistant DEO/Science and Technology Advancement, added that since the SCAQMD has provided funding for close to 40 Tier 4 locomotives, they have been following the procurement very closely. It is our original understanding that Metrolink-SCRRA would get just a couple of locomotives to go through a shakedown period and the shakedown period is much longer, but the intent is that there ultimately be all Tier 4 locomotives running in the District.

Mr. Kitowski commented that there is a pragmatic aspect to this that he thinks folks understand, and certainly SCAQMD has strong support for the Tier 4 locomotives. They are 80-85 percent cleaner on NOx and cancer-causing particulates. They are a very important part of our future clean air strategy; so as an agency and a Committee, he is sure we will continue to be supportive. This he understands is a pragmatic timing issue.

MSRC Member Greg Winterbottom stated that with all hope we can get the Tier 4s in, but he would hate to see the beginning of the program flounder but for the want of that. Yes, the Tier 4s will be a great reduction in emissions, but from this program we will initiate new riders, as we did in our Angels service a couple of years ago. We found out that almost half of the riders had never been on a train before. He thinks that would be a positive step for this program. As the Tier 4s become available, we can use them. That would be his position.

MSRC Member Ben Benoit completely agrees with Mr. Winterbottom and he moved the item forward with what is available and add in the Tier 4s as soon as possible. If the Tier 4s become available, that would be great.

ON MOTION BY MSRC MEMBER BEN BENOIT, AND SECONDED BY VICE CHAIR LARRY MCCALLON, THE MSRC UNANIMOUSLY VOTED TO APPROVE SCRRA TO SUBSTITUTE TIER 2 LOCOMOTIVES TO IMPLEMENT METROLINK SPECIAL TRAIN SERVICE FOR THE 2017 AUTO CLUB 400 NASCAR RACE UNDER THE FY 2016-18 MSRC MAJOR EVENT CENTER PROGRAM; AND TO USE TIER 4 LOCOMOTIVES IF THEY BECOME AVAILABLE.

AYES: BENOIT, KITOWSKI, ROYBAL SALTARELLI, YAMARONE, WINTERBOTTOM, MCCALLON, PETTIS.

NOES: NONE.

**ACTION:** This item will be considered by the SCAQMD Board at its February 3, 2017 meeting.

### **ADJOURNMENT**

THERE BEING NO FURTHER BUSINESS, THE MSRC MEETING  
ADJOURNED AT 10:12 A.M.

### **NEXT MEETING**

Thursday, February 16, 2017, at 2 p.m., Room CC-8.



### MSRC Agenda Item No. 3

**DATE:** March 16, 2017

**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 January 26 to February 22, 2017.

**RECOMMENDATION:** Receive and file report

**WORK PROGRAM IMPACT:** None

#### **Contract Execution Status**

##### **2016-18 Work Program**

On July 8, 2016, the SCAQMD Governing Board approved an award under the Event Center Transportation Program. This contract is awaiting approval of a modification.

On October 7, 2016, the SCAQMD Governing Board approved three awards under the Event Center Transportation Program and one award for a Regional Active Transportation Partnership Program. These contracts are under development, undergoing internal review or with the prospective contractor for signature.

On January 6, 2017, the SCAQMD Governing Board approved an award for development, hosting and maintenance of a new MSRC website. This contract is with the SCAQMD Board Chair for signature.

##### **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 with the prospective contractor 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, 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 executed.

On March 4, 2016, the SCAQMD Governing Board approved two awards under the Alternative Fuel Infrastructure Program. These contracts are with the prospective contractor for signature or executed.

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 with the SCAQMD Board Chair for signature or executed.

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 executed.

On June 3, 2016, the SCAQMD Governing Board approved one award under the Alternative Fuel Infrastructure Program. This contract is executed.

On October 7, 2016, the SCAQMD Governing Board approved ten awards under the Alternative Fuel Infrastructure Program and five awards under the Near-Zero Natural Gas Engine Incentives Program. These contracts are under development, undergoing internal review, with the prospective contractor for signature, or with the SCAQMD Board Chair for signature.

On January 6, 2017, the SCAQMD Governing Board approved an award under the Alternative Fuel Infrastructure Program and an award under the Near-Zero Natural Gas Engine Incentives Program. These contracts are undergoing internal review.

### **2012-14 Work Program**

Except as specifically discussed below, all contracts from this Work Program are 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 2006-07 Work Program Contracts***

No contracts from this work program year are open; and 3 are in “Open/Complete” status.

#### ***FY 2006-07 Invoices Paid***

No invoices were paid during this period.

#### ***FY 2007-08 Work Program Contracts***

5 contracts from this work program year are open; and 6 are in “Open/Complete” status.

#### ***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 11 are in “Open/Complete” status.

#### ***FY 2008-09 Invoices Paid***

No invoices were paid during this period.

#### ***FY 2010-11 Work Program Contracts***

14 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 \$78,750.00 was paid during this period.

#### ***FY 2011-12 Work Program Contracts***

25 contracts from this work program year are open, and 27 are in “Open/Complete” status. One contract moved into “Open/Complete” status during this period: City of Fullerton, Contract #ML12015 – Purchase Heavy-Duty Natural Gas Vehicle and Expand CNG Station.

#### ***FY 2011-12 Invoices Paid***

3 invoices totaling \$495,000.00 were paid during this period.

#### ***FYs 2012-14 Work Program Contracts***

49 contracts from this work program year are open, and 13 are in “Open/Complete” status. One contract closed during this period: City of Irvine, Contract #MS14029 – Bicycle Trail Improvements. Following receipt of necessary information, a proposed contract with the City of Beaumont was sent to them for signature on May 27, 2016. MSRC staff are following up with the County of Los Angeles concerning their proposed contract for electric vehicle charging infrastructure.

*FYs 2012-14 Invoices Paid*

4 invoices totaling \$275,770.99 were paid during this period.

***FYs 2014-16 Work Program Contracts***

74 contracts from this work program year are open, and 3 are in “Open/Complete” status.

*FYs 2014-16 Invoices Paid*

5 invoices totaling \$856,664.35 were paid during this period.

***Administrative Scope Changes***

No administrative scope changes were initiated during the period of January 26 to February 22, 2017.

**Attachments**

- FY 2004-05 through FYs 2014-16 (except FY 2005-06 and FY 2009-10) Contract Status Reports



## AB2766 Discretionary Fund Program Invoices

January 26, 2017 to February 27, 2017

Contract Admin.	MSRC Chair	MSRC Liaison	Finance	Contract #	Contractor	Invoice #	Amount
<i>2010-2011 Work Program</i>							
1/31/2017	2/1/2017	2/1/2017	2/2/2017	MS11092	Griffith Company	33225/S3528	\$78,750.00
<b>Total: \$78,750.00</b>							
<i>2011-2012 Work Program</i>							
2/15/2017	2/16/2017	2/16/2017	2/17/2017	MS12080	City of Pasadena	3007249	\$225,000.00
1/27/2017	2/1/2017	2/1/2017	2/2/2017	MS12024	Southern California Gas Company	2200-0309	\$135,000.00
1/26/2017	2/1/2017	2/1/2017	2/2/2017	MS12011	Southern California Gas Company	2200-0309	\$135,000.00
<b>Total: \$495,000.00</b>							
<i>2012-2014 Work Program</i>							
2/22/2017				ML14061	City of La Habra	1-Final	\$41,270.49
2/21/2017				ML14014	City of Torrance	1	\$56,000.00
2/15/2017	2/16/2017	2/16/2017	2/17/2017	MS14073	Anaheim Transportation Network	54699	\$3,500.50
2/2/2017	2/16/2017	2/16/2017	2/21/2017	MS14077	County Sanitation Districts of L.A. County	1	\$175,000.00
<b>Total: \$275,770.99</b>							
<i>2014-2016 Work Program</i>							
2/22/2017				ML16031	City of Cathedral City	1-Final	\$25,000.00
2/15/2017	2/16/2017	2/16/2017	2/21/2017	MS16089	Orange County Transportation Authority	FA138910	\$128,500.00
2/15/2017	2/16/2017	2/16/2017	2/21/2017	MS16095	Orange County Transportation Authority	FA138708	\$672,864.35
2/2/2017	2/16/2017	2/16/2017	2/21/2017	MS16004	Mineral LLC	101829	\$300.00
2/1/2017	2/16/2017	2/16/2017	2/21/2017	ML16027	City of Whittier	1	\$30,000.00

**Total: \$856,664.35**

**Total This Period: \$1,706,185.34**



## FYs 2004-05 Through 2014-16 AB2766 Contract Status Report

3/9/2017

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2004-2005 Contracts</b>									
<b>Open Contracts</b>									
ML05014	Los Angeles County Department of P	5/21/2007	11/20/2008	3/20/2018	\$204,221.00	\$0.00	Traffic Signal Synchronization	\$204,221.00	No
<b>Total: 1</b>									
<b>Declined/Cancelled Contracts</b>									
ML05005	City of Highland				\$20,000.00	\$0.00	2 Medium Duty CNG Vehicles	\$20,000.00	No
ML05008	Los Angeles County Department of 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
<b>Total: 6</b>									
<b>Closed Contracts</b>									
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?
--------	------------	------------	-------------------	------------------	----------------	----------	---------------------	---------------	-------------------

### **FY 2006-2007 Contracts**

#### **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**

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
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
ML07044	City of Santa Monica	9/8/2008	3/7/2015	3/7/2017	\$600,000.00	\$600,000.00	24 H.D. Nat. Gas Vehicles	\$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
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
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
MS07054	Republic Services, Inc.	3/7/2008	9/6/2014	9/6/2016	\$1,280,000.00	\$1,280,000.00	40 Nat. Gas Refuse Trucks	\$0.00	Yes
MS07055	City of Culver City Transportation De	7/8/2008	9/7/2014		\$192,000.00	\$192,000.00	Six Nat. Gas Refuse Trucks	\$0.00	Yes
MS07056	City of Whittier	9/5/2008	3/4/2015		\$32,000.00	\$32,000.00	One Nat. Gas Refuse Trucks	\$0.00	Yes
MS07057	CR&R, Inc.	7/31/2008	8/30/2014	6/30/2015	\$896,000.00	\$896,000.00	28 Nat. Gas Refuse Trucks	\$0.00	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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
<b>Total: 59</b>									
<b>Closed/Incomplete Contracts</b>									
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
<b>Total: 4</b>									
<b>Open/Complete Contracts</b>									
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
<b>Total: 2</b>									

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2007-2008 Contracts</b>									
<b>Open Contracts</b>									
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
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
<b>Total: 4</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 17</b>									
<b>Closed Contracts</b>									
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
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
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
ML08030	City of Azusa	5/14/2010	3/13/2016		\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$0.00	No
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
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
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
MS08017	Omnitrans	12/13/2008	12/12/2015	12/12/2016	\$900,000.00	\$900,000.00	30 CNG Buses	\$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
MS08020	Ware Disposal Company, Inc.	11/25/2008	2/24/2016		\$900,000.00	\$900,000.00	30 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
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
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
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
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
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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

**Total: 53**

**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
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
ML08043	City of Desert Hot Springs	9/25/2009	3/24/2016	3/24/2021	\$25,000.00	\$25,000.00	1 CNG Heavy-Duty Vehicle	\$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
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
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: 7**



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2008-2009 Contracts</b>									
<b>Open Contracts</b>									
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
<b>Total: 2</b>									
<b>Declined/Cancelled Contracts</b>									
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
<b>Total: 11</b>									
<b>Closed Contracts</b>									
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
ML09037	City of Redondo Beach	6/18/2010	6/17/2016		\$50,000.00	\$50,000.00	Purchase Two CNG Sweepers	\$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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
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: 20**

**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
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: 11**

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	3/6/2023	\$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	1/6/2021	\$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	\$46,112.64	Expansion of Existing CNG Station	\$3,887.36	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
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	\$78,750.00	Retrofit 17 H.D. Off-Road Vehicles Under Sh	\$311,771.00	No

**Total: 14**

### 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
MS11084	Ivanhoe Energy Services and Develo				\$66,750.00	\$0.00	Retrofit One H.D. Off-Road Vehicle Under S	\$66,750.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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
MS11086	DCL America Inc.	6/7/2013	10/6/2016		\$500,000.00	\$359,076.96	Retrofit Eight H.D. Off-Road Vehicles Under	\$140,923.04	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: 18**

#### 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?
--------	------------	------------	-------------------	------------------	----------------	----------	---------------------	---------------	-------------------

## 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
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
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	11/3/2017	\$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	5/6/2017	\$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	\$10,375.80	Purchase One Nat. Gas H.D. Vehicle/Street	\$47,080.20	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	\$135,000.00	Construct New Public-Access CNG Station -	\$15,000.00	No
MS12024	Southern California Gas Company	6/13/2013	12/12/2019	11/12/2020	\$150,000.00	\$135,000.00	Construct New Public-Access CNG Station -	\$15,000.00	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	5/1/2022	\$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	\$412,584.46	Implement Westside Bikeshare Program	\$87,415.54	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
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
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: 24**

### 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
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
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
MS12030	Complete Landscape Care, Inc.				\$150,000.00	\$0.00	Purchase 6 Medium-Heavy Duty Vehicles	\$150,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS12070	Valley Music Travel/CID Entertainme				\$99,000.00	\$0.00	Implement Shuttle Service to Coachella Mus	\$99,000.00	No

**Total: 9**

#### 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**

#### 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



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML12015	City of Fullerton	4/25/2013	11/24/2020	11/24/2021	\$40,000.00	\$40,000.00	HD CNG Vehicle, Expand CNG Station	\$0.00	Yes
ML12017	City of Los Angeles, Bureau of Sanit	6/26/2013	5/25/2020	11/25/2021	\$950,000.00	\$950,000.00	32 H.D. Nat. Gas Vehicles	\$0.00	Yes
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
MS12080	City of Pasadena	11/8/2013	8/7/2020	2/7/2022	\$225,000.00	\$225,000.00	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
MS12086	SuperShuttle International, Inc.	3/26/2013	3/25/2019		\$225,000.00	\$225,000.00	Purchase 23 Medium-Heavy Duty Vehicles	\$0.00	Yes

**Total: 28**



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2012-2014 Contracts</b>									
<b>Open Contracts</b>									
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
ML14013	City of Los Angeles, Bureau of Sanit	10/7/2016	2/6/2025		\$400,000.00	\$0.00	Purchase 14 H.D. Nat. Gas Vehicles	\$400,000.00	No
ML14014	City of Torrance	9/5/2014	12/4/2019		\$56,000.00	\$56,000.00	EV Charging Infrastructure	\$0.00	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	12/5/2022	\$810,000.00	\$720,000.00	Purchase 27 H.D. Nat. Gas Vehicles	\$90,000.00	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	9/23/2018	\$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		\$270,000.00	\$0.00	Purchase 9 H.D. Nat. Gas Vehicles	\$270,000.00	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	6/1/2024	\$500,000.00	\$0.00	Construct New CNG Station in Canyon Coun	\$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
ML14030	County of Los Angeles Internal Servi	1/9/2015	3/8/2018	6/8/2019	\$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
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	7/4/2018	\$450,000.00	\$0.00	Installation of Bicycle Trail	\$450,000.00	No
ML14054	City of Torrance	11/14/2014	4/13/2017	7/13/2017	\$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	5/4/2018	\$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	\$41,270.49	Purchase Two Heavy-Duty Nat. Gas Vehicle	\$329.51	Yes
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	1/11/2020	\$10,183.00	\$0.00	Electric Vehicle Charging Infrastructure	\$10,183.00	No
ML14070	City of Rancho Cucamonga	9/3/2016	12/2/2018		\$365,245.00	\$0.00	Bicycle Trail Improvements	\$365,245.00	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
MS14053	Upland Unified School District	1/9/2015	7/8/2021		\$175,000.00	\$166,250.00	Expansion of Existing CNG Infrastructure	\$8,750.00	No
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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS14058	Orange County Transportation Autho	11/7/2014	4/6/2016	4/6/2017	\$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 County Transportatio	3/27/2015	3/26/2018		\$1,250,000.00	\$0.00	Implement Various Signal Synchronization P	\$1,250,000.00	No
MS14075	Fullerton Joint Union High School Di	7/22/2016	11/21/2023		\$300,000.00	\$0.00	Expansion of Existing CNG Infrastructure/Ma	\$300,000.00	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
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
MS14079	Waste Resources, Inc.	9/14/2016	8/13/2022		\$100,000.00	\$0.00	New Limited Access CNG Station	\$100,000.00	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
MS14089	Top Shelf Consulting, LLC	1/18/2017	8/4/2016	3/31/2017	\$200,000.00	\$200,000.00	Enhanced Fleet Modernization Program	\$0.00	Yes
MS14092	West Covina Unified School District	9/3/2016	12/2/2022		\$124,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$124,000.00	No

**Total: 47**

#### Pending Execution Contracts

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
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
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

**Total: 6**

#### Declined/Cancelled Contracts

ML14063	City of Hawthorne				\$32,000.00	\$0.00	Expansion of Existng CNG Infrastructure	\$32,000.00	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
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: 5**

#### 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
ML14029	City of Irvine	7/11/2014	6/10/2017		\$90,500.00	\$71,056.78	Bicycle Trail Improvements	\$19,443.22	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

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
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	Yes
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
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	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: 19**

**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	Yes
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
ML14034	City of Lake Elsinore	9/5/2014	5/4/2021		\$56,700.00	\$56,700.00	EV Charging Stations	\$0.00	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	Yes
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
MS14046	Ontario CNG Station Inc.	5/15/2014	5/14/2020	11/14/2021	\$150,000.00	\$150,000.00	Expansion of Existing CNG Infrastructure	\$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
MS14073	Anaheim Transportation Network	1/9/2015	4/30/2017		\$221,312.00	\$221,312.00	Anaheim Resort Circulator Service	\$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
MS14077	County Sanitation Districts of L.A. Co	3/6/2015	5/5/2021		\$175,000.00	\$175,000.00	New Limited Access CNG Station	\$0.00	Yes
MS14084	US Air Conditioning Distributors	5/7/2015	9/6/2021		\$100,000.00	\$100,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes
MS14090	City of Monterey Park	5/7/2015	5/6/2021		\$225,000.00	\$225,000.00	Expansion of Existing CNG Infrastructure	\$0.00	Yes

**Total: 15**

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
<b>FY 2014-2016 Contracts</b>									
<b>Open Contracts</b>									
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
ML16008	City of Pomona	9/20/2016	11/19/2022		\$310,000.00	\$0.00	Purchase 4 Medium-Duty and 9 Heavy-Duty	\$310,000.00	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
ML16010	City of Fullerton	10/7/2016	4/6/2023		\$370,500.00	\$0.00	Expand Existing CNG Station, EV Charging I	\$370,500.00	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	\$99,642.73	Purchase 48 Medium-Duty, 16 H.D. Nat. Ga	\$1,345,757.27	No
ML16018	City of Hermosa Beach	10/7/2016	1/6/2023		\$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	1/25/2017	3/24/2020		\$102,955.00	\$0.00	Install EV Charging Infrastructure	\$102,955.00	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
ML16021	City of Santa Clarita	10/7/2016	6/6/2024		\$49,400.00	\$0.00	Install EV Charging Infrastructure	\$49,400.00	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
ML16025	City of South Pasadena	6/22/2016	4/21/2023		\$180,535.00	\$0.00	Purchase 2 H.D. Nat. Gas Vehicles, Expand	\$180,535.00	No
ML16026	City of Downey	5/6/2016	9/5/2017		\$40,000.00	\$0.00	Install EV Charging Infrastructure	\$40,000.00	No
ML16028	City of Azusa	9/9/2016	4/8/2018		\$25,000.00	\$0.00	Enhance Existing Class 1 Bikeway	\$25,000.00	No
ML16031	City of Cathedral City	12/19/2015	2/18/2017		\$25,000.00	\$25,000.00	Street Sweeping in Coachella Valley	\$0.00	No
ML16032	City of Azusa	9/9/2016	4/8/2019		\$474,925.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$474,925.00	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
ML16039	City of Torrance Transit Department	1/6/2017	9/5/2022		\$32,000.00	\$0.00	Install EV Charging Infrastructure	\$32,000.00	No
ML16040	City of Eastvale	1/6/2017	7/5/2022		\$110,000.00	\$0.00	Install EV Charging Infrastructure	\$110,000.00	No
ML16041	City of Moreno Valley	9/3/2016	1/21/2021		\$20,000.00	\$0.00	Install EV Charging Infrastructure	\$20,000.00	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
ML16045	City of Anaheim	6/22/2016	8/21/2019		\$275,000.00	\$0.00	Maintenance Facility Modifications	\$275,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
ML16046	City of El Monte	4/1/2016	5/31/2021		\$20,160.00	\$0.00	Install EV Charging Infrastructure	\$20,160.00	No
ML16047	City of Fontana	1/6/2017	8/5/2019		\$500,000.00	\$0.00	Enhance an Existing Class 1 Bikeway	\$500,000.00	No
ML16048	City of Placentia	3/26/2016	5/25/2021	6/25/2022	\$90,000.00	\$18,655.00	Install a Bicycle Locker and EV Charging Infr	\$71,345.00	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	12/11/2017	\$320,000.00	\$0.00	Implement "Open Streets" Event with Variou	\$320,000.00	No
ML16052	City of Rancho Cucamonga	9/3/2016	11/2/2019		\$315,576.00	\$0.00	Install Two Class 1 Bikeways	\$315,576.00	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	Purchase Nine Heavy-Duty Natural-Gas Veh	\$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
ML16058	Los Angeles County Department of P	10/7/2016	4/6/2024		\$491,898.00	\$0.00	Purchase 15 H.D. Nat. Gas Vehicles and Ins	\$491,898.00	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
ML16060	City of Cudahy	2/5/2016	10/4/2017		\$73,910.00	\$0.00	Implement an "Open Streets" Event	\$73,910.00	No
ML16062	City of Colton, Electric Department	6/3/2016	7/2/2020		\$25,000.00	\$0.00	Installation of EV Charging Infrastructure	\$25,000.00	No
ML16064	County of Orange, OC Parks	2/21/2017	10/20/2018		\$204,073.00	\$0.00	Implement "Open Streets" Events with Vario	\$204,073.00	No
ML16066	City of Long Beach Public Works	1/13/2017	9/12/2018		\$75,050.00	\$0.00	Implement an "Open Streets" Event	\$75,050.00	No
ML16068	Riverside County Dept of Public Heal	12/2/2016	8/1/2018		\$171,648.00	\$0.00	Implement an "Open Streets" Events with V	\$171,648.00	No
ML16070	City of Beverly Hills	2/21/2017		6/20/2023	\$90,000.00	\$0.00	Purchase 3 H.D. Nat. Gas Vehicles	\$90,000.00	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
ML16073	City of Long Beach Public Works	1/13/2017	7/12/2017		\$50,000.00	\$0.00	Implement an "Open Streets" Event	\$50,000.00	No
ML16074	City of La Verne	7/22/2016	1/21/2023		\$365,000.00	\$0.00	Install CNG Fueling Station	\$365,000.00	No
ML16075	City of San Fernando	10/27/2016	2/26/2019		\$354,000.00	\$0.00	Install a Class 1 Bikeway	\$354,000.00	No
ML16076	City of San Fernando	2/21/2017		8/20/2021	\$100,000.00	\$0.00	Install EV Charging Infrastructure	\$100,000.00	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	\$5,000.00	Purchase Electric Lawnmower	\$0.00	Yes
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
MS16004	Mineral LLC	9/4/2015	7/3/2017		\$25,890.00	\$6,300.00	Design, Develop, Host and Maintain MSRC	\$19,590.00	No
MS16030	The Better World Group	12/19/2015	12/31/2017		\$130,716.00	\$67,425.44	Programmic Outreach Services to the MSR	\$63,290.56	No
MS16082	Riverside County Transportation Co	9/3/2016	8/2/2018	6/2/2018	\$590,759.00	\$0.00	Extended Freeway Service Patrols	\$590,759.00	No
MS16084	Transit Systems Unlimited, Inc.	5/6/2016	2/28/2018		\$565,600.00	\$215,130.00	Implement Special Shuttle Service from Uni	\$350,470.00	No
MS16086	San Bernardino County Transportatio	9/3/2016	10/2/2021		\$800,625.00	\$0.00	Freeway Service Patrols	\$800,625.00	No
MS16087	Burrtec Waste & Recycling Services,	7/8/2016	3/7/2023		\$100,000.00	\$0.00	Construct New Limited-Access CNG Station	\$100,000.00	No
MS16089	Orange County Transportation Autho	7/8/2016	4/30/2017		\$128,500.00	\$128,500.00	Implement Special Bus Service to Angel Sta	\$0.00	No
MS16090	Los Angeles County MTA	10/27/2016	4/26/2020		\$2,500,000.00	\$0.00	Expansion of the Willowbrook/Rosa Parks Tr	\$2,500,000.00	No

Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
MS16091	San Bernardino County Transportatio	10/7/2016	11/6/2018		\$1,000,000.00	\$0.00	Traffic Signal Synchronization Projects	\$1,000,000.00	No
MS16092	San Bernardino County Transportatio	2/3/2017	1/2/2019		\$250,000.00	\$0.00	Implement a Series of "Open Streets" Event	\$250,000.00	No
MS16093	Orange County Transportation Autho	9/3/2016	3/2/2018		\$1,553,657.00	\$0.00	Implement a Mobile Ticketing System	\$1,553,657.00	No
MS16094	Riverside County Transportation Co	1/25/2017	1/24/2022		\$1,909,241.00	\$0.00	MetroLink First Mile/Last Mile Mobility Strate	\$1,909,241.00	No
MS16095	Orange County Transportation Autho	7/22/2016	5/31/2017		\$694,645.00	\$672,864.35	Implement Special Bus Service to Orange C	\$21,780.65	No
MS16096	San Bernardino County Transportatio	10/27/2016	12/26/2019		\$450,000.00	\$0.00	EV Charging Infrastructure	\$450,000.00	No
MS16097	Walnut Valley Unified School District	10/7/2016	11/6/2022		\$250,000.00	\$0.00	Expand CNG Station & Modify Maintenance	\$250,000.00	No
MS16102	Nasa Services, Inc.	2/21/2017	4/20/2023		\$100,000.00	\$0.00	Construct a Limited-Access CNG Station	\$100,000.00	No

**Total: 79**

**Pending Execution Contracts**

ML16014	City of Dana Point				\$153,818.00	\$0.00	Extend an Existing Class 1 Bikeway	\$153,818.00	No
ML16022	Los Angeles Department of Water an				\$390,000.00	\$0.00	Purchase 13 H.D. Nat. Gas Vehicles	\$390,000.00	No
ML16065	City of Temple City				\$500,000.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$500,000.00	No
ML16067	City of South El Monte				\$73,329.00	\$0.00	Implement an "Open Streets" Event	\$73,329.00	No
ML16069	City of West Covina				\$54,199.00	\$0.00	Installation of EV Charging Infrastructure	\$54,199.00	No
ML16071	City of Highland				\$264,500.00	\$0.00	Implement a "Complete Streets" Pedestrian	\$264,500.00	No
ML16077	City of Rialto				\$463,216.00	\$0.00	Pedestrian Access Improvements, Bicycle L	\$463,216.00	No
MS16029	Orange County Transportation Autho				\$851,883.00	\$0.00	Transportation Control Measure Partnership	\$851,883.00	No
MS16043	LBA Realty Company LLC				\$100,000.00	\$0.00	Install Limited-Access CNG Station	\$100,000.00	No
MS16080	Riverside County Transportation Co				\$1,200,000.00	\$0.00	Passenger Rail Service for Coachella and St	\$1,200,000.00	No
MS16088	Transit Systems Unlimited, Inc.				\$17,000.00	\$0.00	Expansion of Existing CNG Station	\$17,000.00	No
MS16103	Arrow Services, Inc.				\$100,000.00	\$0.00	Construct a Limited-Access CNG Station	\$100,000.00	No
MS16104	City of Perris				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16105	Huntington Beach Union High School				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16106	City of Lawndale				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16107	Athens Services				\$100,000.00	\$0.00	Construct a Limited-Access CNG Station	\$100,000.00	No
MS16108	VNG 5703 Gage Avenue, LLC				\$150,000.00	\$0.00	Construct Public-Access CNG Station in Bell	\$150,000.00	No
MS16109	Sanitation Districts of Los Angeles C				\$275,000.00	\$0.00	Expansion of an Existing L/CNG Station	\$275,000.00	No
MS16110	City of Riverside				\$300,000.00	\$0.00	Expansion of Existing CNG Station and Mai	\$300,000.00	No
MS16111	VNG 5703 Gage Avenue, LLC				\$150,000.00	\$0.00	Construct Public Access CNG Station in Pla	\$150,000.00	No
MS16112	Orange County Transportation Autho				\$1,470,000.00	\$0.00	Repower Up to 98 Transit Buses	\$1,470,000.00	No
MS16113	Los Angeles County MTA				\$1,875,000.00	\$0.00	Repower Up to 125 Transit Buses	\$1,875,000.00	No
MS16114	City of Norwalk				\$45,000.00	\$0.00	Repower Up to 3 Transit Buses	\$45,000.00	No
MS16115	City of Santa Monica				\$870,000.00	\$0.00	Repower Up to 58 Transit Buses	\$870,000.00	No
MS16116	Riverside Transit Agency				\$10,000.00	\$0.00	Repower One Transit Bus	\$10,000.00	No
MS16117	Omnitrans				\$175,000.00	\$0.00	Expansion of Existing CNG Infrastructure	\$175,000.00	No
MS16118	Omnitrans				\$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?
MS16119	Omnitrans				\$150,000.00	\$0.00	New Public Access CNG Station	\$150,000.00	No
MS16120	Omnitrans				\$945,000.00	\$0.00	Purchase 39 Transit Buses and Repower 24	\$945,000.00	No

**Total: 29**

**Closed Contracts**

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	Yes
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
MS16085	Southern California Regional Rail Au	3/11/2016	9/30/2016		\$78,033.00	\$64,285.44	Special MetroLink Service to Autoclub Spee	\$13,747.56	No

**Total: 3**

**Open/Complete Contracts**

ML16027	City of Whittier	1/8/2016	11/7/2022		\$30,000.00	\$30,000.00	Purchase 1 H.D. Nat. Gas Vehicle	\$0.00	Yes
ML16061	City of Murrieta	4/27/2016	1/26/2020		\$11,642.00	\$9,398.36	Installation of EV Charging Infrastructure	\$2,243.64	Yes
ML16063	City of Glendora	3/4/2016	4/3/2022		\$30,000.00	\$30,000.00	Purchase One H.D. Nat. Gas Vehicle	\$0.00	Yes
MS16081	EDCO Disposal Corporation	3/4/2016	10/3/2022		\$150,000.00	\$150,000.00	Expansion of Existing Public Access CNG St	\$0.00	Yes

**Total: 4**



Cont.#	Contractor	Start Date	Original End Date	Amended End Date	Contract Value	Remitted	Project Description	Award Balance	Billing Complete?
--------	------------	------------	-------------------	------------------	----------------	----------	---------------------	---------------	-------------------

## ***FY 2016-2018 Contracts***

### ***Open Contracts***

MS18003	Geographics	2/21/2017	2/20/2021		\$56,953.00	\$0.00	Design, Host and Maintain MSRC Website	\$56,953.00	No
---------	-------------	-----------	-----------	--	-------------	--------	--	-------------	----

**Total: 1**

### ***Pending Execution Contracts***

MS16099	Foothill Transit				\$50,000.00	\$0.00	Provide Special Bus Service to the Los Ange	\$50,000.00	No
MS16100	Southern California Regional Rail Au				\$80,455.00	\$0.00	Provide Metrolink Service to Autoclub Speed	\$80,455.00	No
MS18001	Los Angeles County MTA				\$807,945.00	\$0.00	Provide Clean Fuel Transit Service to Dodge	\$807,945.00	No
MS18002	Southern California Association of G				\$2,500,000.00	\$0.00	Regional Active Transportation Partnership	\$2,500,000.00	No

**Total: 4**

### ***Declined/Cancelled Contracts***

MS16098	Long Beach Transit				\$198,957.00	\$0.00	Provide Special Bus Service to Stub Hub Ce	\$198,957.00	No
---------	--------------------	--	--	--	--------------	--------	--	--------------	----

**Total: 1**



[↑ Back to Agenda](#)

BOARD MEETING DATE: April 7, 2017

AGENDA NO. 25

REPORT: California Air Resources Board Monthly Meeting

SYNOPSIS: The California Air Resources Board met on March 23 and 24, 2017, in Sacramento, CA. The following is a summary of this meeting.

RECOMMENDED ACTION:

Receive and File.

Judith Mitchell, Member  
SCAQMD Governing Board

dg

---

The Air Resources Board's (ARB or Board) March meeting was held on March 23-24, 2017 in Riverside at the Riverside County Administrative Center. Key items presented are summarized below.

---

### **Consent Items**

---

#### **1. Public Meeting to Consider the 2016 Ozone State Implementation Plan for Ventura County**

The Board approved the Ventura County Air Pollution Control District Plan for the 2008 75 ppb 8-Hour Ozone Standard (Ozone SIP). This Ozone SIP will be submitted to U.S. EPA as a revision to California's State Implementation Plan.

#### **2. Public Meeting to Consider the 2016 Ozone State Implementation Plan for San Diego County**

The Board approved the San Diego County Air Pollution Control District Plan for the 2008 75 ppb 8-Hour Ozone Standard (Ozone SIP). This Ozone SIP will be submitted to U.S. EPA as a revision to California's State Implementation Plan.

---

## Discussion Items

---

### **1. Public Meeting to Consider the 2016 Air Quality Management Plan for Ozone and PM2.5 for the South Coast Air Basin and the Coachella Valley**

The Board approved the South Coast Air Quality Management District 2016 Air Quality Management Plan (AQMP). The AQMP outlines a comprehensive roadmap for meeting federal air quality standards for ozone and fine particulate matter in the South Coast and Coachella Valley. The AQMP includes comprehensive attainment strategy representing a suite of actions for both stationary and mobile sources. At the state level, the State SIP Strategy provides ARB's commitment for the emission reductions needed from mobile sources and consumer products. District measures will reduce emissions from residential and commercial sources by replacing older, high emitting equipment with new, lower or zero emissions equipment, as well as complementary local actions to help reduce mobile source emissions. At the meeting, the Board directed staff to report annually on progress implementing the State SIP Strategy, and to bring to the Board measures to deploy zero emission technologies for ships at-berth and cargo handling equipment, as well as concepts for indirect source rules for ports, warehouses, and rail yards. The AQMP will be submitted to U.S. EPA as a revision to California's State Implementation Plan.

**SCAQMD Staff Comments/Testimony:** Dr. Philip Fine thanked CARB staff for working closely with the SCAQMD and SCAG staff in an inclusive, transparent, and collaborative effort during the last 3-4 years in the development of the 2016 AQMP. SCAQMD will continue to work together in addressing any future updates. Dr. Fine emphasized the importance of the Plan especially in ensuring public health benefits to those in environmental justice and disadvantaged communities. Three important elements were highlighted. First, the Plan includes strong stationary source regulations such as transitioning the RECLAIM program into a command-and-control approach. Second, local mobile sources emissions are reduced through enforceable measures targeting indirect sources, and third, the Plan will reduce reliance on the "black box" by establishing incentive programs that will benefit small businesses and residents to adopt new cleaner technologies sooner. The SCAQMD staff requested the Board's adoption of the SCAQMD's 2016 AQMP and State SIP Strategy.

At the conclusion of public testimony, Board Member Mitchell asked Chief Deputy Counsel Barbara Baird to respond to issues raised during the comments. Ms. Baird explained that the public process for the AQMP complied with all legal requirements. Under federal law, the agency may adopt a rule that differs from the proposal as long as the final rule is a logical outgrowth of the proposal. Under state law, the Supreme Court held in a case involving CARB that one of the purposes of public comment is to adopt a measure that differs from the proposal, in response to that comment. Requiring

renoticing would create a circular process not consistent with the statutory purpose. The board may adopt a measure that differs from the proposal if it deals with the same issue or subject as was in the notice. Ms Baird responded to the second issue by explaining that the AQMP was complete and approvable even though the funding plan was not part of the SIP submittal, because EPA expects to approve measures that have received full funding by the time they take final action on the plan, and for those mobile source measures that are not fully funded, EPA expects to rely on Clean Air Act Section 182(e)(5) which allows approval of measures relying on future technology development. These measures do not need to be fully funded at the time of approval. As funding is identified, measures can be taken out of Section 182(e)(5) and approved in the ordinary manner. Incentive measures are consistent with the Clean Air Act because, as required by Section 182(e)(5), CARB commits in this plan to submitting contingency measures three years before the attainment deadline. If the incentive measures cannot be implemented, these contingency measures will be enforced instead. Chair Nichols asked for a response to public comment that had asserted that the plan is not enforceable. Ms. Baird explained that the plan is enforceable. Many of the measures are specific commitments for rulemaking, such as to adopt the RECLAIM measure. This obligation is enforceable against the District in federal court, which can order the District to implement the measures. The Section 182(e)(5) measures are enforceable in a different way. The public can go to court to enforce the obligation to adopt and implement the contingency measures when they are due.

## **2. Public Meeting to Consider the 2016 State Strategy for the State Implementation Plan**

The Board approved the Proposed 2016 State Strategy for the State Implementation Plan (State SIP Strategy). The State SIP Strategy identifies proposed measures for mobile sources and consumer products needed to attain health-based federal air quality standards over the next 15 years. These measures outline a comprehensive suite of actions to deploy the next generation of clean vehicles, equipment, and fuels. This includes a portfolio of new engine standards for cars and trucks, and durability and inspection requirements to ensure these vehicles remain clean over their lifetime. The strategy also includes enhanced deployment of zero emission technologies, cleaner burning fuels, and innovative pilot and incentive programs to accelerate the deployment of this cleaner technology. The measures, in combination with the current control program, will reduce mobile source NOx emissions 80 percent from today's levels in the South Coast air basin by 2031, accelerate air quality progress in the San Joaquin Valley, and provide the initial tranche of reduction needed for attainment of the particulate matter standards in the San Joaquin Valley.

### **3. Public Meeting to Consider the Proposed Final Short-Lived Climate Pollutant Reduction Strategy**

The Board approved the proposed Final Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The Final Strategy describes ongoing and new measures for California to reduce emissions of SLCPs (methane, black carbon, and hydrofluorocarbons) through 2030. These measures include action to reduce emissions from woodstoves, dairy and other livestock operations, landfills, oil and gas processes, and reduce the use of high-global warming potential refrigerants. The Strategy also describes current research efforts to improve the SLCP emission inventory, evaluate potential mitigation measures, and areas where further research is needed.

### **4. Public Meeting to Hear Proposed Updates to Senate Bill 275 Greenhouse Gas Emission Reduction Targets**

The Board heard an informational update regarding the status of the regional target update process for California's Metropolitan Planning Organizations (MPO) required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Senate Bill 375 requires the Air Resources Board (ARB or Board) to establish regional greenhouse gas (GHG) emission reduction targets for all 18 MPOs in California and to update those targets every 8 years. The targets were established in 2010 and must be updated in 2018. Staff has been working with the MPOs over the past year on target recommendations and evaluating the role that SB 375 targets play in achieving the reduction in vehicle miles travelled contained in the 2030 Target Scoping Plan Update. Staff's proposed target updates will be brought to the Board in Fall 2017.

### **5. Public hearing to Consider the Proposed Regulation for Greenhouse Gas Emissions Standards for Crude Oil and Natural Gas Facilities**

The Board adopted a regulation to reduce greenhouse gas emissions from oil and gas facilities. The item was originally heard in July 2016 along with staff's recommendation for 15-day changes. The regulation addresses fugitive and vented emissions of methane from new and existing oil and gas facilities through more stringent standards coupled with expanded requirements for vapor collection, monitoring, and leak detection and repair. The primary changes since the July hearing include amendments to the monitoring requirements for natural gas underground storage facilities and amendments to the leak detection and repair requirements.

### **6. Presentation Honoring Engineers Involved in Volkswagen Case**

The Board heard a presentation by Professional Engineers in California Government honoring CARB engineers involved in discovering and investigating Volkswagen's diesel engine defeat devices.

## **7. Public Meeting to Consider the Advanced Clean Cars Midterm Review**

The Board heard a presentation on the midterm review and recommendations on the Advanced Clean Cars regulations for the 2022-2025 model years, including staff's assessments of greenhouse gas and particulate matter (PM) standards, and the zero emission vehicle regulation. The midterm review found that manufacturers are over-complying with current greenhouse gas standards and future standards can be met with conventional technology at less cost than originally estimated. The review also found that the 1 mg/mi PM standard remains feasible and measurable, and additional PM standards could better ensure robust PM control. Staff also reported that manufacturers are over-complying with the zero emission vehicle regulation and as such, the regulation should be maintained through model year 2025. The Board directed staff to continue to explore additional actions which could be taken to accelerate the zero emission vehicle market and adopted the resolution confirming the 2022-2025 standards remain appropriate.

**SCAQMD Staff Comments/Testimony:** Staff provided comments supporting CARB staff recommendations to maintain the current greenhouse gas and particulate matter (PM) standards for light-duty vehicles, and the zero-emission vehicle mandate. Staff indicated that light-duty vehicles are the largest source of directly-emitted PM emissions from the mobile source sector. As such, the 1 mg/mi PM emission standard must be maintained. SCAQMD will continue to encourage deployment of zero-emission vehicles through the Enhanced Fleet Modernization Program. Staff concluded indicating that staff looks forward to working with CARB staff on developing future emission standards for post-2025 model year light-duty vehicles.

## **8. Public Meeting to Hear an Update on the First Draft Volkswagen Zero Emission Vehicles Investment Plan**

The Board heard a status update on Volkswagen's (VW) first 30-month Zero Emission Vehicles (ZEV) Investment Plan (Plan). The Plan is required by California's partial settlement with VW resulting from VW's use of illegal devices in its 2.0-liter diesel cars sold in the State from model years 2009 to 2015. The Plan describes how VW proposes to spend the first \$200 million in California on ZEV fueling infrastructure, public awareness, increasing ZEV access, and a green city demonstration. The Board adopted the resolution approving the Investment Plan.

### **Attachment**

CARB March 23-24, 2017 Meeting Agenda

**REVISED 03/15/17**

**PUBLIC MEETING AGENDA**

**Thursday, March 23, 2017  
and  
Friday, March 24, 2017**

**[Webcast](#)**

**LOCATION:**

Riverside County Administrative Center  
4080 Lemon St., 1st Floor  
Riverside, California 92501

This facility is accessible by public transit. For transit information, call (951) 565-5002, website: <http://www.riversidetransit.com/home/>

(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  
March 23, 2017  
9:00 a.m.**

**CONSENT CALENDAR:**

The following items on the consent calendar will be presented to the Board immediately after the start of the public meeting, unless removed from the consent calendar either upon a Board member's request or if someone in the audience wishes to speak on them.

**Consent Item #**

**17-3-1: Public Meeting to Consider the 2016 Ozone State Implementation Plan for Ventura County**

*The Board will consider approval of the Ventura County Air Pollution Control District Plan for the 2008 75 ppb 8-Hour Ozone Standard (Ozone SIP). If approved, the Air Resources Board will submit the Ozone SIP to the United States Environmental Protection Agency as a revision to California's State Implementation Plan.*

[More Information](#)

[Proposed Resolution](#)

**17-3-2: Public Meeting to Consider the 2016 Ozone State Implementation Plan for San Diego County**

*The Board will consider approval of the San Diego County Air Pollution Control District Plan for the 2008 75 ppb 8-Hour Ozone Standard (Ozone SIP). If approved, the Air Resources Board will submit the Ozone SIP to the United States Environmental Protection Agency as a revision to California's State Implementation Plan.*

[More Information](#)

[Proposed Resolution](#)

**DISCUSSION ITEMS:**

**Note:** The following agenda items may be heard in a different order at the two day Board meeting. An item listed on the first day may be moved or continued to the second day, if needed, although the Board will make every effort to hear items on the day for which they are originally scheduled. The Chair will announce any changes in order or continuance of items.

**Agenda Item #**

**(The agenda order noted below was revised on 03/15/17.)**

**17-3-4: Public Meeting to Consider the 2016 Air Quality Management Plan for Ozone and PM2.5 for the South Coast Air Basin and the Coachella Valley**

*The Board will consider approval of the South Coast Air Quality Management District 2016 Air Quality Management Plan (AQMP) for the 8-hour Ozone, Annual PM2.5 and 24-hour PM2.5 standards in the South Coast Air Basin and the 8-hour Ozone standard in the Coachella Valley. The AQMP outlines strategies needed to bring the areas into attainment of these standards and meet Clean Air Act requirements. If approved, the Air Resources Board will submit the AQMP to the United States Environmental Protection Agency as a revision to California's State Implementation Plan.*

[More Information](#)

[Staff Presentation](#)

**17-3-3: Public Meeting to Consider the 2016 State Strategy for the State Implementation Plan**

*The Board will consider approval of the Proposed 2016 State Strategy for the State Implementation Plan (State SIP Strategy). The State SIP Strategy outlines California's State Implementation Plan commitment and identifies the proposed measures for mobile sources and consumer products needed to attain health-based federal air quality standards over the next 15 years. The proposed measures, in combination with the current control program, will reduce mobile source NOx emissions 80 percent from today's levels in the critical South Coast air basin by 2031. The State SIP Strategy will also provide significant benefits in the San Joaquin Valley, as well as state-wide. The Board will also consider certifying the Final Environmental Analysis and approving the written responses to comments received on the Draft Environmental Analysis.*

[More Information](#)

[Staff Presentation](#)

**17-3-5: Public Meeting to Consider the Proposed Final Short-Lived Climate Pollutant Reduction Strategy**

*The Board will consider approval of the proposed Final Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The proposed Final Strategy describes ongoing and new measures for California to reduce emissions of SLCPs (methane, black carbon, and fluorinated gases, specifically hydrofluorocarbons) through 2030. It also describes current research efforts to improve the SLCP emission inventory, evaluate potential mitigation measures, and areas where further research is needed. The Board will also consider certifying the Final Environmental Analysis and approving the written responses to comments received on the Revised Draft Environmental Analysis.*

[More Information](#)

[Staff Presentation](#)

**17-3-7: Public Meeting to Hear Proposed Updates to Senate Bill 375 Greenhouse Gas Emission Reduction Targets**

*The Board will hear an informational update regarding the status of the regional target update process for California's Metropolitan Planning Organizations (MPO) required by the Sustainable Communities and Climate Protection Act of 2008 (SB 375). Senate Bill 375 requires the Air Resources Board (ARB or Board) to establish regional greenhouse gas (GHG) emission reduction targets for all 18 MPOs in California and to update those targets every 8 years. The targets were initially established in 2010 and must be updated in 2018. Staff has been working*

with the MPOs for over a year on target recommendations and evaluating the levels of GHG reductions necessary to achieve statewide GHG reduction goals targets in Senate Bill 32.

The target recommendations of the MPOs and the staff's evaluation will be presented to the Board for input and discussion. The Board will not vote on targets at this meeting; Staff's proposed updated targets will be brought to the Board for a vote later in 2017.

[More Information](#)

[Staff Presentation](#)

**17-3-6: Public Hearing to Consider the Proposed Regulation for Greenhouse Gas Emissions Standards for Crude Oil and Natural Gas Facilities**

The Board will consider adopting a proposed regulation to reduce greenhouse gas emissions from oil and gas facilities. The item was originally heard in July 2016 along with staff's recommendation for 15-day changes. The primary changes since the July hearing include amendments to the monitoring requirements for natural gas underground storage facilities and amendments to the leak detection and repair requirements. The Board will also consider certifying the Final Environmental Analysis and approving the written responses to comments received on the Draft Environmental Analysis.

[More Information](#)

[Staff Presentation](#)

**Friday**  
**March 24, 2017**  
**8:30 a.m.**

**17-3-11: Presentation Honoring Engineers Involved in Volkswagen Case**

The Board will hear a presentation by Professional Engineers in California Government honoring CARB engineers involved in discovering and investigating Volkswagen's diesel engine defeat devices.

[More Information](#)

[Staff Presentation](#)

**17-3-8: Public Meeting to Consider the Advanced Clean Cars Midterm Review**

The Board will hear the completed midterm review and recommendations on the Advanced Clean Cars regulations for the 2022-2025 model years, including its assessments of greenhouse gas and 1 mg/mi particulate matter standards, and of the zero emission vehicle regulation.

[More Information](#)

[Staff Presentation](#)

**17-3-9: Public Meeting to Hear an Update on the First Draft Volkswagen Zero Emission Vehicles Investment Plan**

The Board will hear a status update on an overview of the first draft Volkswagen Settlement Zero Emission Vehicles Investment Plan.

[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. 12-15131 [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.*

*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.*

*Murray Energy Corporation v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 15-1385.*

*State of North Dakota, et al. v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 16-1242.*

*State of North Dakota v. United States Environmental Protection Agency, U.S. Court of Appeals, District of Columbia Circuit, Case No. 15-1381.*

*State of Wyoming, et al. v. United States Department of the Interior, et al., U.S. District Court, District of Wyoming, Case No. 16-CV-285-SWS.*

*Alliance of Automobile Manufacturers v. United States Environmental Protection Agency, et al., United States Court of Appeals, District of Columbia Circuit, Case No. 17-1086.*

*Alliance for California Business v. California Air Resources Board, et al.*, Glenn County Superior Court, Case No. 13CV01232; plaintiffs' appeal, Court of Appeal, Third District, Case No. C082828.

*Alliance for California Business v. California State Transportation Agency, et al.*, Sacramento County Superior Court, Case No. 34-2016-80002491.

*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; plaintiff's appeal, Court of Appeal, Third District, Case No. C083083.

*John R. Lawson Rock & Oil, Inc. et al. v. California Air Resources Board et al.*, Fresno County Superior Court, Case No. 14-CECG01494; ARB's appeal, Court of Appeal, Fifth District, Case No. F074003.

*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 Farming, Inc. v. California 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.

*Hamilton v. California Air Resources Board, et al.*, U.S. District Court for the Eastern District of California, Case No. 1:15-CV-01942-AWI-SKO.

*Mahan v. California Air Resources Board*, Sacramento County Superior Court, Case No. 34-2016-80002416.

*California Air Resources Board v. Adam Brothers Farming Inc.*, Santa Barbara County Superior Court, Case No. 16CV01758.

*California Air Resources Board v. BP West Coast Products LLC*, Contra Costa County Superior Court, Case No. C12-00567.

*People of the State of California ex rel. California Air Resources Board v. Marten Transport Logistics, LLC*, Los Angeles County Superior Court, Case No. BC645288.

*California Air Resources Board v. SSA Containers, Inc.*, Los Angeles County Superior Court, Case No. BC628573 and No. BC628722.

*People v. Southern California Gas Company*, Los Angeles Superior Court, Case No. BC 602973.

*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:**

<https://www.arb.ca.gov/lispub/comm/bclist.php>

(Note: not all agenda items are available for electronic submittals of written comments.)

**PLEASE NOTE:** No outside memory sticks or other external devices may be used at any time with the Board audio/visual system or any ARB computers. Therefore, PowerPoint presentations to be displayed at the Board meeting must be electronically submitted via email to the Clerk of the Board at [cotb@arb.ca.gov](mailto:cotb@arb.ca.gov) no later than noon on the business day prior to the scheduled Board meeting.

#### **IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT THE CLERK OF THE BOARD:**

1001 I Street, 23<sup>rd</sup> Floor, Sacramento, California 95814

(916) 322-5594

ARB Homepage: [www.arb.ca.gov](http://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 alternativo 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.



South Coast  
**AQMD**

[↑ Back to Agenda](#)

# **ACTION PLAN FOR TOXICS**

**Kurt Wiese, General Counsel  
April 7, 2017**

[↑ Back to Agenda](#)

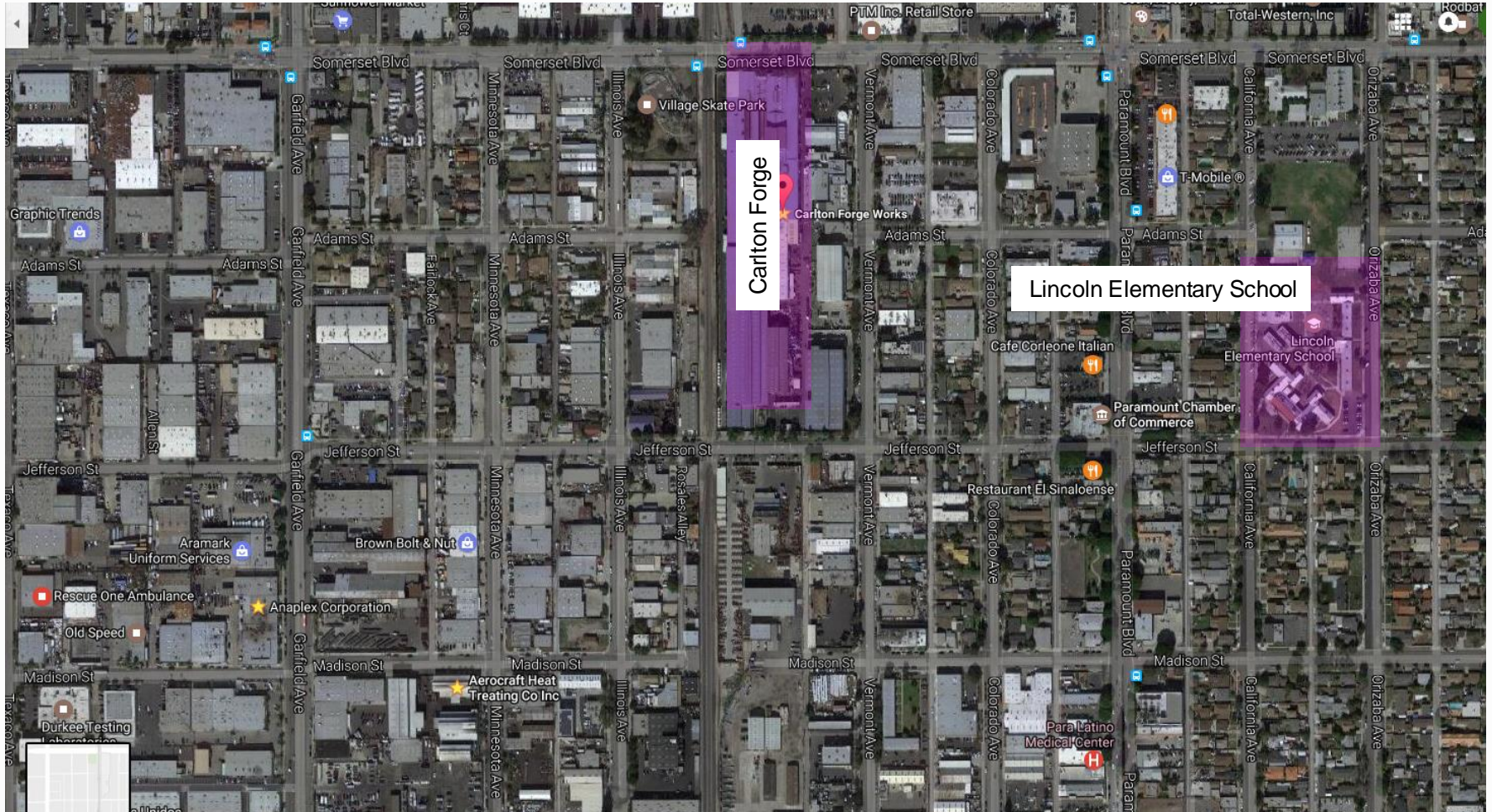
# Overview of Presentation

- Paramount – monitoring and enforcement of hexavalent chrome facilities
- Extending beyond Paramount - The District's Toxics Action Plan for High Risk Facilities





# Paramount 2013



# Carlton Forge



## Carlton Forge produces:

- Seamless rolled rings
- Open and closed die forgings
  - Aerospace
  - Gas turbines
  - Industrial, commercial and nuclear industries
    - Carbon and alloy steels
    - Aluminum, titanium, nickel, cobalt and other exotic high-temperature metals



# Hexavalent Chrome

## Health Effects

- Known human carcinogen
- Listed by the U.S. Department Health and Human Services – International Agency for Research of Cancer
- Adverse health effects occur at extremely low levels (ng/m<sup>3</sup>)






# Carlton Forge

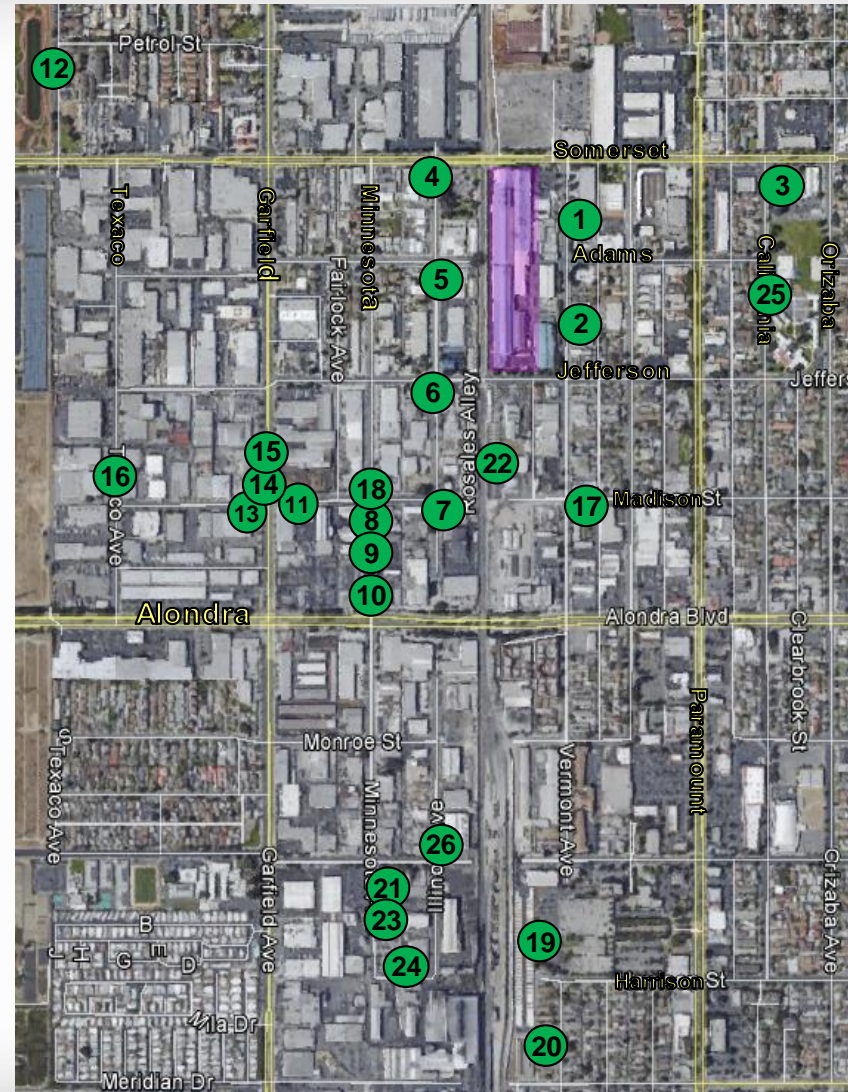


- Operations not generally known to produce hexavalent chrome
- As nickel emissions were reduced, hexavalent chrome stayed constant

# Hexavalent Chrome Monitoring

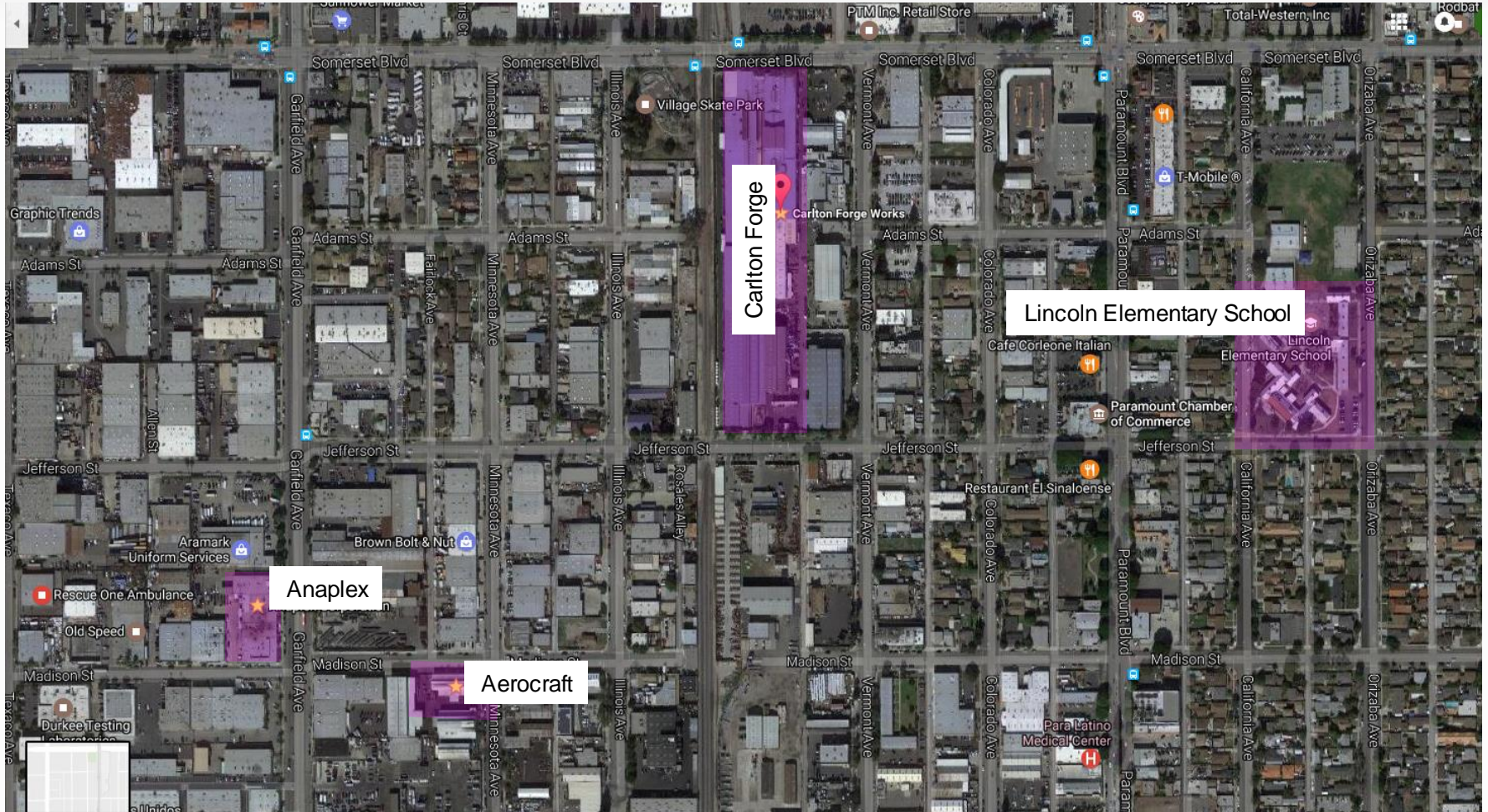
- Since October 2016
  - 26 locations\*
- Elevated levels south of Alondra (< 4 ng/m<sup>3</sup>)
  - Conducted multi-agency inspections
  - Assessing potential source(s)

-  Aerocraft
-  Anaplex
-  Carlton Forge





# Anaplex & Aerocraft

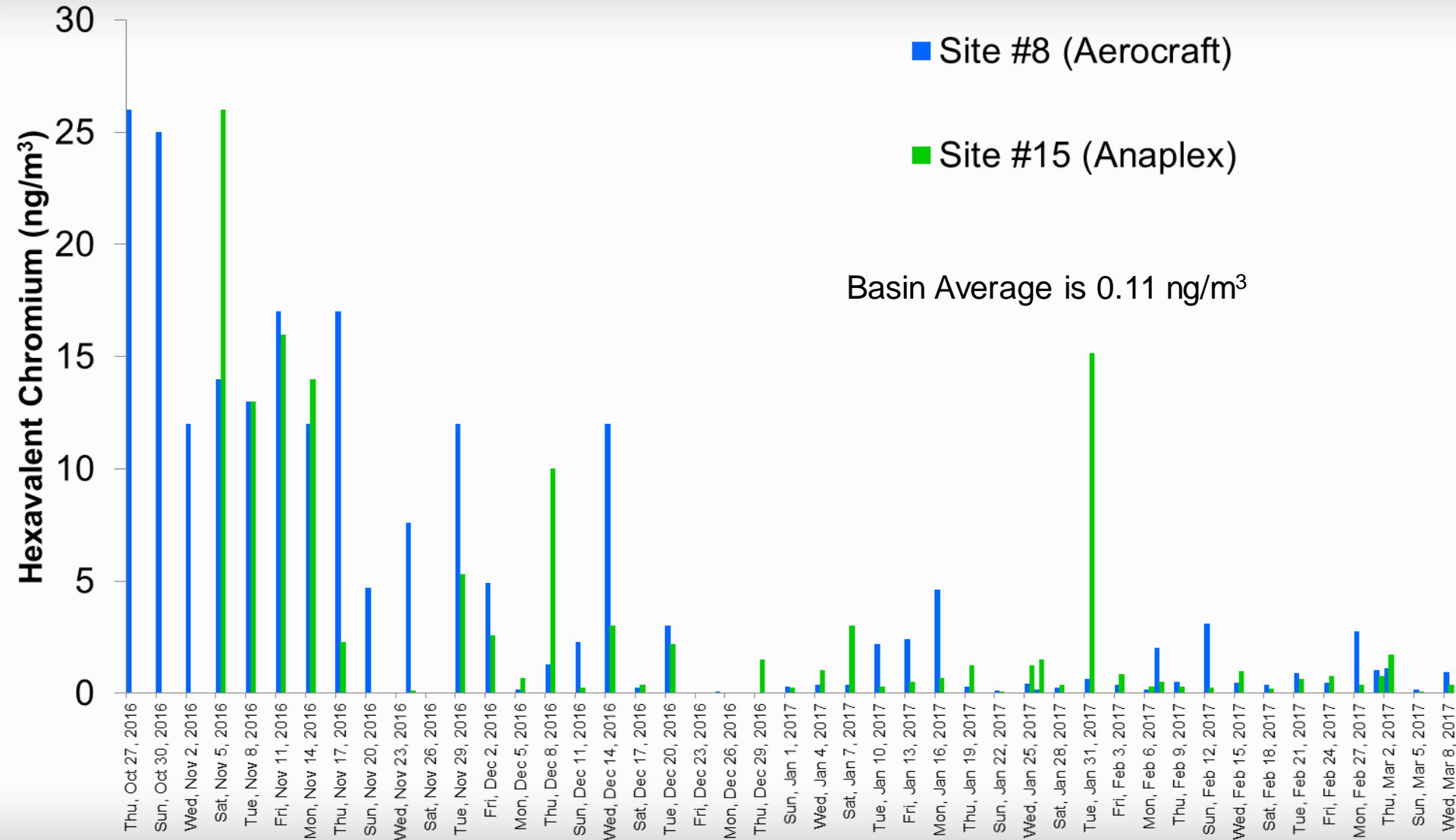


# Curtailments in Paramount

- Anaplex: 1
- Aerocraft: 4



# Hexavalent Chromium Levels Near Anaplex and Aerocraft





# Expanded Hexavalent Chrome Monitoring in Paramount



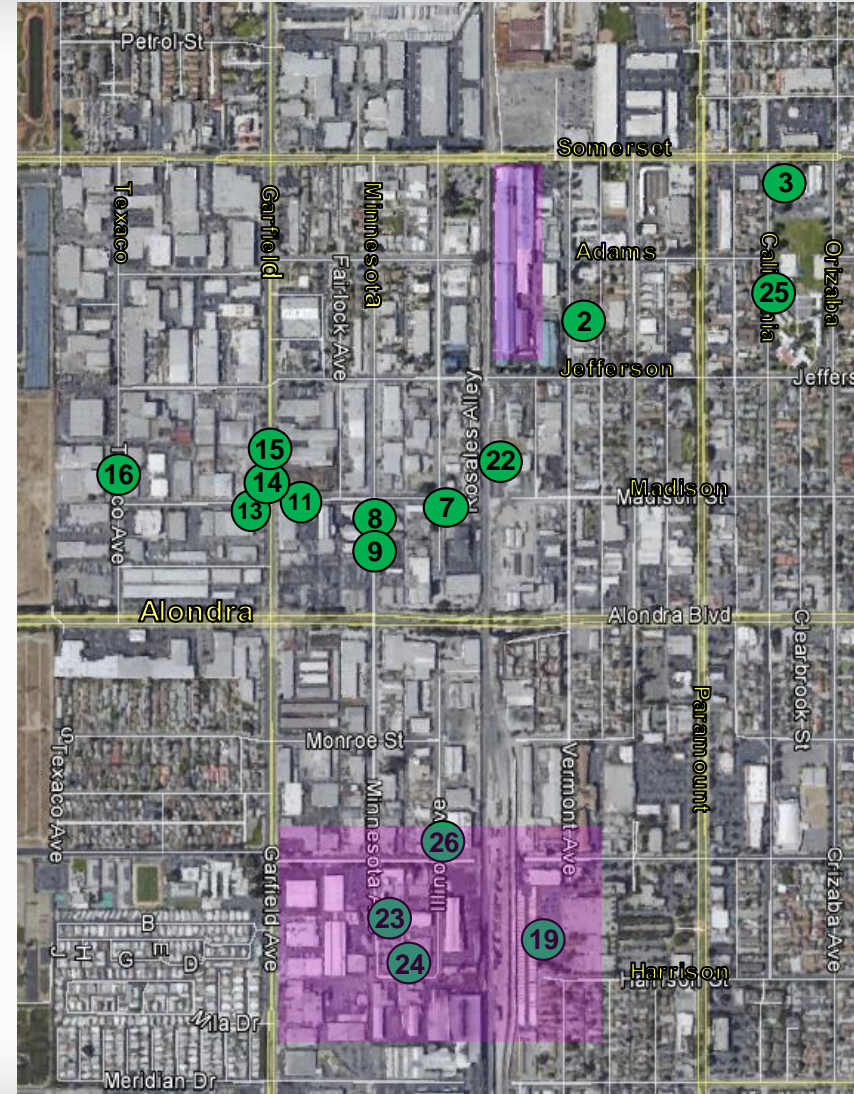
# Monitoring Costs

- \$6000 per week, per facility for enforcement (2 monitors)
- \$700,000 for Paramount
  - November 2016-March 2017



# Current Hexavalent Chrome Monitoring

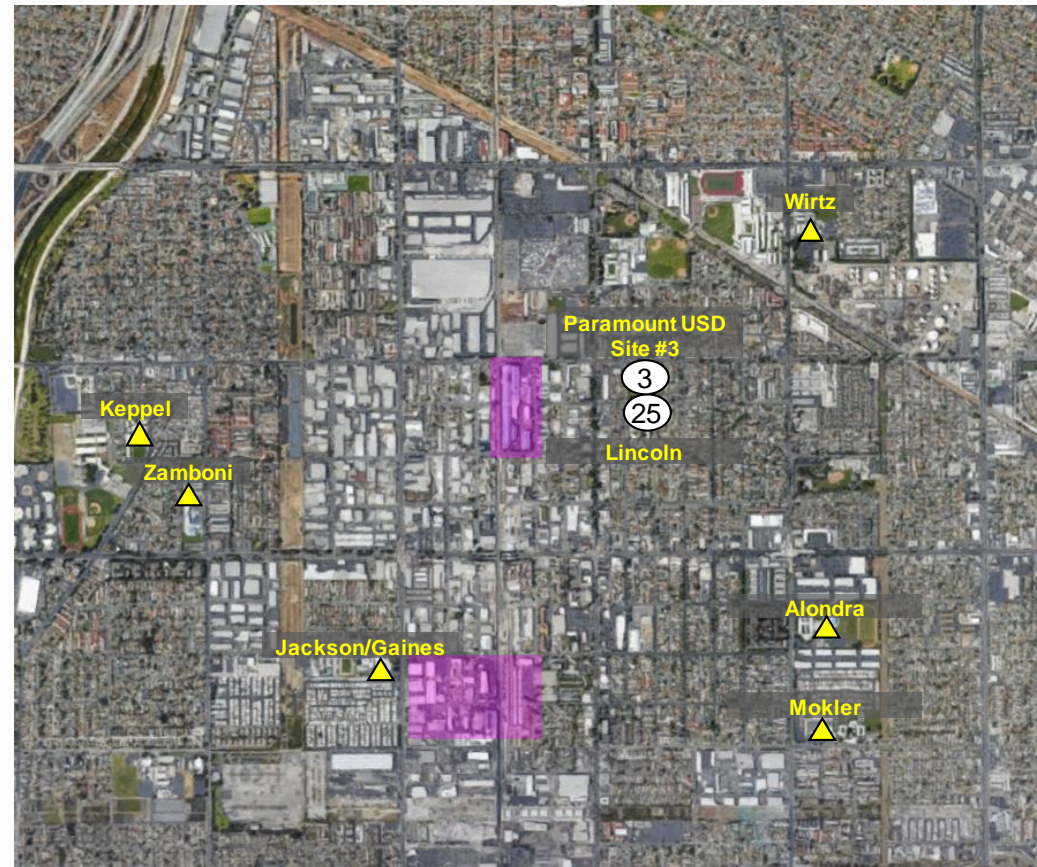
- Currently monitoring (As of April 6, 2017)
  - 16 locations
- Elevated levels south of Alondra (< 4 ng/m<sup>3</sup>)
  - Conducted multi-agency inspections
  - Assessing potential source(s)



\* Monitored additional school sites with CARB

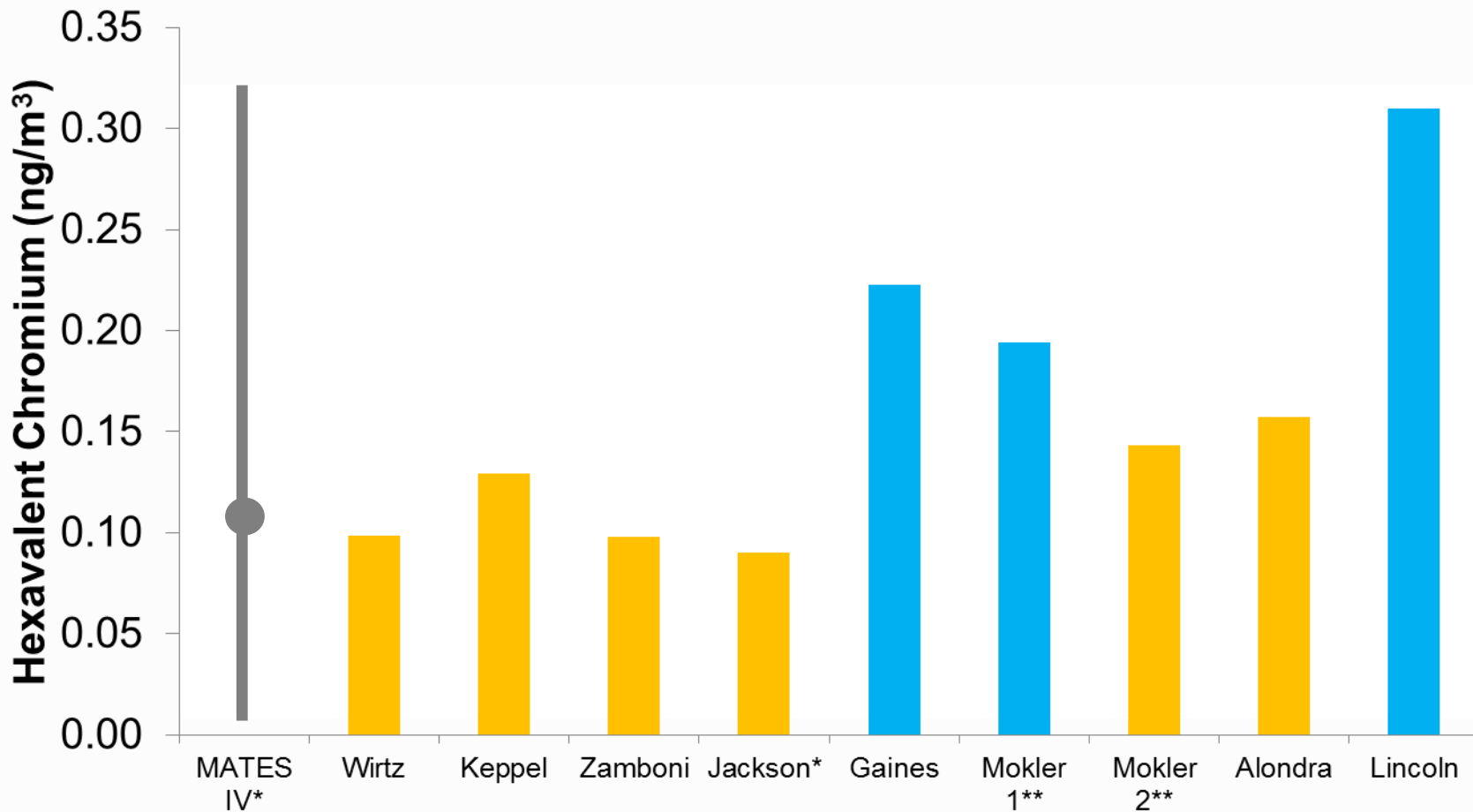
# Monitoring at Schools

- December 23, 2016, CARB started collecting samples at 6 schools
  - Wirtz
  - Alondra
  - Keppel
  - Zamboni
  - Mokler
  - Jackson/Gaines\*
- Lincoln added Feb 18, 2017
- Continue monitoring at Mokler, Gaines, and Lincoln – other sites consistent with background levels
- Plans to re-deploy monitors at other schools



\*Jan 16, 2016 monitor at Jackson was moved to Gaines

# Average Hexavalent Chrome Levels for Schools



\* MATES IV data for the average range from the 5<sup>th</sup> to the 95<sup>th</sup> percentile of daily average data from the entire study period from 7/2012 to 6/2013



# Expanding Beyond Paramount



## SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

21865 Copley Drive, Diamond Bar, CA 91765-4182  
 Information: 1-800-CUT-SMOG (1-800-288-7664)  
 Internet: <http://www.aqmd.gov>

### Air Quality Reporting

Since 1977, the South Coast Air Quality Management District has served as the local government agency responsible for measuring, reporting and taking steps to improve air quality.

To inform the AQMD's 15 million residents about air quality conditions, the AQMD issues an air quality forecast each day and reports current air quality conditions for each

numbered Monitoring Area and General Forecast Area depicted here.

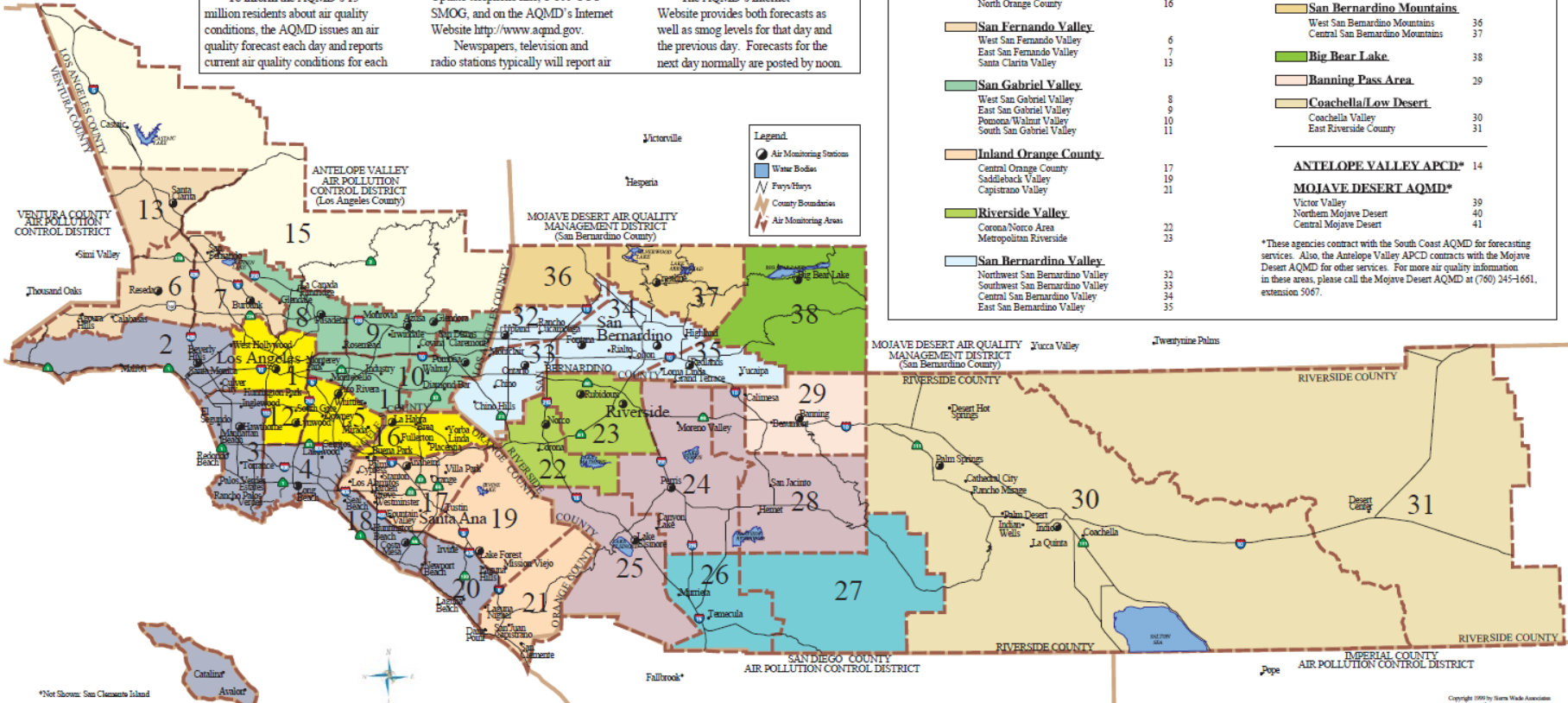
This air quality information is transmitted to the public through newspapers, television, radio and pager services, through faxes to schools, through recorded messages on the AQMD's toll-free Smog Update telephone line, 1-800-CUT-SMOG, and on the AQMD's Internet Website <http://www.aqmd.gov>.

Newspapers, television and radio stations typically will report air

quality information using the General Forecast Areas, shown in color below, which are larger groupings of the more specific Air Monitoring Areas.

The 1-800-CUT-SMOG (1-800-288-7664) line also provides smog forecast and current smog level information by ZIP code.

The AQMD's Internet Website provides both forecasts as well as smog levels for that day and the previous day. Forecasts for the next day normally are posted by noon.



**Legend**

- Air Monitoring Stations
- Water Bodies
- Freeways
- County Boundaries
- Air Monitoring Areas

### General Forecast Areas & Air Monitoring Areas

<b>Coastal</b>			
Northwest Los Angeles County Coastal	2	<b>Hemet/Elsinore Area</b>	
Southwest Los Angeles County Coastal	3	Perris Valley	24
South Los Angeles County Coastal	4	Lake Elsinore	25
North Orange County Coastal	18	Hemet/San Jacinto Valley	28
Central Orange County Coastal	20		
<b>Metropolitan</b>		<b>Temecula/Anza Area</b>	
Central Los Angeles County	1	Temecula Valley	26
Southeast Los Angeles County	5	Anza Area	27
South Central Los Angeles County	12		
North Orange County	16	<b>San Gabriel Mountains</b>	15
<b>San Fernando Valley</b>		<b>San Bernardino Mountains</b>	
West San Fernando Valley	6	West San Bernardino Mountains	36
East San Fernando Valley	7	Central San Bernardino Mountains	37
Santa Clarita Valley	13	<b>Big Bear Lake</b>	38
<b>San Gabriel Valley</b>		<b>Banning Pass Area</b>	29
West San Gabriel Valley	8	<b>Coachella/Low Desert</b>	
East San Gabriel Valley	9	Coachella Valley	30
Pomona/Walnut Valley	10	East Riverside County	31
South San Gabriel Valley	11		
<b>Inland Orange County</b>		<b>ANTELOPE VALLEY APCD*</b>	14
Central Orange County	17	<b>MOJAVE DESERT AQMD*</b>	
Saddleback Valley	19	Victor Valley	39
Capistrano Valley	21	Northern Mojave Desert	40
<b>Riverside Valley</b>		Central Mojave Desert	41
Corona/Norco Area	22		
Metropolitan Riverside	23		
<b>San Bernardino Valley</b>			
Northwest San Bernardino Valley	32		
Southwest San Bernardino Valley	33		
Central San Bernardino Valley	34		
East San Bernardino Valley	35		

\*These agencies contract with the South Coast AQMD for forecasting services. Also, the Antelope Valley APCD contracts with the Mojave Desert AQMD for other services. For more air quality information in these areas, please call the Mojave Desert AQMD at (760) 245-1661, extension 5067.

\*Not Shown: San Clemente Island

# Action Plan Summary

- Identify high-risk toxic sources
- Prioritize sources for action
- Take action to immediately reduce emissions
- Involve and inform stakeholders, including the community, local government, and other environmental agencies within overlapping jurisdictions
- Involve and inform industry
- Develop and maximize the use of District resources
- Fill regulatory gaps in the District's legal authority to address emergency situations

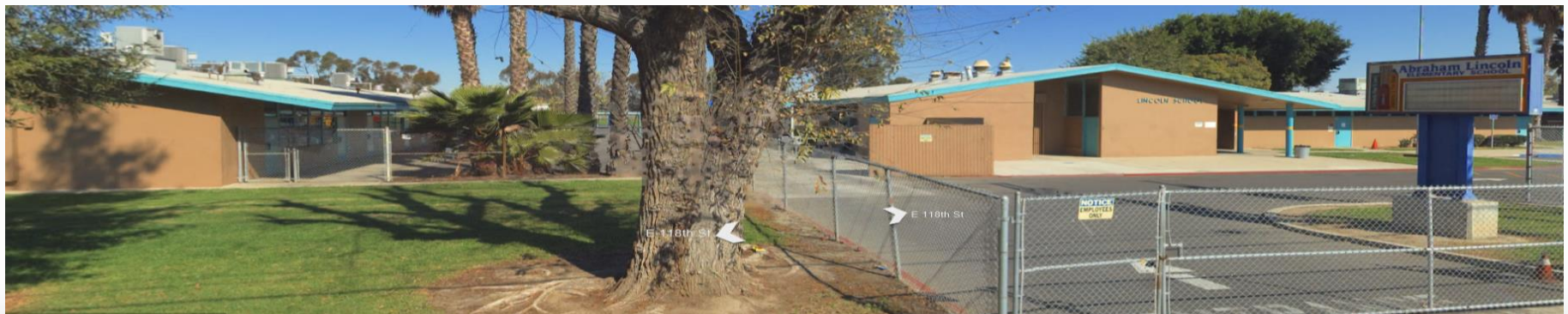


# Identifying and Prioritizing Potentially High-Risk Facilities

## Qualitative Criteria

### *Observations by District Staff*

- Operational issues – maintenance and housekeeping
- Source Test results
- Proximity to sensitive receptors – residences, schools, hospitals
- Clustered with high-priority facilities



# Outreach to Public Agencies

- U.S. EPA
- CARB
- Los Angeles County Public Health
- DTSC
- Los Angeles County Regional Water Board
- Los Angeles County Fire Department
- OSHA
- Cities and municipalities

# Community Involvement

- Town Hall meetings
- Semi-weekly conference call
- Website posting





# Identifying and Prioritizing Potentially High-Risk Facilities

## Quantitative Criteria

- Annual Emissions Reports (Planning and Rules)
- Toxics Emissions Inventories submitted under Rule 1402 (Planning and Rules)
- Complaint Data (Enforcement)
- EPA's Toxics Resources Inventory
- Other means
  - Business Licenses, etc.

# Outreach

- Weekly telephone calls to the City of Paramount
- Weekly telephone calls to public officials
- Community groups
- Targeted facilities and metal industry

# Monitoring Costs

- Recoverable
  - From specified facilities identified as high-emitters
- Non-Recoverable
  - Initial monitoring to identify areas where high-emitters are located
  - Monitoring that does not identify high-emitters

# How to Recover Costs

- Legal authority for additional recovery
- Direct financial support for monitoring from the State

# Achieving Emissions Reductions

- Hearing Board – Orders for Abatement
- Voluntary Reductions
- Rule 1402
- Rule 1430

# Need for Emergency Authority

- **NO Emergency Authority**
  - SCAQMD
- **Emergency Authority**
  - U.S. EPA
  - DTSC
  - State Water Resource Control Board

# Lessons Learned

- Power of the new monitoring technologies
- Importance of ongoing communication and collaboration with the community and public officials
- Importance of ongoing communication and collaboration with other enforcement agencies
- Need for detailed monitoring to identify previously unknown sources
- Need for additional resources for monitoring
- Need for legal authority for emergency situations



South Coast  
**AQMD**

# **ACTION PLAN FOR TOXICS**

**Kurt Wiese, General Counsel**  
**April 7, 2017**